

and provides more employment for workmen than any industry except agriculture.

The importance of a short waterway to the lumber industry will be enormous. Vast quantities of material now left in the woods owing to cost of transportation will become available for export, and will swell the traffic to much larger proportions without trenching seriously on the supply. The country to be passed through possesses not only a large supply of pine, but also hardwoods, which are being used in increased quantities in the manufacture of furniture, in house finishing, etc. The great spruce tracts will also be opened up, and the development of the pulp industry encouraged.

The lumbermen in Algoma, Nipissing and other northern districts will welcome the completion of the canal. They will thus be enabled to reach their natural market at reasonable carrying charges.

As to the mining properties, we will quote from the prospectus of the company:

"Millions of acres of fertile lands in Northern Ontario now covered with timber will with the advent of cheap transportation fill up with settlers; and in Algoma, Temiscamingue and Nipissing districts many thousands of people will make homes. Lands now worthless, or held at a nominal figure only, owing to lack of transportation facilities, will at once acquire value approaching nearly to that of lands in the well-settled portions of the province. Mining and smelting operations, the requirements of manufacturing, and of the population will give rise to an ever-increasing demand for coal; and an important feature of the traffic in the near future will be the carriage of coal from Lake Erie points to points on the system and to French River as a coaling station for vessels engaged in the train trade, with return traffic of lumber and ores from the rich timber and mineral regions along the route; and probably also the carriage, as a return cargo, of Nova Scotia coal from Montreal to points along the route. Mining is yet in its infancy in the Ottawa country, but researches made up to the present time have shown it to be possessed of incalculable stores of mineral wealth. Within a few miles of the city of Ottawa are immense quantities of iron ore of great richness. The nickel and copper deposits of the Sudbury region are already famous. Several years ago experts who examined the deposits for the United States Navy Department estimated the ore then in sight at 650,000,000 tons, constituting the largest known supply. At many points the Huronian formation, which extends over an area of thousands of square miles, has been found to abound in minerals. Gold, silver-bearing galena, zinc, platinum, tin, molybdenum, graphite, apatite, mica and iron are found, and to some extent already mined. Fine granites, sandstones, roofing-slates, serpentine and dolomitic marbles, etc., are among the non-metallic mineral resources of commercial importance awaiting development; and the carriage of ores, building-stones, marbles, granites, etc., must in a short time afford the source of considerable revenue to the canals. The four items already mentioned—viz., grain, lumber, coal, and ores—constitute almost 90 per cent. of the commerce of the Great Lakes, and the bulk of the traffic of the Ottawa route will no doubt be derived from the same sources."

EFFECT OF THE CAR SHORTAGE ON THE LUMBER TRADE.

BELOW will be found the opinions of lumber manufacturers and dealers regarding the recent shortage in the supply of freight cars for the movement of lumber. The opinions were offered at the solicitation of the CANADA LUMBERMAN about the middle of October, and are based on individual experiences. Questions were asked as to the extent of the shortage, and whether it was the opinion that other goods had been given precedence over lumber.

IMPERIAL LUMBER CO., Toronto: "We cannot complain seriously of any delay regarding cars."

PEMBROKE LUMBER CO., Pembroke, Ont.: "We have no reason to complain of car supply from the C. P. R., but the Canada Atlantic Ry. has not supplied the demand at all satisfactorily."

ORILLIA EXPORT LUMBER COMPANY, Orillia, Ont.: "We certainly have suffered severely in our business for want of cars. We had orders placed weeks ago that remain unfilled, but cars seem to be more plentiful since the 15th inst."

J. E. MURPHY, Hepworth Station, Ont.: "I had most of my lumber marketed before the scarcity of cars occurred. For what little I have been shipping out, I have been fairly well supplied with cars, leaving no grounds for personal complaint."

J. D. SHIER, Bracebridge, Ont.: "We have, indeed, found the car supply far short of our wants. We have many orders ahead, in fact enough to keep us busy for several weeks. Until lately we do not think other freights got precedence. Now the grain trade is taking all the good box cars. Foreign cars are also scarce."

MICKLE, DYMENT & SON, Barrie: "We have suffered a very heavy loss by the shortage of cars, and in fact have been at nearly a standstill with our shipping. We have only been getting about one-eighth of the cars we need. The G. T. R. have been using the most of their flat cars for hauling gravel for their own use, consequently lumbermen had to go without."

THE GEORGIAN BAY LUMBER COMPANY, Waubesa, Ont.: "We have been furnished a very fair supply of cars during the season, at times not as many as we desired, but have no complaints to make on that score. Just now box cars are scarce. We presume this is owing to the rush of grain from the west. This will shortly stop, and we will then, possibly, get plenty for lumber."

RHODES, CURRY & CO., Amherst, N. S.: "Cars have been somewhat scarce in the lower provinces for all classes of goods. We think, perhaps, the lumbermen have fared as well as any other shippers. Personally we have had very little trouble about cars, as we are constantly unloading cars coming into us and also building new cars, most of which we have the privilege of loading up again."

JOHN H. EYER, Toronto: "We have not experienced any shortage, this fall, in freight cars, although we have shipped considerably more than in previous years. I attribute the satisfactory supply to the fact that we always have our cars handled smartly and released in good time upon their arrival at destination. We believe the railways keep a record of this and supply cars to those shippers who release their cars the most promptly."

GILMOUR & HUGHSON, Hull, Que.: "We have felt the shortage of cars in the most positive kind of way—an absolute famine. We have orders amounting to hundreds of cars, received in September and not yet shipped. We do not know how it is in other goods, but fancy it to be the same but in a lesser degree. We think there is no doubt the railways have given preference to other business that paid greater freight. And then, too, we think the Canadian railways have had so much business within the country that they would allow no cars to go off their own roads. The American lines knowing this, have refused to send them any cars, when they could get no Canadian cars in exchange. The famine has not been

confined to this country; it has been general over the whole continent. We think it is exaggerated in some parts of Canada."

RAT PORTAGE LUMBER CO., Rat Portage, Ont.: "We have not experienced any serious loss to our trade through a shortage of cars. We are situated on the main line of the C. P. R., about 300 miles west of Lake Superior, and as the C. P. R. have a large number of empty cars moving westward mostly all seasons of the year, they are only too glad to leave them off here to be loaded with lumber to be distributed throughout Manitoba, where they are again loaded up with wheat for Fort William."

HUNTSVILLE LUMBER CO., Huntsville, Ont.: "There has been a great shortage of cars, more especially flat cars, at this point for a long time. We have been urging the management both at Allandale and Montreal, but with little effect. We believe that this point being inland has not had a fair show, at least several of the buyers have informed us that they could get cars at any time at Georgian Bay points. We have been behind with our orders to the extent of 150 to 250 cars for some months."

MAITLAND, RIXON & CO., Owen Sound, Ont.: "Re shortage of freight cars to move our stock this season, would say we have up to date had no trouble to get cars, which may be accounted for in this way: A large lake traffic is done through this port, which necessitates the unloading of the large amount of both flat and box cars and leaves plenty available for local shippers. Besides this we have two very accommodating agents here on the C. P. R. and G. T. R., who are always looking after the interests of local shippers."

MASSEY-HARRIS CO., Toronto: "We ourselves have not had any great difficulty so far in securing a supply of cars for our outward shipments. We have had some difficulty in securing supplies of cars for lumber shipments inward, and our inspectors have sometimes been obliged to wait a day or two for cars. Up to the present time, however, we have not had much cause for complaint. We understand from coal shippers and iron shippers that they are having great trouble in getting supplies of cars. As to whether a preference is given to other goods over lumber we cannot express any opinion."

OLIVER LUMBER CO., Toronto: "The greatest shortage of cars that we experienced was foreign cars, having to wait sometimes for two or three weeks before we could obtain them. We are not aware whether the railroad companies have given precedence to other commodities over lumber. We have always been of the opinion that the railroad companies paid too much attention to through business to the exclusion of their local customers, and hauled commodities for a good deal less money than they would have made had they looked after their local trade. So far as our experience goes, we have had to refuse orders on account of want of cars."

A. F. BURY AUSTIN, Montreal: "We have never experienced, since we have been in business, such a shortage of freight cars to move our stock of lumber. My belief is that the railway companies have given other goods precedence over lumber. We have not been able to get sufficient cars for our lumber for export, and ocean steamers have been daily leaving this port without half the lumber space being filled which has been bought for lumber. The railways have made a rush for the grain traffic, for which no doubt they get a higher rate than for lumber. Again, the railway companies have been doing a good deal of construction work, which has utilized their flat cars, and it has been almost impossible to get a supply of cars to ship our dimension timber. The writer has still some very large contracts to fill for transportation, but we are at the mercy of the railways. We just have to take an odd car when it is given to us, and now that the lumber companies have had a short supply of cars, naturally a large amount of lumber has to be shipped, but the railways have taken good care to advance freight rates on lumber. We expect the lumber trade to be far better next year, and if we do not get better car service than we got this year, all lumbermen will be placed in a very awkward position. My impression is that the railway companies ought to provide a better car supply to the lumber manufacturers, as the railway companies get a very large revenue from the