



AFTER the sale of timber limits in Toronto on the 23rd ultimo, I talked with several lumbermen on the outcome of the sale, and the consensus of opinion was that, while timber limits were recognized as valuable assets, the monied men were averse to increasing their holdings until there was an improvement in trade and the financial aspect across the line had brightened up a little. One who is prominent in lumber circles said: "There were a number present who might be considered prospective buyers, but they were evidently there from the cause as myself—curiosity. But, notwithstanding the quiet times, fair prices were offered for many of the berths, and I think the reserve bid in some cases was fixed a little too high. The presence of a couple of Michigan capitalists indicated that their eyes are still on Canadian limits."

* * *

So much is heard of late about the re-imposition of the duty on Canadian lumber by the United States government, that I have felt quite refreshed by the expressed views of an enterprising Nova Scotia mill man. He stated that he believed it would be better for the mills in the Lower Provinces to have the duty on lumber restored, and gave two reasons for his belief. One was that greater prosperity would follow a higher tariff on all manufactures of the United States, and this of itself would make a better market for lumber. Again, a second reason was that Canadian lumber entering the American market free of duty was obliged to discount to the American dealer all the benefits and advantages from free lumber. In other words, the purchaser would say to the manufacturer, "Oh, you don't have to pay any duty now, so you must sell your lumber \$2.00 per thousand feet cheaper than you used to, and you can afford to sell it \$2.00 less than the American manufacturer, who pays higher wages and stumpage."

* * *

THE other day when in the office of Thomas Meaney & Co., in Toronto, the question of lumber freight rates came up for discussion. On this score the complaints from lumbermen are not numerous, as, generally speaking, rates are not considered too high. But a point of some dissatisfaction is that a higher rate is charged on hardwoods than on pine. "I cannot understand," remarked Mr. Meaney, "why the railway companies charge 7½ cents per hundred pounds on hardwoods from northwestern points to Toronto, and only 6½ cents on pine. Of course, the companies are adopting the American rule, but it should not be done. In the United States, where they have considerable mahogany, quarter-sawn oak, walnut, and other expensive hardwoods, it is all right, but here our pine is more valuable than our hardwoods. Our supply of oak is a mere drop in the bucket." At first glance the difference in freight would not seem to cut much of a figure, but as a matter of fact it means about 40 cents on a

thousand feet, which is a good slice out of the profits of handling the lumber. I also observe that special rates are charged in Canada on all expensive hardwoods, such as cherry, rosewood, walnut and mahogany. It would therefore seem that only on the less expensive hardwoods could even the 7½ cent rate be obtained.

* * *

"I HAVE noticed that when a year starts out with everyone anticipating a good trade, the opposite result is often experienced, and vice versa." This was the significant remark made to me by an Ottawa lumberman, who believes that the lumber trade is not yet quite on the verge of "blue ruin," and that the present year will close its books showing a satisfactory balance sheet. In this conviction lumbermen sincerely hope there will prove to be more truth than poetry. I believe that the first six months of the year have not done much towards making our lumbermen millionaires, yet visit any of them at their offices or mills and you will at once conclude that the turmoil of business life is resting lightly upon them. Many of our greatest lumbermen have reached the enviable position which they hold to-day by pursuing a policy of honesty and industry. Starting as a woodsman in their early days, they have gradually climbed the ladder of success until now they are recognized as a "power in the land." They are self-made men, and have learned to accept both the "ups" and "downs" of this world in the same cheerful spirit. An instance of the success which many lumbermen have attained is well illustrated in the case of the recent Dominion elections, when there were elected as representatives of the people a large number of men prominently connected with the lumber industry. "Eli" sincerely hopes that the representation may succeed in keeping the Government's head level on all matters pertaining to the welfare of our country and especially to the lumber trade.

FOREST PRESERVATION IN MINNESOTA.

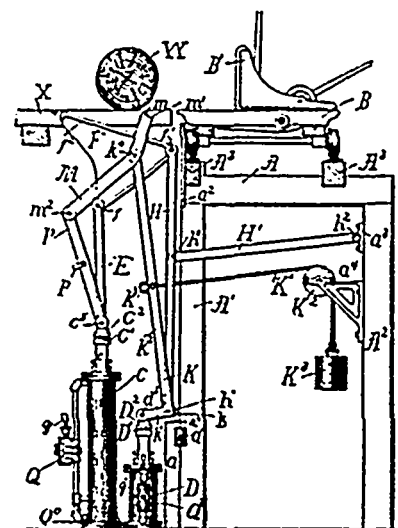
THE State of Minnesota, U. S., previous to the year 1895, had suffered greatly from forest fires, and in the Hinckley fire on September 1, 1894, there perished four hundred and eighteen persons. In April, 1895, an act was passed by the Legislature of the State for the prevention of forest and prairie fires. The first annual report of the Chief Fire Warden is to hand, and contains upwards of two hundred pages, in which is given much valuable information in regard to the system of protection and causes of the fires. The number of forest fires reported in 1895 was twenty-seven, burning over 8,265 acres and doing damage to the extent of \$3,125. The causes were. Clearing land, 5; railroad locomotives, 4; hunters and fishers, 4; other causes, 5; unknown, 9. Of prairie fires there were 105, burning over 73,000 acres and causing damage to the amount of \$34,277. The causes of prairie and field fires were. Railroad locomotives, 28; burning straw, 10; burning stubble, 10; threshing engines, 8; other causes, 8; unknown, 13.

Letters are printed from the Baldwin Locomotive Works, Philadelphia, and the London & North Western and London & South Western Railway companies showing the devices in use for preventing the escape of sparks from locomotives. It is stated that the system of spark arrester

which is found most efficient in locomotives is for coal-burning locomotives, the device known as the extended smoke box with straight smoke stack, netting, deflecting plate and spark arrester. No spark-arresting device is absolutely efficient. The degree of efficiency of any device depends upon the care with which it is maintained in good condition. Fine sparks will escape from either of the above devices when in the best condition, and coarse sparks will escape when in an improper condition. The fine sparks are not dangerous, the coarse sparks are. The chief adds: "If the most efficient spark-arresting device practicable is used and kept in the best condition there will be very few fires caused by locomotives. The question arises, Are locomotive engineers sufficiently conscientious in keeping their netting in good condition? Do they not too often allow holes to exist in the netting? Are inspections sufficiently frequent and rigorous? Do railroad managers hold their locomotive engineers to as strict accountability in this matter as they ought? It appears to me that the public have reason to expect some decrease in the number of fires set by railroad locomotives."

LOG LOADER AND TURNER.

PETER MCNERNEY, of Marinette, Wis., has been granted a patent for Canada for a log loader and turner, as shown by the accompanying illustration. In the claim therefor is embodied the following points: An apparatus for turning logs



LOG LOADER AND TURNER.

on saw-mill carriages, comprising a canting arm pivoted mediate of its length with a vertically and laterally movable pivot, a piston rod D, and connections for raising and lowering the pivot of said canting arm and for swinging said pivot laterally, and a piston rod C' and bar P for swinging the canting arm about said pivot, with movable support consisting of the bent bar K, having the short arm k, the piston rod D' pivotally connected to said arm k' and the piston rod C' and bar F connecting piston rod with canting arm, etc. In a log loading and turning apparatus, the combination with a pivoted loading arm F and a plurality of pivoted canting arms, M, of two stationary cylinders C and D with piston rods C' and D', and connecting rods from one of of the said cylinders, for raising or lowering the pivots of all said arms, and connecting rods from the other of said cylinders, as C, for swinging all of said arms about their pivots, etc., substantially as described.