

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 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 15 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 long pending difficulty between the Keewatin Lumber Company and those who wish to obtain a patent to the property in the Lake of the Woods is likely to reach a speedy settlement. Mr. Dewdney has given instructions to Mr. Pither, the local Indian agent, to notify the Keewatin Lumber Company to desist from further cutting and trespass, and also for him to seize all the timber cut on Sultana Island that being a portion of the Indian reserve. Mr. Pither at once proceeded to carry out his instructions, and an early settlement of the dispute may be looked for.

THE receipts from Crown Lands in the Province of Ontario during the past year largely exceeded the estimates. The increase is considerable. The estimate was \$1,100,000 while the actual receipts were \$1,205,000. Of this sum \$1,079,000 was from woods and forests and \$126,000 from Crown Lands, including the fees on mining locations. There has been no sale of timber limits since the great sale of 1887, in which \$1,300,000 was obtained in bonuses upon 450 miles of timber. Last year was only a normal or average year, and the fact that in such a year \$1,079,000 was received as a revenue from timber is very satisfactory.

THE question of taxation is one in which all business men are to a great extent interested. It is a noticeable fact that a strong current of opinion is setting in in the cities against the taxation of personal property and incomes. A short time ago the Hamilton Board of Trade passed a resolution unanimously against it, the London Board of Trade did the same, and more recently the Toronto City Council Legislative committee have followed suit. The Toronto men further suggest that all dwelling-houses worth less than \$800 shall be

exempt from taxation, with the view of easing the burden on the poorer classes. Land increases in value enormously in all centres of population without an effort on the part of the owners, and the tendency of the time in cities is to place the burden of taxation on the land.

LATE English papers contain a full report of the decision in the Booth-Ratte suit. The Judicial Committee of the Privy Council concluding their decision, said: "No question arises in this case as to the wharf and boathouse being an obstruction to the navigation. So far from being an obstruction to navigation, the maintenance of a floating wharf of that kind is, in the circumstances stated by the learned chancellor, a positive convenience to those members of the public who navigate the river with small craft. As a riparian owner the plaintiff would be at liberty to construct such a wharf, and would be entitled to maintain an action for the injuries to it which are complained of. For these reasons their Lordships agree with the Divisional court and the Court of Appeal that judgment should be given for the plaintiff, and they will humbly advise her Majesty to affirm the judgment of the Court of Appeal and dismiss this appeal." The costs will be paid by the appellants.

MR. R. R. Dobell, of Quebec, who is largely interested in the lumber business in Canada, has recently been in Washington interesting himself considerably in the lumber question. He is also anxious that the United States Government should do something to secure reciprocal relations for Canadian vessels through the St. Clair Flats and the canal which connects it with the upper lakes. Mr. Dobell bases his theory upon the claim that inasmuch as by the treaty of 1871, the Welland canal is made free for ever to all vessels of the United States, it would be just that Canadian shippers and vessel-owners should have a similar advantage through the St. Clair Flats canal. As the provision contained in the Washington treaty as to the free navigation of the Welland canal by vessels of the United States is a matter which can have no possible relation to any free navigation by Canadian vessels through the St. Clair Flats, it is not very probable that Mr. Dobell's suggestion will meet with favor.

OTTAWA and Quebec lumbermen are agitating for the construction of a direct railway from Quebec to Lake Temiscamingue, passing along the Valley of the upper Ottawa. It is asserted that if this railway were built, and also the Cap Rouge railway, which is to connect the Canadian Pacific with the coves on the St. Lawrence, the whole timber trade of the upper Ottawa would be revolutionized, and that square timber which is now brought to Quebec by water, many months after it is cut, and at great expense, would be carried by rail to the Quebec coves immediately upon being manufactured thus saving money in transportation and enabling the lumberman to get quick returns for his timber. It is maintained that if the Cap Rouge railway were built, cars loaded with oak from West Toronto, or with pine from the Ottawa, Lake Huron and Lake Superior districts, would be brought to the different coves between Cap Rouge and Sillery in the same way if Quebec had a railway direct to Lake Temiscamingue, local mills would be built along the track, and all the pine unfit for square timber would be cut into deals and shipped along with the square timber for the English market. It is pointed out that if there is any delay on the part of Quebec, Toronto will get her projected railway into that country, and the

lumber will find another market in Ontario and the United States to the injury of Quebec.

A RECENT telegram from Washington to the Toronto Mail says there have recently been a good many enquiries from Canada as to the probable effect of the proposed tariff bill upon the Canadian lumber trade. The situation is this: The House Committee on Ways and Means, where the measure originates, has for the present passed over the lumber schedule in the original bill, and has left the main provisions of that bill substantially like those in the Senate bill of last year, after which this new tariff bill is to be modeled. An important feature, that relative to the retaliatory provision, which it has been suggested should be inserted in the bill as an offset for the export duty levied by the Dominion Government upon logs, has been temporarily passed over, and no action has been taken as yet with regard to it. Mr. Dingley, of Maine, a member of the Committee of Ways and Means, has proposed to that committee that a provision shall be inserted in the bill that an additional duty shall be placed upon sawn lumber coming from countries which impose an export duty upon logs to the amount of the export duty so imposed. This proposition is directly aimed at the export tax imposed by the Dominion Government upon Canadian logs. The effect of the insertion of this proposition in the tariff bill would, if the latter should be enacted into law, be to double the present duty upon sawn lumber. If for instance the export duty should be maintained by the Dominion at \$2 per thousand on logs, the duty upon sawn Canadian lumber imported into the United States would be \$4. Mr. Dingley's view is that if the provision were adopted by the United States Congress, the result would be that the Dominion would remove the export duty from logs. No proposition has been made here, and none will be made to impose any duty upon Canadian logs. The lumber manufacturers of this country, particularly those of the States adjacent to the great lakes, desire to have the Canadian logs in order to use them as the raw material from which they can manufacture lumber, and the export duty upon Canadian logs now imposed by the Dominion is seriously interfering with the use of Canadian logs in those border States. A proposition very similar to that which has been proposed in the House by Mr. Dingley has been introduced in the Senate by Mr. Hoar and referred to the Senate Committee on Finance, to which the tariff bill will ultimately go.

THE lumbermen on the other side of the line do not appear to present a bold front in their efforts to induce the American Government to do something foolish by way of compelling the Canadian Government to repeal the export duty on logs. As it has before been intimated in the LUMBERMAN, our friends are not united on the question. A lumberman, operating in Michigan writes to an exchange as follows: "It is my firm belief that a different line or policy should be pursued in reference to Canadian logs and lumber. Let our ports of entry be thrown open to both the logs and lumber of our sister country, and the general effect will be good. Instead of irritating our neighbors when there is no necessity for so doing, let us rather pursue a conciliating policy, especially when our people are to be the ones most directly benefited, as they surely would be by the removal of the lumber and log duty. I am not in favor of annexation, nor political union, for I believe that we have grave problems now confronting us, too many conflicting interests to harmonize, too large an element of foreign and unpatriotic spirit to assimilate and civilize and Ameri-