

60,000,000,000 feet. We make the following quotation from Mr. Little's letter: "Less than twenty years ago I visited nearly all the saw mills between here to, and including, Quebec, and nearly all the mills along and on the tributaries of the St. Lawrence were sawing almost exclusively white pine saw logs, while at present the few which still remain are confined almost entirely to cutting spruce and hemlock, much of this even of an inferior grade. And the logs now sawn at the Ottawa mills will not turn out over sixty per cent. of their stock into grades better than culls. And the rafts of superior pine that ran 80 to 150 feet average (about twenty-five years ago I myself took a raft to Quebec of 158 feet average) now run from 50 to 80 cubic feet average. I have already said that the present annual production of sawn lumber in the United States would load a train of cars 25,000 miles long, or long enough to encircle the earth, and I fancy some will be surprised at such figures; but it is figures like these that force all who will reflect on the matter, to use expressive adjectives whenever treating of its importance; but this sawn lumber is only a small part of forest freight, there are still all other forest products; and when we add timber for railway and fencing, mining and export, round and hewn timber, we have our train loaded 72,000 miles; and if to this we then add the firewood, etc., amounting alone to 216,000 miles, we have a total train of 288,000 miles in length, or more than enough to reach from the earth to the moon, still leaving our lumber train encircling the earth with 23,000 miles of a train to spare—its weight alone, if green, over five hundred million tons, or enough to load five hundred thousand (500,000) ships of one thousand (1000) tons each! The whole of these timber products handled annually by the American workman, not only shows what a mighty weapon is the axe in the hands of the skillful chopper, but leaves all other agencies—whether of fire, flood, or tempest—so completely in the rear, that in the race of destruction they may be said to be practically 'nowhere.'"

THE Pine and Hardwood inspections, as published in THE LUMBERMAN last month, have been submitted to the Toronto Board of Trade for approval and finally adopted. It is to be hoped that these rules for the inspection of lumber will not alone be taken advantage of by the members of the lumber section of the Board of Trade of this city, but that they will become generally recognized by the whole lumber fraternity of the country.

THERE can be little if any doubt but the fears of many United States lumbermen that Canada would increase still further the export duty on Canadian logs, and thereby render the timber lands they have secured in the Dominion comparatively valueless, had much to do with the Senate's fixing of the lumber duty at such a moderate figure. In the question of lumber duties Canada at present holds the big trump card, and it is to be hoped that it will be played in the interests of freer trade intercourse on this continent.

HOLDERS of Canadian timber limits appear to have unlimited confidence in the future prospects of a rise in stumpage, which is evidenced by the fact that while many operators, especially in the Georgian Bay district, are making comparatively but little money at the present time in manufacturing lumber, they nevertheless place a value on their limits which but a short time ago would have been considered exorbitant in the extreme. There is no disputing the fact that the holding of our timber lands for future rise in values will bring greater returns than the lumber now cut from them.

THE condition of the lumber trade throughout Canada remains practically unchanged. The local trade in the cities shows no signs of immediate improvement, nor is it likely to until after the harvest. The strikes in Toronto, which materially affected trade in this line, are now fortunately over, but lasted long enough to impede building operations to a considerable extent. The uncertainty regarding the proposed reduction in the lumber duty by the United States Congress is also militating for the time being

against our exports to that country. Until the fate of the McKinley tariff bill is known our shipments of lumber to the United States will be much reduced in volume, as holders of stock naturally desire to benefit by any reduction in duty which may be decided upon. The mills throughout the country are now in full swing, and while the output in the aggregate will not be as large as last year, stocks will be quite equal to the demand. Middlemen have not as yet done much in the way of stocking up for the fall and winter trade, and as a consequence mill men have disposed of but little of this season's cut.

THE crown timber agent for British Columbia in his recent report states that inquiries have been made by both eastern Canadian and American lumbermen, with the view of establishing extensive mills in the province, and that he was pleased to be able to state that as a result of these inquiries James McLaren, of Ottawa, and the Ross family, of Quebec, have erected on the Fraser river the largest mill in the province, being 75x450 feet, with a cutting capacity of 250,000 feet daily. This has stimulated Canadian and American capitalists, many of whom have their advance guards looking after limit and mill sites. In his last report he had mentioned that the Douglas pine and cedar have already found sale at remunerative prices in the markets of China, Japan, Australian colonies and South American states, and he was now enabled to say that since that time several cargoes of these woods have been shipped to Great Britain, by way of Cape Horn, and notwithstanding an excessive rate of freight found ready sale at prices which warranted further shipments. There was every reason to look forward, at a very early day, to an immense expansion of the lumber trade of the province, the timber of the Rocky, Selkirk and Gold ranges of the Rocky mountains finding their way to the great northwest prairies, the wheat fields of the world, while the lumber manufactured from the timber growing nearer the coast will chiefly go to the other markets mentioned above.

The *Northwestern Lumberman*, in its usual lordly style, criticizes the recent utterances of Mr. Little, of Montreal, on the international lumber question, which appeared in the last number of this journal. The language used is characteristic of the journal in which it appeared, and while no point has been made against Mr. Little, the item is a fair index of the one-sided policy adopted by the press of the United States on all questions affecting commercial relations between the two countries. If our contemporary thinks it can pick up the gauntlet and discuss this question with our correspondent it has a perfect right to do so, but Mr. Little is "loaded" on the tariff question and will not easily be ousted from the field.

HENRY M. STANLEY says the late journey of himself and comrades for the relief and rescue of Emin, the Governor of Equatoria, extended over 6,000 miles in length, and occupied them 987 days. Five hundred of these days were passed in the Central African forest, and for 487 days they pursued their journey through grass lands. They travelled 1,670 miles through the great forest of Equatorial Africa, which was 621 English miles in length, and its average breadth was 517 miles, which made a compact area of 321,057 square miles. This enormous tract was overgrown with trees varying from 20 ft. to 200 ft. in height, so close together that the branches interlaced one another, and formed a canopy through which the sunshine could not penetrate. The sun might scorch and dazzle overhead, but a little speck of white light flickering here and there was all that revealed the fact to the traveller in the dark, impenetrable forest.

THE North Tonawanda Lumbermen's Association of Tonawanda, N. Y., held a meeting June 10th, to discuss the McKinley tariff bill so far as it affects lumber. The leading Tonawanda dealers were present, as also the Hon. John Charlton, member of the Canadian parliament. After discussing the matter at great length it was voted that a telegram as follows be sent to

Senator Hiscock at Washington: "A difference of opinion exists as to whether duty on lumber should be reduced to \$1 or \$1.50 per thousand. A majority favors \$1. But we are unanimous on the conditions of adding the entire Canadian export duty on logs to our import duty on sawed lumber. The Canadian government has power to remove the export duty by orders in council, and can act immediately without consulting the parliament." Mr. Charlton said that the Canadian government was willing to make all reasonable concessions in regard to the export duty on logs, and in fact, stood pledged to reduce it if the United States made an equivalent reduction. That, however, is one of the things that goes without saying, as the space writer is prone to remark. This country certainly would make no reductions that would not be met by Canada. Mr. Charlton had been to Washington to feel the popular pulse on the lumber question, and had found that a strong effort was being made to secure absolutely free lumber, and it was his opinion that a compromise would have to be effected, and he thought that \$1 would be the rate finally settled upon. Of course, so far as protecting the interests of American mill men who desire to saw the timber bought in Canada in mills on this side the line, this difference of 50 cents in opinion on what the import lumber duty shall be, cuts a small figure. It is the addition of the log export duty to the lumber import duty which they need to bring about.

SPLINTERS.

A DEMAND of assignment has been made on Smith, Wade & Co., of Quebec, at the instance of the Union Bank of Canada, on a claim of \$25,000, but the assignment has not yet been made.

THE Kirby Carpenter Co., of Menominee, Mich., have just placed their order with B. F. Sturtevant for three Standard Dry-Kilns. These kilns will dry 22,000 feet of 1 inch pine per day.

SEVERAL lumber firms in Tonawanda, N. Y., have recently gone into the business of handling Canadian lumber, and quite a trade is being done at that point in the Canadian product.

THERE is an increased demand in the Eastern States for Canada grey elm. It is rather soft wood and will not warp, and is used for furniture, imitation walnut. It usually sells for from \$18 to \$20 on cars at Buffalo.

THE monthly statement of exports shows the value of the goods exported from Canada during May to be \$6,756,724, of which \$2,041,095 were products of the forest. This is an increase on the total exports of \$200,000 over May last year.

THE Dominion government has approved of the tariff and tolls to be charged by the Sable and Spanish Boom and Slide Company, of Algoma, on saw logs, timber and lumber passing through the booms and other works on the Spanish river.

WE call the attention of our readers to the advertisement of the Scottish Carolina Timber & Land Company in another column, announcing the postponed date of auction sale, giving all purchasers time to examine the properties. Sale to take place Wednesday, Aug. 6th, 1890.

A PROMINENT Ottawa lumberman is authority for saying that the prospects are very black for the lumber trade this summer. Thirteen feet of pine against eight feet last year have been made. Freight will come down and the English market will be glutted, causing a falling off in the prices.

THE Tariff bill has been reported by the Senate Finance Committee to the Senate with the reasons of the committee for recommending its proposed changes in the bill as it passed the House. The committee has changed the tariff on pine lumber from \$1.50 to \$1.00 per M., at which figure it is likely to remain, provided the bill becomes law.