

THE CANADA LUMBERMAN.

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THE CANADA LUMBERMAN

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NOTICE OF REMOVAL.

It devolves upon us this month to inform our readers that immediately on completion of the current issue the publication office of the "Canada Lumberman" will be removed from Peterborough to Toronto. This change has been contemplated for some time, and is now being carried out in the interest of both the journal itself and the lumber trade in general. In order to facilitate business and accumulate from month to month a complete quota of news from all sections of the country it is necessary that the editor should be brought in contact with as many members of the trade as possible, and this is only possible in a large city where both the manufacturer and dealer are in the habit of making periodical visits. The temporary offices of "The Lumberman" are at 69 Adelaide St. West, where we shall be glad to welcome all our friends, until permanent quarters in the heart of the city are ready for occupation. Correspondents will please make a note of the new address and hereafter address their letters to Toronto.

ACCORDING to the report of the Commissioner of Crown Lands for the Province of Ontario for 1889, sent down to the Legislature on March 11th, the area of crown lands sold during the year was 53,960 acres, value, \$71,765.63. The amount collected was \$66,888.54. The total collection on account of all sources of revenue was \$1,204,639.32, while the total disbursements of the department on account of all services and expenditures, were \$236,336.69. The total collection for woods and forests during the year was \$1,078,398.12, which includes \$66,058.20 on account of bonuses, leaving the net collection on account of timber dues, ground rent, etc., to be \$1,012,339.32.

THE Governor of Tennessee, if we are to judge from his recent message to the legislature of that state, is blessed with a considerable amount of "horse sense." Coming down to the question of timber stealing he says: "The law making power has been vainly besought in the past to provide protection for timber by making its unauthorized taking a criminal offence. Why should the taking of another's timber be held to be only a trespass, when the taking of his horse is felony? I am persuaded that many persons have been deterred from investing money in our lands because of the insecurity of property in timber, and the immunity vouchsafed deprecation by the absence of a penal statute. The time has come when we must look more attentively to the preservation of our timber, and restrain wanton waste."

THE Grand Trunk Railway, says an exchange, seems totally unable to do the business required in many parts of the country. The road is lamentably deficient in rolling stock, both locomotives and cars. One single firm, that of Messrs. Mickle, Dymont & Son, of Barrie and Gravenhurst, will cut this year 25,000,000 feet less logs than they would otherwise have cut, because they cannot obtain cars to take it to market, and they seriously contemplate shutting down some of their mills the coming season for a similar reason. They wanted

last season 40 cars a day, but were only furnished with four or five. They have now cars standing in their yard loaded, and the stock covered with snow and ice, but cannot get engines to take their lumber to its destination. Short work would be made with an individual failing to perform a written or implied contract, but a railway corporation is permitted to do its duty or fulfill its obligations or not, just as it pleases. We hold it to be the duty of the government to compel this gigantic corporation to do what its charter implies, or withdraw its powers and privileges from it. If the Grand Trunk cannot put enough rolling stock on its roads to do the business of the country, it had better go into liquidation, and let other companies that can take its place.

THE House Committee on Ways and Means at Washington, has had the lumber question on hand, and so far has reached no decision as to the various plans proposed to counteract the effect of the Canadian export duty on logs. The sub-committee, however, has provided for a slight reduction in the tariff on square timber, but practically makes no reduction upon other timber, and no change in the duty on sawed timber. The Senate Committee reduced the duty on pine lumber from \$2 per thousand feet to \$1.50, and left the duty on cheaper grades, such as hemlock, spruce, etc., at \$1 per thousand feet, the same as the law now fixes it, and has been since 1872. There was some disposition manifested by the committee to reduce the duty on white pine lumber, but it was shown to the satisfaction of the committee that the price of the labor that enters into the manufacture of lumber in many of the states bordering on the Dominion exceeded the price of the same labor in Canada by \$1 per thousand. As the duty on white pine lumber is only about 16 per cent. when reduced to an *ad valorem* standard, and the duty on spruce and hemlock is only 11.70 per cent., the committee decided not to change the rates. The report of the sub-committee will be reported to the full committee before it goes to the House, and it may be that other changes will be made, anyhow, it will be some time yet before any definite action will be taken.

THE annual banquet of the lumber section of the Toronto Board of Trade, to those members of the board eligible for membership in the lumber section, was held at McConkey's restaurant on the evening of March 7th. The entertainment was an excellent affair. Mr. A. K. McIntosh presided and the vice-chair was occupied by Mr. G. Gall. Among the guests were Messrs. John I. Davidson, president of the Board of Trade, J. Donogh, J. J. Withrow, J. B. Miller, W. Forbes, G. Moir, J. D. Hay, Richard Dinnis, T. Willmott, J. Tennant, Capt. Hall, A. Dinnis, A. G. Hagerman, Joseph Oliver, A. A. Scott, W. Leak, A. R. Riches, James Tennant, T. Meaney, Edgar A. Wills, secretary-treasurer. The music was supplied by Mr. J. Monk. Songs were sung by Mr. William Simpson and Mr. A. Dinnis. Mr. T. Meaney contributed a recitation. After the toasts of "The Queen" and the "Dominion Parliament" and "Local Legislature." Mr. John I. Davidson responded to the "Board of Trade of the City of Toronto." Mr. A. K. McIntosh to the toast of the "Lumber Section," Mr. J. Donogh to the "Carload Trade," Mr. J. D. Hay to the "Interior Mill," Mr. A. R. Riches to the "Hardwood Trade," Mr. J. B. Miller to the "Lake Mill," Mr. W. Leak to the "Local Mill," Mr. J. Firstbrook to the "Box Manufacturers," Mr. J. J. Withrow to the "Planing Mill," Mr. Richard Dinnis to the "Contractors," Capt. Hall to the "Builders' Interests," and Messrs. Willmott and Meaney spoke on behalf of "The Ladies."

GROSSLY exaggerated statements have from time to time been telegraphed all over the country from Minnesota regarding the alleged timber stealing along the Minnesota and Canadian border. It is asserted by Canadians who are engaged in the lumber business, and who ought to know something in regard to the matter, that there was no truth in the sensational despatches; that the logs brought into Canada to be manufactured in Canadian mills were bought from Americans who claimed to be the owners of the logs. Stealing is not a very creditable business to follow, and if it has been going on as is alleged the Americans ought to put a stop to it. When these "tall lies" were first circulated, few believed that it had been going on for years. The most recent account, however, would seem to indicate that there might possibly be a "spec" of truth in the wild tales which have been floating over the country. A recent report from White Earth, Minn., says. "United States Marshal Campbell, who went from Red Lake with a posse of Indian police to investigate a reported timber steal in the vicinity of Rainy Lake, with instructions to arrest any persons found trespassing on Indian or Government land, has returned. They report that timber thieving has been carried on for many years until now the banks of the streams emptying into Rainy Lake have been denuded of all marketable pine and hardwood timber. Most of these lumbermen are Canadians who come to cut timber on American soil under the pretext that they have the right to do so because their wives are Indian women, belong to the Red Lake Reservation."

THE official reports on sawdust in the Ottawa river, called for by Senator Clemow, have been laid before the Senate. Mr. Henry Grey, civil engineer, who acted for the Government, reports that he commenced work in August last at Kettle Island, when he found in the channel on the north side of the island the sawdust had so silted up that only small boats could now pass with safety where twenty-five years ago there were twenty-five feet of water. He found three feet of sawdust in the eastern channel, whilst large quantities of mill refuse were stranded at the government boom and shore, forming a source of great danger owing to their liability to become ignited in summer. He found that an extensive bank of sawdust, measuring thirty feet in depth, had formed at the water's edge on the east shore of the Lievre river, and that the Lievre river itself is thickly dotted with small shoals formed by the depositing of mill refuse mixed with sand that had been carried down by freshets from far up the river, the refuse being the accumulation of deposits from an annual cut of 30,000,000 feet of lumber. Between Kettle Island and the Chaudiere Falls he found that sawdust had been largely deposited at the bay giving entrance to the Rideau locks. These deposits were the cause of great labor and delay to vessels passing inwards or outwards at low water. From Nepean Point to the Gatineau Point the bottom contains frequent deposits, the bays are almost completely filled up, whilst the channel is being gradually interfered with by mill refuse. Mr. Sanford Fleming reports to the committee of lumber manufacturers that he and his son made an examination of the river at different points, and says the refuse consists of sawdust, edgings, buttings and slabs. Large deposits of sawdust were found in side channels, sheltered bays, eddies and inlets, but the main channel of the river remains unobstructed for the purpose of navigation. Soundings were taken during the past season on lines of cross sections which were made by the government engineers the year previous, also on a continuous line along the entire length of the channel from Ottawa to Grenville, a distance of sixty miles. These soundings reveal a