

## CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trade. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## DISCRIMINATION AGAINST THE HARDWOOD TRADE.

HEPWORTH, ONT., Jan. 9th, 1899.

To the Editor of the CANADA LUMBERMAN:

DEAR EDITOR.—I was pleased to notice in your January number that a brother lumberman had taken up the question of freight discrimination against hardwoods, and also to read in a previous issue your editorial on the same subject. There are three conditions, most unjust ones, that so long as they exist will deter lumbermen from operating in hardwood forests, when anything else is available. The first is the most unaccountable, viz., the discrimination in freight charges. The second is the extremely hard inspection on export stock, and the third is the faulty nature of hardwood, which results in at least 25 per cent going to the wood-pile. You are not allowed to ship it as low grade lumber with pine or other culls without being charged the discriminatory rate of freight.

For the benefit of your readers, among whom I trust are some railway officials, I will relate an experience of my own that occurred about four years ago. That year I had handled a very large stock of hardwood, my lumber yard was in a very congested condition with the culls and rejects from the stock, and I wanted the room for new stock. I could not sell the culls and rejects as lumber for anything, so I applied to the railway people for a reduced rate (the wood rate), offering to sell it as wood, it being dry beech, maple and birch. I could not get the reduction unless I cut it to 4-ft. lengths, which entailed too much labor. A Buffalo dealer came my way and I showed him over the piles and sold him seven cars, filled to their utmost capacity (no measurement being made), for five dollars per car. On this grade of lumber the buyer had to pay 10 cents per 100 lbs. to Buffalo, as against 8½ cents on good pine lumber. Under such conditions as these, is it any wonder that the hardwood trade is not what it ought to be?

Notwithstanding the strong demand there is for rock elm lumber from local and foreign industries, I prefer selling my timber to square timber men and allow my mills to stand idle rather than face the conditions above mentioned. Hardwood square timber, I understand, is earned on a specially low rate to Toronto, where it is rafted to seaport at Quebec.

Thanking you in anticipation of giving space for the above, I remain

Yours respectfully,  
"MANUFACTURER."

OWEN SOUND, Jan. 10th, 1899.

Editor CANADA LUMBERMAN:

DEAR SIR,—In the last monthly issue of the CANADA LUMBERMAN there appeared a letter from Owen Sound, signed "Hardwood." I am pleased to note that friend "Hardwood" has, with others, become interested in this important matter, and hope our combined exertions may bring more quickly into effect a uniformity of freight rates, the lack of which has hitherto been the source of so much annoyance among hardwood lumber dealers throughout Ontario.

It is, I believe, an acknowledged fact that our Canadian railroad companies make a specialty of dealing more unjustly with lumbermen than with other classes of people, for not only do they discriminate unfairly in hardwood freight rates, but also in passenger rates; and it is most surprising that managers of such corporations, whose existence depends so largely on lumbering operations, should allow such a state of affairs to exist. Compare the position of the lumberman with that of the stock dealer. The freight bill of the former exceeds annually by 90 per cent. that of the stock dealer, yet the latter, when shipping to Toronto or Montreal, as the case may be, is presented with free passage to destination, where he completes his business, and is then granted return passage home at the rate of one cent per mile. Of course, to offset this, the railway companies may offer as an explanation that in consequence of stock being classified perishable, it is necessary for a man to accompany the stock, so as to be on the ground to receive same at destination. But is it not of vastly more importance for the lumberman to accompany his consignment, and is he not entitled to equal or even greater privileges, having so much more money at stake. We have to assume the responsibilities of shortages or losses in transportation, together with small margins and extreme freight rates, and occasionally, if not frequently, we meet with unscrupulous dealers, and are compelled in such cases to follow our lumber to its destination to secure settlement, and in event of such misfortune we are allowed to travel at the rate of three cents per mile, or in other words, we are granted the same privilege when travelling as a person whose patronage to the railway company amounts to probably less than fifty cents in a year.

While we do not ask for anything unreasonable, yet we feel that such discriminations are grossly dishonest, and should such important matters as mentioned by your correspondent "Hardwood," together with the above, be fairly and intelligently submitted to the railway companies, they should at once see the ridiculous imposition and offer some redress. I think we might reasonably

expect a grant of equalization in lumber rates and a passenger rate of say two cents per mile. Hoping to hear from others who are equally interested,

I am, yours truly,  
"SHIPPER."

OWEN SOUND, ONT., Jan. 7th, 1899.

Editor of the CANADA LUMBERMAN:

DEAR SIR,—Even at the risk of appearing as if Owen Sound lumbermen wish to monopolize your reading pages, as they evidently do the advertising pages of your weekly, the writer must add a word of approval to "Hardwood's" letter in your January number.

To one familiar with the facts of the case, it is little less than astounding that the hardwood shippers and mill men have borne such unjust discrimination so long, and it argues poorly for the intelligence of the hardwood men generally, when they look for relief to the Pine Men's Association. The injustice that is being done us can best be stated by giving an example of how present rates work. The writer being a hardwood shipper, loads an ordinary box car with maple lumber, average weight, 4½ lbs. per foot, loading 9,000 feet; weight of car, 40,500 lbs.; rate to Buffalo, Tonawanda or Suspension Bridge, for shipment east or elsewhere, 10 cents per 100 lbs.; cost of shipping this car, \$40.50; average cost per M, \$4.50.

My pine colleague loads a car of pine for same point, putting on 10,000 feet; weight of same, 27,000 lbs.; rate to same points as above, 8½ cents per 100 lbs.; freight on above, \$22.27; average freight per M, \$2.22, or slightly less than half of what it costs us to ship hardwoods to the same points. And remember that the railroads performed exactly the same service in each case, and even in case of accident or damage to the shipment, the value of the pine shipment would undoubtedly be more than the hardwood shipment.

The above needs no comment, as it speaks for itself, but now stirred by the protests of the hardwood men in the association, the pine men have interested themselves, and you remember the old saw, "The mountain labored and brought forth a mouse"—they are trying to persuade the railroads to lower the rate for export lumber, something that will not benefit the average shipper an iota.

I am not blaming the pine men; they understand their business, and know that any change in rates would not benefit them in any way, while, if they were equalized, they would harm them, but what I am kicking at is for hardwood men to entrust them with the doing of OUR OWN business. I would suggest that a meeting be arranged between all the hardwood men that can be got together (even a few would suffice), to appoint some competent man to stir up the shippers and mill men (for in these days of fierce competition, what will help one will help the other). This can be done by correspondence, at little cost, and the writer will gladly pay his share of the expenses of the campaign.

Respectfully yours,  
HARDWOOD SHIPPER.

PARKERSVILLE, ONT., Jan. 9th, 1899.

Editor CANADA LUMBERMAN:

DEAR SIR,—I notice in your January number a letter from "Hardwood" Owen Sound, respecting the rate on hardwood lumber. There should be no time lost in bringing this to the notice of the railways, as a great number of small mills erected for the purpose of manufacturing hardwood have been forced into bankruptcy and idleness by the high freight rate and low prices. The railways should favor the small mills—they go back several miles from the railway and work up timber that cannot be got to market any other way. The price of maple and birch has been from \$10 to \$11 per M. f.o.b. cars for common and better culls, of which there are about 30% not saleable. The contentions of the railway authorities that hardwood lumber is more valuable than pine is quite absurd. I hope other mill men will make themselves heard.

Yours truly,  
W. PARKER.

## INVITATION TO THE HARDWOOD TRADE.

CINCINNATI, OHIO, Jan. 13th, 1899.

Editor CANADA LUMBERMAN:

SIR,—I desire to congratulate you upon your able editing under the head of Valuable Lumber Associations, in your issue of January, this year. I also notice that you have part of the rules of The National Hardwood Lumber Association that applies to the different kinds of lumber manufactured in the Dominion, which your people in common are interested with us in this country. There are a great many different kinds of lumber that are shipped from the United States into the Dominion which doubtless your constituency would desire to be conversant with, and if it is not too much trouble I would ask that you publish the balance of the list. We desire it distinctly understood among the manufacturers and wholesale dealers of the Dominion of Canada that we would be most pleased to have them become members of our National Association, as they, like us, are as much interested in uniform inspection throughout the world as we, as that is the object of our Association. It will certainly be a matter of great pleasure to the manufacturers and wholesale dealers who consign their stock to buyers or sell at home on these rules, to know that this Association now numbers among its members some of the largest and best of the manufacturers and wholesale dealers of the

United States, and it is rapidly growing. Many cities in this country have adopted it as their standard of inspection, and from the present outlook it will not be long before, in all probability, it will be universally adopted. These rules are subject to a change at any meeting of the Association, and there is no reason why the people who are interested in Canada should not have a voice in their changes as well as our members here.

The dues are three dollars per annum. The next meeting will be held on July 13, 1899, at Charlevoix, Mich. It will be certainly a pleasure to have as many of your people attend this meeting as possible, and a cordial invitation is hereby extended to any manufacturer or wholesale dealer in Canada. All remittances should be made to A. R. Vinnedge, Secretary, The National Hardwood Lumber Association, Division and North Branch Sts., Chicago, Ill.

Trusting that you will give this matter all the publicity possible, I am,

Yours truly,  
The National Hardwood Lumber Association,  
W. A. BENNETT, Pres.

Lack of space in this issue renders it impossible to publish the balance of the rules referred to by Mr. Bennett. This we may do at some future time, should we consider them of sufficient interest to the lumber trade in general.—THE EDITOR.

## LUMBERMEN'S ASSOCIATION FOR THE MARITIME PROVINCES.

ALBERT, N.B., January 16th, 1899.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—In reference to the formation of a Lumbermen's Association for the Maritime Provinces, we have often wondered why such an association was not formed long ago. Some few years ago we were the instigators in getting together at Moncton, N.B., a few of the lumbermen from Nova Scotia and New Brunswick to talk over the much discussed sawdust question, that was then agitating our minds. We had quite an enthusiastic convention, and a large delegation from both provinces, but we noticed that a large percentage of the heavy operators paid no attention to the meeting. Our opinion is, that if some of the leading lumbermen in both provinces would take a little interest in the matter and call a convention, they would find a representation at the place of meeting that would astonish them. You can understand that for any of the small operators to notify Mr. A. Gibson or Senator Snowball, or others we might mention, to attend such a meeting, would avail nothing, because they would pay no attention to the notice. But, on the other hand, if such men as these would notify the small operators, such as ourselves, we would be certain to attend, and the formation of an association would be the result. Without such men as we have mentioned, the association would not be a complete success. Our humble opinion in the matter is, that a "Lumbermen's Association" would be of incalculable benefit to lumbermen generally, and we would be only too glad to assist in any way possible to bring about such an organization. We would be pleased to hear from others, and to learn their views.

Yours truly,  
C. & I. PRESCOTT.

## OBITUARY.

J. LARKIN COOK.

Mr. J. Larkin Cook of the firm of Cook Bros., lumber merchants, Toronto, died at his home a fortnight ago, in the 73rd year of his age, as the result of a complicated illness of some years duration. The firm of Cook Bros. consisted originally of the late J. W. Cook, ex-M.P., of Williamsburg; George Josiah Cook, the present president of the firm, and the deceased. They succeeded to the business of the late Captain George Cook, who established it about 100 years ago, and was one of the first manufacturers to export timber from Quebec to the old country. Deceased was a brother of Mr. S. S. Cook, ex-M.P.P. for Dundas, of the late Mr. J. W. Cook and of Mr. H. H. Cook, ex-M.P. for East Simcoe. The family was of United Empire Loyalist stock, and as far back as the establishment of responsible government in Ontario took an active part in promoting Reform views. From 1828 until the era of responsible government an uncle of the deceased, Captain Fred Cook, and a Mr. Shaver represented Dundas county. The father of the deceased fought at the battle of Crysler's Farm in 1813, and for his services obtained the Victoria medal. He also fought in the war of the rebellion of 1837 on the side of the administration. The late Mr. Cook married Miss White daughter of James White, of Dalton, Simcoe county. He never occupied a public position in politics, but he was an active supporter of the Reform party. As a business man he was successful and energetic.

Mr. T. J. Aquin, ex-Mayor of St. Henri, Que., is dead, at the age of 52 years. Ten years ago, in company with Mr. L. P. Itzweire, he established a sash and door factory and planing mill, which developed into an extensive business.

Mr. William A. Ralph, one of the best known lumbermen's agents on the Ottawa River, died in Ottawa early in January. Deceased, who was 64 years of age, had been for twenty years in the employ of William Mason & Sons. Upon the dissolution of this firm a few months ago, Mr. Ralph engaged with the E. B. Eddy Company.