

sued by shippers. A similar overstock to that of last year should be carefully guarded against.

BRITISH COLUMBIA.

For many years the lumber trade of British Columbia has been depressed. The year 1896 showed a slight improvement, and indications pointed to greater prosperity in the year covered by this review. These hopes were to a certain extent realized. Although foreign shipments do not represent as large an export as the previous year, the local and eastern trade was much more active, and the mills were kept busy throughout the year. Competition was felt from the Washington manufacturers, who unloaded much low grade stock on the local market. Cedar lumber and shingles were shipped extensively to the Northwest and Ontario, while the construction of the Crows' Nest Pass railway accounted for several large orders. The consumption of lumber by new cannery buildings and box making also created a good local demand. The following table shows the distribution of the foreign trade:

BRITISH COLUMBIA LUMBER SHIPMENTS, 1897.

Vessel.	From	Destination	Feet.	Value.
Clairmont	Vancouver	Delagoa Bay	511,327	\$ 7,648
Port Adelaide	Vancouver	Delagoa Bay	982,762	9,687
Crown Prince	Vancouver	Volgaster, Ger.	776,772	13,181
City of Delhi	Vancouver	Valparaiso	1,059,446	8,730
Trowbridge	Moodyville	Greenock	972,600	13,917
Rosalie	Chemainus	Geraldton	505,820	4,063
Ariadne	Vancouver	Valparaiso	1,369,000	11,985
Khorasan	Vancouver	London	801,165	10,449
Wythor	Vancouver	Algoa Bay	1,096,468	9,246
Addenda	Chemainus	Tientsin	810,472	8,477
Speke	Moodyville	Sydney	2,118,421	18,933
Province	Moodyville	Freemantle	1,503,922	11,467
Katie Flickinger	Vancouver	Yokahama	580,000	6,836
E. K. Wood	Chemainus	Tientsin	668,451	5,367
Lyderhorn	Chemainus	Sydney	2,270,931	19,453
Melrose	Chemainus	Santa Rosalia	750,000	4,000
Blairlogie	Vancouver	Delagoa Bay	1,280,168	11,564
Arnold	Vancouver	Cork	649,075	7,465
Oread	Vancouver	Port Natal	629,568	5,015
Verbena	Vancouver	Adelaide	1,394,497	12,025
Alexandra	Vancouver	Geraldton	1,007,700	8,82
Dudhope	Chemainus	Liverpool	1,570,378	15,378
Pass of Melfort	Vancouver	Delagoa Bay	1,945,479	15,618
Argdown	Vancouver	Valparaiso	1,202,192	10,361
Kingora	Vancouver	United Kingdom	1,598,761	23,375
Crown of India	Chemainus	Cork	1,539,594	14,886
Eva	Burrard Inlet	Yokahama	1,938,964	14,314
Eivion	Vancouver	Cape Town	933,000	10,580
Robert Sudden	Chemainus	Shanghai	705,335	9,089
King Cyrus	Vancouver	Shanghai	869,531	7,221
Wachusett	Chemainus	Sydney	1,135,000	11,350
John Smith	Vancouver	Algoa Bay	611,658	4,500
Dunboyne	Vancouver	Cork	1,672,568	10,725
Hawaiian Isles	Vancouver	Shanghai	1,835,543	16,981
Comet	New Westminster	Shanghai	443,000	3,544
Wrestler	New Westminster	Valparaiso	575,000	4,600
Waterloo	Moodyville	United Kingdom	1,579,801	11,453
Honolulu	Br. Columbia	Santa Rosalia	245,000	5,145
Annie Thomas	Moodyville	Port Pirie	1,520,979	17,640
Fantasi	Vancouver	Cork	945,649	12,575
Allette	Vancouver	Yokahama	1,044,259	15,730
St. Katharine	Chemainus	Shanghai	1,065,650	8,881
Pomona	Chemainus	Freemantle	966,696	7,845
British Yeoman	Chemainus	Liverpool	1,546,849	12,136
Inca	Chemainus	Port Pirie	1,299,940	8,610
Echo	Chemainus	Tientsin	895,337	10,086
Florence Stella	Vancouver	Freemantle	952,311	7,838
Eliza	Chemainus	Antofagasta	1,270,170	10,507
Golden Sho e	Vancouver	Shanghai	875,000	10,790
Astracana	Burrard Inlet	Cork	1,196,386	15,177
Lou-iana	Chemainus	Melbourne	1,092,573	8,033
Carrier Dove	Moodyville	Adelaide	810,930	7,539
Patterdale	Vancouver	Freemantle	756,007	6,315
Robert Sudden	Moodyville	Sydney	671,298	6,192
King Cyrus	Chemainus	Sydney	889,454	7,508
Gen. Fairchild	Moodyville	Adelaide	1,150,756	9,940
Amarapoor	Moodyville	Tientsin, China	1,252,642	9,735
Erin's Isle	Vancouver	U. K.	1,278,209	18,755
North Riding	Moodyville	Sydney	1,061,604	9,473
Melrose	Salt Spring, Ild.	Santa Rosalia	750,000	4,000
Ensenada	Moodyville	Buenos Ayres	83,500	6,424
J. M. Griffith	Salt Spring, Ild.	Santa Rosalia	700,000	3,500
Guardian	Salt Spring, Ild.	Santa Rosalia	850,000	6,102
Calusa	Chemainus	Melbourne	935,971	6,551

The above returns show that there sailed during the year 65 vessels, carrying, approximately, sixty-eight million feet of lumber, valued at \$600,000. The bulk of the lumber was shipped to Australia, the United Kingdom, China and South Africa, as the following figures of the value of the shipments will show:

SHIPMENTS BY COUNTRIES.

Australia	\$188,955
United Kingdom	154,684
China	87,934
South Africa	71,246
South America	49,227
Japan	30,084
United States	25,602
Total	\$607,732

The demand for British Columbia shingles last year was about equal to the output. The erection of any more mills, however, would at once glut the limited market and cause an overproduction. In this connection it is stated that the immense output of red cedar shingles of

Washington and Oregon stands as a menace to the British Columbia shingle manufacturers, and will continue so until the Dominion Government restores the tariff against United States shingles coming into Canada.

The price of shingles remained very low during the year, notwithstanding the fact that the demand was fairly good, and the price of timber has advanced 10 to 15 per cent. since the spring of 1897. There is every indication at the present time of a further advance in the price of timber. It is also expected that labor is going to be scarce and high priced next spring. Cedar timber available at anywhere near the present prices is certainly becoming scarce, and if eastern lumber merchants want British Columbia shingles they will have to pay at least 25 per cent. in advance of present prices.

MANITOBA.

The year 1897 was, it is believed, the beginning of a new era of prosperity for Manitoba and the Northwest Territories. The farmers sold their grain at good prices, which placed them in a position to erect new buildings and make necessary improvements. Throughout the summer and fall seasons there was experienced a brisk demand for lumber, and stocks at the mills were well sold out before the close of the year. Retail dealers and manufacturers alike are hopeful of 1898 trade. To such an extent is this the case that the log production this winter is being greatly increased, and it is probable that the cut of lumber next year will exceed the past season's output by fifty per cent.

CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

IMPORT DUTY ON LUMBER.

PORT ARTHUR, ONT., Jan. 11th, 1898.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—Permit me to say a few words regarding a subject of much importance to Canadian lumbermen. Under the existing duty of \$2.00 per thousand feet on lumber entering the United States, the whole of the lumber trade of Canada is handicapped. The Georgian Bay section are unable to ship the lower grades to the United States, and when they attempt to sell at home they are met by the Michigan man, who sells his better grades at home and dumps the common grades into Canada at a price that Canadians cannot compete with, for the reason that the American gets a fair price at home for the better class of stuff, and must find a market for his lower grades, which forms quite a large percentage of the whole.

During the year 1897 the Americans sent into our market of Manitoba about 15,000,000 feet, with all the freedom and facilities that we have and at prices which we were scarcely able to compete with. If the American manufacturer had to pay a \$2.00 duty, then the Manitoba market would be open to the Georgian Bay trade, as the difference would carry lumber from the latter point to Thunder Bay, and at that point he would be on an equal footing with the manufacturer at Thunder Bay.

We would much prefer to see Georgian Bay lumber in Manitoba than the product of American mills; and in that case the grades would be maintained, whereas now the American grade is below ours. The farmer, who is the chief consumer in the west, gets the American lumber somewhat cheaper, and fails to realize that he

does not get the grade. He figures that, if by driving twenty or thirty miles for a load of lumber he can save \$3.50, he gets his 2,000 feet of lumber for that much less, but in reality he has more than earned the difference by driving to some distant point that is touched by the Northern Pacific system; besides he gets an inferior grade.

In British Columbia we find the same handicap. Living, and consequently wages, are cheaper in the district of Washington than in British Columbia; therefore the Washington mill man is able to manufacture cheaper than the British Columbia man, and send his product into British Columbia at prices that cannot be competed with, while he himself stands behind the shield of a \$2.00 duty. To finally sum up the whole situation, we find the Michigan lumberman captures the trade of Ontario; the Minnesota lumberman captures the trade of Manitoba; the lumberman of the district of Washington captures the trade of British Columbia, and we simply become hewers of wood without any protection. As lumbermen, we have the same right to protection from Ottawa as the American manufacturer has from Washington. We are not afraid of open and fair competition, and would only say "Canada for Canadians" as far as our neighbors say "America for Americans."

Yours truly,

RICHARD VIGARS.

PRODUCTION OF PULP WOOD IN QUEBEC.

DEPARTMENT OF CROWN LANDS,

QUEBEC, Jan. 11th, 1898.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—Duly authorized by my Minister, permit me to offer explanations regarding the output of pulpwood in this province, as the comment and comparison drawn in your last issue on the Commissioner's report for 1897 may have an erroneous construction put upon same. The greater part of the pulpwood produced in Quebec province has of late years been got out in log lengths and has been returned as spruce logs, consequently it appears under the heading of "Spruce Logs." Only the small quantity cut in four foot lengths and returned as in cords appears under the heading of "Pulpwood."

In view of the increase in volume of the pulpwood trade, it is probable that my Minister will cause such alterations to be made as will enable the department to show the total output of pulpwood (in cords and logs) combined in one and the same column, and quite distinct from the spruce log column.

Thanking you for inserting the above in your paper, I am, dear sir,

Yours faithfully,

W. C. J. HALL.

A case which has been in the courts for over three years was finally decided last month in the Court of Appeal at Huntsville. It was entitled Dunlop vs. Whaley Lumber Co. Three years ago Judge Mahaffy gave judgment against this company for \$578.32. The case was appealed to Judge Ferguson, who reversed the former decision. The plaintiff then appealed to the Court of Appeal, where four judges confirmed the decision in favor of the Whaley Lumber Company. A local paper states that the case should never have been before the courts, and had it not been for the blundering of a government official, the suit would never have been entered.