

done by treatment of the wood. The application of silicious compounds has in experiment produced such results in England as to cause a decrease of 50 per cent. in fire insurance rates for buildings in which the wood is treated in this way. Experiments by the Belgian government exhibited the efficiency of treating wood with a solution of ammonium salts. Ammonium phosphate was found to be the most efficient. By the production of a non-combustible vapor, fire, which attacked untreated wood in less than two minutes, was retarded in its action for forty minutes. Such retardation is all that can be expected, but it is sufficient to reduce the inflammability of wood so that it is no longer a menace to the building in which it is used, but will instead prevent the spread of flames for such reasonable time as is necessary to let the fire department get to work. Thorough impregnation with ammonium phosphate, at 25 cents a pound, would be expensive, as it would require about four pounds to the cubic foot, but thorough impregnation is not considered to be necessary.

It is evident that, with proper care and the application of science, wood can be made more efficient than it is as we use it. Greater care is the natural accompaniment of greater value, and the time is not far distant when the value of wood will rise to the point of *finesse* in its use.

#### EDITORIAL NOTES.

ALMOST each day emphasizes the necessity of some authorized inspection rules by the lumber interests of Canada. As we have before intimated, it might not be practical to adopt rules applicable to the trade of the whole Dominion—provincial rules, corresponding as nearly as possible to each other, would probably be preferable. We believe such rules to be the greatest necessity of the hardwood lumber trade of the present day, and this necessity will become intensified as our export trade increases. It might be in order to enquire what is being done in this direction by the Ontario Lumbermen's Association?

JUDGING by statements appearing in the United States press from time to time, the opinion is prevalent in that country that it was only during recent years that the Ontario government placed any restrictions on the exportation of saw logs. This, however, is entirely erroneous. The writer was recently shown a copy of the crown timber regulations dated August, 1851, in which appeared the following clause:

"All saw logs cut in future upon public lands, if exported from the province, shall be paid for at double the rates mentioned above respectively."

It would seem that nearly fifty years ago the provincial authorities were alive to the wisdom of fostering home manufacture.

A REPRESENTATIVE of the CANADA LUMBERMAN who recently returned from a trip to the Pacific coast was much impressed with the prevailing activity in all lines of business, but particularly in the lumber trade. From the Lake of the Woods, whose mills supply the Manitoba market, to Victoria, every saw mill plant was operating to its full capacity, and the most general complaint was inability to keep pace with orders. While the British Columbia manufacturers expect

to be able to considerably increase their foreign shipments of lumber, it is to Manitoba and the Northwest and to the mining districts that they look for the greatest expansion of trade. Already the consumption of no small quantity of lumber can be attributed to mining work. The residents of the coast province are a truly loyal class of people, who have unbounded faith in the future of western Canada.

THE granting by the Dominion government this year of over six million dollars as subsidies to railways will certainly have an important bearing upon the development of the lumber and pulp industries in this country. It will insure the building of railways in districts heretofore unreached, and which abound with spruce and pine timber. It will also open up undeveloped mining and agricultural lands, which in turn will augment the lumber requirement. The extension of the Ottawa and Gatineau Valley railway may be taken as an example. When the road is completed to Eagle Bay, on Victoria Lake, there will be opened up timber berths heretofore inaccessible only by the Ottawa river, which route is, however, almost impracticable owing to the lack of improvements on the tributaries. The distance to Ottawa by this undesirable water route is 550 miles, while by rail it would be little more than one-third of that distance.

#### TWO TREASURY DECISIONS.

IN the weekly report of United States treasury decisions bearing date of August 3 there are two of interest to the Canadian lumber trade. One reports the supreme court decision on that famous Burlington case involving the question as to what is dressed lumber. It dates back before the passage of the present tariff act. The merchandise involved consisted of planed, tongued and grooved lumber on which duties were assessed at the rate of 25 per cent. ad valorem as a manufactured wood. The importer protested, claiming that the merchandise was entitled to free entry as dressed lumber. The board of general appraisers sustained the collector, but in the U. S. circuit court the case was decided adverse to the government, and the U. S. supreme court now holds that although the lumber in question had been tongued and grooved, it had not ceased to be dressed lumber and had not become a new and distinct manufacture; in other words, that tonguing and grooving is an additional dressing but does not make it a different article. This decision will serve as an interpretation to the present act on this point.

Another decision is as to the duty of staves, beveled and chamfered. The digest of the opinion of the general appraisers is as follows:

The goods are spruce barrel staves about eighteen inches long, four inches wide and three-eighths of an inch thick. They were assessed for duty as manufactures of wood at 35 per cent. under paragraph 208, act of July, 1897, and were claimed to be dutiable at 10 per cent. under paragraph 202.

The ordinary staves of commerce are flat sawed or split strips of wood, while these in question have been beveled at the ends, chamfered or grooved for the head-ings, and fashioned or bent into form ready to go into the "dry" barrel for which they were intended. They are still, however, nothing more nor less than staves.

Paragraph 202 reads: "Pickets, palings, and staves of wood, of all kinds, ten per centum ad valorem."

Under this provision the goods are entitled to classification as staves, and the protest sustained accordingly.

#### MR. ELIHU STEWART.

THE accompanying portrait will introduce to readers of the CANADA LUMBERMAN Mr. Elihu Stewart, who has recently received an appointment by the Dominion Government as Chief of the Bureau of Forestry. Mr. Stewart was born at Sombra, Lambton County, Ontario, was educated at the public school and at the Normal school in Toronto, and admitted as a Dominion and Provincial Land Surveyor in 1872. For over twenty years he has been engaged on Ontario



MR. E. STEWART,  
Chief of the Dominion Bureau of Forestry.

and Dominion surveys, extending from the Ottawa river to the Rocky Mountains, and has thus obtained a wide knowledge of the various woods of Canada. He has frequently been employed to make estimates of standing timber, and has acted as arbitrator in timber matters involving hundreds of thousands of dollars. He has also had some experience as a lumberman on his own account, and is well posted on practical forestry. Mr. Stewart was for two years president of the Association of Land Surveyors; and was one of the founders of the Canadian Magazine, to which he has been an occasional contributor.

Mr. Stewart is a resident of Collingwood, Ont., where he has served as a member of the council and as mayor of the town. A Liberal in politics, he contested the riding of North Simcoe in 1896 against the late Dalton McCarthy, but was unsuccessful.

Heavy forest fires are reported from British Columbia, where considerable timber along the Crows Nest Pass railway has been destroyed. The Canadian Pacific railway lost a quantity of logs.