



THE CANADA LUMBERMAN

DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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TRADE WITH AUSTRALIA.

Canada has done a limited trade with its antipodean sister colony, Australia, but there appears to be no insurmountable difficulty in the way of the trade being largely augmented. In order to direct and develop this trade Mr. Alex. Woods has been appointed Agent (General) from Canada in Australia, by the Dominion Government. Mr. Woods has published a pamphlet on the subject, which contains interesting and valuable statistics and other information. His primary business, he states, is to develop commercial relations with that continent, bring the Canadian producer and Australian importer together, to let the one know the wants of the other, to show the Australian buyer what the Canadian can sell, to advise the Canadian producer as to the styles and character of goods suitable, or which can be made suitable, to the Australian trade, to give such advice or opinion on the commercial standing of the firms proposing to do business, as may be desired, so far as local knowledge may enable him, and thus to assist and increase the ability of the Canadian dealer to compete for the trade and to do so with no more than ordinary commercial risks.

Mr. Woods intends to open a Canadian office and sample warehouse in one or more of the principal cities in the Australian colonies. In the office he will keep such information about Canada as it may be possible to supply through maps, directories, commercial journals, etc., and in the warehouse samples of such Canadian manufactures as may be adapted to that country, with price lists of the same in Canada, and such information as to freight and insurance as may be necessary to give the purchaser delivered prices.

During the last year the value of the produce shipped to Australia from Canada was \$433,717; from the United States \$10,534,134, and from Great Britain the year previous about \$134,195,000. The total imports of the Australian colonies—besides what may be called inter-

colonial—are over \$250,000,000 per annum. The Canadian exports to Australia have been comparatively insignificant, but as the lines of goods produced in this country are much the same as those of the United States, and as many of the lines of goods sent there from Great Britain can be produced here, the trade, especially with the facilities now and about to be provided, should be largely increased.

To give a clearer idea of what may be done we will quote some of the statistics furnished. During the year ending June 30th, 1885, the value of the exports from Canada to Australia were as follows: Coal, \$110; stone \$120; canned salmon, \$7,571; pickled salmon, \$23,022; spruce logs, \$40; deals (pine, spruce and end), \$13,816; lath, \$15,916; planks, \$153,030; scantling, \$433; other lumber, \$1,532; masts and spars, \$140; agricultural implements, \$256; books, \$34,591; machinery, \$32,063; sewing machines, \$31; hardware, \$379; boots and shoes, \$50; organs, \$8,350; pianos, \$250; ships, \$31,000; doors and sashes, \$1,300; other manufactures of lumber, \$100; other articles, \$7,023. The following are the values of some of the goods exported from the United States to Australia:—Agricultural implements, \$244,310; apples, \$10,273; dried apples, \$80,023; green apples, \$37,216; blacking, \$25,263; books, etc., \$124,940; boots and shoes, rubber, \$48,422; boots and shoes, leather, \$367; beer and ale, \$74,385; carriages and horse carts, \$338,331; casings for sausages, \$90,033; cordage and twine, \$26,138; clover seed, \$31,193; cotton goods, colored \$3,047; cotton goods, uncolored, \$45,662; fish, \$82,950; canned fruit, \$102,504; harness and saddlery, \$31,820; all sorts leather, \$216,497; lamps, etc., \$73,961; locomotives, \$140,000; stationary engines, \$9,205; boilers and parts of engines, \$5,075; other machinery, \$570,475; organs, \$138,918; pianos, \$10,863; nails and spikes, \$19,073; lard, \$12,201; whale and fish oil, \$51,664; naphtha, \$30,243; illuminating oil, \$912,956; lubricating oil, \$39,587; railway cars, \$30,514; roofing slate, \$41,950; refined sugar, \$601,568; saws and tools, \$360,879; scales, etc., \$14,532; sewing machines, \$129,524; stoves, ranges and parts, \$45,019; tinware, \$9,382; tobacco, \$1,014,134; trunks and valises, \$19,010; onions, \$5,848; peas, \$1,000; canned vegetables, \$8,443; boards, deals and planks, \$840,132; joist, lath, paling, box-shooks, etc., \$83,967; doors, sashes and blinds, \$156,516; mouldings, trimmings and other house furnishings, \$62,071; household furniture and other woodenware, \$622,100. Of the exports from Great Britain to Australia the following might be noted:—Boots and shoes, leather, \$3,665,000; beer and ale, \$5,520,000; cotton goods, \$9,260,000; harness and saddlery, \$645,000; machinery and mill work, steam engines and parts thereof, \$538,764; other machinery, \$846,042; paper, writing, printing and enveloped, \$546,813; other paper, \$102,046.

Mr. Woods is of opinion that a market for some kinds of farmers' produce may be found in Australia, including oats, butter and eggs. The completion of the Canadian Pacific railway and the projected steamship line on the Pacific Ocean, with the establishment of the Canadian agency in Australia, will afford facilities for trade that Canada has not heretofore enjoyed, and the development of the Australian trade may be looked for. The railway has already been used for making shipments of machinery to British Columbia, Peterborough being among the first to do so, and the line will be of greater value with the steamship connection.

Mr. Woods intends visiting the principal business centres throughout the country, previous to departing for Australia in the latter part of September, and in the meantime correspondence addressed to him at the Windsor hotel, Montreal, will be forwarded.

HOW IT WORKS IN ONE CASE.

It appears that the export duty on logs is already beginning to bear fruit, and the apples are dropping into the Canadian basket. The Bay City Gazette says:—

"How the increase of the export duty on saw logs by the Canadian Government will operate in one case is told by F. F. Buswell, of Grand Rapids: 'We own 100,000,000 feet of pine, standing on Spanish river on the north

shore of Georgian Bay, and we will work it up right on the spot,' said Mr. Buswell. 'We thought at one time we could ship the logs to our Grand Haven mills as raw material, but we have since come to the conclusion that we can better afford to manufacture on the Canadian shore and ship the lumber and pay duty. We will only have the duty to pay. Cutter & Savage, of Grand Haven, own 100,000,000 feet on the Spanish river, and Saginaw and Bay City men own a lot more. We will probably buy another lot this winter. We intend this year putting in about 15,000,000 feet of logs, and already have our men at work.'"

This is just what the advocates of the increase of the duty argued—that the United States dealers would not export the logs when they would not save duty by so doing, and that in consequence the lumber would be sawn in Canada and this country would reap the advantage incident to its manufacture. The advantage to the country will be considerable. Men will find employment, farmers will find a market and money will be circulated in the country that would otherwise go to pay workmen in the United States.

The principal advantage to the Canadian lumbermen will be, that although there may not be less lumber sent to the markets—and there probably will be less—the United States dealer who utilizes Canadian timber will not have to pay less duty than the Canadian dealer. Our United States contemporaries persistently ignore this feature of the case, but it is an important one to Canadians.

Again, it was argued that the increase of the export duty would stand in the way of the successful negotiation of a reciprocity treaty, or the removal of the United States import duty on lumber. The way the export duty works in the case cited by the Gazette does not bear out that objection. The United States duty would have been removed ere this but for the influence of the United States lumbermen, and when it becomes in the interest of these dealers to have the duty removed it will then go. As soon as they begin to saw lumber on this side of the line it will be to their interest to have the duty abolished, and the chief influence that now maintains that duty will then be on the other side of the question.

MORE FIGURES.

A SHORT time ago some figures were quoted in the CANADA LUMBERMAN from the Bay City Gazette as to the quantity of logs United States lumbermen proposed to carry across the lakes in the rough. The Gazette then said that one Saginaw firm only intended to export logs, and only 12,000,000 feet, and Alpena people probably 12,000,000 more, which caused it to come to the conclusion that the export duty was silly. In its issue of July 16th, however, it says:—

"The Emery Lumber Company having invested in 100,000,000 feet of pine in the Spanish river region of Ontario, propose to bring the logs to this district—their mill be at East Tawas—to cut, if they have to pay the \$2 export duty. At any rate they propose to see if there is any money in the business."

Besides, the Gazette says that F. E. Buswell, of Grand Rapids, owns 100,000,000, and "Saginaw and Bay City men a lot more." Of course the export duty was a trifling matter—unnecessary, silly! And the fact that one of these firms has decided to manufacture the lumber on the Canadian side, instead of exporting the logs in the rough, only shows still more plainly how intensely silly the increasing of the export duty was! Probably Canada could stand more such silliness without a collapse, and perhaps the United States will see that reciprocity would not be such a bad thing after all.

Supposed Wreck.

CHICAGO, July 21.—Captain Roach, of the tug Morford, yesterday picked up in the lake, of Kenosha the pilot house and poop deck of a lumber barge. The house was painted red and on either side of it were the letters "S.S." but Captain Roach was unable to trace the rest of the name. In the pilot house he found the wheel intact, and took it aboard the Morford and will bring it to Chicago. It is feared some vessel with her crew has gone to the bottom.

THE MONTANA FORESTS.

The bill establishing a national forest reservation in the Rocky Mountains of Montana ought by all means to become a law at this session of Congress. It was passed by the Senate last week, as it was by the same body in the previous Congress, when the House failed to reach it. The proposed reservation includes the headwaters of two of the greatest rivers of this continent—the Missouri and the Columbia—and their tributaries. No settlement will be allowed on the reservation, and no one will be permitted to cut timber. This measure involves the prosperity of vast agricultural regions, and thus is truly national in purpose, appealing to the interests of the entire country. If these forests should be destroyed the damage would be incalculable through the washing away of valuable arable land, and the injury to the streams by shoaling, and to their adjoining country by increasing the danger of floods, which are becoming more serious year by year. It may easily be seen how every community, from Montana to the Gulf of Mexico, is directly interested in the passage of this measure.

On the other hand, if the forests are preserved, an equable flow will be maintained in the streams, to be utilized in the irrigation of vast tracts, otherwise useless for agriculture on account of the light rainfall. In this way the land would become available for cultivation by the most certain methods in existence. With irrigation crops never fail, and thousands would find homes where now there is a desert. Therefore, the House should not again neglect to pass this bill, if it desires to perform a duty which will result in the extension of the agricultural area of the country, increasing the population of the Northwest, and promoting every interest connected with the food supply, from the great railway companies which transport it down to the immense multitudes who consume it.—*Boston Herald.*

BUSH FIRES.

The Manitoulin *Expositor* says:—Bush fires continue to rage in many parts of the island, particularly on the south shore in the vicinity of Michael's Bay and Providence Bay. The losses in many cases are serious, some farmers losing everything. The bridge and crossing between Michael's Bay and Providence Bay are reported burnt. James Kendrick's shingle mill, shingles and timber have been destroyed. R. Batty lost his house, barns, implements, fences and some sheep. John McKechnie lost his barns; Hugh Rennie, a house; Sam Sinclair, house, barns and implements. The M. B. L. Co.'s barn on Manitou river is burned. The fire is very close to Michael's Bay. A. W. Trewin's (until lately, Bowlers) mill is reported in danger. Unless rain comes soon, much more property will be destroyed. Trewin's mill is reported to be burnt.

The Parry Sound *Star* of July 23rd says:—Two or three small bush fires have already broken out in this neighborhood, but have fortunately been quelled by the recent showers before they had done much damage. We would remind our readers in this district that it is a misdemeanor to set out fire during this season of the year, and that it is attended with great danger, as a fire once fairly started in the woods is very difficult to control and may do immense damage. Campers on the islands, too, should be very careful in making their camp fires, first to select a place on which to build their fires where there is no danger of spreading, and then to carefully extinguish every spark before leaving it. A little care during the next two months will prevent the destruction of much valuable property. We hope that any person caught carelessly putting out fire will be promptly made an example of.

THE New York *Lumber* says:—While the metropolitan lumber trade is devoid of life, as it generally is during July and August, it may safely be assumed that the outlook for the fall trade is quite promising. We expect to see the trade booming about September.

SUMMERS, Smith & Summers, lumber merchants Toronto, have assigned. Liabilities, \$19,000; assets \$18,000.