

that fish can live just as well on sawdust as mankind can live on bread made from the same material; but that is not the question at issue. There is a general law, and the objection is not so much against the law itself as it is against the making "fish of one and flesh of another." Laws are supposed to be made to be enforced, and if they are not, they are of no account. If a law be odious, the best way to bring about its repeal is to enforce it. The great trouble, however, lies in the fact that a very large number of the mills were built before the law was thought of, and at a time when it was customary for saw mill men to throw their sawdust and refuse into the streams. To reconstruct the mills or build new ones would entail a large expenditure of money and that is just where the shoe pinches.

COMPLAINTS are again being heard from the various lumber quarters in Toronto regarding the snail pace adopted by the Grand Trunk railway in transmitting lumber from the various points of manufacture to the northern railway yard in that city. Ever since the Grand Trunk assumed control of the old Northern road there has been no end of bickering between the lumbermen and the railway officials, and a solution of the difficulty seems to be as far off as ever. At the present time there is a continuous blockade in the yard referred to, and the accommodation afforded is by no means in proportion to the demands of the trade. This yard has a capacity for about five hundred cars, but in no case can there be found more than from 250 to 275 loaded, the remaining space being filled up with empties. What is urgently needed is a more expeditious system of unloading, and instead of having the yard half-full of empties, to occupy the space with new cargoes. Under the present red tape system of the railway company, two to three days are usually taken up in securing proper orders to have cars placed, which makes it impossible for the owners of the lumber to meet any urgent demands from their customers. When it is considered that the lumber traffic over the Grand Trunk system forms a large percentage of all the freight handled, it is surprising that more consideration and privileges are not accorded to the trade. Every persuasive means has been adopted by the lumbermen calculated as a redress for their grievances, but the railway authorities almost invariably turn a deaf ear to all entreaties. Once let a rival line connect Toronto with northern Ontario and the lumbermen will receive all the attention necessary.

A CORRESPONDENT who has the rare faculty of expressing himself in brief without being ambiguous, writing from Vancouver, B. C., to the *Pembroke Standard* regarding the lumbering business of that province says: "As this is a great lumbering province I would like to write an open letter to your Upper Ottawa Lumber Kings. (1st) In Ontario and Quebec there is not and never was anything in the lumber line equal to the timber and lumber capabilities of British Columbia. (2nd) The magnificent chances which were so common fifty years ago in Ontario and Quebec are lying around in profusion in this province to-day. (3rd) The methods of getting and holding timber limits are easily learned and complied with. Timber limits slowly increased in value in Ontario and Quebec from a few thousand to hundreds of thousands of dollars. (4th) Already, wide awake lumbermen from the east are coming in to possess a vast and glorious heritage. (5th) If any of the Pembroke or other lumbermen desire information of a specific character I shall be glad to give any help in my power. (6th) I might say that the *limits* are not sold by the government. As near as I can tell there is a charge of fifteen cents on each tree cut and twenty-five cents per thousand on all sawn lumber. With a small capital, enough to build and erect a suitable mill and to work the concern, a man or company should do a good thing. (7th) Where is the market? The world our market. Our mills are sawing and exporting lumber to England, Japan, China, Australia, New Zealand, South America and other places, besides the home consumption is becoming very important. Cities and towns are growing very rapidly—Victoria, 10,000; Vancouver, 15,000; Westminster, 6,000;

Nanimo, 5,000, and many smaller places. (8th) Vancouver is not a boom town. The boom wave has swept across the continent from east to west and is spent. It can go no farther, and business men know that the waves of westward immigration must pile up here mountains high. (9th) There is no room for agents, speculators, hangers-out, loafers and general commercial parasites." The writer of the above is evidently a practical man, as when he undertakes to do a thing he knows how to get there without stepping twice on one chip.

SPLINTERS.

OFFICIALS of the Customs Department are engaged in collecting statistics showing the volume of the transit trade through Canada from one United States point to another, and also the imports into Canada from Europe through American ports.

A SYNDICATE is being formed in the Saginaw Valley, Mich., for the purpose of buying up Canadian pine and taking it over the line to be manufactured. W. R. Burt, it is stated, is at the head of the scheme, and several Bay City gentlemen will be interested.

AN order-in-council has been passed permitting homesteaders in the Macleod district, N. W. T., to obtain from the local timber agents, upon the payment of twenty-five cents, permits to cut dry or fallen timber of a diameter up to seven inches inclusive, for fuel or fencing, free of dues. This privilege is not extended to squatters, ranchers or homesteaders other than those whose names are upon a list furnished by the land agent at Calgary.

FROM among the manufacturing firms of the Dominion few rank higher in the estimation of the purchasing public than the Waterous Engine Works Co., of Brantford. For this reason our readers will be pleased to observe that they have again contracted for space in *THE LUMBERMAN*, and will from month to month present something new and interesting for our lumber friends to read. In the current issue they illustrate their new Band Mill, which was seen in practical operation by hundreds of lumbermen at the Toronto exhibition and universally pronounced an unqualified success. Our readers will do well to enquire carefully into the merits of this machine before completing their plans for the coming season's alterations and additions to their mills.

THE sale of timber limits and mills, at Oliver, Coate & Co.'s Mart, Toronto, was well attended on Sept. 5th. The attraction was the sale of the property of the R. C. Smith estate, Port Hope. Among those present were: Messrs. Conlen, St. Catharines; T. G. Hazlitt, Peterborough; Dalton Ulyot, Peterborough; J. B. Pearce, Norwood; Jno. D. Smith, Fenelon Falls; Alex. Campbell, Kinmount; Wm. Boyd, Bobcaygeon; Wm. Booth, Ottawa. The sale started at 2.30 and dragged along till about 4.30. The bidding was very slow, and it was evident the lumbermen were not anxious to buy limits unless they could get a pronounced bargain. Parcel No. 1, situated on White Fish River, was withdrawn at \$10,000. Parcel No. 2, in the township of Stanhope, Victoria county, together with mills at Fenelon Falls, went up to \$57,000, and the same parcel with mills at Harwood was withdrawn at the same figure. No. 2 alone got bids to \$53,000. There were other properties offered and small bids made. Everything that was bid on was withdrawn.

THE new Halifax dry dock was formally opened on the 19th Sept. by Vice-Admiral Watson, with the docking of the warship *Canada*. This is the largest dock in America, one of the finest in the world, it will dock the largest vessel afloat or likely to be built, and was constructed at a cost of nearly one million dollars. It is built of granite and concrete, is 601 feet in length, 72 feet wide at the bottom and 102 feet at the top, and has 30 feet of water over the sills. It was blasted out of solid rock and the site adjoins the Imperial dock yards. Its importance to Halifax cannot be over-estimated, as Halifax as a shipping port ranks third on the continent, being next to New York and

Boston. As the great dock constructed at Bermuda many years ago for the use of the Imperial navy is now obsolete, there is little doubt but that hereafter Halifax will become the headquarters of the British Navy on this side of the Atlantic.

THE shipbuilding trade, says the *Timber Trade Journal*, in all the northern ports continues brisk, many fresh contracts being booked, and numerous inquiries coming in. Several firms are now out of the market, and refusing all orders for execution before the end of 1890, being fully occupied till that time with Government and private contracts. The Wear yards are very busy, and at West Hartlepool all the building berths and dry docks are occupied. A large business has been done in the sale of second-hand steamers during the last six months, and the quantity of tonnage that has changed hands is unprecedented. The orders for new boats during the past two months show a considerable increase on the previous four months, and prices for all descriptions of vessels are considerably higher, owing to the increase in values of steel, iron and building materials. Labor is already about 15 per cent. dearer than last year, and, with the unsettled feeling among workpeople, builders are compelled to increase their prices for new boats.

AMONG the witnesses examined before the Senate committee in Boston on Sept. 11th was Mr. Hall, an extensive lumber dealer. He denied that the abolition of the duty on Canadian lumber would reduce the price of lumber in the United States, because the duty is now paid by the Canadian producer, and if it was removed the value of Canadian timber lands would be proportionally enhanced. Mr. Hall said that, "within five years, if the duties on lumber were entirely removed, there would be no appreciable difference in the value of lumber in Boston from what it was now, for the reason that the timber lands in Canada would be more valuable when the duties were removed from the product of those lands. Those lands would be purchased, a great many of them, by parties in the United States, some of whom he knew were waiting for the removal of the duty in order that they might go in and purchase Canadian timber lands." While it is still a debatable question as to who pays the duty on Canadian lumber, Mr. Hall is right in saying that the removal of the duties would enhance the value of Canadian timber limits.

KIND WORDS WILL NEVER DIE.

Of the many kind words of encouragement which have from time to time been bestowed on *THE LUMBERMAN*, none have been more acceptable or more highly esteemed than the following from Mr. Thos. W. Hotchkiss, U. S. Consul at Ottawa. The letter which follows speaks for itself:

UNITED STATES CONSULATE,
OTTAWA, Sept. 10th, 1889.

Editor "Canada Lumberman"
Peterborough, Ont.

MY DEAR SIR:—Before retiring from this post of duty I desire to express to you my thanks for the courtesy extended to me by the sending of a copy of *THE LUMBERMAN*. I have taken great pleasure in reading its contents. Indeed, as a lumberman, I have enjoyed it equally with the American papers of its class. I am pleased to say that there has been a steady and marked improvement, and it is to-day in the front rank with the best of the American papers. I have become so attached to it I shall miss its coming. My successor, having no interest in the lumber industry, will, as a matter of course, feel differently. May your success be commensurate with its great worth, and again warmly thanking you for your courtesy,

I am, most truly,
THOS. W. HOTCHKISS,
U. S. Consul.

We heartily reciprocate the kind wishes above expressed, and sincerely regret the circumstances which have made it necessary for Mr. Hotchkiss to sever his connection with the onerous duties of an Ottawa consulate, a position which he has filled for some years with credit to himself and to the entire satisfaction of all with whom he has been called upon to do business. But worthy as he has been of the position he has held, he is not of the same political complexion as the present U. S. government, and as a result he steps down and out to give place to a party-favorite. *THE LUMBERMAN*, however, wishes him every success in whatever new field of labor it may be his lot to engage in.