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ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only one presented 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 trader in Canada information on which it can rely in its operations.

Special correspondents in various parts of the Dominion 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 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. Advance payments 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.

THE SAW-LOG PROBLEM.

FOR the past year we have heard but little of the Michigan lumberman lobbyist; he has rested quietly in the hope that the courts would compel the Ontario Government to permit the exportation of saw-logs from the province. This hope not having materialized, he has now turned up at Washington, with the avowed intention of coercing Great Britain into taking from the Ontario Government her right to make laws to regulate the manufacture of her raw material. The Michigan lumberman must be given credit for his perseverance, even though he may not succeed in his present undertaking.

At the time of writing such well-known mill owners as Col. A. F. Bliss, Walter S. Eddy and Selwin Eddy are at the United States capital, and have submitted to the Treasury Department several questions, including one as to whether there is any diplomatic reason why the retaliatory clause of the Dingley Bill should not be put into effect. This clause in the bill reads as follows:

"Provided that if any country or dependency shall impose an export duty on saw-logs, round unmanufactured timber, stave bolts, shingle bolts, or heading bolts, exported to the United States, or a discriminating charge on boom-sticks or chains used by American citizens in towing logs, the amount of such export duty, tax or other charge, as the case may be, shall be added as an additional duty to the duties imposed upon the articles mentioned in this paragraph, when imported from such countries or dependencies."

The Michigan lumbermen profess to be of the opinion that by a broad construction of the clause the Treasury Department may impose an addi-

tional duty on Canadian lumber imported into the United States. The difficulty is that the Canadian Government did not place an export duty on logs, but simply prevented their exportation entirely. Hence the necessity of this broad construction.

The Michigan lumbermen propose to accomplish their purpose by compelling the interference of Great Britain. They claim that the application of a prohibitive duty on Canadian lumber would bring about a commercial war ruinous to the trade between the two countries. This, they say, would be foreseen by Great Britain, who, in her present predicament, would endeavor to prevent unfriendly relations with the United States.

That Great Britain will interfere in this question is too remote a possibility for consideration. She will not divest Ontario of her provincial rights, even for the sake of the Michigan mill owner.

The placing of a prohibitive duty upon Canadian lumber is a step which, we venture to predict, will never be taken by the Government of the United States. Each year the consumers of the Eastern States are becoming more dependent upon Canada for their lumber supply. It is said that a bill will be introduced in the next Legislature prohibiting the cutting of spruce in the State of Maine for a term of years, for the purpose of giving the forest an opportunity to gain lost ground and to prevent the complete extermination of the spruce tree by paper-makers. In the face of such a condition, where would be the wisdom of a prohibitive duty?

Even if the United States Government were to remove entirely the duty on Canadian lumber, the Ontario Legislature would not recede from the position it has taken in relation to the exportation of saw-logs. This fact is evident by the passing within the past month of an Order-in-Council prohibiting the exportation of pulp wood from the Dominion after April 30th next.

Our advice to the Michigan mill owners is to follow the example of one or two of their confreres and establish mills on the Ontario side of Lake Huron. They need have little hope of ever again being permitted to raft their logs across the water.

FREIGHT RATES ON CEDAR.

THERE seems to be much dissatisfaction among the lumber merchants of Ontario owing to what is claimed to be unjust discrimination against cedar timber products in the matter of freight rates. The railway companies, for some reason known only to themselves, charge a considerably higher rate on cedar products than on other classes of timber.

We are advised by Mr. E. Tiffin, general freight agent of the C. P. R., that on this road the rate on common lumber would cover shipments of cedar lumber, but that cedar ties, or timber, are carried only under special arrangements. The Grand Trunk Railway, it would seem, charge a higher rate on cedar lumber as well as on ties, posts and timber than that which is applied to other timber products. The publishers of this journal, desiring to give the Grand Trunk authorities an opportunity to explain their position, wrote the following communication:

TORONTO, January 18th, 1900.

General Freight Agent,

G.T.R., Toronto.

DEAR SIR,—Some of the lumbermen of Ontario have reported to us that your company apply a higher rate of

freight on cedar products, such as lumber, ties, etc., than is charged on other classes of timber products, also that no rate on such cedar products is quoted in your tariff circulars. Before making any comment on this subject, we would be pleased to have your views as to the correctness or otherwise of these reports, and if correct to learn on what ground such high freight rates are charged.

Yours respectfully,

THE C. H. MORTIMER PUBLISHING Co.

Below is the reply of the Grand Trunk Railway:

TORONTO, January 24th, 1900.

Gentlemen,—Replying to your favor of the 18th inst. it is correct that we do not carry cedar at the lumber rate. Our rates on lumber are as published in our lumber tariffs from time to time; our rates on cedar are our class tariff rates.

Trusting that the above supplies you fully with the information you require, we remain,

Yours sincerely,

A. WHITE,

Divisional Freight Agent.

It will be observed how non-committal is Mr. White in his reply. He does not attempt to give an explanation of the discrimination against cedar, but confines his remarks practically to the statement that such discrimination exists. The point which the writer and the lumbermen generally would like to have explained is the basis of calculation which places a higher rate on cedar than on other timber products.

While the trade in cedar products is thus handicapped by exorbitant rates, it also suffers from the absence of any definite rate as furnished by the railroad tariffs. None of the lumber tariff circulars issued by the Grand Trunk Railway since November 1st last, so we are informed, have deigned to quote a rate on cedar products. The result of this is that a manufacturer or shipper must communicate with the district freight agent or some other high official and ask to be furnished with the rate for a certain haul. This usually requires several days, and the prospective customer is kept waiting in the meantime when he may have secured his requirements elsewhere.

One or two instances might be given of the discrimination referred to. A rate was recently asked on cedar poles from the Owen Sound District to a point where the lumber rate is now 14 cents. The reply was that 14 cents was the best rate that could be given. From Warton to Toronto the rate on ordinary lumber is 7½ cents while that quoted on cedar lumber, posts or timber is usually about 12 cents, and in the same proportion to other points on the road.

This policy of the railroad companies has the appearance of coercion, and is undoubtedly an injustice to the lumber trade which should be remedied if possible. It is likewise a hardship to the farmer, who, for instance, requires a carload of cedar posts, to be compelled to pay such exceedingly high rates on this species of wood products. Now that the railway companies have advanced their rates generally in proportion to their views of the prosperity prevailing in the lumber trade, surely lumber manufacturers have reason to expect a just schedule on all timber products of common quality. It is significant that the railway companies are large consumers of cedar, but on this point we will defer an expression of opinion until the railroad companies are given an opportunity to explain their policy.

In the meantime, we invite correspondence on this subject from lumber manufacturers and shippers.