

## THE EXPORT DUTY.

The following memorial has been presented by the lumbermen of Tonawanda and Buffalo to the Secretary of the Treasury. We publish it in full for the benefit of our readers as it expresses the views of a majority of the lumbermen in the States bordering upon Canada. To Hon. Wm. Windom, Secretary of the Treasury, Washington, D. C.

We wish to learn whether any power vested in your department would enable you to deal in any way with the hostile and vexatious action of the Canadian government in imposing a heavy export duty on logs designed for American mills. We have understood that there is some legislation of a general character regarding Cuban export duties, and if so, perhaps it might be made to apply on the Northern frontier of the Republic.

Many American lumber firms (some of your petitioners among the number) bought Canadian timber limits when the export duty was \$1, intending to tow logs to the American side of the lakes. In 1886 the duty was increased to \$2, and last fall it was made \$3, which is a practical confiscation of investments in Canada made for the purpose of securing logs for American sawmills.

The object of the duty is to prevent the export of logs, and force their conversion into lumber in Canadian mills, but it is made to apply to masts, spars, piles, booms and all long round timber of pine and spruce.

The ability to tow logs from the Canadian side of Lakes Superior and Huron without payment of export duty, would be great advantage to sawmills situated at Cheboygan, Alpena, Oscoda, Au Sable, Tawas, Bay City, Saginaw, Port Huron and Detroit, Mich., at Toledo and Cleveland, Ohio, and at Buffalo, Tonawanda, Lockport and Rochester, New York.

The Canadian trade and navigation returns show a larger import of logs from the United States, than the log export to the United States. For the period from 1880 to 1888 over \$6,000,000 in value of pine, spruce and cedar logs were floated down the St. John's River from the state of Maine, and converted into lumber in mills at St. Johns, New Brunswick. During the same period logs to the value of \$4,300,000 were brought into Canada from the Rainy River and Red River districts, and other parts of the United States. The export of logs from Canada to the United States from 1880 to 1888 was \$2,350,000, and of this amount only \$16,000 worth was pine. Our import of logs from Canada for the period named was only about one-fifth as great as our export of logs to that country—a state of the trade no doubt due to the Canadian export duty.

The American duty on pine boards is \$2 per thousand. The Canadian duty is twenty per cent., which is a higher rate. While the Canadian government imposes an export duty of \$3 dollars on logs, the American government is debarred from retaliation in kind by the constitution.

The only way to meet the action of Canada in depriving American mills of their raw material, is to put a plenary duty on sawn lumber or some other impediment to its importation, while the export duty is continued. Such a course would force the immediate abandonment of the export duty, as is clearly demonstrated by the fact that when the Mills bill proposed to place lumber on the free list, except in the case of countries imposing an export duty on logs, in which case lumber from such countries was to pay duty as before, the Canadian government asked and obtained power from Parliament to abolish the export duty by order in council, with the avowed purpose of abolishing it the moment the Mills bill became law. The export duty was imposed at the instigation of sawmill owners in Canada, and will be removed at any time that it will serve their interests. The privy council have power to remove it without further legislation from Parliament than that given in the session of 1888.

A duty upon saw logs, or impediments placed in the way of their importation, would simply play into the hands of the Canadian mill owners and government, their desire being to prevent our importing them.

A provision substantially as follows would bring a backdown on the part of the Canadian government with more haste than dignity. If two weeks notice were given the export duty would be out of the way before the time was up.

"In case any country imposes an export duty upon saw logs exported from such country to the United States, then during the time that such export duty shall remain in force, sawn lumber made from the kind of timber upon which such export duty is imposed, when imported into the United States from such country, shall, in addition to the duty provided by law, be chargeable with an additional duty equal in amount per M to the amount of such export duty." Or, if this is not within the scope of your powers, restrictions upon the importation of lumber of a character to cause vexation and expense, imposed to be continued while the export duty was continued, would probably prove equally effectual. Shipment of lumber in bond is now permitted through the United States. The suspension of this privilege till the export duty was removed would be certain to produce the desired result.

If it were desired the signature of every sawmill owner from Maine to Minnesota could be procured to this memorial. We beg to urge your consideration of these statements and to ask redress. If it is in the power of your department to afford it, for a ruinous imposition upon many American citizens, which has been placed upon us by the Canadian government with offensive exhibition of a spirit of hostility and in violation of the requirements of good faith and fair dealing.

If it is desired we will send a deputation to Washington to place additional facts before you and make such explanations as it may be able to give. We have the honor to be

Your obedient servants, etc.

## The Outline of a Mighty Forest.

In the extremely interesting record of his late adventures in Africa recently given to the world by the daily press, Mr. H. M. Stanley makes a statement which is likely to attract the special notice of all who interest

themselves in the great forest question, and are endeavoring to ascertain with some approximation to truth how long it will take to exhaust the timber resources of the known world at the rate of destruction which civilisation is mercilessly exacting at the present time.

Mr. Stanley, in his letter to the Chairman of the Emin Pacha Relief Committee, after describing briefly the regions through which he made his way, and the misfortunes which befel him, goes on thus to speak of the forest region through which he passed—

"We were 160 days in the forest—one continuous, unbroken, compact forest. The grass land was traversed by us in eight days. The limits of the forest along the edge of the grass land are well marked. We saw it extending north-easterly, with its curves, and bays, and capes, just like a seashore. South-westerly it preserves the same character. North and south the forest area extends from Nyangive to the southern borders of the Monbuttu; east and west it embraces all from the Congo, at the mouth of the Aruwimi, to about east longitude 29 deg.—40 deg. How far west beyond the Congo the forests reaches I do not know. The superficial extent of the tract thus described—totally covered by forest—is 246,000 square miles. North of the Congo, between Upoto and the Aruwimi, the forest embraces another 20,000 square miles."

Let us pause for a moment over this information, and endeavor to comprehend its significance to a future generation; to do so we must admit the accessibility of these forests for commercial purposes; there is no great stretch of the imagination required to do that, for there is no reason why the interior resources of Africa should not be made as accessible as those of America have been and are.

The facilities of transit by steamships and railways are increasing daily, and nothing in that way appears impossible to industry and invention. In a hundred years' time England may be obtaining a large portion of this timber supply from these very forests Mr. Stanley was 160 days in traversing, the European shipments almost forgotten, and Sweden and Norway requiring all they can produce for their own use, like Germans are beginning to do now. Let us see what the extent of this vast forest tract is like, if there is such a chance of its ever becoming of such importance to us; the area of Great Britain and Ireland is computed at about 121,000 square miles, while the forests in question are estimated at 246,000 or more than double the extent of all the British Isles.

If we reckon that by and by they will be brought under the axe at the rate of a square mile, or 640 acres per day (which would give employment to an army of lumberers), it would take about 786 years of 313 working days to clear away the first crop, let alone all the intermediate growth. A number of arithmetical questions present themselves to the mind when endeavoring to grasp the utility of this new discovery of timber lands, but we must leave their proposition and solution to the ingenuity of any of our readers who may like to utilise their Easter vacation in working out such results.

The fringe of a great subject like this is all our limited space permits us to deal with. One corollary may, however, be drawn from Mr. Stanley's experience. There is plenty of timber growing in the world to supply the wants of its inhabitants for a long time, though the great centres of civilisation may in the distant future have to go farther afield to obtain it.—*London Timber Trades Journal.*

## Copperline.

The man who finds a want, and supplies that want, has caught the flood that leads to fortune. This is what Mr. Alonzo W. Spooner, of Port Hope, has done with his Copperline. In these days of high speed when everything is whirling at a rate that's enough to give ordinary mortals a touch of the razzel dazzel, machinists moan for a bearing metal clam-like in its cool and calm disposition, a metal capable of giving his Satanic Majesty the chilblains in his tail. Mr. Spooner has produced that metal, the want is supplied, and now that gentleman is floating on a flood-tide leading to fame, to fortune, to Parliament, and a summer cottage. Take

for instance the Water Works of Toronto. Everyone knows that at one time those works got heated to such an extent, that the entire town was in a regular boil, but since the introduction of Spooner's Copperline, such a coolness has been thrown around, that members of the Works Committee and journalists now pass each other as strangers. It took over 2,000 pounds to cool those works, for they have the largest engines in Canada, but it fetched 'em, and the stokers after firing up, cool off now by standing near the bearings. It is one thing to turn out a useful and valuable production, and another to place it before the public. In this particular, Mr. Spooner, as an energetic pusher of business has no superior, and while he stakes his good name on the virtue of his Copperline, he does not hesitate to blow the horn for his own town, by declaring on his advertising cards that Spooner's Copperline is manufactured in Port Hope, the handsomest town in Canada. It is quite unnecessary to observe that Mr. Spooner has not had an opportunity of seeing the beauties of Bobcaygeon, but the man who links his town with his own fortunes is a man the country can be proud of, and one whose Nonfibrous, Anti-Friction, Hades-cooler Box Metal should be heralded, as this great journal now does, to every inhabitable part of the universe.—*Bobcaygeon Independent.*

## A Lumber Case.

An important lumber case was argued at Aylmer, June the 6th before Mr. Justice Malliot. Messrs. N. Row and W. G. Hurdman, who purchased certain mill property at Hull from the Quebec Government, suing R. Hurdman & Co. to obtain possession. The latter company originally purchased the property from Sherman & Lord, of Albany, and there is said to be a balance of \$154,000 due this firm by Hurdman & Co. Lemon Thompson, of Albany, has acquired the rights of Sherman & Lord to the mill property in question, and has sued R. Hurdman & Co. for the balance of the purchase money. The latter plead that they are troubled in their possession of the mill property, and by a dilatory exception ask that all proceedings be stayed until said Lemon Thompson shall cause such disturbance to cease and prove that when he and his partners undertook to sell such mill property they were owners of the same. Mr. Thompson has moved to reject this plea as being unfounded in law. The case is pretty well mixed up. W. Robertson, Q. C., of Montreal, and T. P. Foran, of Aylmer, represented Mr. Thompson, and Henry Aylen, of Aylmer, is conducting the case for R. Hurdman & Co.

## The Chignecto Ship Railway.

The syndicate in London intend to construct a number of screw propellers to be used for traffic over the ship railway to maintain communication between the West Indies and St. John, Montreal, and to points even further West, as by this means vessels suited to the Western Canal locks may safely proceed even as far as Port Arthur without breaking bulk. These are the same parties who promoted the ship railway in London, and they will form an independent company with a capital of £500,000 sterling, power to increase to £1,000,000 for this purpose. During the winter season, when the navigation on the rivers and lakes is closed, these propellers will ply exclusively as well as during the summer months. These propellers will be schooner-built, of steel, all parts interchangeable, with triple expansion engines, and will be put on the route as soon as they possibly can be built. The completion of this work will supply a want long acknowledged, affording closer communication between the West Indies and all parts of Eastern Canada, and thus doing very much to facilitate the already profitable trade between the Dominion and West Indies.

To calculate number of shingles for a roof ascertain number of square feet and multiply by 9, if four inches to weather, 8 for 4½ inches, and 7 1-5 if 5 inches are exposed. The length of rafter of one third pitch is equal to three fifths of width of building adding projection.