

THE DUTY ON PORK.

A deputation representing the Canadian Pork Packers' Association waited on the Minister of Customs recently and urged him to recommend the Government to increase the duty on pork in order to further protect the Canadian packers. Two days afterwards the Customs Department was besieged by about twenty representatives of the lumber trade in the Ottawa Valley, protesting against any change in the import duty on pork, but on the contrary urging for a reduction. Were the deputation measured by its financial standing it would be a heavy and solid one indeed, the aggregate capital represented being estimated at not less than twenty million dollars. There were present:—Messrs. E. B. Eddy, E. H. Bronson, M.P.P., J. R. Booth, G. B. Pattee, Wm. Mackey, E. C. Barnett, Robert Skead, J. B. Klock, W. H. Rowley, Hiram Robinson, W. R. Thistle, W. H. Hurdman, A. Gilmour, jr., Berkeley Powell, F. Bronson, John Gilmour, G. H. Perley, and others.

The objects of the deputation were stated by Mr. Booth. He referred to the deputation of the Pork Packers, they had asked the Government to place the import duty on mess pork at one cent a pound and on all other pork at two cents, or else make the rate of duty a uniform one of two cents a pound. He said the lumbermen used annually in their shanties a very large quantity of pork, and the peculiar quality required—heavy mess pork—was not produced in this country, and they were compelled to import it. To increase the duty would be an additional tax on the lumbering interest.

Mr. Eddy said the lumbermen contributed largely to the development of the country, and he failed to see why they should be taxed on any article which could not be produced in Canada. He had always considered two dollars a barrel too high a charge on salt pork.

Minister Bowell said the Government did not desire to further tax the lumber industry, either by the duties on pork or in any other manner. The question was as to how a plan could be arrived at which would meet the views of not only the deputation but of the Pork Packers, as well as to help the Canadian farmer. He understood the practice in this country was not to fatten the pork as heavy as in the United States, and that the lumbermen did not consider it profitable to buy lean pork. As suggested by the packers, a duty of one cent on mess pork, and two cents on all other pork, would not materially affect the lumberman, seeing that what they imported was mess pork.

Mr. Gilmour said that was the pork used.

Mr. Booth said there was another matter he would like to mention, which was somewhat on a par with the peach basket duty. He had always considered it a hardship that the lumbermen were charged a duty of twenty per cent. on each barrel.

Hon. Mr. Bowell said that brought up the question of the package clause in the tariff. If packages were made free altogether some invoice of goods would contain a package item for two or three times its value. Mr. Booth had referred to the duty on peach baskets. Well, that looked a small thing, but under the law he (Mr. Bowell) thought the Custom officers were right in their interpretation. If our own fruit growers had to pay duty on the baskets in which they packed their fruit, where was the justice in allowing the basket containing fruit grown in the States to come into Canada free? For instance, a Canadian fruit grower who had ten thousand baskets of peaches to place on the market would, if he imported the baskets supplying them to cost five cents each, and have to pay a duty of \$125, while the American grower would not only import his peaches free but the baskets also, thereby having an advantage over the Canadian grower to the amount of \$125.

Mr. Robinson suggested that the duty on pork should be placed at 8 mills per pound, so that the government could maintain its principle of taxing the packages and relieve the lumbermen.

Mr. Bronson said the question of increasing the duty on pork was one which affected the working classes, and it was in the interests of the lumber trade that the working-man should be enabled to live as cheaply as possible. He believed to increase the cost of living in this way would have a tendency to drive our people to the United States.

Hon. Mr. Bowell—I have always found that the working-man could live as cheap or cheaper in Canada than in any part of the United States.

Mr. Bronson—The policy of the Government is protection to home industries, and the deputation is simply asking for protection to the lumber industry.

Mr. Booth said that a calculation had been made recently which showed that only 33 per cent. of the men who had gone into the lumber industry had been successful.

Hon. Mr. Bowell—All that I can say to the deputation is that in making any recommendations to my colleagues I will

endeavor not to interfere either with the lumberman or the pork packer. If Canada produced the pork required for the shanties I would have no hesitation in recommending that the duty be increased two or three cents per pound, but knowing that it is not produced in Canada the matter is one for serious consideration.

THE EXPORT DUTY ON SAWLOGS.

Mr. Booth said there was another matter which he desired to bring before the Minister. Since the Government had increased the duty on saw logs to \$3 a thousand an agitation had arisen in the States in favor of increasing the import duty on lumber, and he had learned that a bill was now before Congress with that object in view. If the duty on lumber were increased by Congress it would be a serious matter to the Ottawa lumbermen.

Representations had been made to the Government that large quantities of lumber were being taken from the Georgian Bay district to a greater extent than ever before and being towed in rafts or booms to the Michigan side, and that this practice should be put a stop to. If the export of logs was to be prohibited at all or the duty placed at such a figure as to induce the American lumbermen to manufacture in Canada it became necessary to increase the duty.

Mr. Eddy said he would not be one of the delegation to the Government to ask them to rescind their action. He thought an export duty of \$3 a thousand was not too much. If the Americans wanted to increase the duty on lumber, let them. He thought our Government had done perfectly right in increasing the duty on sawlogs.

Mr. Robinson—The lumbermen have been informed that the American Government was now considering the propriety of raising the duty on lumber to \$4 a thousand.

Mr. Eddy—Well, let them make it four dollars.

Mr. Bronson said the lumbermen had to pay the intermediate charges between Ottawa and their market, and they themselves would have to pay the duty of four dollars.

Mr. Eddy said he had visited Michigan this fall, and around Alpena and Saginaw had seen the lumbermen cutting up thousands of Canadian logs.

Mr. Bronson said the Ottawa lumbermen's strongest competition came from the Southern States. Southern pine was working further north every year, and it looked very much as if Canadian lumbermen would soon have to accept lower prices for their lumber than in the past.

After some discussion regarding the talk of retaliation by United States lumbermen, which was generally considered of but little account, Mr. Booth expressed himself of the opinion that if the Ontario Government would only make it compulsory on purchasers of their limits to manufacture in Canada, that would be the simplest way out of the difficulty.

In reply to an enquiry from Mr. Perley, Hon. Mr. Bowell said that if the local Government were to sell their limits conditional only on the timber being manufactured in Canada, there would be no occasion for an export duty, as the duty was not imposed for revenue purposes, but simply to induce as far as possible, its manufacture in Canada.

The deputation, after thanking the Minister for his courtesy, retired.

Evolution in Logging

There has been a very decided evolution in the methods of getting logs out in the white pine states of the north-west within the past few years. Plenty of snow, a good bottom and lots of cold weather used to be regarded as the first requisite for a successful logging. But experience has shown that the logger who does his skidding early, without much regard to whether there is snow or not, generally comes out on top. The occasions are rare when logs once put on the skids cannot be got to the bank. The ice road pretty effectually surmounts the difficulties which used to surround seasons in which the snow fell was light. But it is entirely evident that the acme of success has not yet been attained in logging. The time was when the ponderous ox team and a pretty substantial sled was deemed sufficient for hauling logs. But oxen have almost universally given way to the four and six-horse teams, and the old-fashioned hobs to the immense hanks, as wide as a house, and capable of carrying a load quite as large. The primitive sprinkling cart, which trailed its double line of water in the tracks of these immense bank sleds, was regarded, when it was first put into service, as a model of efficiency, and no camp even yet is complete without one, or something which will accomplish the same result. But the sprinkling cart is gradually giving way to the steam road maker, which accomplishes the same result as the sprinkler with the aid of a series of runners, super-heated with steam.

In many localities where the timber is compact, the logging railroad and the steam logger have made their advent, and even cold weather is not regarded as necessary to their

successful operation. The merits of these appliances, their limitations and adaptability to particular localities are too well known to require comment. The latest contribution to the equipment of the logging camp is the steam log hauler, with which it is proposed to supersede horse flesh, and at the same time cheapen the cost of getting logs from the stump to the bank. This latest invention can not be said to have fairly passed the experimental stages yet, but the men who control the invention, have such confidence of its successful operation, that they have made twelve or thirteen contracts to haul logs this winter, and in this way will put into service all the machines they have yet turned out. Of course if they can demonstrate, by the practical application of their invention, that money can be saved, they will have no difficulty in either leasing or selling their traction sleds—for such in reality are the new steam log haulers. Because the steam log hauler may work a revolution in logging, the numerous experiments which are to be tried with it this winter will be watched with a great deal of interest.

Who knows but that the time will come when steam will furnish the greater part of the power employed in the woods, and supersede to a large extent the muscle, human and animal, which has heretofore been employed? Why not a steam traction engine to haul the logs, a steam saw to cut down the trees and cut up the logs, light traction engines to do the toting over lines of travel which cannot be traversed by the railroads, steam to do the skidding and to pile the logs high upon the banks. Inventive skill will continue, undoubtedly, to offer new appliances from time to time, and the things already mentioned, and many more not even dreamed of, are among the possibilities in the near future. Ten years ago the farmers of the country would not have thought it possible that, say a thousand acres of grain could be harvested without the help of a small army of men. Now it is accomplished with two or three men to each self-binder. The time may come when vast logging operations may be carried on without filling the camp with an army of men, the "hovels" with a retinue of horses, oxen and mules, and the supply camp with provisions enough to stock a wholesale grocery and a commission house.—*Mississippi Valley Lumberman.*

EXCHANGE ECHOES.

Northwestern Lumberman.

The tariff bill now before the senate leaves the duty on lumber as it now is—\$2, but in spite of the late action of Canada upon the export log question, a pressure is being brought to bear to reduce the United States customs duty—that is, the democratic senators are sticking for what they can get of the free trade principle. It is hardly to be expected that much will be accomplished on the protection line until the incoming administration is established. By that time the question of retaliating against Canada will be ripe for agitation.

Quebec Chronicle.

We are glad to note that during the latter part of the summer and fall a quantity of lumber has been shipped here for British ports. Some seven or eight steamers have loaded here entirely mixed cargoes of lumber and deals, and a number of steamers entire cargoes of deals. This is a change we are pleased to see: so much carrying trade being now done by steamer, it bodes well for the future that they have commenced to load here. The change is owing to alterations made last summer by the laborers, who then agreed that they would work in steamers using their own steam winches: this the laborers had previously declined to do, in consequence of which considerable quantities of lumber had been sent to Montreal, but this we hope will not be necessary in future, and that the money spent in shipping will go among our own citizens instead of those in another port. Had it not been for the alterations to which we have alluded, it is extremely unlikely that one of the above named steamers would have loaded here, or done more in this port than change pilots as she passed from Montreal to sea. There were other changes made by the laborers society which we understand have worked well and several vessels have been loaded under the altered rules with satisfaction to the owners of the vessel, shippers of the cargo, and ship laborers. Before the alterations in their regulations were made by the Ship Laborers' Society there were several conferences between some of the shippers and the officers of the Society, and it is satisfactory to know that the efforts made by both parties resulted thus favorably in benefiting the trade of the port, and we shall be glad if more such conferences are held when all sides of the question can be considered.

—G. A. Buchanan of Revelstoke, B.C., has secured some timber lands and will erect a saw mill at Nelson, a new mining town at the junction of the Ainsworth Knotenaw Railway and the Great Northern Railway on the Columbia and Arrow Lake. The mill will be in operation early in the spring.