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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 foremost 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 25 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.

CANADA'S TIMBER RESOURCES.

THE reference to Canada as a wooden country has not been without foundation. Our riches in this respect have been great. The pity is that we have not in the past valued these, as to-day we see they deserve to be valued. In a monograph on the "Forest Wealth of Canada," Mr. Geo. Johnson, statistician for the Dominion Government, tells us that commercially lumbering holds one of the first positions in Canada. In the various industries depending for their existence upon the supply of wood there is an invested capital that reaches closely to \$100,000,000, carrying with it an annual expenditure for wages of \$30,000,000, with an output valued close upon \$110,000,000. A number of the more important industries of the country depend for their raw material on the wood supply. Elsewhere we have commented on the possible consumption of wood for railway ties, a feature of strength to the lumber business this season being the amount of lumber that will be consumed in car building. Ship building, though less than in the past, yet consumes large quantities of timber, whilst the tanning and pulp industries are among its largest customers. With all the ingenuity of the present age, and the invention of substitutes for many of nature's supplies, it does not seem likely that a substitute will be found for wood in any of its more important directions.

The forests of Canada must ever rank among her greatest heritage, for, as Mr. Atkinson, the well-known economist has said: "The nations or states in which food, fuel, metal and timber may be produced at the highest relative rates of wages and at the least money-cost per unite of product will thereby be enabled to apply labor-saving machines to other branches of productive industry in the most effective manner." The importance, therefore, of preserving and maintaining our forests is plain.

The ownership of Canadian forests is mainly vested in the provincial governments, except in certain parts of Manitoba, the territories, and the railway belt of British Columbia, where the Dominion Government owns the

crown lands and attends to their administration. In Nova Scotia there is no system of timber license, nor yet in Prince Edward Island, the trees being sold with the land, and to-day, are largely out of the hands of the crown and in possession of private parties.

There was originally in eastern Canada one unbroken forest from Nova Scotia to the Lake of the Woods, a distance of 2,000 miles and covering an area of 315 million acres, but these were in the days before the enterprising lumbermen had learned to make the heavy cuts each winter as is the case in the present day. Large proportions of the original forest has suffered from the fire element to an extent that is lamentable.

As an exporter of forest products, Canada holds the fourth place among the nations of the world. She is exceeded only by Sweden and Norway, with a net export of \$37,135,000, by Austria, with a net export of \$31,000,000, and by Russia with \$33,300,000. On a per head basis Canada stands second, her net export in 1891 having been \$24,564,869, equal to \$5.08 per head against Sweden and Norway's \$5.50, Austria's 75c and Russia's 34c per head.

THE CANADIAN MANUFACTURER HANDICAPPED.

IN conversation a short time since with a prominent lumber manufacturer of British Columbia, the information was gleaned that to no inconsiderable extent the machinery in the saw mills and wood-working establishments of the Coast is obtained from the United States. Knowing that the manufacture of this class of machinery in Canada has been developed to a high degree, and that the best in almost everything required for the equipment of saw mills or planing mills could be obtained from the home manufacturer, we were led to make an enquiry as to the causes of these conditions.

First, desiring to learn to what extent the practice prevailed, we placed ourselves in communication with a prominent manufacturer of wood-working machinery. So far as British Columbia was concerned, with excellent means for knowing the real position, the view was expressed that perhaps 25 per cent. of the machinery that came into that Province was of American manufacture. As good machinery, it is claimed, could be obtained at home, but mill men have their whims, and likes and dislikes, as other people, and this was considered to furnish, at least, a partial explanation for trade going abroad.

It has often been said that there is no sentiment in business, and when it is a matter of buying in the cheapest market it is useless to talk patriotism to a business man. But all other things being equal, it does seem that Canadian manufacturers might, with good effect, appeal to the patriotism of those within their own country who buy machinery; and when as good a piece of work can be obtained from the home manufacturer for the same price, there ought to be no question as to how the choice should go. It is poor business policy for Canadians who are looking for trade within their own country to discourage the cultivation of this trade by going outside of the country themselves for their supplies, when there is no business reason for doing so.

It was natural to seek for other causes of the trouble than those which have been here stated and combated, for, another manufacturer said, the same condition of affairs that exists in British Columbia finds a counterpart, to quite a large extent, in Ontario and Quebec. One reason of this arises from the fact, it is believed, that the timber limits of Canada are falling into the hands of Americans more largely each year, and these parties are accustomed to machinery manufactured in their own country. This feature of the lumber business was discussed at some length in these pages rather more than a year ago, when a valued correspondent pointed out that the changes in the ownership of limits in Ontario would not end with large quantities of logs being towed across the border to be cut in United States saw mills, but that this practice would in a short time be felt by manufacturers of machinery. And it would appear that this prophecy was coming true. Of course, there is another side to the question, especially since the removal of the duty on lumber, viz: that American owners of limits are building saw mills in Canada, and as the Commissioner of Crown Lands

points out in his current report, as a result of this policy over 100,000,000 ft. of logs, which, had the duty remained on lumber, would have been exported in the round to the United States, will this year be sawn in Ontario, and largely in such mills as that of the St. Anthony Lumber Co. and others, erected, or in course of erection, by United States lumbermen.

These conditions, however, are only of an incidental character. We believe, even in the case of manufacturers, who have been accustomed to using a particular class of machinery, that they would just as readily buy the outfit for their mills, in the country where they are building these mills if they could secure what they want and on as favorable conditions. Here the greater difficulty shows itself. Within the past few years a very great reduction in the cost of the raw material used in the manufacture of machinery has taken place in the States, making the present rate of duty on machinery practically less than the duty on the raw material. For instance, pig iron at present is delivered on cars in the States at from \$6.50 to \$7 a ton; the duty on this is \$4.48. Let this pig iron be put into the simplest form of castings and it comes into the country on a duty of say from 20 to 30 per cent., as it varies some. This means that the duty on \$4.48 a ton, on, say \$7, amounts to about 60 per cent., or double, and in some cases more than double, the duty on the manufactured article. The same with bar iron and steel; it is bought in the States on less than \$1 per hundred, and the duty coming into Canada is 50c a hundred. This comes in on the finished machines at 25 to 30 per cent. duty. A still greater discrepancy exists among other classes of material. This, of course, is caused by the very great reduction of the raw material, the specific duty being retained makes it a very heavy ad valorem duty. When applied by the government the specific duty then might have been considered a reasonable tariff, not excessive, but it will be readily seen at the present time that it operates seriously against the user of the material. The case affords an illustration of the necessity of existing circumstances being taken into account in the fixing of tariffs. It may be argued that it is impossible to arrange any tariff that would be movable with the changing conditions of the market. This is to be remarked then, that when this cannot be done it becomes a question what useful purpose a tariff fills, for, as in the present case, it really handicaps trade, where it had been intended it should be a protection and a help. A protective tariff that does not protect is surely an anomaly.

AUSTRALIAN TIMBER IN ENGLAND.

FOLLOWING up various efforts that have been made by the people of Australia to secure an enlarged market for their timber in Great Britain, Mr. Gaven Scott, representative of a large firm at Sydney, visited England about a year ago. He has now returned home and has been telling of the result of his business efforts. He spent considerable time in interviewing the principal railway companies, corporations, ship builders, dock companies and leading civil engineers and architects in England, Scotland and various parts of the continent. Particular attention was given to those hardwoods of Australia, that are believed to possess special qualities of durability that are not found in any other wood. These, it is claimed, are serviceable for railway sleepers, ship building, and wherever the timbers are put to severe tests of weather or water. In Great Britain hitherto the Baltic deals have been used to a considerable extent for railway sleepers, being preserved by creosote. Mr. Scott has returned home apparently very confident that for railway and marine work the Australian hardwoods will quickly take precedence over all other woods. Illustrating the consumption of such woods by the railway companies it may be said that the Great Western Railway carry regularly in stock £100,000 worth of sleepers. The timbers specially recommended for export to the United Kingdom are non bark, black butt, tallow wood, turpentine, red gum and mahogany. Wherever wood blocks are used for street paving those from Australian woods are considered the best. In New South Wales black butt is largely used for street paving purposes, and is said to wear at the rate of only one twenty-sixth of an inch per annum,