

tation of timber will become less troublesome to lumbermen. The extension of our railroad system will also enhance the value of standing timber. The greater value of the German forests may be attributed, in part at least, to the somewhat extensive railroad system in that country.

The past summer has witnessed the adoption in Ontario of an entirely new method of lumbering, the plan being one which should commend itself, as it does away entirely with winter logging. The saw mill is built on wheels, so that it can be moved through the bush to the timber supply. When the timber for a distance of, say, 200 feet is cut out, the mill is moved along to a new location and the process repeated. The cost of laying the track for transporting the mill is said to be small when compared with the advantages which the system possesses.

DECISION AFFECTING FREIGHT RATES.

Early in November the Canadian Railway Commissioners gave a decision in favor of the British Columbia Lumber & Shingle Manufacturers' Association in an action brought against the Canadian Pacific Railway Company in which it was alleged that the company had no right to charge a higher freight rate on cedar than on fir, spruce and hemlock lumber. The Railway Company is ordered to desist from making such discrimination.

As reported in our October issue, the C.P.R. have been charging forty cents per hundred pounds on fir, hemlock and spruce to Manitoba points and fifty cents on cedar, such rates applying to the Pacific Coast mills. The interior mills at the same time were given a preference of seven cents over the Coast mills on fir lumber, while the rate on cedar was seventeen cents lower than was given to the Coast mills. The British Columbia Lumber & Shingle Manufacturers' Association appealed to the Railway Commission, and the Railway Company endeavored to justify their action on the ground that owing to the lighter weight of cedar, the rate should be higher. Their explanation of the differential accorded the interior mills was that they did not manufacture clear cedar and were therefore at a disadvantage as compared with the manufacturers on the coast. The Commissioners decided that these arguments were not sound, and in their judgment designate the excess rate on cedar lumber as an unreasonable and excessive charge.

Subsequently the announcement is made that the Canadian Pacific Railway have entered a protest against the decision, basing their action on the clause in their charter which states that the railway shall not reduce its rates until the net earnings shall exceed one per cent. of the construction cost. The contention of the Commissioners is that, while they may not be able to interfere with the rates, they can prevent discrimination. It is believed that the question will eventually reach the Supreme Court.

The only lines on the American continent charging a higher rate for one commodity used for the same purpose as another are said to be the Canadian Pacific, Great Northern, Northern Pacific and Union Pacific. Other roads class as lumber all varieties of wood except

high-class hardwoods. Considering the great desire of the C.P.R. to improve the position of the North-West farmer (if we may regard their recent attitude as sincere), does it not seem inconsistent to find them numbered among the few railroads which are endeavoring to increase the cost of his lumber supply? Is not this the same railroad whose management talked of establishing saw mills for the sole object of giving the farmer cheaper lumber?

EDITORIAL NOTES.

The lumber industry of British Columbia is now in a depressed condition as the result of an abnormal expansion in mill building. The present producing capacity is far in excess of the demand, and unsettled conditions promise to continue until the production is curtailed to a reasonable limit. That there is a great future, however, for coast lumbering is still everywhere admitted, and it is not too much to predict that before many years British Columbia will produce more lumber than any other province of the Dominion. Far-seeing capitalists are even at the present time buying up the timber limits, just as the white pine of Ontario was acquired a few years ago. One of the most recent transactions is the purchase of a timber tract in the Toba Valley of British Columbia by Messrs. B. A. Scott, F. F. Tillotson, D. L. Altland and Thomas Berry, of Detroit. The stand of timber on this tract is estimated at 600,000,000 feet, sufficient to keep a mill running for many years.

The Board of the United States General Appraisers have given a decision that, under the present tariff law, fire-proofed lumber must be assessed \$2 per thousand feet as lumber, and not 35 per cent. ad valorem as a manufacture of wood. The testimony showed that the lumber had first been steamed, that the sap had been withdrawn and that a solution of sulphate and phosphate of ammonia had been injected, and that then it had been artificially dried. The Appraisers held that the lumber was still destined to be used as lumber, and that its subjection to a fire-proofing process did not change the purpose or use to which it would be applied. As a precedent to the decision, a previous case was cited in which the United States Supreme Court held that lumber which had been planed on one side and tongued and grooved was not a manufacture of wood, for its purpose and use remained the same.

LUMBER CAMP LIBRARIES.

A letter to the Minister of Education from the Rat Portage Lumber Company, applying for a travelling library for one of their lumber camps, says in part: "We find that the libraries have been greatly appreciated, and we wish to thank you for the interest you have taken in this matter. If you would allow us a suggestion, however, we would say that a considerable number of the books supplied seem to be rather above the class of men in the camps, and that a larger percentage of good, up-to-date fiction would be very acceptable. The men never seem to tire of reading stories by Ralph Connor, Conan Doyle, Thwing, Stuart White and Henty."

Trade Opportunities

BOX SHOOKS.

Mr. John B. Jackson, Commercial Agent at Leeds, England, writes to the Department of Trade and Commerce, Ottawa, under date of November 1, as follows:

Box shooks are very much in demand in Hull, and I have had various inquiries in regard to them. Box boards are manufactured very cheaply there, and as the freights from Hull to the Yorkshire points are very reasonable, goods can be sent all over the United Kingdom from there at prices that can more than compete with local manufacturers in the various towns, large quantities being sent daily to London, Liverpool, Manchester, Newcastle, Bristol, Glasgow and other principal towns, carriage paid from Hull.

SIZES AND PRICES.

The principal supply of shooks is from Norway, Sweden and Russia, at from 20 cents to 30 cents per cubic foot, manufactured, according to the thickness and widths required, c.i.f. Liverpool, Manchester, Newcastle and Hull. The following particulars of usual sizes and prices per cubic foot c.i.f. Hull, Manchester or Liverpool may be of interest:

Inside Measurement	Thickness Sides, top and bottom	Per cubic foot
12 1/4 x 6 1/2 x 4 1/2	3/16	1/4 ends at 30 1/2 cents.
10 1/2 x 6 1/2 x 2 1/2	1/4	" " 32 1/2 "
16 x 15 x 1 1/4 top and bottom in 3 pieces	3/16	9-16 " 24 1/2 "
18 1/4 x 12 1/4 x 16 1/4, 4 battens for ends 2 1/2 x 11-16, top and bottom in 3 pieces, sides and ends in 3	3/16	11-16 " 24 1/2 "
9 1/2 x 7 1/2 x 5 1/2 lids planed sides, sides and ends planed on one side	1/4	7-16 " 30 1/2 "
6 1/4 x 15 1/4 x 9 1/4	1/4	" " 28 1/2 "
27 x 5 1/2 x 3/4		20 cents.
30 x 7 x 3/4		22 "
18 1/4 x 8 1/2 x 6 1/2 tops in one piece, bottoms in 2 pieces	1/4 & 3/8 thick	28 1/2 "
14 1/2 x 7 1/2 x 5 1/2 lid and one side planed on one side only	1/4 & 3/8 thick	27 "
25 1/2 x 15 x 17, 4 battens for ends 17 x 2 1/4 x 1/4 tops, bottoms, sides and ends in 3 pieces	1/4 & 3/8 thick	26 "

All sizes are not planed, unless otherwise stated.

What the importers here desire more especially is to get in touch with good firms either in New Brunswick, Quebec or Ontario, so that if a car-load or two were wanted it could be ordered by cable, and thus delivery made in five or six weeks' time. If this could be arranged a regular supply of orders for the various sizes could be sent and a good trade be done.

INQUIRIES RECEIVED.

By P. B. Ball, Birmingham, England: No. 92—A large firm in Birmingham wishes to get in communication with a firm in Canada who can supply them with dowel sticks.

By Harrison Watson, Curator Canadian Section, Imperial Institute, London, England: No. 103—A firm invites correspondence from Canadian shippers of hardwood in a position to handle export trade. No. 107—An Irish firm of timber brokers report a good outlet for Canadian hardwoods, and would be pleased to hear from Canadian shippers.

From J. B. Jackson, Commercial Agent, Leeds, England: No. 75—Manufacturers and importers of box shooks, box boards, wood fibre and wood rope are anxious to get in direct communication with a large mill in Canada in a position to ship box shooks, &c., to England.

By Department of Trade and Commerce, Ottawa No. 44—Wanted by a French dealer, names of Canadian wood pulp shippers. No. 48—A French manufacturer wants the names of veneer manufacturers in Canada.

The names of the firms making the above enquiries, with their addresses, can be obtained upon application to the Superintendent of Commercial Agencies, Department of Trade and Commerce, Ottawa. Mention the reference number and the Commercial Agent in each case.