

AN English syndicate is lumbering extensively in Madagascar. Another syndicate has recently been organized in London to purchase a concession granted by the Queen of Madagascar consisting of about 1,500 square miles. The concession is for a term of ten and a half years. The land is said to be covered with a dense forest, in which there is a large percentage of ebony and rosewood. The forests contain in addition to this, however, teak nato intzy, azoyola and lalona, woods suitable for house building, ship building piling and furniture making. Azoyola is said to be much like black walnut in grain and color, and to be a suitable cabinet wood.

THE Memphis Lumber Exchange is having a beautiful cottage built, constructed of the native woods of Mississippi, Arkansas, Alabama and Tennessee. It will rest on a flat car and be hauled through many northern states, to show the growth of southern enterprise in the lumber business. It will be about fifteen feet in height, with entrances at either end of the car. The gables will face on both sides of the car, and the roof will be covered with cypress shingles and the sides will be partly covered with them. On the outside of the car will stand in large letters the names of the states from which the different woods in the cottages were obtained. It will be exhibited at different points in the west and northwest.

THE LUMBERMAN congratulates Mr. E. H. Bronson, of the Bronson & Weston Lumber Co., Ottawa, on his recent elevation to the position of member of the Ontario cabinet. Mr. Bronson is probably one of the best known lumbermen in the province and has been a member of the Provincial government for several terms. As a business man his ability is too well known to require comment here and as a man of sterling worth and integrity he fills a position achieved by few. It is rumored that he will soon be given a Portfolio in the House, and we have no doubt but that he will fill any position given him with credit to himself, and to the entire satisfaction of his constituents.

MAYOR McCaffrey, of Oswego, N. Y., is extensively engaged in importing telegraph poles from Canada, and is anything but pleased with the McKinley bill. He says:—"I import large numbers from Canada every year, and in no way compete with American lumber. At present these poles are admitted free. If the proposed duty of 25 per cent. is levied, it will make a difference of from 25 cents to \$1.25 on every pole imported. We pay for poles in Canada \$1 to \$5 each, according to length. The best quality of cedar is obtained in Canada—yellow cedar. The cedar of Michigan is known as white cedar, and is inferior to the yellow cedar of Canada. I can't understand why this proposed duty is imposed, unless it is to give the manufacturers of iron railroad ties and iron poles a monopoly."

THE meeting of the American Forestry Congress held at Quebec in the early part of last month was an event in the great lumber interests of the country. The inauguration address was delivered by Lieut.-Gov. Angers, who welcomed the American members to the city. In his address he referred to the forest wealth of this great continent, to the waste which has been going on for so many years, and especially in the United States, where the lands are sold outright to the lumber operator. He contrasted the Canadian method of dealing with public lands, and showed very clearly that the lease plan was by far the better of the two. Dwelling upon the enormous raids made on Canadian forests during the last few years, he referred to the fact that from 1867 to 1889, 10,430,000,000 feet of lumber, board measure, and 69,000,000 cubic feet of timber were removed from the province of Quebec, while the revenue derived from the lumber had been \$9,800,000, and more than \$1,000,000 last year. Hon. Mr. Joly opened the meeting of delegates to the congress. General James G. Wilson, of New York, gave information regarding the state of forestry in New York, after which he was followed by the Rev. G. F. Talbot, of Maine, and Mr. John Woods, of Boston, who dilated upon the state of

forestry in their respective states. The secretary, Mr. Fisher, of Philadelphia, in giving his report of the work done by the association during the past year, said twenty nine states and the provinces had joined the association. After reciting the number of members and financial position of the association the reports showed a general awakening of public opinion on the forestry question. The general devastation of the American forests was creating quite an excitement, and there was a general demand for proper legislation. The prospects were that before long forestry would be one of the greatest interests on the continent. A number of papers were read and addresses were delivered by a number of the delegates present, and before separating, the congress adopted resolutions recommending the sending of young men to Europe to study forestry, and also the modification of rules regulating the management of public timber lands in order to secure the re-wooding of forests. Protests were adopted against the threatened suppression of the board of forestry of California, and against the alienation of the last group of trees in Tulare county. Recommendations were also made in regard to the preservation of forests from fire. The American Forestry Association has been the means of doing much good since it first came into existence, and a very large field for usefulness lies before it.

THE delegation of lumbermen and pork-packers which waited on the Ontario government last month to press their demands for a more definite interpretation of recent amendments to the tariff laws relating to the duty on mess pork, was attended with very happy results to the lumbermen. The trade had all along considered that the duty of 1½ cents per lb., or \$3 per barrel, was all that would be expected on pork whether mess or clear; yet, however, several hundred barrels had been stopped in Montreal in bond, and a duty of three cents a pound, or \$6 a barrel demanded because the bones had been removed from the pieces, thus making them clear pork, and there in lay the point of contention. As there are some 60,000 barrels of mess pork used in the Ottawa Valley every year, it became a serious matter to the lumbermen. After due deliberation the cabinet sustained the contention of the lumbermen, and instructions were given to the customs department to collect only the old duty of \$3 a barrel in future.

AN arbitration is going on at Belleville, Ont., between the Messrs. Gilmour and the Rathbun company, before Messrs. J. M. Irwin and George H. Pape, arbitrators; arising out of a dispute as to the relative cost of driving their timber along a certain portion of the Trent river in the season of 1887. The arbitration will endeavor to arrange the dispute between the two firms as to the driving of the saw logs, cedars, railway ties, telegraph poles, etc. Both firms went into lumbering on the Trent river with the understanding that the driving was to be done jointly. The dispute is as to the amount of cost to be borne by each, as the two firms cannot agree upon the difference in driving saw logs and other lumber. The Gilmour's claim that two railway ties are equal to one standard log of 100 feet, while the other company claims that it takes four railway ties. It is also contended by the first named firm that two cedar posts equal one standard log while six is the figure mentioned by the Rathbun company. If the Gilmour contention is right the Rathbun company will it is said have to pay them a sum considerably over \$10,000.

COMMENTING upon the shipment of a vessel load of fir timber from Puget Sound to England, the *Winnipeg Commercial* says, that what is true of Puget Sound may also be applied to our own province of British Columbia. The Pacific province has a great wealth of timber of the same variety and at least as fine quality as the Puget Sound country. Lumbering has made rapid progress in British Columbia during the last year or two, and the trade there is reaching out for new markets for their manufactures. British Columbia mills have every advantage which can possibly be enjoyed by Puget Sound mills so far as foreign trade is concerned, and

they should be able to compete successfully for this trade. If Great Britain wants Pacific coast lumber British Columbia should be able to supply it to the best advantage, as regards price and quality, or dimension. British Columbia lumbermen have been exporting for years to Australia, South America and Asiatic ports, and some shipments have also gone forward to Great Britain. The trade in the latter direction is no doubt destined to expand. If ever the Panama canal is completed, and there is no doubt but that it will be in time, the cost of shipping Pacific coast lumber to Europe would be materially reduced and the trade would experience a great "boom." In the matter of domestic trade, British Columbia lumbermen are at a disadvantage perhaps with the Puget Sound mills, as the home market is more restricted. The local demand is limited to the requirements of a population less than 100,000, and eastward from the province the population of the prairie country is also limited. With the rapidly increasing population there will be a steadily increasing demand within the province and especially throughout the prairie region east of the mountains. The fine quality of British Columbia lumber is gradually gaining for it an increasing trade even throughout the old province of Eastern Canada. The fine qualities of the fir and cedar for inside finish in wood are strong points in favor of the lumber, and where such a wood is desirable, a slight difference in the cost will not stand in the way. The great strength and durability of the Douglas fir, combined with the large size of the timber, render it very valuable for special classes of work. For bridge timber, spars, railway work, or for any purpose where a strong, durable piece of timber of extra large size is desired this fir is very desirable. It can be obtained in sticks up to two to two and a-half feet square and one hundred and fifty feet long. These qualities bring the timber into demand for special purposes, and the number of big sticks of timber being shipped eastward from British Columbia mills is steadily increasing.

A COMMITTEE representing the lumber section of the Toronto Board of Trade assembled on Sept 19th, in local superintendent Edmund Wragge's office, Toronto, where they met Sir Joseph Hickson, Mr. Wragge and a full representation of the mechanical department of the G. T. R. The purpose of the conference was to obtain from Mr. Joseph Hickson an explanation regarding the treatment lumbermen throughout the province had received at the hands of the G. T. R. in the matter of shortage in cars and delay in transportation for their trade. The following gentlemen were present: John I. Davidson, president of the board; H. N. Baird, vice-president; E. A. Wills, secretary; John Donogh, acting chairman of the lumbermen's section; R. Laidlaw, R. Thompson, John Waldie, M.P., T. H. Willmott, J. Scott, Waubaushene; M. Brennan, Hamilton, and A. Macpherson, Longford. The representatives of the G. T. R. were: Sir Joseph Hickson, Edmund Wragge, James Stevenson, John Earls, A. White, J. W. Riddell, R. Quinn, and James Webster. The committee were agreed that they had a grievance and all were equally satisfied that they would be able to place the matter in such a light before the general manager that he would be compelled to take action and give them an immediate remedy; but in this they were doomed to disappointment, as they failed to secure the slightest promise upon which to hang the smallest hope of immediate relief. Sir Joseph, who had just returned from a trip through the lumber regions of the north, freely admitted that there had been a shortage in cars, notwithstanding the fact, as he stated, that 2,000 cars had been built during the past twelve months, most of which had been used by the company for constructing purposes. He attributed the cause of the shortage to the large shipments of ice during the summer months, stating that over 150,000 tons had passed over his line. The increase in the carriage of forest products had been at least 100,000 tons, and considering the large number of washouts on the road last spring, he stated that it might be easily seen that he had a good excuse for the delays complained of. When asked the question "if he would guarantee to provide cars at once in sufficient numbers to move all the lumber now ready for ship-