



MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER

PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:

NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... \$1.00

One Copy, Weekly and Monthly, Six Months, in advance..... .50

Foreign Subscriptions, \$2.00 a Year.

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.

ANOTHER MEETING OF LUMBERMEN.

By reference to our advertising pages our readers will observe that a meeting of Ontario lumbermen and others interested in the lumber trade is to be held in the Board of Trade Building, Toronto, on Wednesday, October 6th, at 1:30 o'clock. The meeting has been called for the purpose of receiving the report of the committee appointed by the lumbermen to present a memorial to the Ontario government requesting that the pine timber regulations be so amended as to provide that all sawlogs cut in Ontario shall be manufactured within the province, and to take such further action as may be considered in the best interests of the trade. Every person who feels interested in these matters is invited to be present.

The importance of a large and representative attendance is fully recognized, and it is hoped that both pine and hardwood manufacturers and dealers, as well as limit holders, will be present in large numbers. The date is well chosen, in

view of the reception to the Premier and the consequent reduction in railway fare.

It is hoped that lumbermen will come prepared to discuss the questions before the meeting in an intelligent and reasonable manner, and the opportunity will be given to every one present to state his views or ask information on any point. Let the trade unite in making this the largest and most representative meeting of lumbermen ever held in the Dominion.

THE POLICY OF OUR RAILWAYS.

MUCH discussion has of late been given to the subject of extending our lumber trade with Europe and other foreign countries, and arguments both favorable and otherwise have been presented. The person who predicted any great increase in the volume of this trade has frequently been reminded of the fact that railway freight rates are too high to permit of profitable business being done in many classes of goods. This is probably the greatest barrier which the lumbermen, especially those in Ontario, have to face. In Quebec and the Maritime Provinces, where the distance to the point of loading the ocean vessels is not so great, this objection becomes less serious. Our remarks will, therefore, apply more particularly to Ontario.

If our export trade is ever to assume large proportions, the lumber industry must receive greater consideration at the hands of the railway companies. Their first step should be in the direction of reducing the rate on lumber from Georgian Bay points to Montreal or New York, in order that the manufacturer in western Ontario may be placed at less disadvantage than at present in competition with the eastern manufacturers.

We are not overlooking the fact that the consuming power of any market is limited, and that an overstock is certain to depreciate prices. This brings us to the point which we desire to emphasize, namely, the necessity of increasing our trade in manufactured goods, such as sash, doors, box shooks, flooring, blinds, and dozens of other lines. But the railway companies have in the past pursued the short-sighted policy of discouraging this class of business, by charging an excessively high rate. Our largest planing mills are located near the centre of the province, the districts surrounding which have been denuded of their timber. It then becomes necessary to bring the raw material from the limits many miles distant, have it manufactured into doors, etc., at the mills, and re-shipped to Montreal for loading on ocean vessels. The railway companies get two rates on the material, one on thorough stock to the point of manufacture, and another on the manufactured goods to the point of shipment. Instead of making these combined rates equal as nearly as possible the through rate from the first point of shipment, the charge in many cases is greater by one-half. The rate on manufactured stock, such as sash and doors, is nearly double that of ordinary sawn lumber, a discrimination against the former which seems to us unjust.

It is now possible to dispose of all our good lumber with little difficulty; the question to be solved is the profitable marketing and utilization of the lower grades, and to this end our efforts should be directed. There is an immense mar-

ket in the European countries for manufactured and partially manufactured goods, and with lower carrying charges Canada would be in a position to secure a large share of the trade, and the coarse lumber which now realizes little more than the saw bill would produce better returns to the manufacturer, besides providing employment for Canadian workmen. We hope in the near future to witness such changes as will warrant the investment of more capital in manufacturing plants.

WHY NOT ORGANIZE?

THAT the hardwood manufacturers of Ontario do not expect to receive much attention from the existing association of lumber manufacturers is evidenced by the letter in another column from the pen of Mr. J. E. Murphy, who suggests that a meeting be called without delay to organize an association of hardwood lumbermen. When reference was made to the hardwood trade at the convention in Toronto last month, in the form of a query from one of the gentlemen present, he was assured that in future that branch of the industry would not be overlooked.

The association as at present existing is composed almost exclusively of pine manufacturers, who operate on an extensive scale, and whose interests are not identical with those of the hardwood manufacturers, composed, as they are, of persons cutting annually from a few hundred thousand feet to three or four million feet at the most. Many questions affecting one section would not be applicable to the other. It would seem necessary, therefore, if the hardwood trade is to be affiliated with the present manufacturers' association, to organize a hardwood section, to be made up of manufacturers and dealers in hardwood lumber, the latter probably as honorary members. But the manufacturers' association cannot be credited of late years with being a live organization, and unless greater effort is put forth by its members, the hardwood trade would probably best serve its own interests by organizing as a separate association.

There is an abundance of work to be done by such an association, as, for instance, in endeavoring to secure a reduction of the freight rate on hardwoods. Why the railway companies charge a higher rate on hardwoods than on pine no one has yet been able to explain. It is possible that if the matter was presented to the management of the railways by a strong representation, and the injustice of the discrimination pointed out, a reduction in the rate might be obtained. The association might also direct its efforts to securing uniform inspection rules, the necessity of which has long been admitted.

THE NEW TIMBER REGULATIONS.

THE announcement has been going the rounds of the press that the Ontario Government, at a meeting of the Cabinet held on Tuesday, September 21st, decided to take no action at present to compel the manufacture of saw logs within the province. The statement appears not to have been well founded, as no action was taken by the government in regard to the matter. Timber licenses are issued and expire on the 30th of April in each year, and it is therefore not within the power of the government to apply new regulations for licenses issued for the present