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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 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 trader 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 15 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.

DISCRIMINATION IN MARINE INSURANCE RATES.

LLOYD'S underwriters have discriminated against Canada in the matter of insurance rates. Such was the announcement definitely made within the past month. Mr. E. L. Bond, president of the Marine Underwriters' Association, Montreal, who returned recently from England, states that this course has been decided upon as the result of the losses which the insurance companies have sustained in the St. Lawrence, and that nothing short of great improvements in the route, such as lighting, buoying and signalling, will induce the English companies to reduce the present advanced rates. In comparison with last year, the advance is between twenty and thirty per cent.

This action on the part of the underwriters must seriously affect Canadian shipping interests. Yet we cannot question the right of the insurance companies to make such rates as are commensurate with the risk. The onus is upon the government of this country, who appear to have neglected to carry out such improvements as would have removed any possibility of conditions such as now exist. The improvements may now be undertaken, at no less cost than if carried out five years ago, while for one season at least shippers will suffer from excessive rates. Furthermore, it may be a difficult task to secure the restoration of the old rates even when the St. Lawrence route is improved.

From what can be learned, the discrimination is not confined to St. Lawrence ports, but

includes the ports of New Brunswick and Nova Scotia as well. This is certainly unjust discrimination. Because the navigation of the St. Lawrence is difficult is no reason why the insurance rates on vessels going to St. John, Halifax and other eastern ports should be advanced.

The extra rate charged in summer from St. John, N.B., as compared with Bangor, Maine, is said to be equal to a discrimination of ten shillings per standard on deals. A preference to this extent is given to ships going to ports of the United States, and by a British association. This looks like a reversal of the preferential arrangement.

THE BREACH WIDENING.

IN trade relations, Canada and the United States appear to be getting further apart. The negotiations by the High Commission having, practically, ended in naught, the people of this country are showing a desire for legislation on the basis of "Canada for Canadians." Never in the history of the country has so much interest centred in the lumber trade. Three weeks ago a deputation representing the Lumbermen's Association of Ontario waited upon the Dominion government and requested that the tariff be amended by placing an import duty of two dollars on lumber, 30 cents on shingles and 25 cents on lath. A strong case was presented, as will be observed by reference to abstracts, appearing elsewhere, from papers presented for the consideration of the government.

Opponents of the imposition of such a duty have endeavored to make capital out of the fact that very few of the Ottawa valley lumbermen were present at the conference. It has been said that they refused to join the deputation. On the contrary, they were not invited, not being members of the Lumbermen's Association, which the deputation represented. The Premier, in reply to the deputation, admitted the justice of their demands, but before committing himself, expressed a wish to hear from other interests concerned.

No opposition to the proposed duty is anticipated save from the consumers in Manitoba and the Northwest, and it would seem that there is little ground for objections even from this source. There is sufficient competition in the lumbering business in Canada to prevent prices being advanced beyond that figure which would give a fair margin of profit to the manufacturer, and when prices fall below that basis, labor must suffer as a consequence.

The case of the deputation has been greatly strengthened by a promise of the C.P.R. that if an import duty should be imposed freight rates on lumber between Fort William and Winnipeg would be reduced, thus permitting the Georgian Bay lumbermen to supply the lumber which is now obtained from Minnesota. With such an arrangement, the probability of any advance in the price of lumber is very remote, and with this objection removed, the Dominion government will surely accede to the demands of the lumbermen, and thus place the trade in Canada on an equal footing with that of the United States.

Hon. Don. M. Dickenson has made the statement that the Secretary of the Treasury purposes prohibiting the importation of Canadian lumber

into the United States. This is not generally believed, as the Dingley bill provides for additional duty as a retaliatory measure, but does not give power to prohibit exclusively. Even if such action were taken, the United States would eventually be the greatest sufferer. As far as Canada is concerned, it would only stimulate the growth of wood-working establishments and pulp mills, and, while for a time our lumber manufacturers might be somewhat handicapped, trade would soon adjust itself to the changed conditions, and the building up of the industry upon proper lines would be the result.

PROBABLE ADVANCE IN LUMBER FREIGHT RATES.

THE CANADA LUMBERMAN has learned, from a reliable source, that the Canadian railroads are considering the question of advancing the freight rates on lumber, and that, while no decision has as yet been reached, there is a strong probability that some steps in that direction will be taken very shortly. It is not known what advance is proposed, but the railway authorities perhaps have in mind the restoration of the rates to the same basis as before the reduction was made a few years ago.

This information will no doubt be received with much surprise by the lumber trade, coming, as it does, at a time when efforts are being made to secure a reduction in the freight rate on hardwood lumber, thus placing it on an equality with pine. In the new schedule, if such is decided upon, we understand this inequality will be removed, but in a way which will not be acceptable to lumbermen. The rate on hardwoods will not be lowered, but on the other hand may be advanced, and pine lumber brought up to the same rate.

As far as can be learned, the railway authorities have singled out lumber as the commodity which could most easily carry the burden of additional freight rates. For what reason it is impossible for anyone conversant with the trade to imagine, but it is perhaps due to ignorance as to the actual conditions existing in the lumber trade. This supposition is strengthened by a remark made to the writer by a representative of one of the railways. It was to the effect that the lumbermen were particularly prosperous, and were accumulating great wealth—an envious position, which the lumbermen, unfortunately, do not occupy. Many of the hardwood manufacturers in Ontario, who would be most seriously affected by increased freight rates, owing to their dependence upon the railways, have in the last few years secured returns from their season's operations altogether inadequate in relation to the risk outlay of money, and amount of labor involved. The high price of logs, waste timber, and low price of lumber have prevented even the shrewdest mill man from making more than an average profit. What the lumber trade asks is, that instead of freight rates being advanced, the railways should assist in the development of the hardwood industry by giving lower rates, and thus permitting waste timber to be marketed and utilized in the manufacture of woodenware and other goods, instead of being burnt as fuel, as at present. By the adoption of this policy, the railways, the lumbermen, and the country generally would be benefitted.

So far as western Ontario is concerned, the