

THE CANADA LUMBERMAN.

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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 precious 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 new Joggins raft will be constructed on the same plan as the last one, but all the bottom and lower side logs will be carefully peeled of their bark, in order to render resistance to the water as small as possible. The 21,300 sticks of which the late raft was composed were sold before the breaking up was completed.

ACCORDING to the Algoma *Advocate* the coming season promises to be one of the most important in lumbering circles that has been for many years. Besides the firms that have heretofore operated there will be numerous others on a smaller scale. Altogether it may safely be stated that within the neighborhood of the village of Thessalon there will not be far short of 1,000 men employed. Wages also promise to be a little higher than previous seasons, and a lively winter may be anticipated.

THE *Northwestern Lumberman* pokes fun at Mr. William Little, of Montreal, who five years ago published an article in *Forestry*, London, in which he prophesied that if the reckless and wanton rate of cutting were kept up, the United States would be denuded of White Pine in seven years. Mr. Little, no doubt, greatly underestimated the quantity of pine lumber in existence, but his warning was not uncalled for, and though the seven years should stretch to fifty, or even a century, waste should be carefully avoided.

A NUMBER of Saginaw, Mich., lumber manufacturers have large interests in the Georgian Bay district, and from their actions it is evident that they anticipate the passage of the Mills bill, or else believe it possible to pay an export duty of \$2 per thousand on their logs and still have successful financial results. The purchase of a large block of pine lumber on Fitzwilliams Island by the Saginaw Lumber & Salt Company possesses significance in this direction and emphasizes the fact that eastern Michigan lumbermen are intensely interested in the question of Canadian timber, no matter what legislation may or may not be passed.

NEARLY all of the largest of the Spruce trees that once occupied the valley of the St. John in New Brunswick, up to the mouth of the Aroostook, have either been cut down or destroyed by fire, and except a few limited areas, the large trees of that species are now confined to the upper waters of the St. John, in Quebec and Maine. The largest spruce trees on this river are to be met with on the tributaries of Lake Teniscouata, Quebec, which is skirted by the River du Loup railway, connecting the New Brunswick with the Intercolonial railway.

THE Omaha *Republican* is sadly exercised about where the railway ties are now to come from. The Southern Pacific railway company want 3,000,000 badly, but they cannot be got just now. Ties have gone up and 40 cents apiece are charged for good redwood, and the company cannot get them fast enough at that. The enormous mileage of railways requires an immense number of ties for renewals, construction of feeders, sidings, etc. A Michigan lumberman asserts that there is now more timber lying beneath the iron rails than was to be found twenty-five years ago in the construction of all the houses. No practicable substitute for wood for ties has been proposed. Iron or steel cannot be used with safety, as its lack of elasticity wears out the rolling stock in a very short time.

WRITERS in some of the United States lumber journals have been boasting of rafts of timber which largely exceed in bulk the first Joggins, or O'Leary, "timber ship," and declaring that the method used in that raft will never become general on the lakes. The difference in the circumstances has evidently not been taken into account. While such a structure as the Joggins raft would be an utter absurdity on the lakes, the western methods would be an impossibility on the Atlantic coast. A less substantial structure would not answer for the trip from the Bay of Fundy to New York, and the cost, enormous though it be, is very small in comparison with the only other methods of transportation between the same places. As a successful experiment in a new direction, the invention of Mr. Robertson is entitled to all the comment bestowed on it.

UNITED STATES Consul Hotchkiss, of Ottawa, has made a report to the State department at Washington on the lumber industry of the Ottawa Valley, in which he comes to the conclusion that admitting lumber free at the present time would not materially benefit the American consumer by cheapening prices. The timber forests of Canada are not sold outright to individual purchasers as in the States, but are leased by the Provincial Governments for a limited term, by public auction, under certain conditions and regulations. Timber licenses are granted, and a regular tariff of dues exacted. Col. Hotchkiss argues that the remission of the duty of \$2 would simply enable Canadians to lay down their lumber at that amount less per M. and obtain for it precisely what the Americans would. This advantage to the Canadian manufacturer, he thinks, would be brief, as the local governments would raise the licenses sufficiently to absorb that \$2 into the Provincial treasuries. Making lumber free, he says, would not greatly increase the export of logs, because they would be, to a large extent, manufactured into lumber at the place of growth.

It would appear that the majority of American lumbermen and dealers believe, or affect to believe, that the importation of Canadian lumber duty free into the United States would not affect to any appreciable extent the price of lumber. There are some, however, who believe that if the policy of retaliation indicated in the President's message be adopted, higher prices for lumber are sure to follow. One such individual said to a representative of the *Timberman*. "If Grover Cleveland will just cut off the Canadian shipments of lumber at once, without more ado, lumber will advance \$2.50 per thousand all around. The lumber imported from Canada last year—700,000,000 ft.—amounted to one-eleventh the entire product of the three lumber producing states, and if this supply was cut off, prices would advance, most naturally." That of course is the view of one interested solely in American timber and his belief is no doubt shaped by his wishes, as an advance of \$2.50 all round might mean a big thing to him. At present prices are steady,

with a slowly advancing tendency, a much more healthy condition, than sudden fluctuations, which, while they may bring wealth to individuals, have a tendency to demoralize the trade.

YEARS ago the pine lumber market was as uncertain as Wall Street, and operations in pine as much of a speculation almost as dealings in a bucket shop. For the last year or two, however, the fluctuations in prices have been barely perceptible, and handlers of pine, on this continent at least, content themselves with a narrow margin of profit, the very existence of which is dependent upon careful manipulation of their business. In 1879-80 the sudden rise of from \$6 to \$8 or \$10 per M. for ordinary dimensions made dealers grow dizzy with excitement, and many merchants were suddenly enriched. Such an occurrence is not, however, likely to again happen. The great benefit to the lumber business of the steadiness of prices is that it makes it safe. A man investing in lumber is reasonably secure against sudden or great loss by a decline in price. He may not be able to make an extraordinary interest on his investment, but if he be a good business man he runs little risk of ruinous failure. There is only one contingency that may lead to another period of unsettled and fluctuating prices. The effect of the rivalry of Southern pine has not as yet been foretold, but if there should be a great rush of Northern enterprise and capital in the lumber manufacturing business in the South, it might cause an excessive output that would tend to lower the prices of Northern and Canadian pine.

THE commonly received idea that Manitoba and the Northwest territories consist of vast treeless plains is not altogether a correct one. In previous articles we have alluded to the great spruce forests surrounding Lake Winnipeg, from which this year not less than 9,000,000 feet of lumber will be taken. This area is capable of great development, and in the near future will supply a vast amount of lumber, not only to Manitoba but to the Western States. Another heavily timbered district surrounds the Lake of the Woods, where since the construction of the C P R no less than six mills have been put in operation. These mills supply not only Winnipeg but the entire country as far west as Regina, and this summer the trade has been very active. About seven mills operate on Lake Winnipeg, the largest being that of the Selkirk Lumber Company. West of Regina the lumber is supplied by mills at Calgary, which is the centre of a considerable lumber industry. Calgary is the headquarters of the Bow River, Eau Claire and Calgary lumber companies, which all have mills along the Bow River. Small mills operate at various points in Manitoba to supply local wants, but the timber is inferior for building purposes, consisting mainly of poplar and scrub oak. But in the northern portion of the province, as well as in Alberta and Saskatchewan, large areas are covered with timber and saw mills have been erected at the most important points. In this connection it may be stated no timber has been imported into the "prairie province" from the States for four or five years.

STATISTICIANS say, and statisticians are sometimes right, that every five days in the year an area of land equal to the State of Rhode Island is shorn of its trees in the United States, or 50,570,000 acres a year, the timber on 500,000 of which is required for railroad ties alone. We do not know what the Canadian figures are, but as we supply one eleventh of the American markets, besides our European exports and home consumption, the area denuded in the Dominion must be pretty extensive. Our timber resources are pretty well known, and there are not now many large tracts of timbered lands to be discovered. Attention, however, is being directed, as mentioned in our last issue, to the spruce and tamarack belt of Lake Winnipeg. In time, with the improvement of navigation on the Red river of the north, the products of these forests will be exceedingly valuable, not only for Manitoba, but for the American northwest. Tamarack is especially adapted for use as railroad ties, and Prof. Sargent says of it that it is the most elastic wood that grows, and the supply of it in these timber belts is almost limitless. The railroad mileage of the northwest is something enormous. Michigan, Minnesota, Wisconsin, and the territory of Dakota having about 20,000 miles of railroads at this time, and this mileage is increasing