

size of trees to be cut. The government of the United States at the present time is considering the question of forest conservation, and has requested the National Academy of Sciences to suggest means to that end.

EDITORIAL NOTES.

IN reading the reports of foreign markets, some dealers are probably at a loss to understand the technical terms used. As a rule, in Great Britain lumber is sold where it is over an inch in thickness by the cubic foot, and where it is one inch or under without regard to its thickness. A "load" is equal to 40 cubic feet, or 600 feet board measure. A St. Petersburg "standard" is equal to 1,980 feet, and a Quebec "standard" to 2,750 feet of plank one inch thick.

As will appear by our advertisement pages, there are a number of Canadian timber berths in the market at the present time. Our advice is that there is little or no demand from the United States at present for Canadian timber lands. This is believed to be attributable in a measure to the financial stringency which has prevailed across the border. If this has affected the situation, the new American bond issue which has just been disposed of on such favorable terms, will doubtless tend to stimulate demand.

To Mr. J. R. Booth, the well-known lumberman of Ottawa, is due the credit of having opened up one of the most valuable timber sections of the province of Ontario, by the construction of the Ottawa, Arnprior and Parry Sound Railway. The road, as the name indicates, extends from Ottawa to Parry Sound, and passes through a portion of the province which is heavily timbered, and which formerly was devoid of railway facilities. The contract for the last forty-seven miles has recently been awarded, and when completed, the road promises to be a keen competitor for the traffic of the upper lakes.

THE LUMBERMAN has recently been asked for particulars regarding the log cullers' examinations which are held by the Ontario government. We are informed by Mr. White, Deputy Commissioner of Crown Lands, that it is the intention in future to hold only one examination each year, unless the number of applicants should necessitate a second examination. The most convenient point for the largest number of applicants is selected as the place of writing. We have endeavored to secure a copy of the last examination paper for publication, but as many of the questions are fundamental, it is not considered just to place it within reach of intending applicants.

It is generally conceded that the outlook for the lumber business is brighter at the present time than for several years past. This is due partly to the fact that business conditions have somewhat improved, and also that it is now apparent that no injury is likely to result to the business by reason of tariff changes either on the part of the Canadian or American government. It is now conceded even by the Americans, who are most anxious that the United States government should re-impose an import duty on lumber, that such action will not be taken during the life of the present administration at least. This means that for two years at least we shall enjoy

settled conditions. The knowledge of this fact will have an important influence upon the business. It is impossible for trade to be satisfactory as long as uncertainty exists regarding the tariff. Now that this uncertainty is at an end, we may reasonably expect that business will steadily improve.

WE have frequently referred to the attempts made by lumbermen to raft logs on the Pacific ocean. Several of the early undertakings in this direction proved disastrous, and resulted in large financial loss, the rafts going to pieces in storms. The advantage to be gained is a considerable saving in freight. But lumbermen are not easily discouraged, and last summer a large raft which was towed from the Columbia river to San Francisco, proved an unqualified success. The report now comes to hand that preparations are being made for building another immense log raft at Puget Sound, to be towed by sea to San Francisco. The success of the venture will be watched with interest.

WE had occasion recently, for the benefit of a subscriber, to obtain some data relative to the cost of towing logs. As this is a subject on which there does not seem to be much information available, we deem it advisable to publish such data as we were able to obtain. From one of the largest Michigan lumber firms who bring their logs from the Georgian Bay district, we learn that the cost of towing is \$1.25 per M to East Tawas and \$1.50 per M to Bay City. It is difficult to accurately estimate the average percentage of timber lost in passage, as the logs are estimated when put into rafts, and the only way of getting at the loss is to accept the report of the man on the tug towing the raft. Estimating in this way, the loss usually runs from 25 to 1,000 pieces. A great deal depends on the weather. During the months of June, July and August, the loss is nominal. Unless booms are broken, it is always the small logs that get out, and in a great many cases red pine, on account of their floating so low in the water. As long as the tugs can hold strain on the booms, or chains do not break, experience has shown that rafts will stand as much rough water as the boats.

CANADIAN manufacturers of dressed lumber, whose interests are affected by the recent United States Customs decision that dressed lumber entering the United States is dutiable, will be interested in knowing that Messrs. Howry & Son, of Fenelon Falls, Ont., have appealed to the Supreme Court of the United States against this decision. Messrs. Howry & Son hope to be able to upset the decision on American evidence. For example, Mr. J. W. Hotchkiss, United States expert, said with regard to this question: "This is the first time in an experience dating from 1847 that I have ever heard it claimed that flooring and the like was not properly classed as 'dressed' rather than 'manufactured' lumber." Judge Daniels has also put his opinion on record as follows: "When the Wilson bill was in conference I endeavored to get them to put an ad valorem duty on planed, matched, grooved and tongued lumber, but they did not pay the slightest heed to the arguments." All this goes to show that the interpretation now put upon the tariff is the result of an afterthought, and is directly contrary to the views expressed at the time the Wilson bill was

under discussion in Congress. It is well known that Messrs. Howry & Son and other Canadian firms invested large amounts of money in machinery plant to enable them to manufacture dressed lumber for the American market, which investments will be almost entirely valueless if the present interpretation of the tariff should be upheld. Messrs. Howry & Son are deserving of credit for having undertaken to fight this question single-handed, and it is to be hoped that other Canadian manufacturers, whose interests are similarly affected, will see it to be their duty to bear a share of the legal expenses incurred in bringing the matter to a final decision.

ALGONQUIN PARK.

AN interesting lecture was delivered at the Canadian Institute, Toronto, on the 29th of February, by Mr. W. Houston, M.A., on "Algonquin Park." As most of our readers know, this park was set apart by the Ontario Government about three years ago as a reserve for fishing, hunting, and forestry purposes, its extent being 44 miles from north to south, and 40 miles from east to west, and containing an area of little less than one and a quarter million acres, about one-fifth of which is water. The country in which the park is situated contains numerous small rivers and streams, which were known to remain dry from May to September as a result of forest destruction. It is therefore intended to make the park an object lesson in forestry. Its forest resources are of considerable value, the land being well timbered with pine and hardwoods. The hardwood will be preserved, but the Government has granted licenses to lumbermen to cut the pine timber, and operations are now being actively carried on. Some idea of the quantity of pine timber in the park may be gathered from the fact that bonuses amounting to one and a quarter million dollars have been paid by lumbermen to the Ontario Government.

Among the principal operators are Messrs. Gilmour & Co., of Trenton, who are cutting at the mouth of the Trent river, and the Whitney Lumber Co., who are operating the old Perley & Pattee limits on the south side of the park. The latter company have erected a large saw mill at Long Lake, where they have purchased 700 miles of timber limits. The Gilmour Company have heretofore floated the logs to their saw mill at Trenton, and have spent upwards of \$100,000 on a plant to overcome the difficulties encountered in getting logs from the Muskoka river to the Trent river. In Trading Lake the logs are raised by an endless chain 60 or 70 feet, and dumped into an aqueduct, by which they are carried one and a quarter miles, from whence they are towed by alligator boats to the river. But this process of towing the logs is proving unsatisfactory, and the company are said to have made arrangements to erect a mill in the park.

To protect the timber a staff of rangers is employed, whose duty it is to patrol the park. The superintendent is Mr. John Simpson, who succeeded the late Peter Thomson.

"One Hundred Years of American Commerce" is the title of a special centennial edition of the Shipping and Commercial List and New York Price Current, edited by Chauncey M. Depew, L.L.D., now in course of preparation. An article on "American Lumber," by B. E. Fernow, Chief Division of Forestry, Washington, D.C., will be one of its prominent features.