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H. P. ECKARDT & CO.

Wholesale Grocers

TORONTO

careful thought. It is a difficulty in which lumber does not stand alone, but which is just as real in other lines. We can and do give to the C.P.R. the greatest consideration and sympathy, and believe that they are perfectly frank and honest in their endeavors to meet the situation. We know that mills have sprung up on every hand, just as the opportunity arose, and mainly at the judgment of the lumberman, and of necessity without, very often, serious consideration being given to the railroad. For every mill thus started the question becomes one, not only of additional transport demand, but the company are also face to face with the problem of landing sufficient empty cars at such places to meet the demand, which may often mean transporting empty cars several hundred miles in order to collect a cargo, and we doubt not this accounts for, in great measure, the apparent heavy freight charges; with the further difficulty that cars are often consigned to points where it is impossible to obtain return cargoes. That these are real difficulties and not imaginary, must be palpable to all who have had to do with transport arrangements, even in a limited way.

There are other difficulties, such as the make up and weight of a train, which perhaps have more to do with "time" than "charges", and which we merely mention as being part of the necessary organization. The cause, however, which has led up to and is responsible for the present state of things, is without doubt the abnormal expansion of Manitoba and the Northwest Territories, an expansion which, there is every reason to anticipate, will not only continue, but increase with still greater proportions. It is evident, therefore, that in the interests of the Dominion at large, the present transport conditions 'ought' to receive the immediate attention necessary for the relief of present conditions. That it can be done is the candid belief of all well informed business men. That it "must" be done is the unanimous voice of all concerned.

It is not within our province to attempt to run the transport companies of the Dominion, but we fail to see what benefit could possibly accrue by the C.P.R. or any other transport company entering the field of competition, now already large, in the lumber industries, when the real question is one of "delayed" or "congested" transport and by no means that of lack of supply.

Attention has been directed to the Western Retail Lumbermen's Association, and exception taken to its wide-spread influence. It has been established many years and has been the means of cementing the interests of the various branches of the lumber trade, and it appears to have done an excellent work in raising the tone and conditions of the industry from start to finish. And, as far as we can gather, could never at any time be considered as a combine, or for the controlling of price. That it should at the outset have guarded its membership is not to be wondered at when due consideration is given to the fact that, at that time, the trade looked well like being overrun by irresponsible men, who were neither good for credit nor capable at the business, and it became a serious question to the manufacturer to carry such men over from season to season, as had to be done. Probably these conditions are not now existent. There is full evidence of the continual addition to the ranks consequent upon the opening up of new opportunities,

which tend to prove that the Association is well alive to the present situation.

The question of price always has been, and we suppose always will be, a proposition involving much speculation, and must inevitably fall back upon the question of supply and demand, and no power on earth can prevent an advance in prices when requirements are exceeding the supplies. In lumber, however, this is only the case where bad transport facilities exist. The supply of lumber at the present time is in abundance, and consequently prices are fluctuating against sellers. This is a circumstance much to be regretted, as recent prices do not appear to have been in any way excessive. The decline has been brought about more by the undue activity of American competition than by anything of a legitimate nature.

There seems to be no attempt on the part of American manufacturers to hold prices, and sales are being effected for manufactured stuff at prices little higher than Canadian logs, and in a certain instance just recently where competition was invited and the preference would have been given to the B.C. mills if possible, the U. S. prices were such that there remained no choice, and the cargo was delivered in Winnipeg having travelled C.P.R. via Sumas, the B.C. mills finding it impossible to meet prices.

A stronger argument for protection could not possibly exist, conditions as to freight, etc., being on about an equal basis.

The C.P.R. have placed some large orders with the Mountain mills for lumber, particularly in connection with their maintenance department, which will relieve the situation somewhat so far as these particular mills are concerned.

The Red Deer Lumber Company, Limited, which was incorporated last year, have opened offices in the Forum block, Main Street, Winnipeg. Their mills at Barrow have just been completed and put in operation. They will have a capacity of 1 1/4 million feet per day. They have a two band mill and a resaw, and every detail of machinery and arrangement is of the most modern style. It is believed to surpass any mill yet erected in Canada. They are now right down to business and expect at no distant date to have some forty million feet on stock.

NEW BAND RIP SAW.

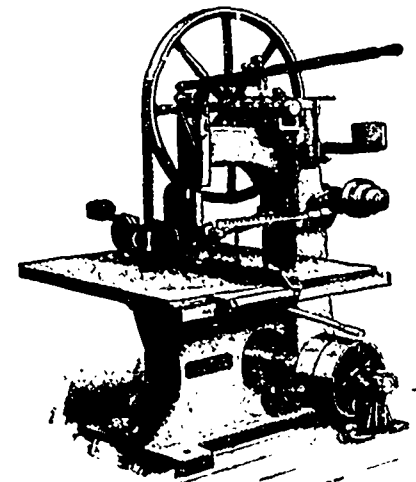
If any of our readers have ripping to do, the new machine here shown will prove very interesting. Its makers claim it will surpass in quality and output anything in this line they are now using, and for ripping fine lumber it is far in advance of other models of this character, as it represents an entirely new departure in band ripping. The manufacturers claim that competitors, recognizing the merits of this machine, are everywhere copying it, but in all cases the "copy" is a dismal failure, so that legal processes are not even necessary. There is no other like it, and it has met with unqualified success wherever installed, as attested by many letters of testimony received from users, who praise its merits in the highest terms. Copies of these letters can always be had on demand, as it is the policy of the makers to prove, as far as possible, any claims they may make about their machines.

The machine was patented February 27th, 1900, and October 2nd, 1900. It will do either light or heavy work, cut short or long pieces, and work either soft or hard wood, with no possibility of danger to the operator. Circulars should be sent for in order to grasp all its features. The thin saw blade will save an amount

of kerf that will be readily appreciated by all workers of fine lumber, and will ultimately pay for the machine itself.

The straining device, with knife edge balance, insures at all times an even tension on the saw blade, a thing so necessary to prolong its life, and still so seldom found.

The solid lower wheel prevents vibration, receives increased momentum, and precludes the possibility of



NO. 1 AUTOMATIC BAND RIP SAW.

overturning the upper. By a single movement of a lever convenient to operator, the machine is changed from a self feed into a hand feed rip saw; and where flooring is made in large quantities, is fitted with a long table on which are rolls for quickly returning the material. The feed rolls are placed close together, so that short work can be cut with facility.

The makers, J. A. Fay and Egan Company, Cincinnati, Ohio, will willingly furnish further particulars. To those interested who will write mentioning this journal, they will send free their new illustrated catalogue of wood working machinery.



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