



MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER

PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:

NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... \$1.00
 One Copy, Weekly and Monthly, Six Months, in advance..... .50
 Foreign Subscriptions, \$1.50 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth.

Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

THE SOUTH AFRICAN TIMBER MARKET.

THE recent enormous development of gold mining in South Africa has had the effect of giving a great impetus to the timber trade at the Cape, and a good deal of attention is being paid to the possibilities of that country as a market for our timber. British Columbia has exported a considerable quantity this season, and is naturally scanning the possibilities of the future.

There has been an abnormal inflation in the value of mining shares, many of which are quoted at prices far beyond their actual value. A crash is sure to come before long, and how far mining will be carried on afterwards is so very uncertain that the lumber trade depending upon it is precarious.

Up to the present Cape Colony has been practically a non-producing timber country, though she has stores of forest wealth in the interior. Although Cape Town, the principal city, was built many years ago, the country around has only been developed recently, and the import of timber to any extent is the growth of the last ten years. The demand has been supplied principally from Sweden and Norway, the former having sent double the quantity last year over the preceding year. About four years ago a firm operating on Puget Sound determined to have a share in this growing trade, and sent a trial cargo. The experiment was not a success, but it established the fact that if properly managed a large and remunerative trade could be built up, and since that time a considerable trade has been carried on, at first by means of small sailing vessels, and subsequently by large steamships, which carry as much as two or two and a half million feet.

One serious drawback to the trade is the fact that the inland buyer requires to have the goods delivered on his premises by the seller, and railway freight rates from coast points—Delegoa Bay, Port Elizabeth, etc.—are very high, for instance 5s. 9d. per 100 lbs. actual weight. Besides, there is the risk of demurrage at the port of discharge, as well as duty, landing charges, etc., with

the risk of rejection on arrival. The dealers there are not disposed to buy f.o.b. or c.i.f.

As already stated, South Africa has great forest wealth of its own. With the growth of the country this will be developed, in fact the government, naturally desirous that as little as possible of the wealth of the country should go abroad, are taking steps not only to conserve the primitive forests, but to re-forest the denuded portions, and to that end has divided the country into four districts, with a conservator, rangers, foresters and other officials for each. In one of these districts, in 1894, 3,500,000 trees were planted at a cost of one half penny each, and in the other districts extensive planting was also done. All the railway ties required can be furnished at home, and a creosoting factory is projected, where railway timbers can be so treated as to increase their durability. Last year a large quantity of timber was brought in from the neighboring country of Bechuanaland, which is shortly to be annexed to Cape Colony. The chances are, therefore, that in the course of a few years the Cape will be in a position to supply most of the home market.

The mining boom has created a demand for timber of unusually long lengths, say up to 18 inches square and 60 feet long. The Pacific coast fir is admirably adapted for this, while the Baltic cannot furnish it. Hence, a share of the trade has been easily secured for the former. Much lumber for building is also consumed, as may be inferred when we state that the population of Johannesburg and surrounding district is increasing, by immigration alone, at the rate of from 1,000 to 1,500 souls per month.

So long then, as the present mining boom continues, with the resulting influx of population, there will be a large demand for lumber at good prices, but the future is uncertain, and therefore it is a trade which must be entered into with much caution and a great deal of risk.

CANADA'S LUMBER EXPORTS AND CONSUMPTION.

IF any of our readers ever thought of the matter they have probably come to the conclusion, without looking into the figures, that Canada, with her vast timber areas, exports more lumber than, with her comparatively sparse population, she consumes at home. Yet such is far from being the actual fact. She uses twice as much lumber at home as she sends abroad. A similar fact exists with reference to the New England states, where the home consumption is largely increasing. Is there not a lesson here, that we should be careful in the manner of disposing of our timber? While there can be no objection in encouraging our foreign trade, thereby bringing wealth into the country, we should not be too lavish in sending away what may in the future be required at home, at least there should be no waste, which it is to be feared goes on to a considerable extent in our forest products.

Another fact is of interest, namely, that we export considerably more lumber to the United States than to Great Britain. In 1893 our export of forest products to the mother country was \$11,105,482, while to the United States we sent \$14,841,455 worth. Yet though we sent abroad nearly \$26,000,000 worth of goods out of our forests our total production was \$80,000,000 worth, so that we consumed at home about \$54,000,000 worth, or more than \$11 per head of the population.

AMERICAN FORESTRY ASSOCIATION.

THE American Forestry Association, which recently held its annual convention at Springfield, meeting, by the way, in a church, had its attention called, by means of a letter from Secretary Morton, to a very prolific cause of forest fires, and a suggestion as to a means by which the danger might be minimized. He wrote:—

"It is very important that the American Forestry Association should formulate and commend to the various States a system regulating the clearing up of debris after cutting the large trees for timber. The devastation of the woodlands by fire could be avoided if each State would make it a penal offense to leave the brush not utilized for lumber lying upon the ground as kindling for the great forest fires. Until there be uniform legislation in regard to this matter the annual forest conflagrations will continue. It is deemed advisable that the

Geological Survey and the Division of Forestry co-operate in mapping and determining the value of the national forest reserves. The Geological Survey might continue its topographic mapping of the national forest reserves and locate all areas suited to the purpose. This is already authorized by law."

We in Canada might gain a hint here.

EDITORIAL NOTES.

HIGH freight rates and lack of tonnage, with possibly a little slackness in the market, caused a falling off in the lumber which passed through the Soo canal, United States side, during October, of nearly one-third. The figures for 1894 were 108,274,000 feet, for 1895, 77,263,000 feet. It does not take much to change the current of trade.

AT the recent annual convention of the National Association of Builders of the United States, a resolution was offered calling upon the Secretary of the Interior to enforce all laws looking to the protection of the public forests from unnecessary and wanton destruction; also urging upon the governors of the several states the recommendation of legislation in their annual messages looking to the preservation of the forests.

A PECULIAR law suit was recently tried in Wisconsin which will interest lumbermen who drive logs down streams. The plaintiff had given a boom company the right to overflow his land, and in the course of operations some of their logs floated over his property, so he sued them for storage. The court gave judgment for the company, holding that the stream, in its widened condition, was a public highway, open to all. So this enterprising individual saw his prospective source of revenue ruthlessly cut off.

THE railways of Maine are reaching out for business in the northern part of the state. While spruce is the staple lumber of that state there is a good deal of hardwood, which has been unavailable because it was not practicable or economical to attempt to drive it on the rivers, and accordingly the market was supplied from what could readily be loaded on the cars. But the railways are penetrating further and further every year, and developing a lumber business which could not otherwise have been done.

WHILE the Franco-Canadian treaty opens up a promising market for our timber, there is another European country with which we might cultivate trade to our own advantage, namely, Denmark. An official now stationed at its capital writes to this effect: "The opening of the free port of Copenhagen affords a good opportunity to American dealers. Lumber shipped in bulk can be stored at low rates in the ample yards of the free port and from there be distributed to the various ports of the Baltic, according to the demands of trade."

It does not look as if there would be much use for soup kitchens this winter. Any able bodied man who is willing to work can find employment, for the demand for labor is, strange to say, greater than the supply. This may not be strictly correct locally in all instances, but there is work in the country, and if it cannot be found in one place it can in another. Lumbermen find it hard to get men for the woods. Particularly is this the case in Michigan and throughout the northwestern states. Last year the labor market was overstocked, this year the demand is greater than the supply. This is a healthy sign.

THE manner in which facilities for reaching the market enhances the value of timber properties is well brought out in a case which has come under our notice. About five years ago the owner of two hundred acres of land near Eganville, a small village in Ontario, offered it for sale to the owner of the neighboring property, the price asked being eleven tons of hay, delivered at Eganville, eight miles distant, hay being then worth twelve dollars a ton. The offer was declined, the land not being considered worth what was asked. The building of the Ottawa, Arnprior and Parry Sound Railway, which