



PUBLISHED ON THE FIRST OF EACH MONTH

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OFFICE.

75 CANADA LIFE ASSURANCE BUILDING  
TORONTO, ONTARIO

#### TERMS OF SUBSCRIPTION:

One Copy One Year, in advance ..... \$1.00  
One Copy Six Months, in advance ..... 50  
Foreign Subscriptions, \$1.50 a Year

ADVERTISING RATES FURNISHED ON APPLICATION

J. S. ROBERTSON,

EDITOR.

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foreign 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 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 on which it can rely in its operations.

Special correspondents in localities of importance present an 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 affecting 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 four 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 WORTH OF WOOD PRODUCTS.

"NO business could be done were the goods given away," is a colloquial expression of tradesmen, employed often to denote the extreme dullness of business at particular times. In such times it may not be a case of price or quality; simply there are no buyers.

Not at all times is it want of money that may cause this dearth in business. The seasons may cause it, or changes in custom. One does not buy coats in mid-summer, nor straw hats in midwinter. Usually, however, when business men talk of the apparent impossibility of moving trade they mean that there is not money to move things with. Then comes the hour of trial to the man who may be working on a small capital, or whose credit mark is in the wrong column of Bradstreets. The temptation at these times is to lose money in order to get money. Goods are sacrificed; prices are cut. And when one merchant follows this plan he compels others to adopt a similar policy. All this may occur without one iota of reason, save the pressure of financial obligations.

Lumber has been depressed for several months and sales have been hard to make. Prices had been on the ascendent, but as the depression continues, the question is being asked, will former prices continue to be maintained? Similar rules will operate with lumbermen that we have illustrated as operating with tradesmen generally. Those who can hold out over the dull period will not break prices, but as the tension continues, it becomes hard for the weaker ones to hang on.

It is not without an appreciation of this fact that the LUMBERMAN would enjoin upon all in the trade to test their powers of endurance to the utmost. More, we are inclined to think, than with any other branch of commerce, there is no reason to force any break in the prices of wood products. It may be argued that with the activity of the early spring prices became unduly inflated. Is that the case? Prices advanced, it is true, and remained very firm and fixed. But why not? With some of our natural resources it is difficult to estimate just what these possessions amount to. It is so

with coal and minerals, and products that lie hid in the bowels of the earth.

Forest products are above the ground, and within easy view, so to speak, of the naked eye. The science of lumbering has reached a point where it can be very closely estimated how much standing timber exists in a given district. In many parts of the United States, and in most parts of Ontario, the supply is so far on the short side, that the work of computation and stock-taking is comparatively light. Different, too, to many products of the soil the young pine cannot be planted in the spring time, and keep pace with the ear of corn in reaching maturity. Trees from 100 to 150 years old, as one has pithily said, cannot be duplicated at the asking.

Need more be said to show the logical sequence of holding fast to present prices for lumber? Forest lands, as we deal with the forest in this country, must advance.

#### EDITORIAL NOTES.

FEW men in Canada have shown a more intelligent interest in forestry than Hon. Mr. Joly, of Quebec. A recent proposition to the farmers of his province is that they should cultivate the walnut tree, as has been done in some of the Western States. They require a deep, rich soil and want little attention, after planting.

THE efforts to make life more cheerful and improving for the thousands of men all over the country who spend their winters in the lumber camps continues an important part of the work of the W.C.T.U. and other philanthropic institutions. At the meeting of the National Woman's Christian Temperance Union, recently held in Chicago, Mrs. Upham, superintendent of this department of work, reported that quantities of literature had been distributed, and work done by missionaries, in the lumber camps of Wisconsin, Minnesota, New Hampshire, Maine, Michigan, Vermont, Massachusetts, Pennsylvania, California, Texas and Washington. In Canada similar work is carried on by the W.C.T.U., and also by various church organizations.

A LUMBER cotemporary takes the cheery view of the financial depression that after all "there can be no entire stoppage. People must be fed, clothed and housed; railroads and steamboats must keep moving, and everything made wholly, or in part, of wood will decay or wear out, and must be renewed or repaired, and so long as this condition lasts there will be some movement of lumber." This is a good deal like the way a literary cotemporary announces the title of two articles in a recent issue, (a) "Why do not literary women marry?" (b) "But they do marry?" So it is with lumber. "People must be fed, clothed, housed, etc." But in the meantime, they remain satisfied, perforce, with their present state, and as a result lumber remains dull.

REPRESENTATIVE WEADOCK'S bill in reference to the lumber duty is now before the Ways and Means Committee of Congress. It provides that in case any foreign country shall impose an export duty upon sawlogs, pulpwood or other raw products designed for the use of American mills or factories, import duty upon the product of sawlogs, pulp wood and other forest products of the kinds upon which the export duty is imposed, such as lumber and pulp wood, shall, when imported into the United States from such country, be increased by a sum equivalent to the amount of export duty, and if the article is on the free list a rate of duty equivalent to the export duty shall be imposed upon it. It is observable that the bill is not now, any more than when talked of before, some months ago, giving rise to serious discussion or consideration by the lumber press of the United States. If any importance is attached to the bill the policy is one of a "still hunt."

THE financial troubles of the Nicaragua Canal Construction company, to which reference was made in our British Columbia letter of a month ago, have at last resulted in its bankruptcy. It will be an unfortunate affair if the present difficulties should lead to a permanent abandonment of the project. If it is only a case of the work being transferred from United States capitalists, who have been ambitious to control the scheme, and foreign capital and influence is enlisted, the immediate

trouble will not be an unmixed good. The new route that will have been opened out when the canal is completed ought not to be left in the control of any one nationality. Its commercial possibilities are such that the route needs to be left open to the world free from any possible restrictions or arbitrary regulations. The lumber trade, as we have before pointed out, and especially the lumber interests of British Columbia, have a very lively interest in the construction of this route.

THE announcement is made of the formation of a strong concern at Winnipeg, Man., incorporating Dennis Ryan, of St. Paul, Minnesota, miller; William Travers Creighton, of Rat Portage, miller; William Robert Dick, of Winnipeg, miller; Mary Banning, of the same place, miller; John Alexander McKee, of Niagara Falls; James Malcolm Savage, of Rat Portage, miller; Douglas C. Cameron, of Norman, miller; Walter Ross, of Rat Portage, miller; Richard Hall, miller; and Matthew Brown, miller, for the following purposes, viz.: The purchasing and manufacture of timber into logs, lath and lumber of every description; to manufacture pulp, paper and articles to be made from paper or pulp; to purchase and operate steamboats, tugs, barges or other vessels; to acquire stock in other similar companies as the consideration for goods, wares or merchandise sold to such similar companies in the ordinary course of business, the operation of the said company to be carried on throughout the Dominion of Canada by the name of the Ontario & Western Lumber company (limited), with a total capital stock of \$1,000,000, divided into ten thousand shares of \$100.

THE Tradesman, a journal that gives an intelligent interest to lumber matters leans strongly to the view that the forests of the United States are being rapidly depleted. The United States sells its forest lands at \$2.50 an acre, lumber companies indirectly acquiring a square mile of land for little over \$1,600, while the timber on it is often worth \$20,000. The French government forests return an average profit of \$2.50 an acre annually from timber sales, or 2½ per cent. interest on the value of the land. The United States now owns only enough forest land to provide a continual timber supply to its present population, if forests are managed and lumber used as in Germany. The United States is exactly in the position of a man making large drafts on and using up an immense idle capital, which, if properly invested, would return an interest sufficient for his expenditures. In 1880 the government of Bavaria sent an expert forester to study the timbers of the United States, who stated: "In fifty years you will have to import your timber, and as you will probably have a preference for American kinds, we shall now begin to grow them, in order to be ready to send them to you at the proper time."

IN the construction of railway ties an enormous amount of lumber has been consumed every year. But the fear has been that as iron has taken the place of wood in ship-building, steel or iron would become the substitute of wood products in the manufacture of railway ties. The Railway Review has a paper from a French engineer, in which this notion is discouraged. In the judgment of this expert not much progress has been made in the direction of procuring a satisfactory tie made from steel or iron. Leaving out the question of first cost, the expense of maintenance in metal ties in any line where there is heavy traffic is so great as to be almost prohibitory. The ordinary style of steel tie is hollow with the opening down, but such a tie is very difficult to thoroughly tamp, and while it will answer for a time, it eventually packs the material within it into a solid core which resists tamping and injures the adjacent ballast. The result of experience in the use of metal ties is said to be that no line having heavy traffic at high speed has yet succeeded in using them with any satisfaction. According to this specialist, the ideal metallic tie will be shaped much like the wooden tie, with a flat under surface, or with a prismatic section. But as yet nothing satisfactory has been designed. This tells of a continued heavy drain on the forest resources and good business for a long time ahead for that branch of the lumber trade interested in the cutting of timber for railway ties.