

at the Maritime Provinces possess excellent facilities for the construction of the former. It is encouraging to learn that the movement has so far advanced that propositions have been made to the Governments for the establishments of a steel ship-building plant at St. John, and that the Dominion Iron & Steel Company, of Sydney, Nova Scotia, are considering a step in the same direction. Some British Columbia lumbermen have also made representations to the Provincial and Dominion Governments urging that the business of shipbuilding be encouraged by the granting of subsidies for the construction of sea-going vessels. The proposition has met with favor on all sides, and it is announced that both Governments will introduce legislation to this end during next session. Encouraged by the outlook, steps have already been taken for the formation of a company. It is proposed to build a number of wooden schooners of up-to-date model, each to be capable of carrying at least one million feet of lumber. Such a movement would undoubtedly be followed by other shipbuilding, and provided assistance is given by the Federal and Provincial Governments, it will prove a financial success, not to speak of the great boon it would prove to the lumber trade.

THE PULP AND PAPER INDUSTRY.

Looking back over the year 1900, we find that there was a considerable development of the pulp and paper industry in Canada. The output of Canadian mills now completed is greater than twelve months ago, while mills under construction will very soon further augment the supply. Prices for pulp ruled firm throughout the year. As a result of the existence of somewhat exceptional conditions in Scandinavia, the attention of foreign investors was attracted to the excellent possibilities that exist in Canada for the manufacture of pulp. Available properties were surveyed, and the erection of mills will no doubt follow in due course.

The manufacture of paper received a stimulus early in the year by the destruction by fire of the immense paper mills of the E. B. Eddy Company at Hull. The remaining mills were taxed to their utmost capacity to supply the demand, while large importations were made from the United States and Great Britain. The preference of 33 1/3 per cent. in duty in favor of Great Britain has given the British paper makers a marked advantage in competing for the Canadian trade.

During the year it is believed that Canada imported paper of all kinds to the value of over \$1,000,000, printing paper, or in other words, newspaper, representing no small portion of this import. While the volume of paper imports was no doubt increased by the fire above referred to, reference to trade statistics shows that Canada has always been an importer of paper. With such an abundant supply of raw material, it should not be necessary to import supplies of paper from other countries; on the other hand, there is no reason why we should not develop a large export trade in pulp and paper. Some progress in this direction is being made, a new mill is being built to manufacture book paper principally. Heretofore our attention has been given chiefly to the manufacture of newspaper, but now that the better grades are to be pro-

duced, a decrease in our imports may be looked for.

The United States, although importing both pulp wood and pulp from Canada, is a large exporter of paper. It is estimated that during last year the exports of paper reached \$6,000,000. In the month of November about \$200,000 worth of paper was shipped to Australia, while other shipments were made to Japan, South Africa, Germany, Spain, Great Britain, and other countries. This trade will eventually, we hope, be supplied by Canadian manufacturers, although a few years may elapse before the necessary facilities are provided to furnish the supply.

EDITORIAL NOTES.

A LATE enquiry received at the office of the CANADA LUMBERMAN is for box shooks for the German market. Eventually the lumber of Canada will find its way into every importing country in the world.

A SUBSCRIBER asks readers of THE LUMBERMAN to express their opinions as to the relative advantages for a planing mill, of overhead shafting and shafting under the mill, with belts running up through the floor, the same as in a saw mill. Information is also asked regarding plans for lumber storage sheds for a retail and wholesale yard with capacity of from three hundred to five hundred thousand feet. Suggestions from our readers on the above subjects will be welcomed.

A CARGO of British Columbia Douglas fir recently received at Cardiff, England, has attracted much attention. It is the first cargo of this class of timber imported into the Bristol Channel. The timber runs from 90 to 100 feet in length, and is 24 inches square. It is practically free from sap, knots or shakes, and is well suited for railway building and other work where strong material is required. It was inspected by inspectors for some of the leading railway companies in the country, and we understand that the importers have received large orders. The risk involved in making a shipment of timber from British Columbia to Europe will be understood when it is stated that the freight alone on this cargo was \$35,000, and that the voyage from Vancouver to Bristol occupied between five and six months.

A CAUSE of some annoyance to shippers of lumber is the refusal of steamship companies in some instances to give a clean bill of lading. The steamship company practically refuses to assume any responsibility for the delivery of the proper quantity of goods or in respect to damage thereto. A shipper may deliver on the ship and pay freight on a certain quantity of lumber, and when it reaches its destination find that the quantity is lacking or that the goods have been damaged on account of being roughly handled and improperly taken care of. The steamship company refuses to recognize any claim in this behalf, contending that they are not concerned as to the number of pieces furnished, and that to their knowledge the goods have not been damaged. The shipper is unable, under these conditions, to obtain any redress, although there can be no doubt as to his right to be recompen-

sed for the loss. Some steamship lines have adopted the policy of granting clean bills of lading, which is doubtless the proper course, and one which we hope will be followed in the near future by all companies.

In a letter to be found in another column, Mr. J. M. Bird, of Bracebridge, again directs attention to the injustice of permitting United States timber to be imported into Canada free of duty, while Canadians are not accorded the freedom of the United States markets. The views of Mr. Bird are, we believe, those of every lumberman in Canada who is not an out-and-out free trader. And even this class, whether in favor of an import duty or otherwise, will admit that the situation is most unfair. It is of no concern what conditions permit of the timber being marketed here; the question is one of equal rights. The import of United States timber is apparently on the increase. An immense quantity of Southern pine is being employed in the construction of the interprovincial bridge at Quebec. So with the Toronto harbor improvements, and, we understand, with the Port Colborne improvements about to be commenced. Given the free interchange of forest products between the two countries, there would be no ground for complaint, but it is manifestly unfair to throw open the Canadian market to United States lumbermen when, as stated above, a tariff is imposed by the United States upon the Canadian product. The Dominion Government has evidently no intention of placing a duty on United States lumber. The only hope seems to be for the lumbermen of Canada to band together, and by a strong and proper representation of the situation, arouse the Government to a sense of its duty. In certain sections of the Dominion the lumbermen are not directly affected by importations from the United States, but they should cast aside all selfishness and as a body endeavor to secure that protection for the industry to which it is entitled.

THE LATE JAMES ROBERTSON.

In the death of Mr. James Robertson, president of the James Robertson Company, Limited, which occurred in Montreal a fortnight ago, Canada loses one of her most prominent business men. For upwards of a year he had been in failing health, and was compelled to give up an active interest in the management of his extensive business. Deceased was born at Campsie, in Shropshire, Scotland, in 1831, and at the age of 12 years was apprenticed to the hardware trade. When 26 years old he became a partner with Alexander, Ferguson & Lonnie, of Glasgow, and established a Canadian branch for them in Montreal on the 25th of June, 1857. After having been in charge for about five years he bought out his principals and began business on his own account as a manufacturer of lead pipes and dealer in heavy metals and plumber's supplies generally. The business quickly expanded and included, among other things, the manufacture of circular and gang saws and other mill supplies, until to-day it is the largest business of the kind in Canada. The head office remains in Montreal, while branches exist in Toronto, Winnipeg, St. John, N.B., and Baltimore, Maryland.