

future generations of Japs and Chinese to work up in the sawmills, is that as most people are aware there is in say a period of ten years more timber in the forest consumed or destroyed by fire than there is cut down and converted into logs in a similar period, so that delay in getting out the timber and turning it into cash is destroying the chances of getting a considerable portion of it hereafter. Besides, we are naturally more interested in the living present than in fifty years hence, and when that time does come or perhaps much sooner the use of timber may be greatly curtailed if not done away with almost altogether, for in this era of invention and progress we find that iron, steel, and other substitutes are now used where formerly lumber was used altogether. It seems strange to think how our friends, the mill men, keep on telling the people and the Government that there is not much timber in the country and that it export of logs is allowed there will soon be nothing left for the mills here to saw. And they have told this so often and so persistently that some of them seem to half believe it themselves, whilst the facts are there is more timber in this province than the mills here will saw up in the next 300 years.

There is, it is said, more timber on Vancouver Island alone than the Coast mills of British Columbia would saw up in the next fifty years. There is plenty of timber here for this generation and there will be plenty for the next.

The old saying "where there is enough, take enough, and where there's little take all," may have some vulnerable points, but there is lots of horse sense in it when applied to something like standing timber, which is liable to rot, burn, or depreciate in other ways.

Besides, it is foolish to get jealous because our Yarkee cousins get our logs and give us in return their gold. Their money is what we want; this is bringing in capital and is better for the community than selling to people here, for selling to each other is like taking money out of one pocket and putting it into another as far as benefitting the public is concerned.

These are straight facts which will appeal to sensible people. We believe the rescinding of this Order-in-Council will have the immediate effect of putting life in the logging business, will double the value of our timber lands, will double the Government receipts for royalty and licenses, will give us all new hope and added energy.

This is not only of moment to us, it concerns every man, woman, and child on the Coast of British Columbia. We want your help, sign the petition, get your neighbour to sign it, help us, tell our city members that we mean business, and impress upon the Government of this Province the fact that we want legislation not for the few but for the many.

All of which is respectfully submitted on behalf of

THE B.C. LOGGERS' ASSOCIATION,  
W. H. Higgins, President.

Vancouver, B.C., June 25th, 1904.

W. Oliver has his new planing mill at Lethbridge, N.W.T., now in operation.

## MANITOBA AND NORTHWEST LETTER.

Office of the CANADA LUMBERMAN,  
McIntyre Block, WINNIPEG, July 19th, 1904.

There are indications on all sides of great activity in the lumber business. Building operations are going ahead with unprecedented expansion, and as the demand for small property is greatly to the front, and mostly wooden houses, the impetus given to the lumber trade is very marked. This, however, in itself does not always mean that an industry so affected is of necessity in a financially flourishing condition and in this instance, although the volume of trade being done is eminently satisfactory, generally speaking, there is a good deal of dissatisfaction and the dealer especially is finding it difficult to show profit on his trading.

The previous season was a specially good one, and this year opened up with most dealers carrying an extra heavy stock in prospect of active demand, and in many cases more than they themselves considered advisable, but they were influenced by the zeal and anxiety emanating from the transportation companies. These stocks are mostly held at last year's prices, which it was expected would maintain right through the present season. As this has not been the case, however, dealers are face to face with a somewhat serious if not embarrassing situation. In the more outlying districts in the Territories the situation is perhaps more distinctly marked, on account of the opposition being more keenly felt, as we learn that carloads of lumber have come across the border consigned by American firms direct to consumers. The representative of these firms finding it impossible to get orders from the local dealers, did not hesitate to canvas the consumer, in order to make his journey pay expenses, and, as if this in itself were not enough, going so far as to sell at an even lower rate than was ruling "wholesale" on this side, thus bringing prices down to an almost impossible basis. It can therefore be easily seen that under existing conditions, although the bulk of trade is in every way satisfactory, the financial side presents a serious aspect, and many dealers will do well if they close the season's trade without a heavy loss, the question of profit being a remote possibility.

To the wholesale manufacturer the conditions are somewhat different or at least more modified. The keen point which competition has reached places him in a position to draw his supply of logs across the border to advantage, and so show a good average of profit. The disparity in price has been ruling at about two dollars per thousand, a difference which is of so serious a nature that the British Columbia mills cannot see their way to attempt to meet it; in many instances they are offered the prices asked by United States firms but up to the present have refused to entertain business. We understand that already some of the mills are making their arrangements for short work, their present available stocks not warranting full running for next season.

Reports which have recently reached us from the States are of rather a more assuring character. There are indications of a revival in demand on that side and better prices are not altogether unexpected; on some grades quotations are already firmer. Should this prove to be general the situation will be somewhat relieved, but at the present moment, what with heavy stocks and impossible prices, the position calls for careful consideration.

The effect to British Columbia promises to be most serious, as the prospects for the fisheries are not reported as of the best, and with its two staple industries failing in one and the same season, the outlook must be indeed bad. Last year the fisheries were almost a total failure, but the lumber business was good and therefore came in to save the situation.

The Sprague Lumber Company, of Winnipeg, have just installed a new saw mill of the latest American horizontal type. It is expected to be in operation within a few days and will be the first to be worked in Canada. The capacity of this mill will be upwards of 100,000 feet per day. They have also put in a complete plant for electric light.

The British Columbia Mills, Timber and Trading Company, Limited, of Vancouver, have secured an attractive location on the grounds of the Dominion Exhibition which is to be held at Winnipeg from July 25th to August 6th, upon which they are erecting a large

platform and there displaying five houses, built on their patented method with a lock joint, and factory-made on a special sectional principle. The houses they are showing are made of British Columbia lumber throughout, were constructed at their factory and sent forward ready for erection. This exhibit looks like being one of the great attractions of the Exhibition.

## LUMBER TRADE OPPORTUNITIES.

### PIT PROPS AND MINING TIMBER.

Mr. J. B. Jackson, Canadian Commercial Agent for Leeds and Hull, England, writes as follows concerning pit props and mining timber:

"To show the extent of the business that may be done in pit props and mining timber in the mining districts, I have an inquiry from one colliery alone, who require for the current year as follows:—

Pit props, 500,000 from 5 ft. to 7 ft. long, but principally 6 ft. and not less than 6 in. diameter at the small end.

Pine timber, 7 in. to 8 in. square in 15 ft. to 30 ft. lengths; 70,000 cubic feet.

Pitch pine, 12 in. square, long lengths; 20,000 cubic feet.

Oak in logs, about 12 in. square; 5,000 cubic feet.

Railway sleepers, 9 ft. x 10 in. x 5 in.; 3,000.

Pine deals, battens and boards; 150 standards.

This colliery company and others desire to be put in communication with sellers of the above classes of timber in Canada."

### SAW MILL MACHINERY CATALOGUES WANTED.

Mr. D. H. Ross, Melbourne, Commercial Agent for Victoria, South Australia, Western Australia and Tasmania, Aus., writes:

"A practical saw-mill manager left here last week for London and, from there, proceeds to Canada to secure improved machinery for some mills in which he is interested in New Zealand. He has been supplied with the names and addresses of some Canadian manufacturers and will personally select his requirements. This machinery will be erected in one of the principal lumber centres, and should prove to be a good advertisement to the makers. As intimated in previous reports, it would be to the undoubted advantage of Canadian manufacturers of saw mill machinery if they would distribute their catalogues and export price lists broadcast throughout the Commonwealth to mill proprietors."

### WOODEN PAVING BLOCKS.

Mr. P. B. McNamara, Commercial Agent at Manchester, Eng.:

"Many of the streets of Manchester are paved with wooden blocks of Australian wood, called Karri, of dimension 9 in. x 5 in. x 3 in. planed and trued. The last order given by the corporation was for 260,000 blocks, to a firm in Liverpool, and the minimum price paid was £12 10s. to £13 per thousand blocks f.o.b. Manchester. The wood is cut into blocks of the required dimensions in Australia, and shipped to Liverpool ready for use on streets. The wood resembles in weight and texture our Canadian iron wood, and as that is principally used for firewood, it proves expensive fuel, if it could be placed here for street paving at prices given above. The ocean freight rates are also in favour of Canada, as the wood can be shipped direct to Manchester by the ship canal from Montreal in summer, and from St. John or Halifax in winter."

### RAILWAY TIES.

Mr. A. Foudron, Commercial Agent at Paris, France, writes as follows:

Dimensions of the railway ties mostly in demand in France are the following:

1st. 8 ft. 10 3/8 inches long by 8 3/8 inches wide by 5 1/2 inches deep for square ties.

2nd. 8 ft. 10 3/8 inches long by 11 1/4 inches by 6 inches for half round or sided railway ties.

Duty rate is 1.50 fr. (about 29 cents) per 100 kilos (lbs. 220).

Present price, f.o.b. on cars, Havre station, duty paid, is about 3.50 fr. each (nearly 67 cents).

The Adirondack fires of a year ago are discussed in a paper by Mr. H. M. Suter, of the U.S. Bureau of Forestry. Those fires, lasting from April 20 to June 8, burned over 600,000 acres of timber land, and caused a direct loss of \$3,500,000 sterling. About \$175,000 was spent in fighting them, and they were finally extinguished only by heavy rains. Their effect on several industries was severe.