

THE Canada Lumberman

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ADVERTISING RATES ON APPLICATION.

THE CANADA LUMBERMAN is published in the interests of the lumber, wood-working and allied industries, being the only representative in Canada of these important interests. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers. Special pains are taken to secure for publication in the WEEKLY LUMBERMAN the latest and most trustworthy market quotations throughout the world, so as to afford to the trader at home and abroad information on which it can rely in its operations. 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.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, wood-working factories, pulp mills, etc., the CANADA LUMBERMAN is undoubtedly the cheapest and most profitable advertising medium. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which are inserted in a conspicuous position on front page of the Weekly Edition.

OUR WINNIPEG BRANCH.

The publishers of this Journal have recently opened a branch office at No. 320 McIntyre Block, Winnipeg. A resident representative has been appointed who will be exclusively employed in advancing the circulation of this Journal and in keeping our readers informed regarding the latest developments throughout the West. The kind co-operation of our friends in the west is solicited in behalf of the success of this enterprise.

RAILROADS AND FOREST FIRES.

The subject of forest fires was carefully considered at the recent meeting of the Canadian Forestry Association, and the outcome was the adoption of the following resolution:

"Resolved, that in view of the proposed construction of a new transcontinental railway and the projection of other lines passing largely through coniferous forests, the attention of the Governments of the Dominion and the Provinces, and also of the Railway Companies, be called to the serious danger of loss of valuable timber consequent upon the construction and operation of such lines if all possible precautions to prevent the starting of fires are not taken, and urge that the question be given full and careful consideration, that to the end sought the party or parties contracting to build the different sections of the said road be required to enter into an agreement for an efficient equipment and control to prevent fires, that at such seasons as may be necessary an effective patrol be established along all the afforested line of railway, and that the officers both of the governments and the railways be required to use all possible diligence to prevent the starting or spread of fire through defective equipment or through the carelessness of the operations or negligence of the employees under their control".

The destruction which may be done to the forests of Canada while the construction of the proposed transcontinental railway is in progress is very great, and the above resolution is particularly timely. The benefit which the country will derive from the building and operation of the road will be largely offset if every precaution is not taken to prevent the spread

of fire through the heavily timbered country through which it will pass for a considerable distance. That the railways are responsible for many forest fires will scarcely be disputed. Of twenty-eight fires which occurred last year in Wright County, Minnesota State, from known causes, eight were due to railroad locomotives. In France the railroad companies are held responsible for damage by fire caused by flying sparks from their locomotives, and consequently they take particular care and in exposed places cut the grass and brush adjacent to their road beds.

Remembering the great territory comprising this Dominion, 3,745,000 square miles, it is apparent how difficult it is to prevent forest fires solely by the employment of rangers if the public are ignorant of their responsibility or neglectful of their duty. It is surprising that so many persons will set out a fire in or near a forest and take no pains to see that it is extinguished. The posting of warning notices, the diffusion of information regarding the value of the forests and the necessity of their protection, and, finally, the prompt prosecution of those who violate the law, should gradually tend to do away with the evil of forest fires in this country.

THE QUESTION OF A LUMBER DUTY.

The lumber manufacturers of Canada, and of British Columbia in particular, have at last got the ear of the Dominion Government, and it appears that a crisis in the question of an import duty on lumber is near at hand. The subject was brought up in the House by Mr. Morrison, member for New Westminster, B.C. He reviewed the conditions surrounding the lumber industry of British Columbia and pronounced himself strongly in favor of an import duty equivalent to that which is imposed on Canadian lumber exported to the United States. He was supported by the Conservative members as a whole and very earnestly by Mr. Macpherson, the Liberal member for Burrard, B.C. Mr. Macpherson pointed out that during March last no less than 390 cars of lumber had gone into Winnipeg from the United States. They averaged from 8,000 to 10,000 feet per car, which at \$16.50 per thousand were worth \$64,300. He was something of a free trader, but he was also something of a protectionist, and he believed in applying the knife whenever it was necessary. The people of the United States should be obliged to do exactly by Canada as Canadians did by them, and one Province should not be sacrificed to the interest of the other.

The suggestion of a duty on lumber was strongly opposed by the representatives from Manitoba and the Territories, whose arguments against granting a duty were based on the necessity for giving the farmers of the North-West cheap lumber. This is the sole argument that can be advanced to justify the indifference of the Dominion Government in protecting the Canadian lumber industry to the extent that other industries are protected, and it is very doubtful if this argument has not outlived its usefulness. Has the time not arrived when the Canadian North-West should bear its share in building up the industries of

this country? Everything the farmers in this section produce or manufacture is protected by heavy duties from American competition. There is no reason to anticipate, however, that the people of the North-West would be compelled to pay more than a reasonable price for their lumber if United States competition were eliminated. The imposition of the duty would encourage the building of more mills, and the present capacity of mills in a position to cater to the North-West market is sufficient to more than supply the demand. There is no good reason, therefore, why some protection should not be afforded the lumber interests.

In the framing of tariffs consideration is given to the consumer, the free importation of goods being permitted when it is apparent that the home protection is not equal to the demand. Then why has the lumberman been selected to carry the burden of United States competition in his own legitimate market, when other industries are protected? The British Columbia millman contends that he is obliged to import a large proportion of his mill and logging equipment—saws, axes, belting, etc. All these are dutiable, yet he has not been forced to pay exorbitant prices on account of this protection. Much less would the consumer of lumber suffer by a duty.

FIXING OF TIMBER SLIDE DUES.

A judgment recently delivered in the Divisional Court by Chief Justice Street in the case of Beck versus Ontario Lumber Company, has caused some discussion in lumber circles. It appears that the Ontario Lumber Company had used certain improvements owned by the C. Beck Manufacturing Company on the Post Creek for floating their logs, and, in accordance with the law, the latter company made application to the County Judge to fix the dues to be paid by persons using these improvements. The Judge, in fixing the tolls, did not specify whether they were applicable to logs floated down in the past as well as in the future, or in the future only, and the Beck Company claimed that it was intended to apply both in the past and in the future. The Ontario Lumber Company appealed, and the higher court sustained the appeal, the judgment reading: "I cannot find any authority for the position that a person who has made improvements upon a stream can obtain from the District or County Judge an order fixing tolls to be paid upon logs which have been floated over them previous to the making of the order. A contrary interpretation would entitle the owner of the improvements to go back for six years and recover tolls fixed in 1900 upon logs floated down in 1894, for instance."

The counsel for the plaintiff pointed out, with some reason, that as the quantity of logs which would be floated down a certain stream, in conjunction with the cost of the improvements, should form the basis for fixing the amount of dues to be paid, it would be difficult to fix the tolls before knowing the exact or at least the approximate quantity. Against this argument it was claimed that it is always possible to ascertain in advance, within a