

mineral deposits are being developed, and forests compared with which all the primeval timber of the United States was but a little grove, are now known to extend in an unbroken broad belt from the upper Peace and Saskatchewan country south and east across the Nelson River and Northern Lake Winnipeg country, away over the Spanish River and the vast Ottawa region, and eastward way down to the mouth of the Sauguna River and southern Labrador and the Atlantic coast. The vast and almost inexhaustible supply of timber would supply the two continents longer than the forest of Norway, Sweden and Russia have lasted Europe. These forests the races who anteceded the Romans commenced to lay down, and they are still the great source of European supply. What these great Northern woods of Europe are to that continent British America will one day be to this. What the possibilities of development in British America are cannot now be surmised, but enough is known to warrant the belief that it can feed the world. The bulk of the population of the United States inhabit the belt made by 36° on the south 48° on the north. The next 12° of latitude on our north and hundred miles longer than ours is capable of sustaining fully as great a population. Its natural location and facilities for reaching the old world markets are far better than ours and under the fostering care and aided by the enormous wealth of the mother country, its development may be far more rapid than even the marvelous progress made on our own side of the line. The sudden construction of the great trans-continental traffic line, the Canadian Pacific Railway, has in five years fully inaugurated an era of progress scarcely paralleled in the world's history. We have not the figures at hand to give the population and wealth which has seemingly sprung into existence in the Northwest Provinces, but it is amazing. The second step in the grand drama is the construction of the Hudson Bay & Winnipeg Road. These two lines with the lateral feeders which will speedily follow, are the certain means by which England intends to create a new Indian empire out of which to fill her coffers in ages to come. This great political movement on the part of our greatest rival has a significance to us beyond anything which has occurred in American history, save the Revolution and the Civil war. There is no question but that the British American Provinces can be made to produce a superabundance of almost every commodity now produced in or exported from, the double tier of Northern States. Bread stuffs, meats, wool, lumber, etc., which form the bulk of Northern States export, are already produced in them in such considerable quantities as to seriously affect our values at home and abroad. These provinces promise soon to supply the European demand and under their free trade privilege (which means maternal protection), cheap living, cheap labor system, with their more economical methods of life, can and do, produce all the staple commodities cheaper than we can, or do.

Another important factor is the great matter of transportation. With our long rail routes so crooked and circuitous that we have to go two thousand miles out of our road to reach European markets, and these routes in the hands of the most heartless and soulless corporations which ever effected a nation, who render fair competition with our northern neighbors an impossibility by their systems of extortion and robbery. These considerations render it extremely doubtful if it will be possible, at the end of another decade, for the wheat raisers and stock producers of the Northwestern States to earn a bare living. There must be a radical change or Asiatic and British American competition will destroy the great industries of Michigan, Wisconsin, Minnesota and Dakota.

## RAMBLER'S NOTES.

A Visit to Some of the Lumber Firms of the Queen City and Elsewhere.

RAMBLER likes to wish all the readers of the LUMBERMAN the compliments of the season, and while doing so desires to intimate that he expects, health and weather permitting, to be present in this column once a month to tell what he has seen and heard concerning the trade and those who are engaged therein. If anyone asks you who Rambler is and where he comes from, be sure and tell him you don't know. This is by far the easiest way to tell the truth, and no one will be hurt. We have been wandering around Toronto for the past few days, and picked up quite a few notes. We have visited some of the larger firms and some of the smaller ones interested in the lumber business, and have left many others for a future occasion. When we got through with the Queen City in all probability we will turn up some place else when least expected. All that it is necessary for the members of the fraternity to do is to give us plenty of room to talk and ask questions. If they don't do this we will shake the dust from our feet and leave by the first train. There is more dry facts and lengthy figures in lumber lore than is to be found in almost anything else, but you get used to it in time and don't mind it. Why it is a common occurrence to find a lumberman with a whole year's quotations laid away in his upper storey, ready for any emergency. Ask him how the market ruled six months before, and all he has got to do is to run his fingers through his hair and he's got it.

Speaking of the individuality of lumbermen we are inclined to the belief that, as a rule, they are a liberal class of people,

and while possessing the faculty for driving a close bargain, do it in a businesslike manner and take undue advantage of no one. In making this assertion we are not doing it in the hope of securing the lumbermen's vote at the next election, but solely because we believe that our statement is correct.

But we are digressing. To digress, however, is no crime, therefore in all probability we will do it again. We were about speaking of some of the Toronto "lumber kings" and the part they take in the trade of the country. The best way to do this is to refer to each in the order of our calls, mixing up the larger and smaller concerns promiscuously. Let us commence with that well-known and ever-reliable firm of

CHRISTIE, KERR & CO.,

whose head office is situated at 9 Victoria street. The heads of this business are Mr. Alex. R. Christie and Mr. Wm. Kerr, both of whom are among the best known lumbermen of the country. They possess the widest range of practical experience, coupled with an intimate knowledge of the wants of the trade, and for the many years during which they have been engaged in this branch of trade, have achieved an enviable reputation for fair dealing and prompt and liberal dealings with customers. The firm direct the operations of their large force of men from this city, from which point also they are heavy shippers of lumber to various American ports. Their extensive mills are situated respectively at Collingwood and Severn Bridge. They also handle the product of some 10 or 12 mills besides their own assuring direct rail connections south, and by water to all points west and south. The mills of this company are large, and fitted throughout with all the latest improved machinery and appliances, while the cut averages 100,000 feet daily, and gives employment to upwards of 150 men. The firm owns several of the finest timber limits in the north which are convenient of access for bringing the logs to the mills. At the present time they have a large force of men and teams in their camps, and the output of logs this season will be unusually large. The facilities possessed by this firm for the prompt filling of all orders for home delivery, or exportation, of all descriptions of white pine, hardwood lumber, deals, laths and shingles, &c., are unsurpassed. We learn that the past season's operations have been fairly successful.

From here we step across the hall in the same building and enter the office of

WILLIAM LATCH,

wholesale dealer in hardwood and pine lumber, laths and shingles. This gentleman is one of the "old standbys" in the trade, having been actively engaged in the business for the last twenty-six years. The wholesale yards, of which Mr. Latch is the owner, are located at Carwright, Ont., where large quantities of rough and dressed lumber of every description are kept in stock. Being possessor of a considerable amount of capital this gentleman has command of a very large trade, and is prepared at all times to undertake and fill the largest contracts. As a citizen of Toronto Mr. Latch is recognized as an influential and public spirited man, and is identified with many movements calculated to promote the general welfare of the community.

Victoria Chambers, where we find ourselves at present, seems to have a peculiar fascination for lumbermen, as in addition to the two firms mentioned above, there are three others in the same building, equally worthy of mention. Of these we first visit

TENNANT & CO.

the personnel of which is Mr. J. Tennant and Messrs. Henry and Albert H. Colwell. The first two named gentlemen have been associated together in a business way for the past seven years, and are well and favorably known. Mr. Colwell, sr., has been connected with the lumber trade in Toronto for upwards of a quarter of a century, and is generally acknowledged to be an authority on all matters pertaining to this branch of trade. The firm do a wholesale trade in pine lumber, the bulk of which comes from Penetanguishene and the North Shore district. About one million feet per month is the extent of the business done. They state that the prospects for next year's trade are good, and express the opinion that a slight advance in prices will soon take place. The light stock on hand at the mills and the scarcity of cars for shipping combined, seem to effect the market towards this end.

GEORGE GALL.

Situated on the same flat as the last named firm we find the office of Mr. Geo. Gall, wholesale dealer in hardwood lumber. This gentleman has been connected with the lumber and building trades of Toronto for the past twelve years. He is a Scotchman, having left Aberdeen for Canada a score of years ago, and by strict attention to business has met with more than usual success. Mr. Gall's yard, containing on an average one million feet of lumber, is situated at the corner of Wellington and Strachan Ave. in the west end of the city. He purchases in both Canadian and American markets, and has a reputation for supplying the very best material obtainable. He reports prices firm, with a possibility of an increase.

On our way out of the building we make a call on

F. N. TENNANT,

a gentleman who has been more or less connected with the lumber business since a boy. He was a member of the late firm of J. & F. N. Tennant, who, a few years ago, handled, on an average, from 35 to 40 million feet of lumber annually. He

has since gone somewhat extensively into the real estate business, and this in connection with his wholesale business in lumber, laths and shingles, keeps him busy. Mr. Tennant's principal purchases come from Midland mills. He informed us that the building trade of Toronto for the past year eclipsed that of any previous period, and that the prospects for next year were equally encouraging.

MUSKOKA MILLS AND LUMBER CO.

Room 17, the Arcade, 24 King street west. This company was incorporated under the laws of the Province of Ontario in 1876. Its capital is \$150,000, with a reserve fund of \$100,000. The company own about 270 square miles of pine lands on the Georgian Bay, where are located extensive saw mills, which, with the vessels engaged in carrying their lumber, give constant employment to about 300 men. The facilities of this company for filling the largest orders at short notice, or undertaking the most extensive contracts, are unsurpassed. Its resources are of such a character that it is able to offer the most favorable inducements to the purchasing public, and can afford rates not easily duplicated. Mr. A. H. Campbell the head of the company, is a native of Scotland, and has been a resident of the Dominion since 1845.

JAMES CARNOCHAN,

proprietor of the Barrie Lumber Yard and Planing Mill, 61 Ontario street, and 356 to 366 Queen street east, conducts an extensive business, and is a representative man in his branch of trade. Mr. Carnochan carries a very large stock of every description of lumber, including pine, spruce and basswood boards, scantling, lath, singles, casing, mouldings, &c. In fact from this establishment the public can be supplied with every material essential to their building from cellar to attic. The premises occupied on Ontario street cover more than half an acre, while the yard on Queen street is upwards of an acre in extent. The lumber handled comes from the Muskoka, Georgian Bay and Ottawa regions. The business gives employment to about 15 men. Mr. Carnochan is a Canadian by birth, and has had an experience of fifteen years at the business.

Thinking that we had picked up enough notes in Toronto to supply sauce for LUMBERMAN readers for one month, and having espied a sign in the distance which read, "City Tonsorial Art Hall, we shied off to get a clean shave, and remove the superabundance of Toronto real estate which had very affectionately attached itself to our lower extremities. We were bound for the north, and at the mid-day Northern railway express steamed up to the Union depot we stepped on board and were soon on our way to the picturesque little town of PENETANGUISHENE.

Many a time in the past have we travelled over this route. Then we knew the location of every mile post and farm house for many miles north of Toronto; but things have changed since then, and now we find ourselves almost a stranger in the hamlets which once were, but are now prosperous villages and towns. The Northern railway has changed also. What many for years have been calling a "one-horse concern" is now being equipped equal to any railway in Canada. It has become the principal line over which to reach the great north-west of Canada, and will ere long be generally recognized as the shortest and most direct route to these far-distant provinces. But while improvements by way of equipment are observable to the most casual observer, the slow speed at which trains are run has not been improved upon. For far the management have overlooked this important matter, we might suggest that this is an age when people—if their wishes could be satisfied—would prefer to travel at the rate of a sixty-mile-an-hour wind-storm, even though there was a fair possibility of their ending their earthly career before they reached their destination. Now we believe we have said enough on this point, and if the directors of the Northern don't feel in accord with our ideas, we are satisfied in the knowledge that we have done our duty to a suffering public.

Just as we expected, we have been digressing again, and have only been brought to a sense of our duty to the lumber trade when speeding along the shimmering waters of Penetang Bay. On one side we have a glimpse of the town on a high elevation in a distance, and to the left of us a dark sail of a fishing-boat here and there, and further beyond heavily laden schooners with their cargo of lumber, saw mills, docks, and forest.

Penetang is certainly an attractive place in which to spend one's time during the summer months, but our sympathies turn to those who have anything to do with winter in this section of country. We heard enough of winters up there to make icicles sprout out of our boots, and that's all the experience we crave for.

The secret of this town's success is the extensive lumber trade which is carried on, there being about a dozen saw mills within a radius of five miles. A visit to some of these mills gave us an idea of the extensive trade being done.

"CHARLIE" MCGIBBON,

by which name the jovial and good-natured Reeve of the town is known, is among the foremost in this branch of trade. Placing oneself at his service we were shown through the mill of which he and his father are the owners. These mills have been established since about the year 1867, and from that time to the present have run continually during each season. The manufacture consists of every description of lumber, laths and shingles. The output of lumber averages from two and a half