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ARTHUR G. MORTIMER.

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THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of 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 trade in Canada information upon 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 effecting 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 three 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.

"STRIKE BUT HEAR."

PROBABLY twelve years ago, we quote from memory, an important editorial from the pen of Dr. J. G. Holland, then editor, entitled "Strike but Hear," appeared in the pages of the *Century* magazine. It was written at the time of a great strike among the employees of a leading American railroad, and was characterized by that remarkable common sense that made the "Topics of the Time" of this journal so famous with all English reading people.

It was strike, but hear with the strike of that particular time. It has been strike, but hear with every strike before and since then, and it will be strike but hear with every strike until strikes shall be no more.

We remarked in these columns when commenting on the strike of the millmen of New Brunswick a few months ago, that strikes were seemingly the one barbarism of the nineteenth century. We were able to settle almost every other difficulty, national, international or individual by means of reasonable common sense, but a difference between capitalists and labor, two interests that above all others should be mutual, can only be settled apparently at the end of drawn swords.

Does a strike settle a strike? No; again quoting Dr. Holland's words it is strike—if one will—but hear. For months the carpenters of London, Eng. have been out on strike; what the issue will be is yet unsettled; but whatever the end; will the trouble be over? Even if the men obtained every inch asked, what will they have obtained? The primary object of this strike as every other is to secure certain supposed benefits usually in the direction of shorter hours for the same pay, or more pay for the hours established as the working

day. Both men an increase in pay—a greater disbursement on the part of employer. What will have been the cost of securing this pay? We are not going into figures here; but will workingmen out of their own individual experience tell us how many months they must needs work at the increased rate to recoup themselves for the loss of the months' wages while the strike was on? The matter has been figured out more than once, and the record is a terrible one.

But the disaster that follows a strike is not confined to the loss made during the days of idleness, which the workingman hopes somehow to recover. With many it means putting the man and his family in a hole out of which they can neither pull themselves by the proverbial boot straps nor any other way. The store debts that have been incurred, the house rent accumulated, not to say anything of the poverty that has been endured by wife and children to keep the necessities down as close as possible, prove veritable millstones around the neck for all time to come. Let working men tell us if there is anything more difficult than to keep the house running along out of the week's wages, even though there be a dollar or two more than formerly, and at the same time pay off some old score that has been allowed to accumulate with grocer, with the doctor or elsewhere? Those who may have had the misfortune to have gotten behind at some period in their life know what this means.

But a strike extends far beyond the workingman in its injurious influence. Take the case of the railroad strike referred to by Dr. Holland. The loss to the public, who were not parties to, nor responsible for that strike in any way, has been carefully computed at tens of thousands of dollars, a loss which was an absolute loss, not possible in any way to retrieve. We have already referred to the strike of the carpenters of London, Eng. Its effect has been to stay building operations, curtail the sale of lumber, stop the buzz of the planing mill, cancel the contracts of plasterers, painters, and other trades dependent on the completion of the carpenters' work, reduce the sales of storekeeper, in short to paralyze the wheels of commerce in almost every direction. Let the strike be declared 'off to-day; would it be possible from the future to recover these losses of the past? Verily no: the old saw is emphatically true in this case, one cannot grind with the water that is past. What is lost, is lost. The wage bill per week of the millmen of Ottawa is \$25,000. Is it a trifling matter to the merchants of Ottawa, and in turn to the wholesalers who supply them, and to the bookkeepers, clerks and porters who are in the employ of the merchants, and dependent upon the success of the business for the permanency of their positions, that there should be a shrinkage in the trade of that one community to the extent of \$100,000 a month?

Dr. Holland was right; strike but hear—capitalist and laborer, both.

SOME ASPECTS OF THE OTTAWA STRIKE.

THE wages are not extravagant; the hours are long. The statement of the men is that the average wage is only \$1.08 per day. This is not however in keeping with the exact facts. The pay roll of Perly & Pattee shows 288 hands employed, at \$2,222 per week or an average of \$7.72 for each man. The wages range from \$6.91 per week for teamsters to \$15 and \$18 per week for millwrights. The average wage paid by Bronson & Weston is \$1.22 per day or \$7.33 per week. This it will be seen is a larger average than that claimed by the men. Then it is to be remembered that it is the inferior workman, who gets the small wage; the capable man is paid a more liberal figure. This is the case in every calling.

Eleven and three quarter hours is a long day; but the lumber trade differs from many other trades. The season is short, the mills only running on an average about five and a half months in the year. To cover the work required within this time, the day must necessarily be longer than the average working day. But, as a matter of fact, whilst a day from the time the men start to work until they close is eleven and three quarter hours, yet owing to the peculiar nature of the work,

causing a good deal of lost time each day from actual steady work, the working day does not count for more than ten hours.

In the case of one firm alone to meet the demands of the men would be equivalent to an increase of \$20,000 per year in wages. What would be the increase with one mill would apply proportionately to all others. Is the lumber trade in Canada in that shape that it will admit of any such an addition to the cost of cutting lumber? The history of the trade for a few years past gives a clear negative to the question. In any proposition for higher wages this matter must necessarily be considered.

The walking boss and the professional labor agitator, as our Ottawa correspondent points out, have been a factor in the strike. We are firmly convinced that their influence is never in the direction of mending matters.

In the interests of commerce generally, and the lumber trade in particular, it is unfortunate that this strike should have taken place on the eve of the fall and winter trade. At this writing there does not seem to be much disposition on the part of either side to give way; yet we are hoping from correspondence in our possession, that if the men are left to themselves, and their passions and interests not excited by the professional agitator, that an amicable basis of settlement can be reached in time to prevent a loss of the remainder of the season's work.

GETTING NEARER THE SAW.

IN THE ELI page of this month's LUMBERMAN an extract is made from an article in a recent issue of the *Monetary Times* touching a statement made in an American lumber exchange that 100,000,000 feet of Canadian lumber have gone over the G.T.R. to the United States during the past few months. Rebutting this absurd statement still further, our city contemporary of later date adds: "Since our paragraph of last week on the lumber trade was written, there has come to our knowledge a specimen transaction which confirms the truth of what we then alleged. A builder on a large scale in Philadelphia, who has been in the habit of buying largely of lumber in American cities, visited Western Ontario a few days ago desiring to make purchases. His aim was, as he expressed it, 'to get nearer the saw,' this is, nearer the original source of supply, and that is the desire, we understand, of other builders in eastern American cities. The competition in various branches of the United States lumber trade has become so keen that the builder is anxious to do away as far as he can with intermediate profits, and so tries to avoid the middlemen. The result of this builder's visit is a purchase of sawn lumber at a Georgian Bay port for shipment eastward. It may be judged that trade direct from these mills is increasing and has as much to do with affecting American distributing points such as Tonawanda, Buffalo and Albany, as freight rates on the tariff, and probably more."

NOVA SCOTIA has taken a new departure in the construction of lumber carrying ships, by which a high rate of speed and sailing qualities and great carrying capacity are to be combined. The barquentine *Argentina*, built for the South American lumber trade, is the pioneer vessel in this recent addition to Canada's merchant marine. The *Argentina*, with a registered capacity of 583 tons, will carry 600,000 feet of lumber, while she can easily sail 12 knots an hour. She carries an immense deck load of lumber without any ballast whatever. She is expected to leave Montreal about 1st inst., for the River Platte, with a cargo of lumber, the first of the season from that port to that part of South America. Allowing 10 days to clear the river and gulf, she expects to make the balance of the run to Monte Video in 40 days, making the time for the whole run 50 days or thereabouts. The average time for an ordinary sailing vessel from Montreal to the River Platte, is about 70 days.

Wooden columns are far better than those made of iron. In case of fire the wood will require some time before it will be burned sufficiently to weaken it, but iron is easily heated, and in that condition will collapse immediately as soon as it comes in contact with water.