

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 15 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 McKinley anaconda is still slowly dragging its slimy length along in the United States Senate, and although the Democrats have made a gallant fight to scotch the reptile before it is turned loose, still the Republicans cling to the iniquitous monster with the greatest tenacity, with the determination, if possible, of forcing the thing through. Should it pass, those who claim to be posted, say the President will sign the bill, and then the band will begin to play.

TWO rich French Canadians, from Rhode Island, had an interview with the members of the Quebec government the other day with a view to ascertaining what facilities will be afforded them for obtaining timber limits and erecting mills at Lake St. John. They propose to introduce machinery in such mills to prepare lumber for the United States market to which it will be directly shipped. They immediately left for Lake St. John, and state that if they succeed in establishing the proposed enterprise a large number of French Canadians in the States will return to work for them.

THE Rat Portage lumbermen are complaining that the sale of timber berths advertised by the Ontario Government to take place in Toronto, Oct. 4th, comes too late in the season for them, the consequence being that they will be obliged to make contracts with American loggers, which means a loss of \$100,000 to \$125,000 to the town, besides leaving some 800 men idle. The supplies required for camps also amount to about \$100,000, a large portion of which is purchased in Rat

Portage, and this also would be lost to the district. The lumbermen intend petitioning the Government to grant permits in order that they may get to work at once.

COMPLAINTS from the lumbermen of Ontario are loud and long against the Grand Trunk railway, owing to the failure of the company to supply them with an adequate number of cars. This is an old grievance which breaks out every year, but this year it has broken out with greater intensity than ever before, and much earlier than usual. The suffering that many of the lumbermen have to endure, owing to the mismanagement of the freight department of the railways, is simply outrageous. At a conference had with Sir Joseph Hickson, in Montreal last November, a speedy remedy of the evil was promised. This promise has not been fulfilled, and if the car service is so lamentably short in the dull season, what will it be when the busy season, which is near at hand, commences?

THE immense volume of traffic through the United States canal at Sault Ste. Marie is far in excess of the Suez Canal and gives promise that the proposed Canadian canal will prove a good paying property. A recent report shows that the United States canal during the year ending June 30th, 1890, gave passage to 10,108 vessels, of which 6,800 were steam vessels propelled by screws and 2,834 were sailing vessels. During the calendar year of 1889 there was transported through the canal 7,516,022 net tons of freight, showing a remarkable development of trade on the Great Lakes. Among the important items of traffic passing through the canal during the year ending June 30th, 308,032,000 of lumber b. m. is reported, and nine rafts containing 17,500,000 feet of lumber were passed down the rapids.

ADVICES from Ottawa indicate that the merchants are fully alive to the fact that financial troubles are staring them in the face in view of the depression which threatens the lumber trade. The merchants and others who have been supplying the mill hands are beginning to curtail their lines of credit, in anticipation of many hundreds of hands being thrown out of employment this fall. Unless the lumber industry should revive within a short time there will, no doubt, be much suffering among those who have been dependent upon this industry for a living. Many of those who are thrown out of employment, who are able to get away, will no doubt seek for employment elsewhere. The banks concur in the opinion that before matters improve the lumbering industry of the Ottawa Valley will have to pass through hard times.

THERE is nothing succeeds so well as success. Mr. Leary has manifested a wonderful amount of perseverance in endeavoring to make his leviathan rafting a success. The great raft which left Joggins, N.S., two months previous, arrived at Hemstead bay on August 6th. It originally contained seventeen sections, each 100 feet long, 25 feet deep and 35 feet wide, of which, it is reported, four sections were lost near Cape Cod. Although this raft does not contain as much lumber as the one towed to New York two years ago, it is the longest ever constructed, being 1,400 feet in length, 80 feet over a quarter of a mile, containing 8,000 logs and valued at \$35,000 to \$40,000. Mr. Leary has constructed a second raft consisting of 14 cribs of piling, which is being towed in two sections of seven cribs each, St. John, logs taking the sections as far as Portland, Me., where the New York boats will take them in tow. All

of the piling Mr. Leary had on hand has now been utilized, and nothing more will be done this summer in the way of shipping.

THE Canadian government has decided to send an agent to Jamaica to represent Canada at an International Exhibition to be held there next January, and in doing so the government is acting wisely in thus seeking a promising market for Canadian products, as an international exhibition is a good place at which to advertise whatever a country has for sale. The articles bound to find a market, and which are now being supplied by the United States to that country to a certain extent, are boots and shoes, butter, cheese, biscuits, flour, corn meal, cotton goods, ice, furniture, lumber, woodenware, clothing, fish, pork and provisions, soap, sashes, certain lines of hardware, tobacco, snuff, doors, sashes and tools. As many of the above mentioned articles can be cheaply furnished by Canada it is important that a good exhibit should be made, which if properly done, will do justice to the country and our people. Those who intend to exhibit should not defer active preparations, and as there will be keen competition, Canada should be largely and well represented.

SOME of the furniture manufacturers of Grand Rapids, Michigan, have been investigating the possibility of getting lumber from Canada, and the results prove to be quite interesting. Oak lumber, plain-sawed and good quality, is quoted at \$25 to \$26 in that State, delivered on board the cars. This is claimed to be about thirty per cent. higher than the same stuff could have been had a year ago, the advance being caused by a shortage in the crop last winter, and an increased demand for oak in house finishes and for furniture. In Canada almost any quantity of choice dry oak lumber can be had at \$18 to \$20, but the investigators find that even at these figures the importation of the lumber would be unprofitable. It is claimed that the tax imposed by the government on imported lumber would increase the cost by \$2.50 per thousand, as the government always measures the superficial feet, making a difference of twenty per cent in the merchantable lumber received. The average freight rates from Canadian points to Bay City for oak lumber is about \$8, while the rates from Michigan producing points is but \$3 or \$4. Thus it appears, that the duty, added to the heavier freight rates, would make the Canadian lumber more expensive than the home article. Michigan's supply of oak is rapidly being exhausted, and at the present rate of consumption the furniture men will ere long have to look elsewhere for supplies or turn their attention to something else.

A NUMBER of American papers, published at lumber centres, are at the present time busily engaged in endeavoring to stiffen the back bones of weak kneed Senators, with the view of retaining the lumber clause, as it at present stands, in the McKinley bill. The *News*, published at Tonawanda, N. Y., in a recent issue says:— Our lumbermen largely favor a reduction of lumber duties and it is probable that a majority would not be adverse to free lumber. All condemn the log export duty as an anticipational and unjust import. Our mill men here, and in Buffalo, Lockport, and at other points along the Erie canal, desire to draw supplies of logs from the Canadian forests for mill timber, and other special grades of lumber, and in doing so would not interfere in the slightest degree with the business of Canadian mills engaged in cutting the grades of lumber kept in yards. For many years past the export of logs from the United States to saw mills in New