

EDITORIAL NOTES.

APPARENTLY the British timber market is not to be disturbed by an import duty, as Sir Michael Hicks-Beach, Chancellor of the Exchequer, has submitted his budget, which contains no provision for a tax on timber. To some persons this is a surprise, as there was a firm conviction in certain quarters that a duty would be imposed. This is evidenced by the fact that insurance rates against the imposition of the tax rose to 30 guineas per cent. While Canada would not likely be seriously affected by such a duty, it is a matter of gratification that none has been imposed, as it would necessitate a certain readjustment of the timber business.

THERE is said to exist a slight prejudice against the use of spruce lath on the ground that sometimes they discolor the plaster. Recent inquiries from leading contractors in the Maritime Provinces would seem to disprove this contention. Messrs. B. Mooney & Sons, of St. John, write they have never seen any stain or discoloration from spruce laths, and that, when clear of sap and wane, they give good satisfaction. In the eastern markets, including Boston, New York, and Philadelphia, spruce laths made from slab stock bring higher prices than any other. It is claimed that pine laths containing knots or balsam will discolor the plaster, whereas this drawback is not met with in the case of spruce. As the merits of spruce laths become more generally known a greater demand for them will develop.

A VOLUNTARIES report on railway commissions and railway rate grievances was presented to the Dominion Government last month by Prof. S. J. McLean, commissioner appointed for that purpose. Prof. McLean has evidently thoroughly investigated the question, and his report seems to confirm the contention that there is room for improvement in the regulation of railway rates and traffic. Acting upon his recommendation, Hon. Mr. Blair has introduced a bill in the Dominion Parliament providing for the appointment of a railway commission and to amend and consolidate the existing railway laws. The commission is to consist of three persons, one a lawyer of large experience and some knowledge of railway business, another an experienced railway man, and a third a man with large knowledge of general business. This board will replace the existing railway committee of the privy council, and in it is to be vested power to fix all traffic rates on railroads and lakes, rivers and canals. While the appointment of this commission is not likely to lead to the redress of all grievances, it is in accord with popular sentiment, and will probably result in securing more equitable rates for all classes and localities.

THE papers relating to pulp wood and pulp wood logging published in this number, in conjunction with the one in the April issue by Mr. Joly, are valuable additions to the literature of interest to pulp companies. They contain many instructive points, not the least of which is Mr. Joly's observations regarding

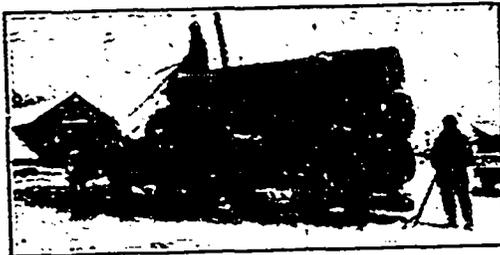
the growth of spruce, a question on which opinions differ. Mr. Joly holds that nine years will be required for spruce to grow one inch in diameter on land not cut over, and seven years when the land has been cut over. This is a slower rate of growth than is usually calculated. Mr. McGibbon offers some valuable hints regarding logging methods. His experience that the diameter regulation for cutting should not hold good under all conditions, but should be subject to variation under certain physical conditions, is borne out by Dr. Fernow, director of the New York State College of Forestry. Mr. McGibbon advocates restricting the territory allotted to jobbers and the exploring by competent persons of all territory before it is cut upon, with a view to adopting the most economical methods of cutting and of giving consideration to forestry conditions. A strong objection to giving contracts to jobbers is shown to be the disposition to waste timber, as the contract specifying, as it usually does, logs of a certain length, the jobber will leave all shorter logs in the woods, whereas if the pulp company were conducting the operations itself, these logs would be taken. By the former method there is not only the loss to the company, but the government loses the dues on the timber which is left in the woods.

NATIONAL HARDWOOD LUMBER ASSOCIATION.

The next annual meeting of the National Hardwood Lumber Association will be held at St. Louis, Mo., on May 15th and 16th. In pleading for a large attendance the secretary says: "It is especially desirable that the coming meeting be thoroughly representative and that every section and department of the trade shall have a voice in its councils. The inspection rules will be considered and passed upon. Sentiment is divided as to whether the rules should be amended or left as they are, but it is practically unanimous that whatever action is taken should be final. No department of the trade can afford to be unrepresented in the deliberations upon this matter."

LOAD OF PINE LOGS.

Below is a reproduction of a mammoth load of logs recently received at Mr. J. R.



Booth's mill at Ottawa. The six logs on the load contain 14 standards, equal to 3,500 feet board measure. The logs were made 141 miles from Ottawa and railed to Ottawa next day, and sawn the following day.

A CANADIAN SAW LOG.

The illustration herewith is a reproduction of probably the largest pine saw log that has passed through an Eastern Canada saw mill in recent years. It holds the record in Mr. J. R. Booth's lumbering experience covering a period of 45 years. The log was seven feet in diameter at one end and 51 inches in diameter at the other. It was cut on Mr. Booth's limits near Madawaska, 181 miles from Ottawa, and brought by rail over the Canada Atlantic Railway to the Capital, where it reached the



A CANADIAN SAW LOG.

saw 24 hours after it left the stump. The log was too large to be sawn in the mill. About 6 inches had to be removed before it could pass under the upper saw guard.

MANITOBA TIMBER RESERVES.

Mr. E. F. Stephenson, of Winnipeg, furnishes the following list of the timber reserves in Manitoba, and their areas:

	Acres.
1. Riding Mountain reserve, approximate area	927,376
2. Moose Mountain (Assa) reserve, approximate area	103,760
3. Turtle Mountain reserve, approximate area	70,400
4. Spruce Woods reserve (near Carberry) approximate area	151,040
5. Lake Manitoba, West Tuelon reserve, approximate area	159,360
Total	1,411,936

LOST A CONTRACT.

A South African correspondent of the Toronto Globe writes as follows: "I remember a prominent Canadian out in this country had the option of giving a large contract. He knew that there were many firms in Canada willing and able to fill the contract, but could not recollect their names. I went over to the Government Library at Pretoria with him, to see if we could find any advertisement in The Canadian Magazine giving us the names we wanted. Oh, no; we could find no advertisement. We then looked in Montreal, Toronto and Ottawa papers, but there was no hint. All these cities had the factories that could have filled the contract, but none of the factories had enough enterprise to advertise in any of the papers one would meet outside of Canada. The contract, of course, went to Australia, whose business men have agents in this country hunting for a market, and finding out the exact requirements of their customers. I think we are supposed to have an agent in Cape Town, but as one can never find him, and as no one ever sees or hears him in connection with commerce, it is hardly to be wondered at that we get none of the trade that legitimately belongs to us."