

THE CANADA LUMBERMAN.

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THE CANADA LUMBERMAN

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THE CANADA LUMBERMAN is published in the interest 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 of them 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 upon which it can rely in its operations.

Special correspondents in localities of importance present 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 effecting 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 ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three 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 ocean rates to Europe have been considerably raised this season. Not only has this been the case, but vessels have been scarce at Quebec. Shipments being thus restricted, and there being little convenience for storing either at Quebec or Montreal, the yards at the Canadian capital have become crowded, they being also of limited capacity. This has necessarily caused considerable inconvenience to the firms that have made a feature of this branch of the trade.

ACCORDING to a London paper there seems a probability of Russia dealing largely with Canada in the lumber trade. Certain merchants of Batoum have, it is said, asked one of the largest firms in Ottawa for quotations for the shipment to the Black Sea of several million feet of pine annually. It certainly seems surprising that such a demand should be made on Canada from a country like Russia which has possessed such forest wealth, but if the report be true Canadian lumbermen will receive the news with much favor.

A DEMOCRATIC government official, an American paper says, is reported to have gone to Ontario to investigate the effect which the passage of the Mills bill would have upon lumber and timber prices in Canada, and to have come out strongly against the bill. He lately labored in the house to explain the situation. He was convinced that the expected passage of the bill had boomed timber limits immensely, and quoted a newspaper statement that R. Hurdman & Co., Ottawa, had given an option to the E. B. Eddy Manufacturing Company of their Mississippi limits at \$325,000, which would be a profit of \$75,000 for holding them three years. A refusal was given for six weeks to allow for the passage of the bill. If it did not pass, then the limits, inferentially, would not be desired. Other opinion had been offered at largely advanced prices, in anticipation of a great benefit, leading to the conclusion that the free lumber clause would not cheapen lumber to the consumer, as the advocates of the measure supposed.

A CASE affecting large interests and involving most of the law as to building dams and running logs on rivers, is now pending in the provincial courts of New Brunswick. Log owners claim that the annoying log jams that occur on the St. Croix river at Milltown are occasioned by the defective passage-way in the cotton mill dam. The cotton mill owners on the other hand claim that the lumbermen should keep the log roll clear, and they have obtained a temporary injunction against a lumber firm, restraining them from allowing logs to remain on their lands. The decision of the court will begin upon the motion to dissolve the injunction, and will be of interest to lumbermen generally.

We learn that the McArthur Bros. Co., of Toronto and Quebec in Canada, and East Saginaw, Mich., will handle 3,000,000 cubic feet of square timber for the European markets this season. The work of handling square timber is confined to comparatively few operators whose work is spread over the entire country. Timber of this kind is by no means plentiful and is usually found in small groups. As a result operators are placed at a great inconvenience and have to extend their operations in every direction. While the timber business of Canada is mainly carried on in the province of Quebec there is nevertheless a considerable business springing up in Ontario. Messrs. Platt & Bradley, of Hamilton, and Mr. J.M. Irwin, of Peterborough, are among those whose interests are closely identified with the square timber business.

THE perennial boundary dispute between the Government of the Dominion and the provincial government of Ontario crops up this time in relation to what is known as "the White Fish Lake Indian Reserve," in the District of Algoma, the advocates of the provincial view claiming that the Dominion Government has located an Indian Reserve around choice timber tracts and then sold the timber at private sale to its favorites. The provincial Government has brought an action against the Dominion licensees, and the case is now pending in the Chancery Court at Toronto. An interesting feature of this case has been the examination of a band of Indians as to the terms of their original treaty with the government, and in giving their evidence they are said to have evinced remarkable intelligence.

If the Ottawa district is to be taken as a criterion there is every prospect of a large cut the coming winter. In the space of 30 days it is estimated that 2,000 men were sent into the woods from the capital alone. From various quarters there come reports of extended operations. Though the results may be satisfactory it would be well to observe a conservative policy. Every year the limits increase in value, as many recent transfers have showed in the most practical manner, namely, the handing over of hard cash or its equivalent. This rise in values is steady, not at all of the nature of a "boom," and is almost certain to continue. Under such circumstances it would seem more judicious not to force property, always enhancing, into the market with too great eagerness either in the shape of standing timber or the manufactured article. Those who are able and willing to hold back somewhat will probably find that they have been the gainers by not going ahead too eagerly. Prices are likely to be satisfactory enough to repay operators, but not to warrant an exaggerated scale in the face of a continually increasing value.

AMERICANS seem to take it as a foregone conclusion that should the tariff on Canadian lumber be removed through the passage of the Mills bill, that the Canadian export duty of a like amount would be immediately taken off. Would it not be just as well for the advocates of free lumber to learn a little more concerning the views of the Canadian government on this question before making up their minds fully on the subject? We do not apprehend any serious opposition to such a step being taken, but as it is always wise to look before one leaps. A canvass of Canadian sentiment, would not be out of place. There is always two sides to a question, and in this case we find those who strongly endorse a free exchange of the products of the forest, from a pecuniary point of view, of course;

while there are also those—and the number is large—who look not only to the present but also to the future and realize the oft-repeated fact that free lumber into the United States means nothing less than the utter annihilation of our forest wealth for all time to come. The question is a serious one and demands thoughtful consideration.

INDICATIONS point to a somewhat diminished cut the coming winter, especially throughout the Western States. Every effort is being made by the larger operators to push their work forward as expeditiously as possible so as to avoid the inconveniences caused by heavy snow falls and other drawbacks. That the stock of standing timber is fast diminishing is patent to every one who takes any interest in the subject, and it is therefore not surprising that the output of lumber throughout many States in the Union will diminish from year to year. In the face of such an outlook operators in the Northern States are looking to the Southern States and Canada as the only available source of supply. During the past year or two a large amount of American capital has found investment in Canadian stumpage and new mills are being pushed forward rapidly. While we have as yet abundance of timber left for our own uses, nothing is more evident but that in a few years if the present extensive operations be continued, our forests will be remembered only as things of the past. But how to avert this inevitable result is a question that but few if any can answer.

ONE who is considered as an authority on the subject makes the statement that the Southern States contains an area of 239,837,611 acres of land, of which 50.3 per cent. is covered with valuable timber. Of this there is of pine alone 250,000,000,000 feet of merchantable timber. Every lumberman knows that a million feet makes a big pile. Just imagine 250,000 piles of lumber with a million feet in each pile! Well this is the amount of pine timber, we are told, yet standing in the South. And this is only one item of the timber resources of that much-wooded country. The amount of hard woods will greatly exceed in quantity and value that of pine. Eight years ago there were 6,481 saw and planing mills and woodworking establishments in the South, employing 42,873 hands, and turning out products to the value of \$48,319,963. According to the last count, there are now 11,242 establishments, employing 89,040 hands, and turning out products to the value of \$91,980,960. One thing is certain and that is that the Southern States are booming, and it is not surprising that while many Western lumbermen are looking towards Canada for their future supplies, a much larger percentage have turned their faces Southward with good chances for increased fortune.

THE fight between the Toronto wholesale dealers and the Grand Trunk railway, relative to the rules regulating the handling of lumber freight, is waxing warmer. A month or two ago THE LUMBERMAN took occasion to express itself on freight rates and the injustice which is being done the trade in the way of over-charges. What the lumbermen want is either a rate based on so much per thousand feet, or an honest and impartial system of weighing. Their contention that they have no right to pay for more than they receive is worthy the consideration of even such a monopoly as the G.T.R. The practice of charging for 30,000 lbs. on every car whether it contains that amount or not is an injustice which should not be tolerated. The suggestion previously made in these columns that weight scales be erected by the railway companies at all important shipping points has apparently been well received. If this was done the increased weight—caused by snow and rain—always added to a car of lumber in transit would not be charged up as lumber but would have to be met by the railway companies themselves. At the present time when cars are at a premium and locomotive power scarce, the movement of lumber is very slow, and as a result the difference in weight at the point of destination compared with the point of shipment means an important item, if such additional weight has to be paid by the consignee. The demands made by the lumbermen are only just, and considering the importance to the railways of the great industry they