



MONTHLY AND WEEKLY EDITIONS
PUBLISHED BY

**The C. H. Mortimer Publishing Company
of Toronto, Limited**

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 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 trader 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.

THE GRADING OF LUMBER.

THE CANADA LUMBERMAN has always contended that uniform rules of inspection are a great necessity of the lumber trade of this country. It is with much satisfaction, therefore, that we learn of the steps proposed to be taken by the lumbermen of the Ottawa valley to formulate rules for the uniform grading of the product of the mills of that district. It is hoped that the originators of this important movement will receive the hearty support and co-operation of every manufacturer and dealer.

In the Ottawa valley, as elsewhere in Canada, each individual manufacturer has, in the past, made his own inspection. This individual inspection has, we believe, been more nearly uniform in the Ottawa valley than in other lumbering districts of Canada where the mills are more scattered, yet the manufacturers there have at last recognized in a practical way the benefits to be derived from an absolutely uniform standard of inspection. It is only natural to expect that other districts will follow their example, and that the question of national, or, failing this, provincial inspection, for the various timber products will receive consideration in the early years of the twentieth century.

Much has been said regarding the advantages of standard grading. Perhaps the greatest benefits would accrue in connection with our foreign trade. Foreign buyers could then order lumber by grades and know exactly what to expect. Should a dispute arise as to the quality of the

lumber, the adopted rules would stand as an authority, and the duty of the courts would be to determine whether the lumber came up to the standard as laid down by the rules.

May uniform rules for both pine and hardwood lumber soon be established in Canada.

MEANS OF DEVELOPING THE CANADIAN PULP INDUSTRY.

In common with all other lines of manufacture, there has developed a shortage in the supply of pulp. The price in Great Britain has been advanced from ten to twenty shillings per ton as compared with last year, and the Scandinavian pulp manufacturers have increased their price for contract for 1900. These facts, coupled with other recent developments, have created a marked revival of interest in the Canadian pulp industry, and a question much discussed is the most efficacious policy to be adopted to assist the development of the industry.

The present policy of the Dominion government permits pulp wood to be exported to the United States free of duty, while the United States government imposes a duty of about \$1.66 per ton on mechanical pulp and \$6 per ton on chemical pulp exported into that country from Canada. These conditions certainly do not favor the growth of the Canadian pulp industry. The United States is to some extent dependent upon Canada for a supply of pulp wood to keep her pulp mills in operation, and so long as this wood can be obtained free of duty, very little manufactured pulp will be imported; but shut off the supply of pulp wood and the paper manufacturers there must necessarily import pulp from Canada to meet their requirements.

One method of equalizing the conditions would be to place an export duty on pulp wood leaving the Dominion equalling the import duty on pulp imposed by the United States. This is a course which has long been advocated, but which has met with opposition from the farmers and jobbers who take out pulp wood during the winter months and dispose of it to United States concerns. It would not seem, however, that their means of livelihood would in any way be affected by the imposition of an export duty. The only difference would be that the pulp wood which they take out would be manufactured into pulp in Canada instead of in the United States, thus affording employment to Canadian workmen.

Another policy which has many advocates is to bonus home manufacture. The present stumpage dues on pulp wood in New Brunswick amount to about 60 cents per cord, and in Ontario and Quebec to 35 cents per cord. The proposition is to raise the stumpage dues to \$3 per cord, and on all wood manufactured in the Dominion allow a rebate of \$2.65 per cord. The advantage of this course would be that the Dominion government would not be brought in conflict with the provisions of the Dingley Bill.

It is understood that British capitalists who have been investigating the possibilities of profitably manufacturing pulp in Canada have taken cognizance of the unfair relations which exist as between Canada and the United States, and have held aloof from investment on this account. It is said that they have even caused representation to be made to the United States

government looking to the reduction of the duty on pulp and paper. Granting this to be the case, the Dominion government should declare its policy in this important question before the British pulp and paper manufacturers pay their proposed visit to this country next summer. Mr. S. C. Phillips, who has just returned to England after completing arrangements for the visit, states that one object in view is to investigate what the British paper makers are much interested in, namely, the best source of supply of wood pulp. That they are turning their attention to Canada for their supply, which a few years ago was obtained almost exclusively from Scandinavia, is an index of the future importance of the pulp and paper trade of this country.

SHORTAGE OF CARS.

In past years freight car shortages have been known, but it is doubtful if ever before the supply of cars was so out of proportion to the stock waiting movement as this year. In nearly every branch of industry this shortage has been experienced; in the lumber trade it has been acutely felt. The commerce of Canada has not alone suffered from this condition; it has extended over the entire continent.

The cause of this general shortage in car supply is, we believe, largely attributable to the rapid expansion of trade within the past two years. Until the early months of 1898 there were few, if any, signs showing that the period of depression was drawing to a close. Towards the middle of that year there was a partial revival of prosperity, which in less than one year culminated in an almost unprecedented improvement in trade. During the period of depression the railroad companies operated their property at small profits, and consequently added to their equipment as little as possible. When a wave of prosperity suddenly swept over the country, they endeavored as far as possible to increase their rolling stock, but the increase was by no means proportional to the augmented quantity of freight created by the opening of factories long idle and the establishment of new industries. A partial car famine was the natural result.

While admitting that the inadequate supply of cars is the result of abnormal conditions not within the control of the railway companies, it would seem that the lumber trade has not been given that consideration by the railway companies to which it is entitled. To some extent lumber has been side-tracked in favor of other commodities. The Canadian railway companies have given precedence to the carrying of grain from the west to Montreal and other eastern shipping ports, and have neglected local shipments of lumber. This has been done in order to get the grain into Montreal and loaded on the vessels before the close of navigation. Local lumber shipments entirely dependent on rail transportation were allowed to wait the convenience of the railway companies, presumably to be moved when the shipment of grain should cease and when there should be less freight to be carried. The local business, it would seem, has been to some extent starved in order that through freight might be accommodated.

What has been the effect of this car shortage upon the lumber trade? This question impresses upon us the serious nature of an insufficient car