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THE CANADA LUMBERMAN

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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.

INSTRUCTIONS have been issued from the Department of Inland Revenue that hereafter no lumber which has passed through the Ottawa or Lachine river canals shall be delivered up unless a *bona fide* check, properly endorsed by the owner himself, is presented. The change is evidently aimed at the middlemen, who it is said have been profiting largely out of the old arrangement. Heretofore anyone having a specification and filing it at the office, provided the dues were paid, could have the lumber delivered up to them. Bankers assert that the risk has become too great for them and have accordingly strongly advocated the change referred to.

THE London Times furnishes some interesting statistics as to the frightful consumption of wood used as sleepers for railway tracts, and points to its figures as a strong argument in favor of the employment of metal sleepers. It appears that the six principal railway companies of France use more than 100,000 sleepers per day, or 3,650,000 per annum. As a tree of the usual dimensions will give only ten sleepers, the railways in question require 1,000 trees per day for sleepers alone. In the United States the consumption is much greater, amounting to about 15,000,000 sleepers a year, which is equivalent to the destruction of about 170,000 acres of forest. The annual consumption of sleepers by the railways of the world is estimated at 40,000,000, and this is probably less than the actual number. The Times remarks: "From these figures the rapid progress of disforestation will be understood, and it is certain that the natural growth cannot keep pace with it. Hence we have had during the last quarter of a century the frequent inundations and changes in atmospheric condition." It would be interesting to calculate how much wood is annually wasted in Canada on sidewalks, block pavements, telegraph and telephone poles, and general railway work. The figures we fancy would startle those who have been advocating greater conservatism in the utilization of our timber resources. It is of course to be noted that for all the purposes mentioned wood is needlessly and unprofitably used.

THE competition of the work by which the Lake St. Peter channel between Quebec and Montreal has been deepened to permit the passage of vessels drawing twenty-seven and a half feet has been celebrated by a formal opening. This improvement is one of considerable interest for the trade. From the recurrent troubles at Quebec and other causes the practice has been increasing of loading timber and lumber at Montreal instead of at the ancient capital as formerly. The improvement and deepening of the channel between the two cities will have a strong tendency to attract vessels to Montreal. This will not only be a convenience to the trade desiring to ship from that port and tend to keep down freights, but it will also have a beneficial influence in the port of Quebec, confirming them in the better ways under the new regulations that have been adopted, and leading to further improvements in the same direction. This increase of competition and extension of shipping facilities in the St. Lawrence ports cannot fail to be beneficial.

THE appointment of a committee by the lumbermen's branch of the Toronto Board of Trade to present their grievances between the Council of the Board and obtain the co-operation of that body is a sensible step towards obtaining a very important object. That object is to obtain from the Grand Trunk and other railways a change in their methods which are felt to be unfair and prejudicial to the trade. The foremost grievance is that lumber being loaded on flat cars is often exposed for considerable periods unprotected to rain, snow and ice by which its weight is considerably augmented, and as it is weighed at the point of delivery instead of the point of shipment, freight has to be paid on this not beneficial addition of so much water. It is claimed that the weighing should be done at the point of shipment. A further grievance is that the joint classification tariff is unjust, as it assumes that certain quantities of lumber will have so much weight, when as a matter of fact they do not weigh so much as is thus assumed. There are also complaints of a great shortage of cars said to be otherwise employed. These and minor grievances are now in a fair way to be forcibly presented with the weight of combined action and there is a better prospect of obtaining redress than by individual remonstrances.

THE great advance in ocean lumber freights during the past year is given a striking illustration by the River Platte business. Twelve months ago the rate on lumber from Portland, Me., to Buenos Ayres ruled at \$9.50 per M. with an increase of \$1.50 per M. to Rosario or other up river ports. On August 24, 1888, there was an advance to \$13 to Buenos Ayres. The following week brought the figures at \$13.50 and a week later to \$13.75. Now, \$13.50 is freely offered to load for Montevideo for orders, and if ordered from that port to Buenos Ayres \$14.50 is paid. The rate to Buenos Ayres direct is \$14 and to Rosario \$15.50. Even with such rates as here quoted the placing of orders is very difficult, and the Boston Post says one Boston firm has orders for twenty million feet of lumber on hand at the present time and is experiencing much difficulty in securing transportation for any portion of it. It had been supposed that many large coasters engaged in the coal trade would be induced to accept River Platte charters by the high rates obtainable, but the coal carrying trade has also enjoyed a most prosperous season, with a steady demand for vessels of both large and register, at very satisfactory rates. In other lines, too, the rates have advanced in proportion, and are steadily maintained.

IN the course of last month the choice of the President of the United States was virtually decided, for the proceedings of the electoral college have become a mere formality. Gen. Harrison will be installed next March and the Republicans have gained the day. Not only have they elected their candidate as President, but they have gained greater strength in both Houses of Congress if not the complete control, which is still uncertain. They will at least have greater power to carry any legislation they may propose than the Democrats have had for the last four years. This is a matter of interest to Canada, and especially to the lumbermen. Whether there will be any important change in the tariff or what direction it would take no man can foretell. The Democrats talked of

taking off the duty on lumber, but they were by no means unanimous, and the Republicans as a rule opposed the change. It is of some significance that in more than one Republican procession during the campaign might be seen the inscription "no free lumber." Mr. Blaine too, the great Republican leader, in addressing audiences in lumbering districts in Maine spoke to the same effect. There seems therefore little probability, if there ever was any, of a remission of the duty. As to the larger question of reciprocity some of the Republican organs and speakers, notably Mr. Blaine, have declared that Canada should not enjoy their markets unless it became part of the United States, but of course in politics no such declarations are final. There seems to be no immediate probability of a change.

THE invitation that has been extended by the Canadian authorities to delegates from the Australasian colonies to visit Ottawa for a conference of the best means of extending and making closer their commercial relations and kindred matters is a wise step and one that should have important results. Our trans-continental line of railway, the steamship line that is being established with the assistance of public grants, the contemplated cable beneath the Pacific ocean and the proposed reduction of postage, are all steps to bring Canada and Australasia practically closer together and to open their markets to each other. A large proportion of the imports into the Australasian colonies consists of articles that Canada could very well supply though at present they are obtained from foreign countries. The Australian forests are chiefly hardwood and in any of their journals it will be seen that they rely chiefly upon "Norway pine" and "Oregon pine." Why should not Canadian pine almost wholly replace these foreign woods? The quality is at least equal if not superior the distance is shorter and soon there will be far better facilities for communication. Already there has been of late a considerable impetus given to exportation of timber and lumber from British Columbia to Australia with a strong tendency to a further increase of this trade. Full advantage should be taken of the improved facilities that are being provided or are foreshadowed for the near future, and the visit of the Australian delegates should be utilized to the utmost to promote an intercolonial commerce of which the trade in timber cannot fail to be one of the most important branches. The members of the trade should organize to see that their interests are duly represented and their views adequately expressed at this important conference.

MESSES. PAQUETTE, whose lumber yard and sash and door factory at Montreal, were recently destroyed by fire with a reported loss of \$75,000, uninsured, are taking the matter into court. They claim that the city should reimburse them on account of alleged insufficiency of the water supply, the machinery and the fire brigade to protect the property from destruction by checking the fire. As having a bearing on this question of the responsibility of the corporation it may be remarked that the city of Montreal is not contending that the fire insurance rates should be reduced in compliance with an agreement to that effect when the protection against fire should be rendered effective. The underwriters, however, decline to make the demanded reduction at present on the ground that the city had not yet complied with the conditions as to the efficiency of the means to prevent fires. If the proceedings of Messrs. Paquette are prevented in the courts this question of the efficiency of the fire protection and the responsibility of the municipality will receive a thorough ventilation. The proceedings and their results will be watched with great interest by many in the timber trades, who feel that while they are called upon to pay heavy municipal taxes they do not obtain in return that adequate protection for their property which they think they have a right to expect for their contribution to the municipal exchequer. Then, again, when they complain of the oppressive insurance rates on their property they are told by the underwriters that the neglect of the municipalities to render their means of fire protection effective necessitates the maintenance of high rates to cover the risk. A stirring up of the whole question in the courts will not be amiss.