

THE CANADA LUMBERMAN.

VOLUME VIII. }
NUMBER 5. }

PETERBOROUGH, ONT., MAY, 1888.

{ TERMS, \$1.00 PER YEAR.
{ SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

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OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.

TERMS OF SUBSCRIPTION:

One Copy one Year, in Advance, \$1.00
One Copy six months, in Advance, 80

Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually, they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicuous position at the uniform price of ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

THE total number of boiler explosions occurring during the year 1887 is given by the *Locomotive* as 187 killing 254 persons and wounding 314. It is interesting to observe that, as stated to have been "invariably the case," the greatest number of explosions has been supplied by saw-mill boilers, 24.3 per cent. of the whole number being in this class.

MILL OWNERS in Nova Scotia are hoping for improved prices this season, principally owing to the fact of the more favorable outlook for the timber trade in England. It is said that there is little hope of a market for Nova Scotia lumber in the eastern states even with a reduction of duty, as west India and South America shipments pay more than present prices even without any duty. The best American market available is in Maine and New Hampshire, Boston and New York. A new river has lately been opened, known as Gold river, in Lunenburg county, and will this year contribute several million feet for the first time to the markets of the Atlantic.

THE Chaudiere lumbermen and the Dominion Government are mutually concerned at the present time over the question of water rents at the Chaudiere. It appears that the lumbermen are a long way in arrears in the payment of these rents, but have a considerable offset in the shape of expenditure for improvements made by them on these water powers to enable them to be utilized properly. At a meeting of the Banking and Commercial Committee of the House of Commons recently held, Hon. John Costigan, Minister of Inland Revenue, by whose department these rents were collected, explained that he did not want to enter into the claim of the lumbermen to the offset of expenditure for improvements and intimated that it was the intention of the Government to raise the rents as soon as the lease to the lumber firms expired, as the present rents were not nearly adequate considering the value of the water power.

A CHICAGO lumber journal has made the discovery that during a period of ten years the lumber trade of that city has paid out in premiums for fire insurance, a sum estimated but little, if any, short of \$3,000,000. The losses during the same time, including yards, planing mills and box factories, have been inside of \$500,000, or 16 2/3 per cent. of the premiums. It is claimed that the rate paid by lumbermen heretofore has been exorbitant, so much so that steps are now being taken to organize a Mutual Insurance Company, having for its object lumber yard insurance throughout the United States.

NEW railroad projects are becoming as numerous just now as new patents for "the best car coupler extant," the number of which can only be guessed at by those who are familiar with the patent office returns. There seems to be more time taken up by committees in the consideration of railroad projects than anything else, and although they usually pass through successfully, seldom become more than paper charters. It is high time that the Government should exact some substantial guarantee of ability and good intention with each application for a charter before being taken up in committee. The public has to pay too dearly for the consideration of such wild-cat schemes.

FROM all accounts there is an ever-increasing flow of capital from the pockets of northern lumbermen to the southern timber regions, and likewise a migration to the latter point which will have its effect in the different north-western states. As an indication of the decline of the lumber industry in the Wolverine State, it is said that large lumber companies are being formed with timber possessions entirely in the South and with their projected operations there as well. The old feud which so long existed between the North and South is rapidly dying out, and a relationship is rapidly springing up which will result in making the hitherto divisional line, socially and politically, a thing of the past.

If what is being published can be credited, there appears to be a considerable falling off of late in the receipts of the Grand Trunk Railway Co., so much so, it is said, that every possible expense is being curtailed, and the staff of employees considerably reduced. The Hamilton correspondent of the *Toronto Mail* in a recent letter to that paper said: "There is rumor among the railway employees here that 25 per cent. of the 580 men employed in the Grand Trunk shops are to be discharged on next pay day. The reason alleged is the heavy decreases in the receipts of the road during the past few weeks, said to amount to over \$100,000 since the middle of March, which necessitates the reduction of expenses. The officers of the company here are very reticent regarding the truth of the rumor and refused to say whether it is correct or not."

ON various occasions THE LUMBERMAN has advocated the opening up of more extensive trade relations between the Dominion and the British West India Islands, but the Conservative members from the Provinces by the sea are going one better by pressing the question of annexation on the attention of the Dominion Government. The question of more intimate trade relations with those Islands has ever been an alternative one in the Maritime Provinces, and just at this juncture, when these provinces are withering for want of nourishment, it is thought that the strivings of the Nova Scotians and New Brunswickers for increased trade with their neighbors, may be turned into a new channel by working out the plan, not only for closer trade relations, but also for some form of intimate political connection. What we, as Canadians, want is intercourse of commodities with the people that are most convenient to us, who want to trade with us, and whom nature points out as our natural customers, instead of looking across seas to find a market for our products, and form unnatural political alliances in order that we may do so. It does not appear that the Government has yet shown a disposition to take the matter up; but a heavy influence, it is said, will be brought to bear to induce them to do so. The Government's dreams of peaceful conquest may wax wider than the mere proposal to annex Newfoundland would indicate.

PROMPTED by the withdrawal from business in Chicago of a large number of dealers in lumber, the daily papers of that city have recently devoted considerable space to the subject of the future of Chicago as a lumber market. They seem to perceive a decline in the importance of the Northwest metropolis as the great white pine distributing market of the country. The primary reason why Chicago is losing her grip on the lumber trade seems to be the fact that manufacturers find it more profitable to ship by rail direct to the consumer than to Chicago, to go into the hands of the middle men, and be subjected to the necessary charges for dockage and handling. Even the low lake freights do not compensate for these unnecessary expenses. The change in the conditions surrounding the handling of lumber in the West can be traced to the rapid increase in the railroad facilities in all the white pine producing region. Mr. Van Schaick, a well known authority, is reported as saying that in Chicago's palmiest days as a lumber market, Michigan was the great lumber producing State. The consumptive demand was, as it is still, in a large measure westward. The lumber found its way to Chicago because it was in the track of the movement from the stump to the market. The streams brought the logs to the lakes, and the lakes afforded the means of transportation. But as the timber nearest to the streams was cut off, the logging railroads were built and brought into service, and these have in many cases been incorporated into the railroad system of the State. It has become possible, in consequence, to move lumber from the mill to the market cheaper than by the old method.

At last the question of railway disallowance in Manitoba, which has been the all absorbing topic for so many months, seems to have finally been settled in favor of the people of the Canadian North-west. It is understood that, according to the arrangement for the abandonment by the Canadian Pacific railway company of its monopoly right in the North west, the Government will guarantee \$15,000,000 of land grant bonds to be issued by the company, the bonds to run for fifty years and bear 3 1/2 per cent. interest. As security the company pledges the unsold portion of its lands, some 14,000,000 acres, and its earnings from postal subsidies and transportation of militia stores, etc. The interest on the bonds is to be made a charge on the surplus earnings of the company after paying its fixed charges, thus ranking ahead of the ordinary shareholders. The company is pledged to devote the whole of the proceeds of the bonds to the purposes of the railway. It is understood that about \$3,000,000 will be employed in extinguishing the floating liabilities and debts, and \$5,500,000 will be spent in equipment, the construction of elevators, and otherwise increasing the facilities and earning power of the property, and the balance will go to such other improvements as are necessary and to raising the standard of the road bed, so as to enable it to bear a maximum of traffic at a minimum of cost. Through this arrangement Manitoba is now open to the reception of as many railways as wish to cross the boundary and come into the province. The result of this will be that within the next few months both the Northern Pacific and the M. & M. will have independent lines running into Winnipeg. Both the Canadian Pacific Railway Co., the Government, and the people of Manitoba are to be congratulated on such a reasonable adjustment of a much vexed question.

MR. ROBERTSON of Joggins, N. B., certainly cannot be accused of want of pluck or enterprise. The first failure of his big raft, when it refused to leave the ways and had to be taken to pieces, did not deter him. Stronger ways having been constructed, a still larger raft was successfully launched. Then came the catastrophe of the two ropes parting in a storm, the destruction of the huge raft, and the scattering of the logs far and wide over the ocean beyond the possibility of recovery. All this expense, heavy loss, trouble and disappointment would have deterred many men, but it seems only to have spurred Mr. Robertson on to further efforts. He has now nearly completed a still stronger raft or craft. This time it is piling for the New York market, not saw logs with which he is experimenting. Neither is this new marine monster to depend upon tugs, but to have motion power of its own in the