CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

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BY
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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.

Especial 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.

THE DUTY ON BOOM LOGS.

ATTENTION has been directed again to the question of the duty on boom logs, through a letter sent out by Mr. Wallace, Controller of Customs, instructing collectors to collect duty on boom logs and chains, used in the towing of logs from the Georgian Bay waters to Saginaw. This matter caused some irritation, it will be remembered, between the governments of the United States and Canada in May and June last, with the result that the order to exact duties was withdrawn. The supposition was that the order had been rescinded and that we would hear no more about the matter. This, however, does not seem to have been Mr. Wallace's intention. He states that he simply suspended the order and referred it to the Department of Justice. In the interval he has been engaged in other duties and for a time was out of the country. Now, that he has returned, the matter comes before him again with the decision from the Department of Justice that the regulation is quite legal, whereupon Mr. Wallace has taken steps to see to its enforcement. In an interview on the subject the Controller took the ground that it was a simple matter for United States lumbermen to escape payment of duty by complying with section 14 of the customs act, which reads partly as follows: "Any goods or packages being the growth, produce or manufacture of Canada, and having been exported therefrom and intended to be returned, may be admitted free of duty on being reimported into Canada, provided such goods or packages are branded or marked by the collector of customs on being exported." Logs being cheaper in Canada than in the United States, Mr. Wallace suggests that lumbermen make their booms out of Canadian logs. So far as the duty on the chains used in their construction is concerned these are subject to a duty of only 5 per cent., which is not a serious matter. It has been pointed out by an Ottawa correspondent of the Globe: "That as the regulation works both ways the owners of the tugs and booms will be between two fires, because if they comply with section 14 of the Canadian customs regulations they will render themselves liable to pay customs duty on the United States side, so that if they got rid of their American made booms to escape Canadian duty they would bring themselves under the dutiable list of the United States. Under the Wilson Bill the booms would be subjected to the duties imposed on iron chains, because where an article was made of two or more materials it is assessed at the highest rate at which the same would be chargeable if composed wholly of the component material of the cheap value. As iron is material of greater value than wood the iron duties would probably be applied."

It is unfortunate, in connection with tariff affairs, that there should constantly be some trifling matter of this kind cropping up. Commerce at the best is tenderly sensitive and does not usually benefit by the application of irritating forces. It will be a happy day, and one which will, perhaps, as much as anything else, bring commercial prosperity, when governments will learn the lesson that in tariff legislation, above all other classes of legislation, when conditions are fixed they should remain fixed. Whether one may have held to the opinion, prior to the passage of the Wilson Bill, that an export duty should have been placed on logs going out of Canada, or that these should have remained free, there was only one opinion among the level-headed men of the lumber trade, irrespective of political leanings, that an injury was done to the trade in Canada at the time that the Minister of Finance, without saying anything more, stated that he was seriously considering the question of reimposing the duty on logs.

A similar view is taken of the present movement on the part of the Controller of Customs. At the most, the matter is not of any great moment, and the order having been withdrawn at the time, should have remained in that position for all time. The towing season, of course, is practically over for the present, so that it is hardly likely that immediate trouble will ensue. But the Controller's action will remain as a sort of challenge throughout the coming months to the United States government, and in place of helping to solve any differences of opinion that may exist in regard to the details of the tariff, as applied to lumber, and there are yet some points that are not practically clear to the trade, it will serve as a condition to widen these differences.

The temper of United States lumbermen, as reflected through the trade journals of that country, would indicate that at the next meeting of Congress efforts will be made to secure an amendment to the Wilson Bill, which would permit of retaliatory measures from Washington in the case of such action as has at present been taken by Controller of Customs Wallace. One must, of course, take with a grain of salt statements made under circumstances of the kind, but even if modified they go to confirm what we have contended for in these comments that the effort of governments in all such cases should be to allay irritation, rather than to intensify it. The difficulty that exists in British Columbia, through cedar being placed on the dutiable list, and which will probably come before Congress at Washington in some shape will not be helped, so far as Canadian interests are concerned, by this trouble over boom sticks.

LUMBER FREIGHT RATES.

THE reductions that have been made by the Canadian Pacific Railway in freight rates on lumber from Rat Portage and Keewatin to Winnipeg and other points will be acceptable to the lumbermen of that district. Local trade, at least, will be helped. There is room for a general agitation at almost every point for more favorable freight rates from the railways. The burden of heavy freight rates is handicapping the lumber trade of this country. At a conference of the boards of trade of New Brunswick, held at St. John, N. B., within the month a resolution was passed calling for a special lumber rate on the Intercolonial railway from the North Shore points during the winter season to the open winter ports of the Maritime provinces as a means that would add greatly to the business of the railways, and would largely develop the export lumber trade and enable that section of our province to participate in the Canadian export lumber trade to the United States, West Indies, and South American ports in the winter season. In the Ottawa district, were it not for the Canadian Atlantic Railway, and other local lines built largely by lumber capital, the shipping trade there, would be handicapped even further than it is to-day. The complaint comes to the LUMBERMAN from one of the largest lumber shippers in the east, that it would be a sorry position for the lumber trade if they were dependent absolutely on our two great railways. This is a condition of affairs that calls for a determined protest from the commercial interests of the country. The country has richly endowed these railways and enabled them to occupy the position that they do to-day. It is about time that a measure of gratitude was shown and rates made favorable to large shippers. The answer is at hand, of course, from the railways, that their rates are as low to-day as the extent of the traffic that comes to them will permit. A reduction of these rates will extend that traffic, expand the business of the country, widen the outlet in many different ways, and in the growth of commerce through these means no one interest would ultimately be more benefited than our large railway system. The reduction in the Northwest alluded to represent 5½c. per 100 lbs. on C. P. R. rates on lumber from Rat Portage to Manitoba points, and 11c. per 100 lbs. from Fort William on the same commodity.

EDITORIAL NOTES.

THE adage is an old one that with the majority of men, the stable door is not usually locked until after the horse is stolen. After the number and extent of the losses suffered during the past summer through fire, the advice to lumbermen to keep well insured seems rather foolish. But it is by bitter experience, only, sometimes that human nature profits, and the severity of the losses in this manner should emphasize the necessity for every lumberman going at once into the matter of insurance: figure how this compares with the value of his plant and then having fixed his insurance, henceforth watch carefully as the premiums come due, and do not get caught with a fire twenty-four hours after a policy has expired. We write these lines in the interests of the lumbermen and without a brief from any insurance company.

A STRONG company is that which has been formed under the title of the New York and Canada Lumber Co., Ltd., with Mr. Geo. E. Dodge, president; Mr. Titus B. Meigs, vice-president; Mr. Robt. M. Cox, of Liverpool, Eng., director, and Mr. Guy E. Robinson, general manager and treasurer. The offices of the Company are at 18 Broadway, New York. The thoroughly cosmopolitan character of the lumber business is shown in just such announcements as this. Its international character is indicated by the number of lumber concerns to-day operating in Canada and the United States, composed jointly of Canadian and United States capitalists. In the case of the new company named, we have a well-known English lumberman constituting one of the company. The size of the average lumber transaction and the fact that lumber finds its way into almost all parts of the world ought to constitute it a missionary agent of considerable influence in making the people of one country acquainted with those of other countries, and it will, no doubt, have a tendency to broaden the views of all who have anything to do with this important commercial product. At the time of the World's Fair, a year ago, we had occasion to note the visit to Ottawa of three prominent lumber merchants from Turkey, whose mission was to inspect the lumber of that district, having learned of its excellent quality, with a view of forming a business connection. Last month a visitor to our lumber markets was here from South America, and so it is, that through its lumber resources this country becomes widely known abroad and the conditions that apply here, as we have intimated, also apply elsewhere. The term of ridicule that in times past had been applied to Canada, as a "blawsted wooden country" is one that can be borne with good grace under all these conditions.

An Ottawa lumberman says: As much speculation has been indulged in as to the value of lumber piles, an expert's opinion might be given. Each complete lumber pile contains variously between from 16,000 to 20,000 feet, and the value of the contents ranges from $7, the lowest grade, to $30 per 1,000 feet of the very highest grade.