

upon the adjustment of which the expediency of opening a yard in Toronto would seem to depend, it is not contended that the railway companies should reduce the present through rate to New York. It is simply asked that this rate be allowed to be paid in two portions, say the present local rate to Toronto, and 12 cents from Toronto to New York. It is possible now to obtain, as a special favor, a stop-over privilege for a day or two at a cost of one cent per hundred pounds, but this is as a rule unsatisfactory and does not serve the desired purpose. There cannot be any just reason why a carload of lumber should not be shipped from Georgian Bay points to Toronto and thence to New York at as low a rate as via Tonawanda or Buffalo, and we doubt not that a change in the policy of the railway companies in this direction would result beneficially to the railways as well as the Ontario lumber trade.

The LUMBERMAN would be pleased to have an expression of opinion from wholesale dealers and manufacturers regarding the expediency of establishing a supply yard in Toronto, as well as the mode of conducting the same.

EDITORIAL NOTES.

THE Australian kari wood pavement which was constructed a year ago on West 20th street, New York, as an experiment, is said to have proven unsatisfactory. It was supposed to be a suitable pavement for streets on which the traffic is not heavy, but it is claimed that when the blocks are wet horses are unable to secure a footing. To prevent accidents a coating of sand has been spread over the street.

It is just possible that the development of the pulp industry in Canada may increase the profits of many saw mills, inasmuch as the waste product which formerly found its way to the burner may be utilized for the manufacture of pulp. In the state of Maine there are pulp mills which obtain a portion of their supply of raw material from the saw mills, but, of course, it is a small percentage of the total amount required. The spruce forests will continue to furnish the principal supply, and the competition for possession of timber limits will increase the revenue derived therefrom. An enthusiastic advocate has recently declared the superiority of wood pulp as a substitute for brick and stone as a building material.

SOME timely suggestions for manufacturers are contained in the letter which appears on another page from Mr. J. T. Schell, referring to the operations in the woods during the winter of 1896-97. Mr. Schell clearly points out the advantage to be gained by a curtailment in the log input, the effect of which would be to dispose of much of the lumber now at the mills at a more remunerative figure. To accomplish the desired end united effort is necessary. One manufacturer should not take the ground that as his neighbor is reducing his output he will be safe in operating his mill to its full capacity, as this action would be likely to become general, with the result that no reduction whatever in the output would be made. We believe we are safe in saying that there is little probability of any shortage in the log supply necessary to meet the demand for lumber during next season, and it is certainly more desirable to make a fair profit on

one million feet than to be obliged to handle five million to secure the same returns. The lumber trade will be none the worse for a quiet logging season.

Of late years there has been a notable increase in the quantity of thin lumber shipped from Canada to Great Britain, a condition upon which Canadian lumber manufacturers have reason to congratulate themselves. It is possible that this trade is worthy of still greater expansion, but there are difficulties in the way which must first be overcome. The English saw miller is interested in having the timber shipped in the log or in deals, which of course brings to him trade in manufacturing for the many purposes for which the lumber is required. Opposition is therefore met in this direction. The conservatism of the English people is perhaps greater than is generally believed, and any new system of doing business meets with disapproval. The advantages of the new arrangement must be proven beyond a doubt before it receives the sanction of the Britisher. It is further necessary that the Canadian mill man should exercise greater care in the manufacture of his lumber. A visit to the English markets would enable the manufacturer to learn the requirements of the trade, and would prove of much assistance in preparing his stock. Unfortunately too many manufacturers do not realize the necessity of having their lumber cut to exact lengths and sizes. For twelve-foot stock, for instance, everything from twelve to thirteen feet is put in, although payment is only received for a 12-foot board. The freight rate in transportation to Europe on the surplus over the 12 feet reduces the profit by a considerable sum. Defects at the ends of boards should also be cut off, thereby raising the standard of the lumber. The variety of purposes for which lumber is required in Great Britain makes it imperative that the greatest precaution be taken in manufacture, and until this is done the development of the thin lumber trade is not likely to be rapid.

THE reference in these columns a few months ago to "excelsior," or wood wool, has brought to us numerous inquiries regarding the foreign demand for that article. There is no doubt that considerable quantities might be placed on the British market providing the rates of transportation were sufficiently low to permit of successful competition with the product of other countries, but the present carrying charges are somewhat excessive. As excelsior is put up in bales similar to hay, the freight rates thereon should be nearly the same, but we presume that owing to the small quantity shipped no equitable rates have been obtained. We were recently informed that a company in Scotland were prepared to take twenty tons a week if satisfactory prices could be arranged. The claim is made against the Canadian article that it is too coarse, but this defect should be easily overcome. In connection with this matter we observe that Messrs. Chapman & Co., of Deptford, S. E., who are large manufacturers and importers, are desirous of importing the raw material from which "excelsior" is made. They write as follows: "We want deal and batten ends (firewood, as it is termed in the trade) of about three inches thick and from one

to six feet long, and between six and ten inches wide, of white fir or pine or other soft wood that has little smell. We could also do with any white round wood of any length up to ten feet and about six feet in diameter, the same as used by the American manufacturers of excelsior. If it can be done we would like to get small sections as samples, with specifications of dimensions and quotations c. i. f. London. We would buy whole cargoes, and it would greatly help us to know the approximate weight of a fathom (216 cubic feet) of the different qualities submitted." Here is an opportunity for lumber manufacturers in the maritime provinces to utilize their waste product to advantage.

CUTTING TIMBER.

There is a great deal said by the advocates of forest preservation about the good policy of selecting out and cutting for lumber the old matured trees, leaving the younger and more vigorous for future growth and supply. In theory this looks feasible. But in practice it is different. This is a windy country, and it is a well-known fact that whenever a forest is thinned out by the removal of the larger trees the winds make a slaughter of the residue. This is the reason why lumbermen prefer to cut their timber clean when they enter upon a tract for operations. In the older sections of the country, where openings have been made for the clearing of farm land, it is the common experience that the standing timber left for fire wood, sugar orchards of maple, or growths to be converted into saw logs later on, greatly suffer from the winds, and in some instances isolated tracts have to be cut to save loss of timber. This is a pity, but it is the truth, nevertheless. There seems to be but one way to manage hardwood timber, and that is to cut everything that is merchantable, leaving only the second growth, which adheres firmly to the soil and is tough enough to withstand the more powerful winds.

Hence the only way to successfully perpetuate forests seems to be to cut all the old growth, that is, the original forest, while the second growth is conserved. It is idle to talk to lumbermen about sparing timber that possibly can be cut into lumber. A man who has put his money into timber tracts well knows that if he leaves the smaller, younger and more vigorous trees, taking only those which have ceased growing, he will lose much of what he leaves. Besides, in this cutting over pine lands, the debris left on the ground, especially where no attempt is made to gather and burn it, remains as a menace to the standing timber, because it is food for forest fires. Another consideration also affects the profits of the operator. When a camp is once started it is desirable to finish the timber on the tract operated, for repeated going over the land adds to the cost of getting the timber into marketable shape. The lumberman realizes the desirability of preserving the forests, but there are difficulties in the way of a practical application of the theories which appear well on paper. Each owner of timber will have to shape his own course under the dictates of experience, and much as his financial exigencies shall dictate.—Northwestern Lumberman.

"Just tell them that you saw me," said the log as it slid against the circular saw.