

moralized. There were other reasons for the falling off in the timber trade. Every market is, of course, regulated by the law of supply and demand, and though their operation may be retarded or temporarily rendered ineffective, these laws must ultimately assert themselves and they have done so in the English market. The supply has been greater than the demand, and if the year just closed has suffered most it was, in his opinion, because the climax had been reached.

THE failure of the J. E. Potts Salt and Lumber Co., of Potts, Mich., reported in our January issue, has proven a calamity. Over 1,000 men were thrown out of employment. The village is dead. Twenty two new locomotives, over four hundred cars and sixty eight teams of horses are idle. The mill cut during the season 98,399,466 feet of lumber, said to be the largest season's output of any mill in the world. To saw this it ran continuously 207 days and 201 nights. Enough logs are at the mill or in the limits to keep the mill running for a year, and the company's own railroad runs up to the tract of land on which there stands uncut over 350,000,000 feet of pine.

WE received an invitation from the Buffalo Lumber Exchange to attend a dinner on the 31st ult. at the Genesee, Buffalo. It was our intention to be present at the gathering, and we regret that other business engagements prevented us from partaking of the hospitality of our Buffalo friends. We wish the guests an enjoyable evening, even if they have to protract the time into "the wee sma' oors." They can do this in Buffalo without being molested. In Toronto "the good" lumbermen enjoying themselves early on Sunday morning would have to extract comfort from the soft side of a pine plank in a cooler.

IT is a peculiar fact that forest trees do not, as a rule, succeed their kinds. In several parts of Western Ontario where ridges or plateaus of pine once flourished there are young forests of maple, beech and other hard wood. There is a natural law governing the succession of timber. Hemlock is succeeded by poplar, particularly in swales, oak by hickory, ash and beech. The rule would seem to be that other timber than the original takes its place very likely from the fact that wood, like grain, flourishes for a period until they have robbed the soil of the elements necessary for their existence, and left untouched the compounds necessary to feed some other kind.

OUR list of accidents and fatalities is unusually long this month. The occupation of a chopper, hewer or logger, is very hazardous, and when injured, the distance to cover before reaching medical assistance frequently puts the unfortunate beyond human aid. Shantymen go into the woods in gangs in the fall; they are deprived of the most of creature comforts; exposed to inclement weather from daylight to dark, and bunk in a log shelter at night, far from palatial. If the owner of the limit, or the foreman of any shanty, will send the addresses and the name of the nearest post office where mail matter can be delivered the LUMBERMAN will be glad to send copies of its issue free of charge, and if any foreman finds that his employees take an interest in the news items and the various topics discussed in the journal we will mail him some of our exchanges.

MR. SAMUEL PLIMSOLL, that gentleman with a "mission," the sailor's friend, is after the scalp of the deal and sawn lumber shipper of eastern Canada. As soon as he has been presented with an address and a gold medal by the "Bovines" for whom he is to provide Pullman and Wagner stalls, his attention will be directed to vessels employed in the deal and sawn lumber trade. Somebody has told him, or he has found out by accident or enquiry, that many vessels are employed in the trade positively useless to carry any other cargo and unfit even to carry deals; that the deck-loads are carelessly piled, and so high that in foul weather limbs and life are endangered; that vessels flounder about in mid-ocean uncontrolled by

sail or helm from being greatly overloaded and that many partially controlled are weeks behind on their trip. The old gentleman, if he gets an idea into his cranium, pushes it with bull-dog tenacity, takes little notice of the opinions of others and ferrets around until he snuffs out by his own efforts the truth or the falsehood of the reports. If there is anything in the reports, --look out for squalls, Eastern shipper.

THE lumber section of the Toronto, Ont., Board of Trade held its annual meeting January 22nd, and elected the following committees: Executive, Joseph Oliver, (chairman), A. A. Scott, William Leak, George Gall, James Tennant. Arbitration, A. R. Christie, J. B. Christie, John Donogh. Inspection, A. R. Riches, George Gall, James Tennant. Edgar A. Wills was re-elected secretary and treasurer. The main item of business was the question of representation on the Council of the Board of Trade. Mr. John Donogh of the wholesale lumber firm of Donogh & Oliver, received the appointment, no opposition being offered. At the annual meeting of the Board of Trade held the same day Mr. Donogh's name was added to the Council as the representative of the lumber section. In the selection of the appointee the lumbermen, who for the first time will have a voice in the deliberations of the Council, chose one of the strongest men from amongst their membership and their interest cannot but be safe in Mr. Donogh's hands.

THE different lumbermen's organizations have been busy during the past month holding their annual, bi-annual, or quarterly meetings. The first to meet at Toledo, Ohio, on the 19th ult., was the Union Association of Retail Lumber Dealers of Ohio. The Michigan Retail Lumber Dealers met at Kalamazoo; the Illinois Retail Dealers at Springfield, Ill.; and the Wholesale Sash, Door and Blind Manufacturing Association of the Northwest met at Chicago on the 21st ult. The Chicago Wholesale Dealers met in their rooms in the Chamber of Commerce and issued a new schedule of prices. The old price list of Oct. 22nd, 1890, was revised and in the new list adopted prices were raised 50c. to \$2 per M on everything except pickets and battens. The Kansas and Missouri Lumber Dealers met on the 27th ult., at Kansas City, and the Northwestern Lumbermen's Association at Minneapolis on the 28th. The present month, February, the following Associations meet:--The Teche and Gulf Coast Cypress Lumber and Shingle Association, New Iberia, La., Monday, February 2. The Georgia Sawmill Association, Atlanta, Ga., February 9. The Southern Cypress Lumber and Shingle Association, New Orleans, La., February 11. The Southern Lumber Manufacturers' Association, at Memphis, Tenn., February 18.

A BILL has been brought before the Imperial Parliament which proposes to amend the law respecting timber deck loads in winter. The attention of the Minister of Marine was directed to the fact that the correspondence relating to deck loads of lumber, re the said bill, was not yet complete. A copy of Mr. Samuel Plimsoll's letters on the subject was brought to Mr. Tupper's notice, and also Lord Knutsford's despatch to the Governor General, requesting him to state if the Canadian Government was prepared to initiate legislation of the same nature as the Imperial House of Commons. In the opinion of Mr. Plimsoll Canada should prohibit the exportation of deck loads of timber in winter. The letter of Mr. Plimsoll, referred to in the despatch from the Colonial Office, stated that while some Canadian ship owners might press for retaining the present three feet limit of deck loads, they did not represent Canada in this respect, but that the Dominion as a whole cooperated with those in England who were agitating to prohibit the carrying of timber on deck in winter. In support of his statement, Mr. Plimsoll instanced alleged facts to show the great danger to shipping and to sailors by allowing winter deck loads. "These statements," said Mr. Tupper, "were most important, for, if true, the legislation asked for ought to be passed. My report to council showed that so far as these statements were made applicable to Canada they had no foundation in

fact; in other words, that Canadian shipping had produced no such record as Mr. Plimsoll alleged. When Mr. Plimsoll was in Canada he admitted that he had not looked particularly into the statistics of Canada shipping and the deck load law; that his statistics were based on the general tonnage of vessels sailing from different ports and carrying winter deck loads. Mr. Plimsoll further acknowledged that he did not apply his statements directly to Canada; that, in fact, he had not the Dominion in his mind at the time, but he supposed they applied to Canada, as to other portions of the empire."

WE had almost concluded that the crass ignorance existing some years ago in the mother country regarding Canada had died a natural death. We know for a fact that we are no longer looked upon as a species of white savage clad in furs for six months prowling round after wild animals, or else being drawn over six feet of snow by a dog team, yet we were unprepared for the "Gulliver" we stumbled across in the London, England *Timber Trades Journal*. A letter appears in that publication from a Liverpool timber merchant who states regarding the export of deals from Halifax, N. S., and St. John, N. B., during the winter months "That he is aware those ports are open so far as the water is concerned, but that the deals are mostly away from the port and are frozen so hard that it is impossible to ship them; and it is very exceptional to hear of a cargo being shipped from St. John." The *Timber Trades Journal* comes to the rescue of the befogged merchant with the following choice tit-bit of information:

"We always thought that the reason for the supply ceasing from countries far north was not that the commodities were frozen, but that the ships could not get away en voyage when the goods were put on board in consequence of the ports being icebound. Admitted that St. John is open on the 1st of January, we should like the Liverpool firm to give a fuller explanation of the difficulties that lie in the way of loading a steamer that is ready to receive cargo on the date and at the place mentioned. We are quite aware there are seasons when the cold is so intense as almost to stop labor of any kind, but these are exceptional, and when they do happen St. John is closed by ice and navigation is stopped."

The St. John *Evening Gazette* supplies these statistics. Winter months 1883-84, 44 vessels, 9 of which were steamers left St. John for Great Britain with cargoes of deals. Winter months of 1887-88, 33 vessels cleared, 10 of which were steamers. Winter months of 1888-89, 47 vessels including 9 steamers sailed from that port. On Christmas day of 1890 there were five large vessels in the port of St. John loading with deals for France and one for South America, four other such vessels being then expected to arrive there to load deals for Europe, two of them steamers.

The *Gazette* closes its remarks on the question by giving the *Timber Trades Journal* so much knowledge on the St. John timber trade that forever it should be an authority on that particular section of Canada. It says:--

"It is rather pitiful to find such a paper as the *Timber Trades Journal* showing such dense ignorance as to say that there are seasons when St. John is closed with ice, and navigation stopped, and gravely informing its readers that vessels sailing in the Bay of Fundy in winter are in danger of encountering huge icebergs. What sort of an atlas does the *Timber Trades Journal* consult when it describes St. John as a port "far north," the fact being that St. John is six degrees or 360 geographical miles further south than London and eight degrees or 480 geographical miles further south than Liverpool. If such absurd blunders had appeared in any other English paper but one devoted to the timber trade they might have been forgiven, but in such a journal they are altogether incomprehensible. Let the *Timber Trades Journal* understand once for all, and let him and all other British editors paste in their hats the following paragraph, which contains the facts of the case with regard to St. John:--The port of St. John is open all the year round; it is never obstructed by ice to the slightest degree, and there is no more difficulty in a vessel loading deals or any other cargo at St. John in mid-winter than there is in a vessel-taking in a cargo at Liverpool or London."

#### TRADE NOTES.

Among the machinery lately added to Mr. Petrie's new and commodious warehouse, on Front Street West, are several planers, including a "Defiance" planer, shapers, saw tables, lathes, band saws, sandpaperers, tenoning, mitring, morticing blind, and re-sawing machine, a band saw filer and a band saw setter, amongst them being several of new pattern, all manufactured by the Cant Bros. Co., of Galt, Limited, of whose various and well known woodworking machines Mr. Petrie intends making a speciality.