

THE CANADA LUMBERMAN.

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THE CANADA LUMBERMAN

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WE very much regret that through being unable to secure from the manufacturers in time for this issue a sufficient quantity of the special size and style of paper on which THE LUMBERMAN is printed that the present edition is much smaller than was intended. As a result we have been compelled to hold over several pages of important matter, consisting of contributed articles, editorial news, an exhaustive report touching upon the stumpage question of the province of New Brunswick, statistics of the lumber shipments of Nova Scotia and New Brunswick etc., etc. We trust our readers will accept our apology for the non-appearance in our columns this month of these important matters, and in return for the indulgence asked we shall endeavor to make up for the omission in our next issue.

In many parts of Ontario the scarcity of snow had caused much inconvenience and in some cases a serious check had been put upon lumber operations. It looks as if there would be a short cut, and even that many of the logs that had been prepared could not be got to their destination so that some of the mills were threatened with a short supply. The recent falls of snow have, however, altered the aspect of affairs; in most districts we learn that they have now all they want and are no longer experiencing any difficulty. This being the case there is every probability of the output being up to the average, and indeed in some cases the operations that are being conducted are on an unusually extensive scale.

THE determination that the Canadian authorities have formed not to apply the increased scale of export duties to logs that had been already cut before the announcement of the increase, but to exact only the old rate, will not be considered unreasonable. In these cases of international transactions it is well to avoid even an appearance of harshness and unfairness and to act in a liberal spirit. Of course they had notice beforehand of the possibility of an increase being made, for they would not have made the investment without acquainting themselves with our laws, but there would have been grumbling for which there now will be no excuse. It would be well for our lumbermen if some of our Provincial Governments were as considerate of their own people. The Quebec Administration is making a boast over increased receipts from the forests when they are due to a rising of the dues allowable by the law, but very far from fair in view of investments that had been made on the faith of a continuance of the existing practice.

UNITED STATES Consul Hotchkiss has prepared a report for the United States Secretary of State regarding the question of the recent increase in the export duty on logs. His report, the figures of which were obtained from the trade and navigation returns, shows that the value of American logs brought into Canada from 1880 to 1888 inclusive was \$4,319,850, representing 549,599,000 feet. The Canadian logs taken into the United States from Canadian limits during the same

period reached 19,932,000 feet, valued at \$156,741. The American pine logs imported into Canada with the existence of an export duty of \$3 per thousand feet like that of the Dominion would have added \$1,648,797 to the United States treasury. For the same period the export duty collected by Canada would have reached \$59,796. The major portion of the American logs which reached Canada were felled in Wisconsin and Minnesota. Duty being free they were raised or transported to mills in the Rainy river country in the province of Ontario. Large quantities of the cut were shipped to Winnipeg during the boom.

THE public accounts for Canada for the fiscal year ending June 30th, have been issued. The total ordinary revenue for the year amounted to \$35,908,463, and expenditure to \$36,718,494 leaving a deficit of \$810,031. The total revenue of the year was the largest on record, exceeding that of 1887 by \$154,000, and that of 1883 by \$114,000, while compared with 1878, it shows an increase of \$13,000,000. Dominion lands returned \$217,083 during the year, an increase of \$25,000, while interest on investments gave \$932,025, or a decrease of \$58,000. From the Post Office service the receipts reached \$2,379,241, a gain of \$360,000 over 1887, or more than half the entire receipts at Confederation when they reached \$525,700. The total earnings of the Intercolonial Railway in 1887-88 amounted to \$2,912,783, and the working expenses reached \$3,276,441, leaving a deficit of \$363,658, compared with a deficit of \$232,105 in the preceding year. The Prince Edward Island Railway earned \$158,363, and the cost of operation was \$229,639, a deficit of \$71,275, against a deficit of \$48,934 in 1887. The Customs revenue was \$22,105,926. Excise returned \$6,071,486, or about \$1,200,000 more than last year.

A DISPATCH from Washington under date of January 17th, says that Mr. Farquhar, of New York, has introduced into Congress a bill that may to some extent prevent the importation of Canadian timber if it becomes law. It is evidently aimed at the Joggins rafts in particular, but its effect is likely to be a little more far-reaching. The bill provides that after the passage of the Act no raft of large logs or lumber shall be brought into or taken out of any harbor, port, or place in the United States on the Atlantic, Pacific or Gulf coasts, nor shall any raft of logs or timber that may be brought into and upon any of the great lakes from any river, stream, port or place in the Dominion of Canada, or any other foreign port, be towed, navigated, or in any manner propelled in or upon any of the great lakes or navigable streams connecting the same within the jurisdiction of the United States." The penalty fixed is the forfeiture of the timber or logs contained in the raft. The bill referred to, if passed, will in no wise cause any dissatisfaction in this country. In fact so far as we can see the objects of the bill is in furtherance of the move already taken by the Dominion Government in increasing the export duty on logs. As far as we are aware Canadian lumbermen have looked upon the carrying of Canadian logs across the lines in rafts as they do the cutting of Canadian timber and floating it to American ports in the usual way. There is practically no difference except in the mode of transit. We have only to reiterate the oft-repeated statement that Canadians desire to see our timber manufactured at home and not in a foreign country, and any move by Congress in furtherance of this object will be looked upon with favor, not only by the Dominion Government, but by the great majority of our own people.

THE petitions to Congress from some of the lumbermen of the northern States, asking or retaliation for the increased export duty on logs, contains much that is suggestive. According to their own showing there is such a failure of their own forests that it is absolutely necessary for them to have recourse to ours to obtain the raw material for their mills. If this is even approximately near the truth the necessity for the increased export duty is established, for without it there would be such a rush for our saw logs that it is our own mills that would soon be without raw material. Of course their suggestions of its being proposed absolutely to prohibit the export of saw logs is unfounded, and indeed such a step would not seem to be necessary, as from the bitterness of their complaints they evidently regard the new duty as sufficient to frustrate their designs. That they had already made large investments in Ontario limits has been denied, but even if it had not been incontestable it is now plainly avowed. The coolness with which they claim the right to strip our forest is amusing, as if Canadian lumbermen thus to be deprived were quite unworthy of consideration. If our neighbors want our forest the least they can do is to set up their mills here and put themselves in the same position as our people. Their threats of retaliation are loud, but before they can be carried out there are other people to be consulted.

SPLINTERS.

THE *Wood Pulp News* is the name of a small weekly paper just started in New York. As its name implies it is devoted to paper making fibre interests. The industry is growing and the new paper will doubtless grow and prosper with it.

WE are in receipt of a useful little hand book, issued by Mr. H. R. Hardy, of the Crown Lands Department, Toronto, giving the Land, Lumber and Mining Regulations of Ontario with Notes. Anyone seeking information on any of these subjects can find it on a glance at its pages.

THE opinion seems to be freely expressed that in the event of Congress refusing to add an additional duty on Canadian lumber that Americans owning limits on the north shore of the Georgian Bay in Ontario will likely be induced to erect mills at the south shore ports, provided the G.T.R. would give satisfactory rates. The cost of towing logs would be about equivalent to the cost of shipping lumber down.

THE *Monetary Times* commends to the sawmill owners who are wrestling with the sawdust problem the action of Maine millmen, who ship large quantities of that material for use instead of sand in mortar, as well as for the making of moulding and cornice work. If some enterprising Canadian would enter into the business of the economic disposition of the sawdust that accumulates around the mills of that province he would reap a fortune as well as insure the blessing of all concerned in the fisheries.

PARTICULAR attention is directed to the different spaces in this issue of THE LUMBERMAN occupied by Messrs. T. McAvity & Sons, of St. John, N.B. This firm have for many years had a wide reputation among the lumber trade for the many specialties manufactured by them, and their standing for fair and liberal dealing is too well known to need comment here. They call particular attention this month to the Orono Cant Dogs, lumber driver's Boot Calks, an improved Builer Feeder, and the Gaskin patent Saw Bench and Jointer.