

Whatever may be said in favor of maintaining our timber for our own industries, no one will deny that to lumbermen, engaged in the business for pecuniary results, the free entry into the United States of the forest products of Canada is of some value. In return for this the lumbermen as a body have declared that they are willing to allow the Michigan mills to continue to obtain their log supply from Canadian limits. It is improbable that anything short of the free entry of all forest products, including pine, spruce, hardwood and other lumber, both rough and planed, would be sufficient to induce the lumbermen to ask the Ontario government to abrogate the law requiring home manufacture of timber cut on Crown lands. There would also seem to be some doubt, owing to the present small majority of the Liberal party in the Legislature and the strong public sentiment in favor of having timber manufactured within the province, that the Ontario government would grant the request even if asked to do so. It must be remembered, however, that the revenue from timber limits is certain to be decreased by the manufacturing clause.

To return to the meeting of the Lumbermen's Association. It must have been gratifying to the trade to hear the kindly sentiments expressed by the President in relation to the hardwood manufacturers. He outlined the steps that had been taken to induce them to become members, and evidenced his pleasure at having representatives of that branch of the industry present. It was resolved that the Board of Management should take up with the railways the question of the high freight rates on hardwoods, a matter that has been frequently referred to in this journal as an injustice to the hardwood trade. A vigorous effort will be made to secure a reduction of the rate on hardwoods to the same as charged on pine. For this action the association merits the thanks of every hardwood dealer in the province. If immediate success is not attained, the agitation should be continued, as we believe that finally the rates will be made uniform. We were recently informed by a representative of one of the railway companies that the rates are based on valuation, and that the opinion is prevalent that hardwood lumber is more valuable than pine. In Canada we do not think that this is the case. Our supply of expensive hardwoods is very limited, while our common hardwoods, such as basswood, elm, maple, birch, and ash, are even less valuable than pine. When these facts are brought to the attention of the Classification Committee, the request for a reduction in rates will no doubt be granted.

There are in Ontario a number of hardwood manufacturers who have not yet identified themselves with the association, but whose connection would materially strengthen its influence. Now that the work has been begun, let there be a hearty response to the invitation of the President to persons belonging to this section of the trade to enroll themselves as members.

The Canadian Locomotive and Engine Company, of Kingston, Ont., will exhibit one of their well-known shingle mills in operation at the approaching Industrial Exhibition in Toronto. Their exhibit last year attracted much attention.

EDITORIAL NOTES.

LUMBERMEN from all parts of the Dominion will visit Toronto within the next two weeks for the purpose of attending Canada's industrial exhibition, which is now recognized as one of the best on the continent. The CANADA LUMBERMAN extends to visiting lumbermen a cordial invitation to visit our offices, where they will be furnished with facilities for answering correspondence and supplied with any desired information which it may be in our power to give. Our offices are situated in the Confederation Life Building, corner Richmond and Yonge streets, one of the finest office buildings in the city, centrally located, and equipped with electric passenger elevators.

THE Northwestern Lumberman comments upon the backwardness of eastern wholesalers this year in purchasing stock at northern lake ports, and states that only for low grade stuff have they entered the market at all. The reason for this is that the demand from the west has been extremely active, which has forced prices so high that the eastern dealer felt very skeptical of being able to make any profit in handling the stock. Our Chicago contemporary concludes with these words: "It is likely that when there shall be a return of normal conditions in the east and west alike, the scramble for western pine will be more fierce than was ever before known. It will grow intense as the supply shall diminish. Which section of the country will come out uppermost in the trade struggle?" Here is another admission that the timber of the United States will soon become exhausted, and also of the early dependence of the Eastern States upon Canada for a supply of lumber.

THE following pointed remarks concerning Canadian business methods are found in a recent issue of the Timber News, of Liverpool, England:

"The cheap way some of our Canadian cousins have of endeavoring to open up new markets is amusing. Firms in the Dominion are ever seeking to make some new thing, just as firms over here are. Before they launch very far into their new enterprise, these Canadians, however, command the services of their commissioner in London, and ask him to put out inquiries through the trade journals and the ordinary press as to firms in this country who are ready to purchase their manufactures. The commissioner does so, with what result may be imagined. The general body of the likely buyers ignore the inquiries, believing they look a bit fishy. Practically only new beginners and second-rate houses take any notice of them, and but very few of these trouble to communicate with the commissioner. The upshot of the whole thing is that no trade results. The system adopted does not commend itself to the British mind, for Britishers themselves never adopt the plan of the Canadians named when they want to open a new market. The British merchant either sends out a representative or advertises his goods in such journals and newspapers as he believes circulate influentially among the people he is desirous of having a business connection with. Will our said half-awake Canadian cousins take the hint? To make use of their commissioner may be and is a cheap plan of doing the thing, but it is a puerile and unsatisfactory method in the year 1898."

These remarks, although perhaps inspired by a personal interest, contain a degree of truth. We are free to admit that Canadian manufacturers may have relied too greatly in the past on government agencies to secure trade. On the other hand, taking the lumber trade as an example, the efforts of a number of exporters, who have established European agencies and successfully competed with the large and old-established

Baltic houses, are to be commended. It must also be remembered that in Canada there are many manufacturers in a moderate way, who cannot afford to send a representative to foreign markets until reasonably certain that business can be obtained. It is in the direction of furnishing information as to the prospects of trade that the government commissioners can be employed to advantage, and not after our manufacturers have launched into the new enterprise, as stated by our contemporary. Canadians are not only half awake, but wide awake.

MAKING VENEERED DOORS.

VISITING a large woodworking factory some time ago, in New Haven, Conn., where veneered doors are made in large quantities, I interviewed the foreman with regard to the method of manufacture of these doors, with the following results: "Our first operation is to take common coarse white pine boards, with sound knots, and which have been well kiln-dried. The stock used is generally 16 feet long, 1 x 12 inches. This stuff is surfaced on both sides by a Daniels planer without regard to thickness, as some boards are thinner than others, while others are warped in drying, and the thickness of the boards is immaterial, perfectly seamed surfaces only being necessary. After the stock is planed up it is cut into such lengths as the bill of doors calls for. They are ready now to be glued up. The face board of whatever hardwood to be used is planed generally to $\frac{3}{4}$ of an inch thick, and is also run through a Daniels planer. The stock is now ready to go to the glueing press, and as the Daniels planer makes the best glueing surface in the world, no scratch planing is needed. After properly heating in a box the stock is brought out and carefully glued, the hardwood face parts marked for it. From three to five parts are put in the press at one time, and a pressure of twenty tons, brought down by screws, is put upon these parts. After remaining in the press the proper time they are taken out, and generally remain several days before being worked up, which gives the glue plenty of time to harden. When ready to work again these parts are taken to a Daniels planer and squared up, after which the parts are taken to a very nice cutting table or bench saw, and are cut up to sizes required, leaving them $\frac{1}{8}$ of an inch large for future dressing. It is a positive necessity that the saw cuts free and clear, as heating has a tendency to warp the stock or spring it slightly, which would make it necessary to dress the stuff again. If the saw does not heat, the stiles come out perfectly straight, and these stiles can be laid on a Daniels planer bed, and a light shaving taken off. They are now straight, and if the saw table is in good condition, square, the other side may be finished with pony planer or with a Daniels; I prefer a Daniels, because it makes a better glueing surface, and if the planer is in good shape the work is turned out from the planer perfect, so far as square and surface are concerned. The work is now ready for the veneering, the thickness of which is immaterial, as it may vary from the thickness of thin paper to $\frac{1}{4}$ inch. Heated cauls are now used for the veneer, and the stiles, if heated at all, are just warmed, and the veneer glued on by piling up with a hot caul between each stile.