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BY THE WAY.

It becomes interesting to study tariff matters in their relation to various departments of the lumber business. Shipments of lumber are not confined to white pine, whether in the log or the more finished state. But there are classes of lumber that are effected in different ways, according to locality sometimes, and also as a result of local conditions, existing at particular times and seasons. For example, we find lumbermen in New Brunswick divided as to the expected effect of free lumber. Our New Brunswick letter mentions that one benefit to Canadian trade, will be to make it necessary for American lumbermen, who have hitherto operated in Maine, to transfer their operations to New Brunswick. On the other hand we find the trade done on the St. Croix, which has Calaix Me. on one side and St. Stephen, N. B. on the other, connected by a bridge and an electric street railway, raising the question just how these particular conditions will effect them. Heretofore at New Brunswick, lumber has been taken to St. Stephen on the cars and transferred on rafts to Calaix to be loaded on American schooners. From Jan. 1 to Aug. 31 this year 1586 cars were rafted at St. Stephen and most of it went to Calaix; and this represents only about half what it would handle in the same time in an ordinary year. The belief of some is that much more will now be shipped from the St. Stephen wharves while others hold that Calaix shipments are made to fill orders and the Canadian are generally mixed cargoes, and therefore likely to be distributed as before. Besides entry fees and pilotage dues on foreign vessels at St. Stephen would be an offset in rafting to Calaix.

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Again we come to the box shook industry in Michigan. Shooks for flour and sugar barrels, the Michigan people say, were not placed on the free list although staves and heading were. The Tribune of Bay City, figures out the situation like this: The Ottawa lumber district is about 300 miles nearer New York market than is the Saginaw Valley and in this geographical position Ottawa manufacturers have a freight charge of \$2.50 a thousand on box shooks over local producers. As matters stood over the McKinley tariff the Ottawa manufacturers were confronted with the 35% ad val duty when they brought their products into the market of the metropolis. The lowest valuation at which box shooks could be entered is \$10. a thousand, which brought the duty to \$3.50 a thousand, thus making a net protection of \$1. a thousand to the American manufacturer. In all these matters there is a good deal of speculation, and time alone will show how things will work out.

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On this matter of shooks an American lumberman has put the case in this shape: "The Gorman bill as originally drawn places box shooks on the free list, and even on the final revision an ad val duty of only 20% was secured. The advantage which the Ontario manufacturers enjoy from their closer proximity to the New York market remains, of course, on the same figure \$2.50, while this is not now counterbalanced by the \$2. ad val duty which is all the Canadian must pay. Instead of affording a protection to our Michigan producers the Gorman schedule of the new tariff law really discriminates in favor of the Canadian who goes into the New York market, and this discrimination amounts to 50c. a thousand. While this is a nominal protection of 20% duty, the actual effect of the law is one-sided free trade in which Canada alone is the gainer." The clause in the new tariff under which box shooks are enumerated is as follows: "Casks and barrels, empty; sugar-box shooks and packing-box shooks, of wood, not especially provided for in this act, 20% ad val." The conclusion of the

Michigan dealer is that hundreds of millions of staves and heading for sugar and flour barrels manufactured in northern Michigan have no protection at all.

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Stave manufacturers in Michigan fear that the placing of staves on the free list will place them at a decided disadvantage in competition with Canada. The duty under the McKinley bill was only 50c a thousand, and at that time competition was keenly felt. John C. Liken, one of the most extensive manufacturers of staves in Michigan says, that the only way in which Michigan manufacturers can meet Canadian competition is to reduce wages and the price paid for stave timber. The sugar trust, which handles the greater portion of the Michigan product seems to have had things pretty much its own way, not only as to sugar, but in having staves and heading put on the free list.

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Then if we go to Quebec the spruce industry comes into consideration, and whilst it is believed that trade will be benefited by the change in tariff, yet there is as a stumbling block to complete progress in that branch the heavy duties that continue on pulp in the chemical shape. From Quebec we jump to British Columbia and lumbermen are not yet certain just how free trade may result in providing competition in shingles with the Washington territory district. Taken altogether the question is an interesting one to every thoughtful lumberman.

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Some of the various conditions that will have their influence in shaping trade under the new tariff are suggested in the specially contributed articles in another page from Mr William Little, of Montreal, and Mr. C. H. Clark, formerly of Barrie. It will be interesting to read these along with other views that are given in the LUMBERMAN, as showing the different circumstances that shade the different branches of trade, when under differing conditions.

HARDWOOD AFFAIRS.

JOHN N. SCHATCAERD, of Buffalo, a prominent dealer in hardwoods, has said that he did not expect any change in the condition of the hardwood business under the new tariff. "After the tariff bill had been passed," said he, "we tried to make prices with the Canadian dealers on the basis of the new tariff, but we found a disposition on the part of the Canadian lumbermen to add to their prices the \$2 taken off by the tariff which does not enable us to get lumber any cheaper than before. Whenever we have made prices on lumber in Canada, we have made it the same delivered in Buffalo as the price of lumber brought from Ohio, Pennsylvania or the west and delivered here by the producer. The Canadian, therefore, paid the tariff. Now he seems disposed to take advantage of the reduction of the tariff."

A writer in Hardwood makes the statement that at the present time the state of Minnesota probably possesses a larger amount of soft maple than any other state in the union. The whole wooded section of the northern half of the state has it in more or less extensive bodies often mixed with other hard woods as a scattering tree and sometimes even with white pine. Across the border in Manitoba the same wood is to be found in large quantities. The wood varies somewhat in color and texture, but is generally lighter in color than rock or hard maple, and is much softer and lighter in weight, and decays quickly under exposure. The wood takes a good polish which it retains, and does not grow dark with age. It can be used for many purposes for which hard maple is used, such as flooring, furniture and

cabinet work, and in panels makes a light dainty house finish. For this purpose, however, it answers best in the form of thin veneers. It is excellent for butter tubs, or for any such purpose where an odorless wood is desired. It is a good material for flour and sugar barrels both for staves and heading. It is valuable for many kinds of turnery, such as handles for household utensils and even for some of the utensils themselves. But its main use must be for cheap furniture, for which it is especially adapted.

That little, but ably edited journal Hardwood, from which we have already quoted has been discussing the effect of free lumber on the lumber trade of the United States. Its opinion is that the people will not get any benefit from the change in tariff: "That the wily owner of Canadian stumpage will simply add \$1 duty, which he has been paying since the passing of the McKinley bill to the price of his stumpage." Of hard woods it says: "These will stand less chance of being affected than pine, for the list of Canadian hardwoods is a limited one, red oak and hard maple being the most important. Birch and elm are already imported in considerable quantities, but at present the bulk of the stock on the other side is held by American dealers, who expect to make an extra profit of about the amount of the old duty. There will be some increase in the importation of mahogany, rosewood and other fancy foreign woods."

UTILIZING DISTANT WATER POWERS.

THE utilization of water power, says a writer in the Age of Steel, probably ante-dates written history, the interval between crude and primitive methods and the latest triumph of engineering skill at the Niagara Falls covering the entire period of human progress and civilization. Here and there where the bones of extinct races have mouldered into dust and centuries of time have been silent and blank, traces have been left of man's attempt to utilize the running stream and the falling cataract. Down to our own immediate times and in sundry fashions and places the water wheel and the dam have been familiar objects.

It has, however, been left till the advent of electricity for the real value and scope of this force to be generally recognized. By this means the conveyance of power to great distances has been made possible, its service being no longer limited to immediate localities. It is in this sense that natural forces are multiplied by extending their area of service, and each new science as developed becomes the handmaiden of the rest. In fact, none are complete until all are a unit, and till the last is added the rest are immature. Electricity promises to be one of the most potential of modern forces in making this fusion, and in the wide distribution of energy from waterfalls may practically revolutionize industrial conditions. In this country, where enterprise is alert to any and every advantage, the revival of interest in water power is spontaneous and general. There can be no doubt that this revival of interest will continue and keep pace with our industrial progress wherever water power is economically available.

A SUGGESTION RE. PULLEYS.

THE editor of the Engineering Magazine says that the flesh side of leather is the best to place against the pulley when such leather is used as a belt, notwithstanding this to be contrary to the most usual practice, but this general practice is due to the ideas of belt makers rather than to those of belt users. Traction, he says, is greater than where the surface is elastic and has a clinging tendency than where it is hard and smooth. This is because this kind of surface clutches the pulley more securely by being pressed into all the pores and interstices of the metal or varnish.