



# THE CANADA LUMBERMAN

DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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The CANADA LUMBERMAN is filed at the Office of Messrs. Samuel Dwyer & Co., 154 Leadenhall Street, London, England, who also receive advertisements and subscriptions for this paper.

PETERBOROUGH, Ont., MAR. 1, 1886.

THE Chicago & Grand Trunk railway recently purchased of White & Henener, Lapeer, Mich., 16,000 feet of choice black walnut lumber, and shipped it to Port Huron for use in car building.

THE William Hamilton Manufacturing Company, of Peterborough, has ready for shipment to the Royal Planing Mill Company, of New Westminster, British Columbia: two mills and one engine, ordered January 11th. The boilers are 42 inches in diameter and the engine 16x20. It is also filling an order from New York state for saws.

LUMBER men report, according the Kingston News, that the quantity of railway ties taken out along the line of the Kingston and Pembroke railway, this season, has been very large, while considerably less hemlock lumber has been cut this year than last. Cedar posts are a drug upon the market, as the supply greatly exceeds the demand.

BEAUCÉ, P. Q., lumberers complain of the absence of sufficient snow for their operations. The following are the approximate numbers of saw-logs that are being taken out this winter on the Chaudière river and its tributaries:—Mr. John Breakay, 200,000; Mr. Hall, 100,000; Mr. Crawford, 100,000; Mr. Cahill, 30,000; Mr. A. Beaulieu, 30,000; total, 460,000.

THE last issue of the London Economist notices among new companies in Britain, Miller's Tanning Extract Co., Limited.—Issue of 8,000 shares of £10 each, of which 2,000 shares, fully paid, are allotted to the vendors. This company is formed to acquire and extend the business of Messrs. J. & J. Miller & Co., the inventors and original makers of tanning extracts. The price to be paid for the business, &c., is £41,750, of which £20,000 is represented by paid up shares.

A TELEGRAM from Duluth, on Lake Superior, states that the Duluth Lumber Company has contracted to ship 30,000,000 feet of lumber to Chicago by lake, most of which is to find a west and southwest market. The roads west and southwest of Chicago are to give rebate enough to pay for the lake freight from Duluth to Chicago, thus depriving the railroads leading southwest from St. Paul from getting this business with the high tariff. Last year 5,000,000 feet of lumber was shipped from Duluth to Saginaw by water and nearly 1,000,000 bushels of wheat to Milwaukee.

CAN England produce good axes? This seems to be a question over which there is some dispute. A correspondent of the Ironmonger recently criticizes severely those of English make, and is somewhat curious to know what American manufacturers would think of having five-twelfths of their product returned as worthless. One of the English journals thinks that the case is not so bad as stated in the Ironmonger, and that their tool makers and inventors need only know that a strong and perfect axe is wanted for the Colonial market, for which a higher price than the average one will be paid, to set themselves to work to take the wind out of the sails of their American cousins.

THE Bobcaygeon Independent says:—Mr. J. M. Irwin, lumberman, has had trouble with diphtheria. And one of his shanties near Haliburton, a man became ill, and went home. The report was circulated that he had diphtheria and though it was afterwards proven that it was not, a scare took possession of the shanty and a number of men and teams left. As the men and teams left without notice, and as Mr. Irwin considered without sufficient cause, and demoralised the shanty, he declined to pay them. Timothy Crowley and some others entered action against Mr. Irwin at Peterboro. An arrangement was arrived at with all except Crowley and the magistrate dismissed the cases with the exception of Crowleys. This is yet to be heard as time is required to obtain witnesses. His claim is for \$40. [This case is also withdrawn.]

## THE SALE OF TIMBER.

The following table shows the amount and value of the timber sold at the office of the Quebec Provincial Government during the past year:—

	Lots.	Price.
January.....	11,159	\$ 9,335 00
February.....	11,122	8,767 00
March.....	12,783	11,028 90
April.....	11,678	9,777 10
May.....	11,441	10,231 30
June.....	11,203	9,339 30
July.....	7,479	5,382 20
August.....	7,879	55,444 80
September.....	13,940	11,750 30
October.....	14,281	10,076 00
November.....	12,712	10,629 90
December.....	11,831	9,840 20
Total.....	137,558	\$112,601 50

## THE EXPORT DUTY.

THE removal of the United States import duty on lumber is still so remote a contingency that the question of increasing the export duty on logs has not lost interest, and may still be considered apart from the contingency referred to. The Ottawa Free Press, having interviewed the Commissioner of Customs, returns to the subject. It represents the Commissioner, in the interview, as saying that it was almost impossible to collect the export duty. The Free Press drops its former contentions entirely, and wisely does so, and relies now altogether upon the alleged difficulty of collecting the duty.

The chief difficulty—the one on which greatest stress is laid—thus stated by the Free Press:—

"Until the lumber crosses the line of demarcation it is in Canadian territory, and cannot be held for duty, so that the service of collecting this duty if strictly followed up would be far in excess of what could be collected."

If the logs could not be held for duty until they were into the centre of the lake, and there

was no other remedy, the difficulty would be great. But has it not occurred to the Free Press that vessels going to the United States are required to take out clearances, and that the regulations is enforced? The United States lumbermen who export logs from Canadian territory are owners of limits in Canada, and were the Government to take up the matter earnestly, a way would be found of enforcing the law, and of compelling them to respect the laws of this country. The small quantity of logs that have heretofore been exported was not of sufficient importance to attract a great deal of attention, and the export duty may not have been enforced as it should have been. If the Commissioner is correctly reported in the Free Press it has not been. But when logs are exported wholesale, and Canadian lumbermen are placed at a disadvantage in their own country, to the advantage of foreigners; and when the country is losing largely through another country receiving the benefits connected with the manufacturing of her logs into lumber, the matter can no longer be ignored and it becomes of such importance that it merits the most careful attention of our rulers.

Since writing the above we have received a communication from the Customs Department, in answer to a letter sent there, which puts a different face on the alleged interview and makes the alleged difficulty in collecting the export duty simply an idea of the Free Press.

The letter concludes as follows:—

"As respects the export duty, I can only say that is the law is to collect the same at one dollar per thousand feet upon all logs of pine or spruce, and that the officers of Customs have the most particular instructions with reference to this as well as all other duties; and I have no reason to suppose that its collection will be neglected by any of them under whose survey the exportation may take place."

■ This is sufficiently explicit, as we have pointed out above, the collection of the duty is not as impossibility by any means, and it is absurd to suppose that the Customs Department would neglect to carry out the law. The objections urged against the increase asked for are very weak, and the arguments in its favor are strong and indisputable.

## THE MORRISON BILL.

THE bill which Mr. Morrison has introduced into the United States Congress to change the tariff rates on many articles going into that country has attracted a great deal of attention. In the first place it is very doubtful if the bill will become law. It will take a hard fight to pass it through the House of Representatives, and if it is not strangled there it will have then to be passed through the Senate, with it Republican majority.

If this bill is not adopted by the American Congress, there will, for some time, be little hope of a reciprocity treaty between Canada and the States. It does not go so far as a comprehensive reciprocity treaty would go, and if its provisions are not acceptable a reciprocity treaty that would be beneficial to Canada would scarcely be accepted by them. And the proposition of the President to appoint a Commission to consider the fishery question and reciprocity, appears to meet with disfavor.

The part of the Morrison bill that our readers will be interested the most in is its provision for placing certain kinds of lumber on the free list. The telegraphic summaries of the bill led us at first to believe that all kinds of lumber were, if this bill was adopted, to be placed on the free list, the only proviso being that countries which levied an export duty should not be included. If this was the scope of the bill—and it may be the intention of its promoters—Canada would scarcely hesitate to remove the export duty on logs and thus reciprocate with our neighbors. It might be feared that the removal of the duties would tend to the depletion of our timber resources, but the benefits to be derived from the removal of the duties, thus freeing the trade from restriction, and increasing the value of the timber, would be of such a character that our Government and people would undoubtedly consent to the proviso.

Fuller particulars regarding the proposed

changes, however, appear to show that they are not of such a character as to be so interesting to Canada as was at first supposed. Mr. Wm. Little, of Montreal, takes this view of the bill and writes:—

"We were led to expect would place pine and spruce lumber on the free list, but should the bill pass in its present shape the only kinds of lumber made free are those specially mentioned—hemlock, whitewood, sycamore and basswood—which now pay a duty of a dollar per 1,000 feet, board measure, or half the duty levied on pine and spruce.

"The first line of the bill leaves the impression that the intention is to have lumber hewn and sawed free; but this applies only to lumber and timber used for spars and in building wharves. The words hewn and sawn are simply descriptive of the lumber so to be used.

"A subsequent paragraph mentions the particular kinds of lumber that are to be free, viz: sawed boards, plank deals and other lumber of hemlock, whitewood, sycamore and basswood, and all other articles (not kinds) of sawed lumber.

"The only sawn articles in pine and spruce to be free are specially mentioned, such as clapboards, pickets, palings, lath, and shingles.

"This intention of the bill is clearly shown by a charge of 50 cents per 1,000 feet for each side planed or finished of all articles made from the particular kinds of lumber specified—hemlock, whitewood, sycamore and basswood.

"So that as regards Canadian lumber, the bill will have no effect whatever, but to give free admission to the limited amount of hemlock now going to the U. S., the other woods—whitewood, sycamore and basswood—not being produced in Canada in excess of home requirements."

The Montreal Herald believes, from the wording, that the intention was to include pine and spruce, but the bill, as reported by the newspapers, does certainly appear to sustain Mr. Little's construction of it. If the bill becomes law, it is to be hoped that its intention will be made plain, but if Mr. Little's view is correct, even if it does become law, in its present shape, it will not be of great importance to Canadian lumbermen, although it will be a step in the right direction, inasmuch as hemlock, shingles, etc., will be placed on the free list.

## LUMBER DEALERS AND RAILWAYS.

To the Editor of the Canada Lumberman.

SIR,—Had the Toronto lumber dealers no means of knowing the season of the year the railroad officials would supply the information. No sooner do storms prevail than cars are weighed and excess charges from 60 cents to \$10.00 each car are presented to dealers.

These charges are something positively appalling. The mere sight of a freight advice note, ornamented with red ink figures, causes the dealer to sigh deeply as he sees all the profit on the car load gone at one fell swoop.

It is beyond the ken of ordinary mortals how the charges are made. True, the gross weight is given, tare deducted, and the net weight, claimed to be the actual weight of the lumber, stands forth in all its immensity. To compare these freight advice notes will show the most glaring variations in the weight of lumber.

Permit us to present a few of these with their sanguinary figures:

1. Gross.....	53,800 lbs.
Tare.....	18,000 "
Net.....	35,800 "
Amount on car.....	10,000 ft.
2. Gross.....	62,000 lbs.
Tare.....	18,000 "
Net.....	44,000 "
Amount on car.....	10,704 ft.
3. Gross.....	56,600 lbs.
Tare.....	18,400 "
Net.....	38,200 "
Amount on car.....	10,610 ft.
4. Gross.....	46,000 lbs.
Tare.....	17,800 "
Net.....	28,200 "
Amount on car.....	10,021 ft.
5. Gross.....	45,800 lbs.