



THERE are quite a large number of Canadians who are working in the shanties of New York State. Captain W. O. McKay, of Ottawa, the lumberman's agent, who recently returned from Utica, N.Y., and vicinity on a visit to those shantying regions, states that an average of five feet of snow prevails and proves excellent for hauling. The cut, though, is somewhat retarded and the total output from the woods will be poor as compared to previous winters.

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Mr. W. Hurdman, one of Ottawa's big lumbermen, speaks hopefully of the English lumber market. He says: "The unusually early return of English buyers and their efforts to make arrangements for their season's shippings, betokened a very much livelier season. The English buyers had been here about New Year's instead of the end of February, and had been very busy, and were busy still."

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The blunders of our friends across the Atlantic, when occasion requires them to write or talk of Canada, are sometimes quite amusing. I have just had placed in my hand an envelope bearing the address of the publisher of the CANADA LUMBERMAN from a newspaper publisher in England, on which is inscribed the words, "Toronto, Canada, U.S.A." This ought to be good news for that erratic ex-alderman who in the wisdom of his audacity essayed to lead Canada into annexation with the United States. No, there is much we admire in our friends to the south of us, but we are rather coy of entering into relations as intimate as suggested by the address of our English friend.

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A fortnight ago I had a pleasant chat with Mr. M. Dougall, of Midhurst, Ont., who is buyer in Canada for Alfred Clapp & Co., wholesale lumber dealers, of Boston, Mass. Mr. Dougall's interest is in the hardwoods of the Dominion and he is constantly on the wing ready to light on desirable hardwoods of any kind wherever they may be found. He finds hardwood a somewhat scarce commodity, and for all that can be found a good price is to be paid. Mr. Dougall's father was one of the early settlers in British Columbia, in the days when comparatively little was known of the immense timber wealth of the Coast. To the senior Dougall, the son claims, credit is to be given for the shipping of the large flag-pole to Queen Victoria in the sixties, and which came to grief when being placed in Kew Gardens. Another one was afterwards forwarded to replace the broken pole. Reference, it will be remembered, was made to this matter by Mr. Hendry in the January LUMBERMAN.

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"Despite the fact that I should be jubilant over my recent election," said Mr. J. Sterling Morton, who will be Secretary of Agriculture in President Cleveland's Cabinet, "I am troubled. Every day that passes sees the timber-producing land of this country reduced by 25,000 acres. There are only 40,000,000 acres of timber left in this country, and at this rate of destruction it will last only a generation. The most important matter that will occupy my attention when I enter the Cabinet as Secretary of Agriculture will be the preparation of national forestry laws, to be presented through some kindly Congressman to Congress. Nearly 2,000 ties are consumed for each mile of railroad track, and they last from two to six years, according to the ballast. Now, what a great benefit would be derived by securing legislation that would make the railroads utilize their right of way to plant trees for their own consumption. Think of an arbour reaching from Jersey City to San Francisco, from ocean to ocean. You would be able to travel this distance in an arbour cool and dustless in summer and free from snow in winter were the railroads to set trees by the side of their tracks."

"There can be no doubt," said Mr. H. H. Spicer, of Vancouver, B.C., whom I met in the city a few days ago, "that it is only a matter of a little time when the cedar shingles of the Pacific Coast will find a large sale in Ontario." Mr. Spicer is a manufacturer of cedar shingles and to that extent the wish is father to the thought, but the confidence shown by Pacific Coast manufacturers in the quality of the cedar shingle is quite remarkable. "Yes it is true," added Mr. Spicer, "that just at present we are suffering in British Columbia from over production in the manufacture of shingles and as a consequence there has been a good deal of cutting in prices. It is the case that shingles have been sold as low as \$1.20 and \$1.25 when we figure the cost of production at \$1.35 to \$1.40. Our market is confined largely to our own province and the northwest territories, whilst our capacity for manufacturing would enable us to supply a much wider field. We will have that yet. I will spend a few days in Toronto and then go east taking in Ottawa and Montreal and likely reach home by way of the States."

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Mr. W. Ogilvie, surveyor, says of the Athabaska country in the North-West: "On the Athabaska, from the mouth of the Pembina down to Fort McMurray, the valley is narrow and from two hundred to three hundred feet deep. In the bottom of the valley there is much spruce and some poplar that would make fair lumber. On the uplands, as far as I saw, there are many places where a similar quality can be obtained, but, as a rule, the trees are much smaller than the people in the eastern provinces are accustomed to see made into lumber, though they would compare favorably with those used in the other parts of the Territories. From McMurray down to the lake the banks are lower and the valley wider, until near the lake there are little or no perceptible banks. Here there is much fine merchantable spruce, but unfortunately it cannot be brought to market without the aid of a railway, the streams in the country flowing in a contrary way. This objection does not apply so forcibly to that part of this river above Athabaska Landing, as all the timber above this point and on Lesser Slave river and lake could readily be floated down to this point, and as it is only about 96 miles from thence to Edmonton by the cart trail, and it is probably the point where the first railway north of Edmonton will cross the Athabaska river, its timber resources stand a chance of being utilized much earlier than those on the lower river. I am sorry to say, however, that long before it will be necessary to resort to this, much of it may be burned, as such is the case along the trail between Edmonton and the Landing. In 1884 I passed over this trail twice and saw many groves of fine spruce, but last summer I saw that much of the best of this timber had been completely burned off. Then the country in the immediate vicinity of the landing was all heavily timbered and much of it is merchantable. Last summer, especially in the Tawasana valley and vicinity, the country resembled prairie nearly as much as the country in the immediate vicinity of Edmonton does."

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Speaking of the exportation of logs to the United States, Mr. R. W. Phipps, the well known forestry clerk, remarks that there is another side to this question. "In lumbering and sawmilling there are two industries. Getting a log out of the woods is a work of time and employs many men; cutting the same log into lumber is a matter of a very few minutes and employs very few men. Whether the log goes whole or cut to the States by far the greater part of the labor is performed here. The lumbermen are counted by thousands—one firm will sometimes have a very great number and there are many firms. Not so the mill men. Now, as to another point. When a log goes to the States it is all sold and probably all used." In Chicago, if you purchase kindling wood, you will find it small round bundles of sawed slabs (the outside of the log) and sawed boards (the poor cullings sawed off to get at the good pine). Over this, by the way, they pour a combustible composition. Well, suppose you have been patriotic and saved a cent to home industry by sawing up the whole log here, what are you to do with all but the good lumber? It may be different at some mills, but at points I know of, where immense quantities were at that time yearly cut up, the

rough stuff was lost, except what could be used for fuel. I saw one mill where an esplanade had been made of it ten feet deep, solid, which served as a foundation for the real lumber yard. It would have cost more to send it by rail to any marketable point in Canada than it would have sold for there. But it could have been floated to the States. At the same time there were many cars standing in that yard loaded with the choicest lumber for the States and England. As you may suppose, the rough stuff would not be sent to England either. The matter seems clear to me that whether we sell by the log or by the limit, Ontario is likely, sold as these are by auction, to get more for the logs than she can possibly gain by having them cut up here. It would be a different matter if this could be called a manufacture. But the cutting of a sawlog into strips is a very small, a very unremunerative part of the process of the manufacture to which it goes and where it is used."

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A good friend from British Columbia is of the opinion that in an interview with W. J. Hendry in the January LUMBERMAN I did injustice to certain lumber interests of that province. I have sometimes referred to this particular page as a "Free Parliament," where lumbermen, and those interested in matters treated of by this journal, are at liberty to freely express their own opinions. Of course the editor will not admit in any part of the paper, information or news that is known to be erroneous; but the only criterion often he has to guide him in a matter of this kind is the usual good character and reliability of his informants. Now as to "Brunette's" letter and his criticism of the statements made by Mr. Hendry. "Brunette" says "it is quite evident that Mr. Hendry knows nothing whatever about Douglas fir, as the description of it as given in the article referred to is about as wide of the facts as it is possible to be." Mr. Hendry had said: "There is the Douglas fir of the western slope of the Rockies, sometimes called Kauri pine; it is non-resinous and non-fibrous; free from all the defects of eastern pine and spruce, but lacks their strength; is capable of taking a nice polish; is easy and economical to work, etc." "Brunette" replies: "In sixteen years experience in the lumber trade in B.C. I have never yet heard Douglas fir called Kauri pine. It certainly attains to a great girth—Mr. Hendry had said this—but is both resinous and fibrous. It is not quite free from all the defects of eastern pine and spruce, but is very much stronger than either of them and in proof of this it is largely used in car-building in preference to eastern oak. The results of some tests made by some of the officials of the Northern Pacific R.R. at Tacoma lately prove beyond a doubt that Douglas fir stands a greater strain than eastern oak to say nothing of pine. It may take a fine polish, but I have not seen any of it in that shape, and as to being easy to work well, ask any carpenter out here who has been accustomed to eastern pine. It seems to me that Mr. Hendry has confounded the Douglas fir of British Columbia with the Kauri pine of New Zealand, which, I believe, answers to Mr. Hendry's description in most particulars." I have given "Brunette's" letter as written, and with his many years' experience in the lumber trade on the Coast he can certainly speak with authority. Mr. Hendry may not be possessed of the same personal information touching Douglas fir as "Brunette." This is to be remembered, however, that few men are credited with a more thorough knowledge of the timber trade of Canada than Mr. Hendry. One thing we may be sure of, that no statements would be made by Mr. Hendry with the purpose of injuring any particular timber interests in the Dominion. It is quite unnecessary for the LUMBERMAN to say that it would not, knowing it, give publicity to any statement that would prove prejudicial to British Columbia's interests. The large share of attention given by this journal to Coast affairs, and the manner in which they have been dealt with in these columns, is the best reply we can make on the point. It is not improbable that Mr. Hendry, as suggested by "Brunette," has confounded Douglas fir with the Kauri pine of New Zealand. In connection with Mr. Hendry's views I was interested in noting the number of newspapers in British Columbia that reprinted without comment this interview as it appeared in these columns.