

with the stated sum of \$20,000, some members of the Harbor Board to get his offer accepted. Mr. Jameson, who had sent in the lowest tender, when informed of what the Minister had charged, met it by an argument; the tender was so low that such a thing as charged would be impossible. An argument is no answer; what is wanted is the truth, whatever it may be. The Harbor Board saw this and did what was called for by the nature of the case; all the members joined in a written denial of the charge, and asked an investigation, to which they are entitled. From the terms of their letter to the Minister, it appears that they are willing that he should make the investigation, which means that he should take steps to assure himself whether he has not been misinformed, and made in haste an unfounded charge. Their joint denial does not leave ground for the supposition that he may have material, in the form of proof, to offer; it asserts that he can have none. Now comes the turn for Mr. Tarte to be heard. The Board itself had, so far, nothing to investigate, the particular members implicated in the charge not being even named; if any had been named, it would be possible for the Board to call for witnesses on the truth or falsehood of the charge.

FUTURE OF THE PULP INDUSTRY.

We believe in developing the resources of this country to their fullest extent. By this and by this alone are we going to become a strong, rich and great nation; at any rate, the utilization of our resources—mineral, agricultural, lumbering, fisheries, etc.—is what is going to make a good, solid ground-work for wealth and power. The greatness, intellectual and moral, will follow. This premised, it is well, occasionally, to reflect upon the best methods of developing these manifold resources. Slow growth, wisely administered, often, in fact generally, effects more in the long run, than a quick, hurried exploitation of resources without a due consideration of present and future necessities, and of the conditions rendering such a task profitable. Often an industrial undertaking, sanguinely conceived, and carried out without such consideration of all the factors in the case, will, in its probable ultimate failure, do more harm to the general progress of the country, than if all such development in that particular line had been postponed a dozen years or so. We are impelled to make these remarks from a glance at the present state, and the indications as to the future, of the Canadian pulp industry. Are we not going ahead too rapidly in this business? Already some concerns have failed, and still more are complaining of the lack of profit in the operations of the last few months.

What are the facts of the case? Some fifteen months ago, pulp was selling at from \$2.50 to \$3 per hundred; now the price is \$1.70 per hundred, while during the same period, wood has gone \$1.50 or \$2 higher. Not only this, but the consumption of newspaper, which in the United States, two or three years ago, was simply enormous, owing to the war, and one cause or another, has since then decreased very largely. Yet, while these facts are making themselves patent, more and more, hardly a week passes but we hear of some new pulp-mill enterprise being started or about to be started.

Latterly, operations at pulp mills in Canada have been considerably hampered owing to the low water in the rivers. In many places along the Ottawa and Spanish rivers, it is almost possible to walk from one bank to the other. The reverse has been the case, however, on the other side. From Maine to Wisconsin, grinders have been at work all summer, which proves that the Americans can grind wood if only they have sufficient water-power. But this is a temporary condition, which possibly may not recur for years. At present there is a surplus of ground-wood here, but for this there is comparatively but little demand, either in England or the United States, owing to high freights and the difficulties of transportation. Were it not for these drawbacks, Great Britain would doubtlessly take a large quantity, but many of the manufacturers of news-paper in that country are only running four days a week on account of lack of orders and the competition on this side. Just now the exports of wood pulp from this country to Great Britain seem to be increasing satisfactorily. For the first half of this year, they amounted to 33,757 tons, valued at nearly £162,822, an increase of nearly 15,000 tons and £88,000 over the same period of the year 1900. During the same time the exports from Norway to Great Britain fell off quite considerably, but during the first half of this year they still amounted to the large quantity of 128,000 tons.

While we are sorry to see the present tendency to over-booming in this industry, we believe that pulp-wood will in the future prove one of Canada's most valuable assets. But the industry will have to be conservatively managed. One great feature of the situation is the fact that here in Canada we have immense forests containing the required material, whereas in the United States it will not be long before most sections have become exhausted. Then, nolens volens, the Americans will have to buy from us. In wooded Maine, for example, where the number of pulp mills has increased from seven in 1880, with a capital of \$2,500,000, to thirty with a capital of \$30,000,000 in 1900, grave fears are expressed as to the probable duration of pulp material, and lumber manufacturers are even now rebelling at the way in which the pulp men are gaining control of the most available tracts of timber land. A loud cry is being raised, too, at the reckless waste which is being indulged in of leaving so much of the tree in the woods, and of unnecessarily destroying young trees. Here is a pointer for Canada, which, immense as our pulp resources are now, should not be lost sight of.

The moral of the above remarks upon the pulp industry is "make haste slowly." At the present stage, no fresh enterprise in that line should be undertaken unless a previous very thorough examination into all the factors governing not only the industry, as a whole, but also the particular investment in question has proved thoroughly satisfactory on all counts.

SAFEGUARDING NAVIGATION.

Recently we devoted some space to a brief recapitulation of some of the chief features of the International Congress of Engineers, in Glasgow, Scotland. As stated, somewhat over a hundred papers on engineering, shipbuilding, and kindred scientific subjects were read, and two of not the least importance were to do