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ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of 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 trade 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.

TO VISITING LUMBERMEN.

Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.

SPECIAL NUMBER OF "THE LUMBERMAN."

The November number of THE CANADA LUMBERMAN will be a "Special Number" as regards appearance, size, contents, and the number of copies to be printed. It will be attractive in appearance, large in size, and will be in an unusual sense representative of the lumber and wood-working interests of every part of the Dominion. It is the intention to place a copy of this issue of THE CANADA LUMBERMAN in the hands of every person in Canada who is known to be connected with the lumber and wood-working industry. Several hundred copies will also be mailed to buyers in foreign markets. Advertisers desirous of reaching the above mentioned constituency should write the publisher at once regarding space in this number. The opportunity to thoroughly cover the field at a reasonable cost is one which no wide-awake advertiser should miss.

OUR HARDWOOD SUPPLY.

THERE is evidence of the fact that under the direction of Mr. Southworth, the Department of Forestry in connection with the Ontario Crown Lands Department will do a more valuable work in the future than in the past. Systematic methods of collecting and compiling information relating to the timber resources of the province are being adopted and put in operation, from which in the near future good results are likely to be seen.

One direction in which the Department might expend useful effort, would be in locating the districts in which hardwoods grow, and in collecting data regarding the extent of the available supply of each particular variety of hardwood. There exists at present an ill-defined idea that the province has a considerable supply of hardwood. Just where it is to be found, and where to look for a particular variety, are matters of the greatest uncertainty to lumber buyers both at home and abroad. Information on these points would be of the highest value, and will, we trust, be made available by the Forestry Department before many years shall have passed.

Hardwoods are becoming increasingly valuable, and if the extent and character of our resources were known, we should be in a position to estimate their present and future value.

METHOD OF LOADING LUMBER ON CARS.

Much ignorance and carelessness may frequently be observed in the manner in which lumber is loaded on cars. From this results loss and annoyance to both shippers and the railway companies. Thirty thousand pounds is the minimum weight fixed by the railways for a car of lumber. If the shipper permits his men to guess at the weight instead of arriving at it by some exact process, the cars will often be underloaded, and a percentage of the money paid as freight charges will be thrown away. In the event of cars being subjected to an overload, as frequently happens where guesswork methods are employed, the stakes are liable to give way, causing damage and delay both to shipper and carrier.

With the object of lessening the annoyance and loss arising from ignorant and careless loading, the Master Car Builders' Association of the United States has formulated certain rules for loading, including tables showing the maximum height for loading different kinds of green lumber, based on the ordinary width of cars between stakes, of 8 feet 6 inches. Following is a digest of the general instructions as to loading:—

1. When two or more cars have to be used to carry a lading, the consignee and destination of all the material must be the same. When more than one car is used the lading must always be kept clear from the floors of the cars, whether a carrying car or an idler. Both cars carrying the load must be considered for the same capacity as the one of lesser capacity. Flat cars must always be used for loading lumber too long for one car. On single cars or the extremes of a group of cars, the lading must not extend beyond the end sills.

2. If the lading consists of piles or telegraph poles or other round timber, they must rest on bearing pieces not less than 10 x 10 inches in section and be loaded with the butts and tops alternating, and if the lading occupies two or more cars, each tier must be separated by strips over the bearing pieces and must be well wrapped with wire around the middle and both ends to prevent the shifting, and in all cases there must be two pairs of stakes at each end of lading, and securely fastened.

3. Where the lading projects so as to necessitate the use of an idler, and there is sufficient material in one consignment, another car may be loaded in reverse order and one idler serve for both cars, and the space between projecting ends may be utilized to load the idler with short lumber; but in all cases there must be at least two

feet between the ends of such loadings. The lading of the idler must not exceed two-thirds its marked capacity.

4. Where the dimensions of bearing pieces are not otherwise specified, they must not be less than 8 x 8 inches in section, and extend the full width of car. They must never be placed between the bolster and the end of the car, but either between the bolsters or directly above them. When there is but one bearing piece it should not be less than 22 inches from the centre of bolster.

5. Where maximum weights are not specified in these instructions, the usual excess will be allowed.

6. All stakes must be sound, straight-grained lumber, free from knots (hardwood preferred), and of full size to fit stake pockets. Care must be taken to keep the stakes from spreading at top while cars are being loaded, and in no case must the load exceed the width of the car.

7. Opposite stakes must always be fastened together. In cases where the lumber is confined to one car and does not project beyond the end, the stakes should be secured at the tops, either with wire or boards. In cases where the load projects beyond the end of a car or is carried in two or more cars, the stakes must be secured at the tops with wire, but if the load exceeds three feet in height, the stakes must be secured at the middle with wire and at the tops with either wire or boards. The wire used should be equal to six strands or three wrappings of No. 8 telegraph wire, and the stakes must be notched to prevent the wire from slipping. When boards are used there must be two to each pair of stakes 1 x 4 inches in section, securely nailed to each side of the stakes with not less than two 10-penny nails on each side and end. When stakes are wired at the middle there should be a bearing piece across the lading of such size as to keep the material apart sufficiently to protect from injury by these wires.

8. All cars must be loaded so as to leave not less than 18 inches between ends of lumber and brake shaft, so that brakes will be operative—one brake for one or two cars and two brakes for three or five cars.

THE RELATION OF THE CANADIAN LUMBER MANUFACTURER TO THE CANADIAN WHOLESALE.

THERE has been a tendency of late, on the part of Canadian manufacturers of lumber and American buyers, to deal direct with each other, passing by altogether the Canadian wholesale dealers. This tendency is naturally viewed with dissatisfaction by Canadian wholesale merchants, who claim that not only does it deprive them of business, but that no advantage results from it to the manufacturers. Canadian wholesalers advance a number of arguments to show that the manufacturer would better serve his own interest by disposing of his product through wholesale dealers in the home market.

It is pointed out that the small manufacturer especially has but limited opportunity of finding out the character of the foreign buyer and of satisfying himself of his integrity and financial responsibility, and that consequently there is great danger that he may fall into the hands of unscrupulous and irresponsible men whose object it is to get possession of stock which they have no intention of paying for. The columns of the LUMBERMAN for several years past bear witness to the fact that this argument is not without foundation, as not a few of our lumber manufacturers have learned to their cost. This much may be said without the inference being drawn that all or even the majority of foreign buyers are men of this description. The difficulty is to steer clear of the "sharks."

The Canadian wholesaler reminds us also of the fact that there is great diversity in the methods of classification of lumber as between Canada and the United States, and also as between one market and another in the United States, and that stock shipped without a very distinct understanding is liable to be culled to an extent which will greatly depreciate its value. In case of misunderstanding, as to grading, the manufacturer is likely to be put to a great deal of trouble, and stands to lose a considerable proportion of the profit which he had counted on making on his consignment.

The Canadian wholesaler argues that in view of