



My attention has been called to an inaccuracy in the figures I gave in this column recently showing the tonnage of the Manchester Canal. Mr. Frank Southern, of Manchester, from whom I received the data on which the paragraph was based, writes: "I fear I did not make myself clear; the tonnage mentioned referred to tons of timber imported only, the tonnage of all goods inward and outward being, of course, vastly greater. The timber imports last year reached 212,996 tons, and will probably be considerably larger this year."

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I HAD the pleasure of a chat the other day with Mr. Maitland, the well known lumberman of Owen Sound. I found him in excellent spirits as the result of the prosperity which, in common with others, his firm have enjoyed during the present year. He gave it as his opinion that the year 1899 was the most prosperous during the last twenty years for the lumber trade. In answer to my remark "that all things come to those who wait," Mr. Maitland replied, "Yes, but many could not wait long enough and so went under." He further expressed the opinion that Canada has now reached the point where she can be independent of the United States market as an outlet for her lumber. The only drawback to the trade this year has been the inadequate shipping facilities. The unusual activity in the iron trade had led to the employment of many more vessels than usual for the carrying of iron ore. On top of that came the demand for vessels for shipments of grain. This demand, as usual, came suddenly, and the period for shipments being short, every vessel that could be procured was brought into service; indeed, many vessels that had gone out of service were refitted to a sufficient extent to be again put to use. Under these conditions great difficulty had been experienced by lumbermen in securing vessels to carry their shipments, and lake freights had advanced to a point which left no advantage in shipping by vessel, as compared with shipping by rail.

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I FIND the portrait of a Canadian adorning the front page of a recent issue of the American Lumberman. It is that of James Moloney, who has worked his way in the business world until he has become the chief man in the Moloney-Bennet Belting Co., of Chicago. Born on a farm near Lindsay, Ont., and becoming dissatisfied with his surroundings, one summer day he started out into the world, bare-footed and arrayed only in a pair of jeans and a calico shirt. Of money he had none, but another boy who accompanied him was the possessor of an old trunk, which was sold for fifty cents. Arriving at Port Hope, he borrowed ten cents from his companion and invested it in apples. These he peddled out, renewing his stock from time to time until he acquired in profits the sum of seventy cents. Deciding to go to the United States, he obtained a position as cook on a

steamer, for the purpose of getting across Lake Ontario. In Rochester he secured a position driving a mule on the Erie canal, following this work for three summers and spending the winters in New York city at whatever he could find to do. Then he returned to Canada, and when sixteen years old went again to the United States. At St. Louis he secured work and attended night school for six or seven years, acquiring in this way a fair education. In St. Louis he learned the wood-working business, going from there to Missouri to take charge of a saw mill. From Missouri he went to Little Rock and started to work on a farm, but after a short time removed to Chicago, which has since been his headquarters. He worked as a millwright, and in 1883 entered the leather belting business, seven years later organizing the Chicago Belting Company. Later he disposed of his interest in that company, and organized the company of which he is now the head.

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ONE had but to enter the corridors of the Queen's Hotel in Toronto on the evening of October 24th to know that something had transpired in the city of more than usual interest to the lumber trade. There were to be found the lumber kings of Michigan—men representing great wealth and influence. They had come to Toronto in search of that commodity, timber, for which their appetites have in no sense been appeased by the act prohibiting the exportation of saw logs from the province. I noticed among them Hon. S. O. Fisher, of the firm of Turner & Fisher, and president of the Michigan Land & Lumber Company, of Bay City, who was for several years a representative to Congress, and of whom everybody spoke as a grand old man; W. F. Churchill, of Alpena, the hero of the day, he having added to his possessions at the sale limits to the extent of nearly \$300,000; Maurice Quinn, representing Col. Bliss, of Saginaw; R. A. Loveland and R. H. Roys, of Loveland, Roys & White, Saginaw; Bert Burton, manager for Pitts & Company, Bay City; Edmund Hall, of Detroit, and F. W. Gilchrist, of Alpena. Not since the sale of 1892 has such a representation of Michigan lumbermen visited Toronto at one time. The topic of conversation was, of course, the sale held in the afternoon. Everyone admitted it was a grand success. "Peter Ryan deserves every dollar he has made, for he is a hustler and a hard worker," was one of the remarks during the evening. The question was asked why Michigan men continued to purchase limits in Ontario in the face of the government embargo. A common reply was that the courts would not allow the law to stand, and that next year logs would again be going across to Michigan. But, reading between the lines, one could easily see that they were not investing money entirely on the faith that this would be the case. In other words, as one gentleman remarked, "timber is a good investment wherever it stands." Herein lies the pith of the matter.

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Mr. Geo. Mabec, who operates a saw and shingle mill at Mabec, about eight miles from Tilsonburg, Ont., came to Toronto for the purpose of attending the sale of timber limits held by Mr. Peter Ryan on the 24th inst. Mr. Mabec's supply of timber has become well nigh

exhausted, and he is looking around for a new site, being prepared to purchase a small limit either of pine or hardwood. In conversation with me Mr. Mabec questioned the policy of the governments in selling timber in large parcels. "Such a policy," said Mr. Mabec, "is opposed to the proper development of the lumber industry. It results in large capitalists buying heavily solely for speculative purposes, and shuts out the man of ordinary means when he wishes to buy timber with the object of carrying on a saw-milling business. I was told by a party the other day that one of the objects of the government had been to keep down the number of accounts open, but that seems to be a weak explanation, as the slight additional labor thus involved would be made up many times over by the higher prices which would be obtained for limits if put up in small lots." Mr. Mabec referred to the policy pursued by other governments, pointing out that in New Brunswick the government will not sell more than ten square miles in one berth, and that in California the maximum is 160 acres, and in that state the purchaser must become a resident for three months before he can get a deed of the property, and then he is required to take the oath of allegiance. There is, I believe, some truth in what Mr. Mabec says, but I do not think the Ontario government has been a great sinner in this direction. If my memory serves me, at the government sale in 1897 the largest parcel offered was less than ten square miles. At the great sale of 1892 some berths of 36 square miles each were sold, but by far the greater number of those offered ranged from 7 to 15 square miles. Allowing 3,000,000 feet to the square mile, a 36-mile berth would yield 108,000,000 feet, and many of the large pine mills in Ontario would cut this amount in a few seasons.

THE NATIONAL HARDWOOD LUMBER ASSOCIATION.

CINCINNATI, OHIO, September 22nd, 1899.

ELIOT CANADA LUMBERMAN:

DEAR SIR,—We herewith enclose notice of our next meeting of the National Hardwood Lumber Association. We are possibly a little early getting out our notice for this meeting, but we want to say in reference to it, that we desire your co-operation in helping us all you can towards getting the lumbermen of this and your country together in the National Convention. The advantages of it are apparent in many ways, and we trust that you will give us your co-operation in this matter.

Yours truly,

NATIONAL HARDWOOD LUMBER ASSOCIATION,
W. A. BENNETT, President.

COPY OF NOTICE.

"It is with pleasure that I call your attention to the next meeting of our Association, which occurs at Memphis, Tenn., November 16th, and it is to be hoped that you will be there and your neighbors also. We must make this the meeting of the Association, and on account of the location being one of the best manufacturing and distributing points in the hardwood lumber belt, that of itself should appeal to you as a strong incentive to attend. The noted old fashioned hospitality of the southern people in general and the Lumbermen's Club of Memphis in particular should also warrant a pleasant social time. We will, however, at this meeting take up many things of special material interest to the trade, and it is to be hoped all will come with a view of occupying our time in business while at it."

Yours truly,

W. A. BENNETT, President.

The men employed at Blue's sawmill at Rossland, B.C., went on strike recently, demanding an increase in wages of twenty-five cents per day. The manager, Mr. Louis Blue, acceded to their wishes after but a temporary cessation of operations.