

prosperity. We might just as well argue that capital leaving this country and taking their money with them for carrying on trade abroad were doing so for the benefit of the British empire, but it would not take long before the results disproved our reasoning. Capital has been too fond lately of leaving our shores, and we have felt the ill effects in the long interval of paralyzed trade under which the country has groaned. Canadians may pretend what they like, but we question very much if they would not welcome with open arms the new men and money which directly the bill passed, would hasten to bestow themselves upon her. The Southern trade, including the immense range of coast line in the Gulf of Florida, would be neglected for more profitable and better paying fields, and the capital which would otherwise have given spirit to the pitch pine trade be distributed over a foreign land. We can hardly believe that the bill will be carried by the free-traders, who form a very small minority of the United States legislature, though in the interest of Canada we trust that by some accident the measure may pass into law. There is an immense amount of unemployed capital in America, which would speedily be brought into use, buying up forest limits in Canada, where labor and plant are so much cheaper than in the States, and standing pine more plentiful and acceptable in the neighborhood of navigable streams.

Mississippi Valley Lumberman.

The consolidation of the Minneapolis, Sault Ste. Marie and Atlantic, the Minneapolis and Pacific, and the Aberdeen, Bismarck and Northwestern railway brings under a single management about 950 miles of track. It extends the influence of the Sault as a distinct factor in the world of railway traffic, not only across Wisconsin and the upper peninsula of Michigan, but across Minnesota and carries it into the very heart of Dakota. It is easy to foresee what further extension and additions will naturally be made, as time progresses, to the main line now completed. The announcement of the consolidation is coupled with the further statement that very close relations'hip has been established between the "Soo" and the Canadian Pacific. There is in this statement more of importance even than in the announcement of the consolidation of the line has been effected, because it bears out the opinion that the Canadian Pacific system is to be supplemented by a series of feeders stretching into the states, upon much the same plan as the Northern Pacific has provided its main line with feeders. It is difficult to predict just what significance this consolidation and traffic arrangement will have for the lumber trade. The manufacturers along the "Soo" will undoubtedly be provided with a double outlet—an eastern outlet for their upper grades, and a western field of distribution for their common grades. But should the duty on Canadian lumber be removed it is easy to foresee as direct competition with Canadian lumber in this, and some of the Wisconsin markets, as is anticipated at Chicago and at some Lake Erie points. On the same theory upon which Chicago bases some of her hopes for continued supremacy and greatness as a lumber market, when the barrier of duty is removed, St. Paul and Minneapolis can, thanks to the Soo, reasonably anticipate some addition to the volume of their growing importance as a point for the distribution of lumber.

Ottawa Journal.

The Chaudiere lumbermen have, it is satisfactory to note, opened the season's campaign under fairly satisfactory auspices. They are in good heart to their prospects, in proof of which extensive improvements and additions have been made to the mills. It is true the mill owners are a little anxious about the lowness of the water this spring, and it is feared that trouble may be experienced. It is very important that no delay occurs to the log drive, as the reserve of logs from last season is very small and may not be sufficient to keep the mills busy till the drive logs arrive at the Chaudiere. The cut this season by Messrs. Booth, Perley & Pattee, Bronson & Weston, Hardman & Co., Pierce & Co. and E. B. Eddy Manufacturing Company, is estimated by the lumbermen at about 375,000,000 feet, if no delay occurs from low water.

Lumber World.

While "trusts" are multiplying on every side, it may be proper to suggest that it is time to form a "trust" of wood-workers. There is room for a "trust" of sawyers, of machine builders and of manufacturers of all lines of wooden wares. Who will start the ball rolling? The "lumber trust" should be the greatest on the list. Strike while the iron is hot.

—We extract the following from a letter recently received from a London lumber firm:—Prospects for trade here this season are not very encouraging. Sales are slow with a great scarcity of money. Though prices in other places are apparently advancing our people here are cutting and slashing. Where there is sure pay prices are cut so low that to find the margin one has to look through a microscope.

SOME PERTINENT SUGGESTIONS.

Editor Canada Lumberman.

In these days of combines, public morality has received so many shocks that any abuse, except of the most startling kind, fails to arouse indignation. In the name of business, practices, by no means honorable, are resorted to for the furtherance of ends which in and of themselves are laudable. That monstrous doctrine: the end justifies the means, is firmly believed in and acted upon by men who affect to feel great regard for the morals of the public.

A disagreement, relating to the use, or rather the abuse, of the N. R. yard, has arisen between the wholesale and retail dealers of lumber, or, to put it more correctly, an old grievance has at last found expression. The wholesale-retail dealers have for years made this yard their piling ground and retail yard, rent and taxes free, in which they transact their business, thus coming into competition with the retail men. The retail men are extremely desirous that this order of things should be done away, and that no lumber be piled off for the purpose of being sold in small quantities, or in other words, retailed.

When we consider that the retail man is working at a great disadvantage compared with the quasi wholesale dealer, it is not at all surprising that he wishes such unfair competition stopped. It is unjust to the dealer who has his yard in the northern, eastern or western part of the city, that a consumer can go down to the R. R. yard and buy lumber at \$1.00 per M lower than the retailer, with the necessary expenses of a yard, is able to sell.

Rent, taxes, insurance and other expenses and losses such as breakage are heavy items in the course of the year, and have to be added to the cost of the lumber, from all of which except \$1.00 per car unloading charges, the wholesale-retail man is exempt.

There exists no reason whatever that any firm or firms should be in possession of so valuable a privilege. The demands of the trade do not require it, the growth of the city does not depend on it, the R. R. Co. does not profit by it, the development of the lumber industry of this country is not advanced, in fine it is a privilege which none should possess, not even by purchase. To do business on what may be called public property, like vendors of pea-nuts, is not at all creditable to our wholesale lumber dealers.

What is wholesale dealing? A car of 10,000 feet? Twenty-five or thirty years ago this quantity might possibly have been so imagined, but not at this date. No man in making such a statement, except his ideas are small, very small, can reasonably expect to be understood seriously. A quantity to be considered as a wholesale transaction must be commensurate with the volume of trade done, and we think in this case that the quantity ought to be not less than 100,000 to 150,000 feet if not more.

Another matter in connection herewith, is that some of the lumber billed to the docks, which means a lower rate of freight, is disposed of in the city. For this an excuse might possibly be found, but the point is—was the regular rate of freight paid on removal? Would an investigation into this matter be productive of a dividend to the shareholders of the absorbed N. & N. W. R.?

All and any use of the docks should be prohibited except the one for which they were originally built, that is for shipping; and the right to ship permitted to all so desiring. Not one, two or three firms should enjoy a monopoly, else the time will soon arrive when these lumber firms will raise the plea of vested rights and claim compensation when required to surrender the Company's property. Squatter sovereignty and all that implies, would be practically illustrated in Canada.

That such a state of affairs should be tolerated says very little for the efficiency of the officials of the quondam N. & N. W. R. Granting privileges to one set of men as against others in the same line, the latter contributing largely to the revenue of the Co. requires explanation of no ordinary kind.

We confidently expect now that the C. T. R. has absorbed the N. & N. W. R. that these exclusive and prejudicial privileges will be withdrawn. By far the greater quantity of the lumber sold is carted to the outlying districts or suburbs, and comparatively little sold in the city proper.

The necessity does not exist that the N. & N. W. R. yard should be converted into a market for the especial benefit of a few men who are not enterprising enough to establish first class yards, of which Toronto does not possess one, but one satisfied to exist on sufferance and at the expense of others in the same line of trade. It is, to say the least, a most beggarly way to do business.

TORONTO, May 15.

PINUS.

—Letters patent of incorporation are asked for by the R. H. Smith Co., limited, to manufacture saws of all descriptions, files, mechanics' tools and implements of all kinds. The chief place of business is St. Catharines, capital stock, \$75,000, and the applicants are all St. Catharines men.

THE WESTERN MACHINERY DEPOT.

The Brantford *Telegram* of a late date contains the following reference to the business of Mr. H. W. Petrie, an old-time advertiser in THE LUMBERMAN:

Nothing shows the steady growth of Brantford better than the continued solid growth of her institutions. Brantford has always been known as an emporium for iron goods of every kind, and the firms which handle that class of wares have obtained a world-wide celebrity. Foremost among those firms which handle machinery exclusively is that of H. W. Petrie. Last fall Mr. Petrie was compelled by his ever increasing trade to erect a substantial three-storey brick addition to his already large warehouse on Dalhousie street. In the front of this addition is the general office, and immediately behind is Mr. Petrie's private office. The offices are fitted with the latest conveniences for assisting office work, while a large Goldie & McCulloch vault insures the safe keeping of valuables. Through a door in the general office one enters the shipping room, which will in a few days be fitted with a complete set of steam hoisting machinery, so that the heaviest machinery may be brought in, unloaded from the drays, and whisked off to the second or third storey, or put in any desired position in the show room, without the need of a hand being laid to it. Next to this is the show room, extending the full depth of the building. Here is gathered together machinery from all parts of the Dominion, the greater part on this flat being perfectly new, and ready at any moment to be shipped away. Besides handling new machinery of every description, Mr. Petrie probably buys, refits and sells more second-hand machinery than any other dealer in the province. Back of the show room is the repairing shop, in which every second hand machine that comes in receives a thorough overhauling. The machinery on the ground floor is mostly of the heaviest description, planers, saw mills, engines, boilers, and lathes for wood and iron. In the shipping room are boxes of machinery waiting to be shipped to different parts of the Dominion. Here is a saw mill which will shortly be engaged in waging a battle against the Douglas fir of the Rockies. It is addressed to Lillooet, B. C. Beside it is another addressed to Stittsville, among the pineries of the Ottawa valley. Another lot is designed for the Muskoka district, and still another for Richibucto, N. B. These, with a host of others intended for places nearer home, show the extent of Mr. Petrie's trade. Upstairs the wood-work and painting is carried on. Here, spread out on the floor, are the parts of two saw mills which are being arranged before being shipped away. Near them is a broom handle machine which will turn out finished, tapered handles at the rate of six hundred per hour, and beside it is another of still newer pattern, which turns out a continuous stream of handles. On this floor is a collection of small engines designed for running a row of sewing machines and turning coffee mills. These compact little engines run from half a man power to four horse power, and are one of the most interesting features of the immense collection. Here also is an axe handle machine which will turn out thousands of axe handles per day, all moulded to pattern. Passing to other rooms on the same flat we find an immense collection of leather and rubber belting, and rubber hose of every description. Next to this there is a collection of several thousand drills for iron work. Back of this again is another room crowded with all sorts of light machinery. Here are machines that the uninitiated never dreamed of. For instance, here is a green corn cutter for the purpose of cutting green corn for canning factories. This machine removes the soft kernels from the corn as careful as the most fastidious housewife would require, and at the rate that would astonish the average housekeeper. Here is a machine for drawing by suction sawdust and shavings, a quarter of a mile if needs be, through pipes to the furnace of some vast saw mill. There is a machine for cutting barre heads, this one husks, and that one grinds cob and kernels at once into meal for cattle. This contrivance of wheels and bars cuts out spoons almost by the bushel, while over against the wall is the pilot wheel and anchor of a steam yacht; hence the expression "from a needle to an anchor," may be applied correctly here. The third flat is a repetition of the first and second, except that the machinery there is somewhat lighter than that below. One of the rooms on the second flat gives us an insight into the methods that have enabled the proprietor to build up this magnificent trade. From top to bottom of the room are shelves fitted with illustrated catalogues, in which every machine in the building is exactly described and numbered. Advertisements are inserted in all the great papers of Canada, and a number of those of the United States, and when a query is received as to some particular piece of machinery, off goes a copy of the catalogue, giving the illustration and description. Last year 20,000 of these catalogues were printed, which proving insufficient, a further supplement of 5,000 was obtained. The majority of the buyers never see Mr. Petrie, the buying being done by letter, and it speaks volumes for the integrity of the proprietor.