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## THE CANADA LUMBERMAN

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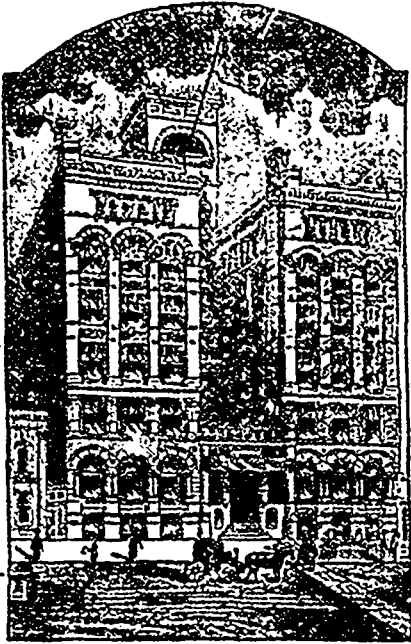
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### OUR NEW QUARTERS.

The Offices of THE CANADA LUMBERMAN have been removed to the

CANADA LIFE BUILDING,  
King Street, West, Toronto.

### TO VISITING LUMBERMEN.

LUMBERMEN visiting Toronto are invited to use the office of the LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way that they may desire.

It has been conservatively estimated that the lumber cut in the American Pacific Northwest this year will be over two billion feet, valued at \$25,500,000. Of this amount Washington will cut about 1,250,000,000 feet and Oregon about 750,000,000 feet.

THE Superior Court of Quebec has recently been occupied in trying cases, dealing with matters arising from the defalcations of Mr. C. G. Davies, of Quebec, the local banks seeking to recover by them from Messrs. Bryant, Powis & Bryant, Limited, of London, the sum of £13,000.

THE lumber trade at Quebec continues inactive and the demand is as slack as it was in the spring. The only rafts sold were those of Thistle & Carswell, Hurdman & Co., William Mackay and Alexander Barnet, of Renfrew. There are many millions of feet of lumber lying in the coves near the city.

A CARGO of over 1,000,000 feet of ship stuff is on its way from Vancouver, B. C., per the ship Titan, to Wilmington, Del. The material is to be used in the ship yards of Wilmington and consists of big timber and decking. The purchase was made by the George W. Bush & Sons Lumber Company from the Royal City planing mills, and is due to the excellence of the lumber as compared with the Oregon and Washington saw mills.

MR. J. B. CHARLESON, who was sent out by the Quebec Government to examine and report upon the unexplored forests at the headwaters of the Upper Ottawa, reports that a region of 2,500 square miles north of the Ottawa, from Abbitibi in the west to Camachmaga in the east, is fertile in soil, temperate in climate and covered with rich forests of the finest pine, spruce and other commercial woods of the greatest value, and that the means of getting out this timber by water are excellent.

THE Grand Trunk railway has been unable to supply the demand for freight cars for some months past. The trouble is attributed to incapable management and the use of Canadian cars for carrying through freight from the western states to the seaboard. Deputations to the general manager have proved ineffectual, and there is now some talk of shippers holding a meeting to consider the question. It would appear that the solution of the question lies in the assumption of the railway system of Canada by the Dominion Government.

FOR years past the large amount of British Columbia lumber shipped to Australia has been carried in sailing vessels, taking between two and three months on the trip; but these long voyages will soon be a thing of the past if the scheme of shipping lumber by steamers proves a success. The first move in the direction of lumber steamers between British Columbia and the colonies has already been made. The steamer Remus is at Moodyville loading with lumber for Melbourne, Australia, and if successful the time between Australia will be reduced from three months to one, which would not only be the means of giving an impetus to the lumber trade on this Pacific coast, but would increase our trade relations with the Antipodes.

A MEETING of the Tonawanda and Buffalo lumber dealers was held at the Merchants' Exchange committee rooms in Buffalo, on the 1st ult., for consultation about business generally, and to establish prices. A list of prices was agreed upon, and a joint committee appointed in order to more fully express the views of the two associations, it being the intention to have a list of prices printed by each association, following the plan that the Chicago Exchange adopted long since. Statements made by leading members of the trade divulged the fact that there was a strong demand for low grades and not enough lumber on hand or in sight to supply the demand, and it was thought necessary to advance prices materially, from No. 1 cutting up to uppers. These markets now rank second only to Chicago as distributing points.

THE Canadian Pacific railway has recently received important concessions at St. John, N. B., which may to some extent affect the lumber trade. It has acquired a branch of railway running from its own line to the wharves on the western side of the harbor, the property including wharf and warehouse facilities. The property

was sold by the Dominion government to the city for \$40,000, and the city handed it over to the Canadian Pacific under lease for 999 years, and also agreed to exempt it from taxation for 20 years. The railway company engages to provide proper terminal facilities. In 1889 one hundred and thirty-five million feet of lumber were shipped from Ottawa to Portland and Boston, destined for the South American market, and it is considered by many to be within the range of probability that the shipments of lumber from Ottawa to South America may be diverted to the port of St. John.

THE work in the woods in the Ottawa district during the coming winter will be very small compared with that of former years, as hardly two-thirds of the number of shanties in operation last season will be worked the coming winter. Wages are a little in advance of what were offered a month ago. Log makers demand from \$18 to \$25 per month; teamsters, \$15 to \$17 and road makers, \$13 to \$15. Very little square timber will be taken out by the lumbermen in the Ottawa district as the market for square timber is dull, and the stock on hand ready for sale is enormously large. Some 8,000,000 cubic feet were cut in the Ottawa Valley last winter, whereas this winter there will only be about 500,000 cubic feet. About the only lumbermen going into it this year are Fraser, of Westmeath, Barnet & Mackey and Thistle & Carswell, of Renfrew, who are taking out a small raft each on the Petterawawa river, which will probably average 125,000 cubic feet each.

ACCORDING to the report of the Commissioner of Crown Lands, Province of Quebec, for the twelve months ending June 30th, the total revenue of the department during that time amounted to the large sum of \$918,627.77, the highest figure attained since Confederation. Of this amount \$59,870.99 were received from the sale during the twelve months of 129,214 acres of Crown Lands, \$51,580.98 for settlement lands, and \$7,985 for mining lands. On the 30th June, the quantity of unconceded Crown Lands, subdivided into farm lots, amounted to 7,368,066 acres, the increase over the figure of the previous year arising from the surveying of 72,722 acres more since then, and the resumption by the Crown of 31,710 acres through the cancellation of certain sales. Of clergy reserve lands, 3,780 acres were sold, and on the 30th of June last, the extent of these lands still in the Government's hands amounted to about 130,509 acres. \$11,896.96 were collected from the Jesuits' Estates. Gold mining licenses yielded the sum of \$96; \$9,811.75 were received from the leasing of fishing privileges in the salmon rivers and inland lakes, while timber dues, ground rents, produced the large sum of \$806,051.69. In his remarks the Commissioner says that the general revenue of the Department has exceeded the estimates by several thousand dollars, but he notes with regret that the receipts from the Woods and Forests branch has not come up to the mark, the circumstance being due to the sudden fall in the price of square timber, general dulness of the European market, and the heavy import duties in the United States on sawn lumber, all of which has contributed not only to prevent the descent of the timber but to retard the collection of timber dues and other important sums owing to the Department. Mr. Duhamel believes, however, that the abolition of the Canadian export duty on logs will lead to a marked improvement in the actual state of things, and that the revenue of the department next year will, at least, equal its figure this year.