

CANADIAN SHIPPING AND FREE LOGS.

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IN previous communications, adverting to the ruinous trade condition of permitting Canadian saw logs to be exported free of export duty to the United States, while that country imposes duty on the sawn lumber made from similar logs, I endeavored to show what dire results must be entailed on the general interests of Canada; and so ramified are the injuries to be anticipated, I will now refer to one, the shipping interest, which from the apathy with which the subject is regarded by those connected with this trade would hardly be considered as to be at all affected by it.

It is now stated that the amount of pine timber to be cut the present winter, in the Georgian Bay and Lake Huron districts of Canada to be rafted across the lakes to supply American saw mills the coming season, is 400,000,000 feet, which shows it to be no trifling matter even at the present moment. We see from the published returns that the total amount of sea-going shipments of deals and boards from Montreal the past season was 160,000,000 feet. The amount of pine logs purposed to be rafted to the United States the coming summer, as said above, 400,000,000 feet, is 2½ times as much—an amount equal to about 700,000 tons, or more than two-thirds the total sea-going tonnage (1,036,707 tons) of all kinds, steam and sail, entering this port the past season, which amount is to be largely increased in subsequent years till the whole territory is stripped as bare of timber as the lower peninsula of Michigan is to-day. So that if the Americans are allowed to raft our forests across the lakes as is purposed and to make their waters smooth, as they boast they will, towing Canadian saw logs to American saw mills, it is time to enquire what will become of the Canadian shipping interest, which is hereafter to have no part in the handling of the lumber? This is not simply an ordinary question of protection; it is rather one of preservation or ruin to this great Canadian interest, of which we have long been so justly proud. These 400,000,000 feet of saw logs to be towed to American saw mills this year, as is said above, means a loss to this interest of 700,000 tons of freight in a single season.

And aside from this I would like any of the advocates of this mistaken policy to tell us what industry is to open up for settlement or give freight or business to our Canadian lines in that section of Canada when this timber, the chief resource of this vast territory, is removed? A short ephemeral prosperity while our American cousins are transporting the wealth of that section across the water to build up their own country with the industry which nature provided for ours, but which we are wantonly discarding as of little value, will be all to be derived from it, soon to end in utter ruin; when the stranger journeying through our country, instead of seeing thriving, busy villages every few miles along his route to brighten the prospect, will behold nothing but the abomination of desolation on all sides through its whole extent. Surely there ought to be some grand object gained for the loss to Canada of all these advantages, but so far as I am aware no one has yet been able to discover where or what they are.

By our mistaken and mischievous policy we not only do nothing to delay this event, but actually encourage its early consummation by giving a bonus, through our fiscal policy, to our wealthy and more astute neighbor to enable him, by exceptional privileges, to rid us ("rob" us was the more appropriate term used by one of these American lumber princes when discussing the subject) of our forest property.

And to-day when Canadian saw mills are allowed to be burnt down or dismantled new mills are being erected on the American side of the line by those who do not own a foot of standing timber in their own country, to be wholly furnished with supplies from our now alas! entirely too scanty pine forests. As far north even as Lake Nipissing where a number of saw mills have recently been erected, I am told, logs are now being taken out to be sawn in Michigan and to withdraw from their mines their future source of supply. One has only to read the exultation of our neighbors at our folly to realize how serious the case is and how ridiculous we are acting in this matter.

Even the partial measure of compensation of free

lumber in exchange for free logs we prevent ourselves from obtaining, for when a measure was brought forward in the United States Congress last session by Mr. Bryan, of Nebraska, to put lumber of all kinds on the free list, he was at once balked in his efforts by being told that in so far as Canada was concerned they had already free Canadian lumber in having the logs free of duty on both sides of the line—thereby having to all intent free Canadian lumber.

Since then, of course, no further move in this direction has been made, for no American, let his politics be what they may, but would prefer having the manufacture of the timber in his own country instead of ours. Not only, as I have heretofore remarked, must we lose the manufacture, handling and shipping of our own forest property, but we must lose the laborer as well, for he will be compelled, in order to earn a livelihood, to follow the logs to the States, where he will be told that unless he throws in his lot with them and becomes an American citizen he cannot be permitted even there to employ his labor in further work upon this timber, which, but for our futility, he would have had in abundance at home; for now that the Americans must have our pine timber they would take it as freely in the shape of lumber manufactured in Canada as they are now taking it from us in the shape of logs to be manufactured in the United States.

One would think the mere statement of the case would at once cause the Government to enquire into the conditions and re-impose such export duty on the saw logs as would place the Canadian manufacturer in the districts named in at least as good a position as the American operating his mill with Canadian timber, but I regret to have to say that unless the public demand a change we can only expect this "laissez faire" system to remain till it will be too late to stem the tide, for the American lumbermen have such an enormous advantage under existing conditions that they will continue to employ through the agency of their emissaries in the press and Parliament every means in their power to hoodwink the public in the future as they have so successfully done in the past.

It is not only the lake marine that may suffer from this inaction, but the railways and sea-going shipping as well, for a large portion of this trade which is now being diverted from its natural route by rail or vessel to Montreal and Quebec for shipment abroad—an amount estimated at from 8,000,000 to 10,000,000 tons—will, within five years time, have been towed over to Michigan and elsewhere in the United States to swell the trade of American vessels and transportation lines and to lessen by so much that of our own vessels and shipping.

But it may be said, if we re-impose the duty on saw logs, the American import duty on pine lumber, now \$1 per M, becomes at once \$2 (all other lumber duties remaining the same as before). Well, what of it? If the Americans prefer paying \$2 per M duty instead of \$1 on pine lumber it is a matter that concerns themselves, for the price here would not be affected. This was clearly shown when the duty was reduced from \$2 to \$1. Bradstreet's immediately reported a reduction of \$1 per M on Canadian pine lumber in the American market. The reason that pine lumber is not now several dollars per thousand feet higher in price in Canada is that Americans, by getting the logs free of duty, are able to undersell our manufacturers, but with an export duty of \$3 per M on pine saw logs, as it should be, they would be compelled to advance their prices this much or leave the trade as it should be supplied by our lumber now that that they have about used up their own timber from which to make it. The demand is now equal to the supply, and if the Americans cannot furnish it, we can and will. But, however this may be, it is full time we began to consult our own interests, the Americans will, no doubt, look after theirs, and will, at any time, be only too glad to accept free lumber in exchange for free logs. I do not, of course, admit that this would be anything like fair compensation to us, but it would, at least, be something and, at any rate, better than the idiotic condition now existing.

The Premier has, I am pleased to see, distinctly announced the Government's policy to be that of "building up home industries and making Canada a great

nation;" the timber industry is the most purely natural home industry existing in Canada, and he has now an opportunity of showing he is in earnest, for if he permits its further sacrifice he is trifling with the intelligence of the Canadian people by talking in this manner, for existing conditions are building up the industries of the United States to the destruction of those of Canada—at least this is my opinion.

WORN OUT MACHINERY.

ONLY a practical lumberman, says the Saw Mill Gazette, can appreciate the immense advantages which arise from the use of good machinery. To the merely technical manufacturer, whose capital accrues large interest through the aid of his employees, it may seem at times unreasonable that machinery, which in his estimation should last forever, rightfully belongs to the scrap pile. A little common sense, and just a bit of mathematical computation, however, will rarely fail to abolish any such illusion.

Let us consider, for instance, one of the innumerable cases of "break-down" in our saw mills. Figure up the minutes—or rather hours, for such they are—during a delay in which an old shaft is being repaired and hurriedly patched up, but only to break again. Those hours, we say, during which a force of probably fifty workmen stand around idle. Figure in black and white how many dollars and cents this delay costs. On the other hand, inquire of your foreman how many thousand feet of lumber could have been sawed during this brief delay, and figures will prove what heretofore observation failed to notice. If we take into consideration that not only old and worn out shafts, but saws, planers, tools, boilers, furnaces, engines, gangways, etc., break down ever and anon, we find that the delay caused by worn out machinery figures well-up into the thousands of dollars every year; in many cases an amount ample to purchase an entire new outfit. Machinery, the mechanical servant of man demands as careful attention as can possibly be given, and the time surely comes in its life when age, rust and the effects of everlasting repairs render it unfit for further service. A business man who does not discard machinery when it no more deserves the name, stands in his own light; and figures invariably prove that such culpable carelessness never fails to beget trouble, unnecessary expense and general loss.

THE HOLLOW BLAST GRATE.

WHAT to do with the refuse of the saw mill is one of the conundrums of lumbering that is not easily unravelled. Especially is the sawdust nuisance a constant source of worry. The Canadian Hollow Blast Grate Co., of Essex, Ont., have undertaken to solve the difficulty by the use of the Gordon patents, which, apparently, give satisfaction wherever used. The principle of these grates could not well be simpler. It is in fact just the application of the principle of the blacksmith's forge to the furnace fire, supplying a blast of hot air, sufficient at all times to insure the rapid and perfect combustion of fuel of every sort. The blast grates are 8 inches wide and are cast hollow with the upper surface flat. On the upper side are placed valves through which the air from the fan or blower is equally distributed through the fuel and over all the surface of the furnace. The blast grates are placed alternately with the other sawdust grates. No matter how wet or poor the fuel may be it can be burned. Wet sawdust, spent tan bark, fine coal dust and any kind of refuse can be utilized for making steam with as much success as the very best of fuel. Perhaps no system outside of the Gordon patents has so satisfactorily solved the problem of steaming with the fine, compact dust of the band mill. A greatly increased volume of steam is also generated in the boilers. The Canadian Hollow Blast Grate Company present, in an advertisement elsewhere in the LUMBERMAN, a number of testimonials, from various manufacturers who are using the hollow grates, which are certainly complimentary to these grates. To the saw mill man not an unimportant item is the saving that can be made through holding slabs for sale in place of consuming them in the furnace; the sawdust and refuse furnish, in most cases where the blast grate is used, what fuel is required.