

## EDITORIAL NOTES.

The Canadian Manufacturers' Association, at its annual meeting in Montreal last month, passed a resolution in favor of the following duties on timber products coming into Canada: White and red pine, hemlock, tamarac, spruce, Douglas fir and cedar, \$2 per thousand feet; shingles, 30 cents per thousand; laths, 20 cents per thousand. If these duties should be adopted by the Dominion Government, a large measure of relief would be afforded Canadian lumbermen generally and those of British Columbia in particular. An important section of the same resolution calls for the use of Canadian timber in all government contracts. In this respect the governments have been somewhat neglectful of the interests of the people, in omitting to specify Canadian material.

One would judge by the amount of space devoted to a discussion of the reciprocity question by lumber journals of the United States that there must be a strong sentiment in that country in favor of free lumber. Every possible argument is being brought forward by these journals to show that free timber would be a dire calamity to the country, but nevertheless there are many advocates of a reciprocity treaty between Canada and the United States embodying the free interchange of forest products. It is not clear, in view of recent legislation on this side of the border, how this can be brought about, but the United States is apparently waking up to the fact that Canada is one of her best customers and that American products are purchased by Canadians to the value of \$20 per capita annually.

The geographical position of the city of St. John, in New Brunswick, has made it one of the most important saw-milling points in Canada. The St. John river, which is over 150 miles long, and its numerous tributaries, drains a large section of territory in the state of Maine, making it compulsory for Maine lumbermen to float their logs to St. John for manufacture. Most of the mills located there are owned by Maine lumbermen. In time it is believed this will be changed, and logging by rail will become popular in the state of Maine. The Bangor & Aroostook Railroad Company are now making extensions which will ultimately complete a circuit of railway, leading from Bangor and running around the great northern timber territory, in many sections of which the axe of the woodsman has never been wielded. As the forest lying within a reasonable haul of the driving streams becomes cut over, it may be that the logs will be carried out of the forest by rail, and that St. John mills will cease to manufacture the lumber of Maine.

It is announced that Russia is about to apply scientific methods to her immense forests, with the object, we are told, of more vigorously competing for the timber trade of Great Britain. This movement illustrates the wisdom of the Dominion and Provincial Governments of Canada in taking steps to perpetuate the timber resources of this country.

Great Britain is by all odds the greatest timber consuming country in the world. Her annual imports for the past five years have averaged in value £22,000,000. The quantity which Europe has supplied is each year showing a decrease, and it is thought that a further falling off may be prevented by the adoption of scientific forestry. Germany comes second as a timber consuming country, spending annually £8,000,000 less than Great Britain, while France comes third. Thus it will be seen that there is an immense market in Europe for Canadian timber. An Indian forest officer has stated that if the magnificent timber resources of Canada were controlled by a system as thorough as that established in India, the Dominion could easily supply the mother country with 3,000,000 tons of timber a year. "Why cannot such a system be started," queried the expert, "and why let Russia and all the rest in when our own Colonies can supply our needs, and, in doing so, enrich themselves?"

## CANADIAN WOODS FOR STREET PAVING.

The question of the suitability of Canadian woods for paving purposes is receiving considerable attention in Great Britain. Mr. J. W. Bradley, city engineer of Westminster, has made enquiries from leading dealers, whose opinions are given below. It will be seen that spruce is strongly recommended:

Improved Wood Pavement Co., Ltd.: Tried a sample of Quebec deals in Bond st. in 1896 in comparison with Baltic wood; there is no apparent difference in the wear, and it seems to be doing well; also tried it many years ago in St. Martin's-le-Grand, and it proved a success.

R. R. Dobell & Co.:—Have the impression that Canadian spruce would suit better for paving blocks than most other woods, and would certainly come very much cheaper than any red deals.

Watson & Todd, Liverpool:—Have supplied the Liverpool Corporation with large quantities of Canadian red pine for paving purposes.

City Engineer, Liverpool:—Practically all the red pine deals used in this city during the last three or four years have been Canadian, and these have given satisfactory results. There does not appear to be much difference between the cost of Canadian and that of Baltic deals.

R. Lauder & Co., West Hartlepool:—Are not aware that any Canadian timber has been used for paving purposes, but would strongly recommend a trial of the red deal from Canada, as they consider it to be sounder, tougher and more durable than the Baltic, and costs very little more.

Bryce, Junor & White:—Consider that Canadian pine would be too expensive and too soft to compete with Baltic pine for wood paving purposes, but there is an excellent hard pine in Canada (which can be produced more cheaply than the standard Canadian pine) which is becoming favourably known, and it is possible this might prove satisfactory.

Burt, Boulton & Haywood, Ltd.:—Are of opinion that Canadian white spruce creosoted would make an excellent paving, the wood being sound, hard, bright and free from sap. The creosote would prevent any decay, and, moreover, the price would be less than Baltic yellow.

low. All scaffold boards are cut from spruce

Price & Pierce:—As regards Canadian timber, white pine is of too soft a nature for street paving, but, in the opinion of many people, spruce is a most desirable wood for this purpose, and we have no doubt if it received a fair trial would be found to answer every purpose. It is a cheap and durable wood of a tough nature, and where it has been used has given satisfaction, but in certain quarters there is a prejudice against it, which has prevented it coming into use for this purpose. Spruce deals 3 x 9 are to be had in large quantities all through the country, and in our opinion would be found to answer every street paving purpose quite as well as some of the more expensive woods.

Mr. Bradley is of opinion that tamarac and white spruce are deserving of a more extended and thorough trial for paving purposes in England, but would point out to those interested that the success or otherwise of the trial will depend to a very large extent on the care with which the deals are selected and sawn, and they should also be marketed as cheaply as possible.

## LARGE DEMAND FOR YOUNG TREES.

The Timber and Forestry Branch of the Department of the Interior has recently purchased 300,000 young trees for use in the North-West from a firm in Bismarck, North Dakota. It is learned from Mr. William Stewart, the Superintendent of Forestry, that all the young cottonwood seedlings that could be obtained in Canada were purchased, but that these were insufficient for the requirements of next season; hence the necessity of getting a supply from across the border. The Dakota cottonwoods grow along the river bottoms and sand bars of the Missouri river, and are furnished very cheaply, the price being \$1.25 per thousand.

The Department is experiencing a heavy demand for plant material in connection with the government co-operative plan, and find it necessary to use every effort so as not to disappoint the settlers after they have prepared their land in accordance with the instructions given.

## ASSOCIATION OF LOGGERS.

The loggers in British Columbia have formed an association, with Mr. William Higgins as president, and Mr. A. Hamilton corresponding secretary. The rules and regulations will be modelled after the Washington Association. It is said that the Association will endeavor to induce the Government to abolish the act prohibiting the export of cedar to the United States, which became law last season, but which has not yet been put in operation.

Mr. Higgins, the president of the association, is one of the best known loggers on the coast. For several years he supplied the mill of the Victoria Lumber Manufacturing Company at Chemainus with practically all the logs required.

The Thomas Merrill Log & Lumber Company, a Washington concern, has been authorized to do business in British Columbia. Their head office will be at Victoria.