

no questions need be asked regarding the excellent qualities of the British Columbia wood from a practical users standpoint if the commission taking evidence at Portland, Oregon, had not after a severe test pronounced from a theoretical standpoint the same verdict.

Canada in the near future must look to British Columbia for her woods, and the large track of land lying north of Lake Superior and east of the Rockies, must after settlement is more general, become large consumers of lumber and the mills in British Columbia are beginning to wake up to this prospect, and more attention in the future will be given to the development of business in this territory.

Mr. Haslam, M. P. P., of Nanaimo, has recently brought into the Provincial legislature, a bill to further protect our numerous forests from fire and devastation by parties, prospectors and otherwise, carelessly letting fire run through and destroy large and valuable tracts of timber. The bill was carried, but if it is not more practical in its results than a previous bill, it will not be Mr. Haslam's fault but the government's, and they must recognize the necessity now or never, of giving lumbermen better protection to save their limits from destruction.

Some beautiful sticks of timber left the Royal City Mills, recently for the C. P. R. shops at Montreal, to be used in the construction of cars for the C. P. R.

Large orders have been placed on the mill-owners books for summer delivery, and if the shipping service is anything like what they should be, considering the high rates of freight and quick dispatch in loading, one hundred per cent. more lumber will leave for foreign parts than any previous year.

But last season, and almost assuredly this, the mills could not get vessels, only getting one when they wanted three in fact it is reported that one mill cut so many logs last year in proportion to their orders and were so kept back through lack of vessels that they are going to shut down their camp for three months.

FIR.

A TRADE EVOLUTION.

The following article on the lumber trade situation, taken from the *Northwestern Lumberman*, will, we think, prove of sufficient interest to Canadians to justify us in its reproduction.

It is becoming more and more apparent that the lumber trade is undergoing a change that will not long hence make it very different from what it was in past years. Causes are at work that will render this inevitable. The building of railroads, the partial exhaustion of forest supplies on old areas, the determination of capital and enterprise into newer fields, especially in the south and on the Pacific coast, the shifting of centers of production and distribution, and the enlargement of demand in the newer cities and agricultural regions, are the main causes operating to bring about the revolution in contemplation. Every intelligent lumberman knows that great changes are taking place and many are seeking to adjust their operations to them.

Perhaps the most conspicuous result thus far reached in the evolution of the lumber business is the abatement of the old set lines of movement, massing of stocks, and control of the market. When white pine was king, and it was the principal building and manufacturing wood of twenty states, the lumber trade was a simple matter. The producing fields were clearly defined, and there were fairly distinct divisions of it with reference to distribution. It was then known that specific regions were to be supplied with pine. The amount of demand was estimated by the crop yield and the prices for which farm products would sell. The log supply was an important consideration, and snow and ice were depended on to get logs to the mill. If winter conditions were adverse, the log supply was estimated low, though often mistakenly. When it was considered meager, a demand for an active market and high prices was made by the manufacturers. Thus, conditions were simplified to supply and demand. Producers knew that consumers were dependent on them for lumber, for no adequate resource but the white pine mills existed, and there were but few avenues of transportation to carry lumber to market. The eastern states depended on Canada, the Saginaw valley and Pennsylvania; the west on Michigan and Wisconsin, with Minnesota in later years. In the west, for years, the lumber supply in the back country had to be drawn from Chicago, Racine and Milwaukee, on Lake Michigan, and Mississippi river points for the further west. Michigan City helped supply Indiana and Toledo, Cleveland and Sandusky furnished Ohio and a part of Indiana.

During the development of the prairie northwest the lumber trade of western Michigan and Wisconsin made rapid strides. It rose and in degree of prosperity correspondingly to the abundance of the crop yield and the condition of financial affairs, from year to year, or decade to decade. Nobody thought that the west could ever have any other resource for lumber than the white pine forests and mills. The ebb and flow of the pine trade was the gauge to the general lumber business of the country. White pine in the lumber market was like wheat among the grain pits. Manufacturers and dealers took advantage of fluctuations in prices to make money of wide ranges of value. No outside factors were taken into consideration in the deal. There was some movement of poplar and the hardwoods in the west, and of hemlock and spruce in the east; but they had no competitive effect on white pine, which overwhelped every other kind of lumber in the market. In the west, the yellow pine was scarcely heard of. It was not brought to this market in the smallest until 1880 or 1881. When a few car loads of flooring were shipped in, pine dealers laughed at it. None of them dreamed that in their time it should make any ripple in the market as a competitor with northern lumber. Behold what a change has been wrought in ten years!

In the days of white pine supremacy western cities were small. Until the decade just past comparatively little iron and hardwoods were used in the construction and interior finishing of buildings. Pine predominated in city as well as country.

In the sixties and seventies the rural trade was the main dependence. Recently, the larger cities have grown so enormously, while agriculture has been depressed, that their requirement is now the chief consideration.

This transference of the larger demand from country to city has reversed the order of trade. While the cities have grown in population and extent, they have also developed vast wealth, and a corresponding tendency to costliness of structure and embellishment. Palaces have taken the place of cottages. These are built to stand for centuries. They require durable material. Hardwoods have come in and pine has been in a great measure ruled out. It will not do to put pine interiors, window frames, sash and doors into granite and steel buildings. So we now see the wood working factories full of hardwood jobs. The possession of wealth has induced a diversity of taste and desire for a variety of woods for house interiors. Hence furnishers of material are required to search the forests of the continent, and those of the other hemisphere as well, for woods both durable and rare. This diversity of requirement has diminished the important place white pine once occupied in the factory and carpenter's shop. Steel has largely taken the place of timbers, and a variety of woods that of pine as a finishing material.

In this change in the mode of construction southern pine has come in as a special factor. Once used in the gulf states almost entirely, the limit of distribution has been pushed northward until it now touches the shore of the great lakes. The effect of this is to increase competition between the two leading building woods, and equalize prices. White pine cannot be advanced beyond a certain degree, for that would let in southern product. Yellow pine must be sold at prices that are successfully competitive with northern lumber.

The result of the changes indicated is a balancing of values that prevents great fluctuations and speculation in lumber. Mill product must now and hereafter be handled on narrow margins. But if manufacturers and dealers cannot realize the large profits they once did, they are not subject to the losses that in past years pertained to the business, if they proceed carefully and with good judgment. They can rely on steady values for years to come. Their principal concern should be to adroitly meet competition so as to save a little margin in transactions, and to watch their credits so as to avoid losses by bad debts.

An order-in-council has been passed restoring the old tariff of 1880 on lumber on the Intercolonial railway.

GENERAL NEWS NOTES.

About 30,000,000 feet of lumber was wintered over at Parry Sound.

Pine wood is now used in the manufacture of paper pulp at Fenelon Falls.

Timber rafting will be carried on at Belleville on a large scale this year.

It is expected that Gilmour's big mill will commence operations on May 24th.

Messrs. Carswell, Thistle & Mackay are putting up a new saw mill at Calabogie Lake.

J. S. Walker, owner of a saw mill at Dundalk, has assigned to Fred. St. Lamb, Dundalk.

Last week 500 men went up from Mattawa to drive logs and timber for the different lumber firms.

Messrs McTaggart & Leachman, West Toronto Junction, have opened a lumber yard on Royce Avenue.

The Belleville *Intelligencer* states that about 470,000 logs will be brought down the Moira river this year.

Anderson Bros., of Maple Grove, have the contract of building a stove and saw mill for Ainslie Bros., at Staples.

Messrs Ludlam & Ainslie, of Comber, will commence immediately the erection of a large planing mill at Windsor.

Messrs. Hay & Paton, New Lowell, are fitting up their new saw mill, preparatory to commencing their summer operations.

Capt. Crow of the Owen, has the contract for delivering 500,000 cords of wood to Walkerville, and 200,000 to Romney tunnel.

The Gilmour Company started their saw mills on the Gatineau, April 17th, being the earliest of the Ottawa millers to set to work.

Carriek Bros., of Fawkhams, are extending their booms further up the river, their old ones not being sufficient to hold their large stock.

Lumbermen in the neighborhood of Burk's Falls are all ready to run their logs and large gangs of river men are arriving almost daily.

The Ottawa Lumber Co's. mill at Calumet will commence operations about the 10th of May, giving employment to over one hundred men.

The *Wahnapitae*, owned by the Emery Lumber Company, of Midland, is the largest vessel that ever entered that harbor. She is capable of carrying 2,000,000 feet of lumber.

Burk's Falls saw mill, owned by Gall, Anderson & Co., of Toronto, has commenced cutting hardwood lumber as an opening for the season. Mr. Wm. Train is manager.

An exchange says that a traveller from Bridgewater, Hastings county, says that men who in former years were earning \$25 to \$30 a month in the woods this season were glad to get \$14 and \$15.

Messrs Pierce & Co's large lumber mill at the Chaudiere commenced operations April 26th. From the large number of men that were looking for work it would seem that labor will be very plentiful this summer.

Large numbers of men are being dispatched to man the drive for the lumber firms on the Ottawa. It is probable that the logs will come down earlier than usual this season, as the water in the creeks is high at present.

The mills of A. McPherson & Co., Longford Mills, began operations on the 17th, ten days earlier than ever before. They have a large stock of logs and anticipate a long season's work. The mills have been overhauled and somewhat enlarged.

Mr. F. Bennet is erecting new saw and grist mills in Johnson township near Stobie Station. The mills are located in a splendid locality, having water and in easy access to the settlers on St. Joe's Island as well as those on the main shore. The saw will soon be ready for cutting and the grist will be finished sometime in August.

Mr. Andrew McCormack has completed the sale of 100 square miles of timber limits, belonging to the Banque Nationale, to Mr. James Cox, of England, the price realized being about \$25,000. The limits are known as the Jean de Terre limits situated on the Gatineau river, 175 miles from Ottawa, and were formerly owned by Messrs Carrier and Martineau.

Coastwise freight rates on lumber are high, with a brisk demand for tonnage. The ice business very largely increases the call for schooners. It will take a fleet of 20 or 30 vessels a considerable part of the summer to carry away the ice said to be harvested, and lumber rates from New Brunswick ports to the United States are likely to rule high.

FIRE RECORD.

Gilmour & Co's lumber mills at Ironsides were burned a couple of weeks ago.

Clark's and Carmichael's saw mills at Powassan, Parry Sound District, have been burned.

The Fraser grist and saw mills at the mouth of Little River, Victoria Co., N. B. were completely destroyed by fire last month.

The tug *McArthur*, belonging to the Collin's Bay Rafting Company, was completely destroyed by fire April 25th, at Collin's Bay. Total loss about \$30,000, partially covered by insurance.

Two spruce gang mills, with two lath machines, belonging to James Murchie & Sons, Milltown, N.B., were burned last month. The hemlock mill adjoining was somewhat damaged. Loss, \$7,000; covered by insurance.