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THE CANADA LUMBERMAN is published in the interests of the lumber trade and 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.

#### CANADIAN LUMBER AND THE UNITED STATES MARKET.

The Commissioners at Washington have parted without accomplishing anything in the nature of a treaty. They are to meet again, it is true, in August next, but little significance is attached to this. We are not certain that there is any cause for regret at this fruitless ending of the negotiations. While a treaty satisfactory to both countries, if such were possible, is to be desired, Canada is not prepared to give to the United States more than a fair equivalent for what she receives.

No branch of commerce was likely to be more affected by the conditions of a treaty than the lumber trade, and yet it is remarkable how unconcerned are the Canadian lumbermen at the outcome of the negotiations. The reason for this is the bright outlook for Canadian lumber. Not for many years have stocks been reduced to such a low basis, and the number of enquiries received gives promise of a prosperous season.

Reciprocity in timber products was the motto adopted by the lumbermen of Canada. To this they have firmly adhered, and in the absence of such an arrangement, have secured the prohibition of the export of saw-logs from Ontario. Now the Michigan lumbermen have become indignant that no treaty was consummated by means of which they might secure timber for their saw mills. Mills, box factories, sash and

door and other wood working factories in Michigan will be compelled to close down for lack of raw material. While the United States is thus affected, Canada is comparatively indifferent.

Mr. John Waldie has compiled some interesting figures showing the exports of lumber from Ontario to the United States. Last year the total export was only about 250,000,000 feet, while over 50,000,000 feet were imported into Canada from the United States. The quantity of logs rafted from the Georgian Bay to Michigan mills in 1898 was 238,000,000 feet, about equal to the lumber exported. It will thus be seen that the United States market is of less importance to the Canadian manufacturer of lumber than is generally supposed.

In the absence of reciprocity, the Ontario Lumbermen's Association has reiterated its views in favor of an import duty on United States lumber. The Dominion Government will again be strongly memorialized to impose the duty. That the request will be granted is reasonably certain; but in the meantime lumbermen in all parts of the Dominion should give every assistance to the movement. As the home market extends, more lumber is being imported from the United States each year, to the displacement of the Canadian product. Take the statistics of Manitoba. In 1894 only 4,000,000 feet were imported, while last year the quantity is given as 38,000,000 feet. In addition, large quantities of Puget Sound shingles are imported into Manitoba and the Northwest, particularly at points reached only by the Northern Pacific Railroad. United States lumbermen thus have two markets, while the Canadians are compelled to divide their home market with their neighbors to the south. Surely no government will allow this anomalous condition to continue.

The Dominion Parliament will convene on March 15th, and one of the first questions to receive attention should be the enactment of a law placing an import duty on United States lumber. In view of the experience of the past six months, such a measure would doubtless be heartily supported by a majority of the members of both political parties.

#### THE VALUE OF ASSOCIATED EFFORT.

The trade in Ontario have reason to be grateful for peculiar conditions which led to the resuscitation of the Lumbermen's Association of Ontario, the usefulness of which is sufficiently manifest. Its revival has exemplified the fact that there is at all times ample work for an association representing every branch of the industry. The meeting held in Toronto last month, of which a report appears elsewhere, was not regarded as likely to be an important one, inasmuch as it was expected that any action regarding the lumber trade relations with the United States would be a repetition, to some extent, of that taken at previous meetings. In consequence the attendance was not as large as could have been desired, yet the discussion on matters bearing directly upon the lumber trade was of such a nature as to be of interest to every lumberman in the province, and was deserving of a better audience. The influence of the Ontario Lumbermen's Association during the past year can scarcely be over-estimated; it has accomplished more than appears on the surface, and well merits

the support and co-operation of the trade in general. Now that its usefulness has become apparent, it should continue to grow in strength.

While due support has been accorded the association by each member, much of its success during the past year was due to the enthusiastic and untiring efforts of the president, Mr. John Bertram. At a time when international and parliamentary questions were involved, when special knowledge of the lumber situation was required, when the exercise of sound judgment was called for, it was fortunate that the chief executive office was held by one equal to the occasion. The re-election of Mr. Bertram is an indication that his ability is appreciated at its true value.

The appointment of Mr. J. E. Murphy as second vice-president of the association is particularly appropriate. Mr. Murphy stands as a representative of the hardwood trade, a branch of the lumbering industry which is not without its grievances. As one of the three executive officers of the association, Mr. Murphy will be in a position to bring greater influence to bear to secure the removal of the disabilities which now attend the manufacture of hardwood lumber. The question of current interest is the equalization of the freight rates, to which reference has previously been made in this journal. The representations made to the railway authorities by the association and by hardwood lumbermen have not yet borne fruit, but it is thought that ultimately the rate on hardwoods will be reduced to an equality with those on pine. A striking illustration of the injustice of the present rates was related by Mr. Newman, who pointed out that on a car load of maple which he sold at four dollars per thousand at his mill, the buyer had to pay a higher freight rate than if the car had been loaded with pine valued at twenty-five dollars per thousand.

The argument which would seem to appeal most forcibly to the railway companies is that relating to the utilization of the cut lumber and waste material. The railways are surely interested in securing additional business—likewise in developing the country. Under present arrangements much hardwood timber finds its way to the wood-pile and the railways receive nothing from it in the way of freight. If this class of stock were carried for a moderate charge, it would be taken to some central point and manufactured into a more finished product. Much of this finished product would be exported to foreign countries, and a second freight rate would be paid—probably to the railways—to the ocean port. It is said that the railway companies have not advanced one good reason why the rate on hardwoods should be higher than on pine, the contention that the former were more valuable having been shown to be erroneous. Hardwood lumber manufacturers, one and all, are interested in the movement to secure a reduction in freights, some have become members of the Lumbermen's Association, but many have preferred to stand aside and allow a few to fight the battle. If success is attained, all will share the benefit. Therefore everyone should lend a helping hand and strengthen the association by becoming members.

THE LUMBERMAN is issued fifty-two times a year for \$1.00. Can you afford to do without it?