

THE New York Export Lumber Company, which virtually represents the lumber trade between the St. Lawrence and South America, has closed its yards at Hochelaga for the season, having despatched its last shipments. The shipment of timber of all kinds from the St. Lawrence ports this year show an immense falling off as compared with last year. The total shipments from Hochelaga have been 3,862,699 feet, as against 22,876,132 feet in 1889, while the quantity sent from other ports on the St. Lawrence has been 3,798,000, against 12,292,910 last year, making a grand total of shipments from the St. Lawrence for 1890 of only 7,660,699 feet, against 35,313,573 feet in 1889. This includes for each year timber of every sort, viz., spruce, pine, hardwood, and what is technically known as "small stowage," and exhibits a falling off for the season of 27,652,874 feet. The last smallest season within the decade was that of 1876, when the shipments from the St. Lawrence, all ports, were only 3,437,000 feet, or 4,223,699 feet less than this year. In 1877 the season was little better, only 8,787,928 being shipped. The falling off this year is attributed to the political disorder in South America.

THE cutting season of the Ottawa mills is now practically over, and as nearly as can be ascertained the output of sawn lumber in the mills of the Ottawa district will amount to about 598,000,000 for all grades high and low, and the value of this lumber at the established average would be \$9,568,000. Although the amount is much less than last year's output, nevertheless it is a very creditable showing considering the reasons for the decrease are many. The estimates for the season are given as follows:

J. R. Booth	85,000,000
Bronson & Weston	62,000,000
Perley & Pattee	50,000,000
Piercy & Co	45,000,000
Hurdman & Co.	24,000,000
MacLaren & Co. (Ottawa)	25,000,000
E. B. Eddy & Co.	10,000,000
McClymont	7,000,000
Gilmour	35,000,000
McLaren & Co. (Buckingham)	10,000,000
Ross Bros.	8,000,000
McCraeken, Boyle & Co. (Templeton)	5,000,000
W. C. Edwards (Rockland)	45,000,000
Hawkesbury Lumber Co.	50,000,000
Ottawa Lumber Co. (Calumet)	12,000,000
Canada Lumber Co. (Carleton Place)	40,000,000
McLachlin Bros. (Arnprior)	50,000,000
Gillies Bros. (Breside)	10,000,000
Miscellaneous	25,000,000
	598,000,000

HARBOR COMMISSIONER BALGER, of Three Rivers, in a report to the Dominion government, says the decline of trade in that important lumbering centre is not merely due to the general condition of this business, nor the gradual reduction in the produce of the timber forests, but to the absence of proper shipping facilities in the harbor. The want of the necessary space for piling and sorting the lumber is forcing the merchants and shippers to send the produce of the mills in the district of Three Rivers by lighters to Quebec and to Montreal, for transhipment into sea-going vessels instead of shipping direct, as in former years, and as both producers and shippers intended to do when the harbor commissioner was established, and hopes were entertained that Three Rivers would prove to be the nearest and most suitable and economical port for the shipment of lumber. As for the importance of such establishments it may be said that the River Nicolet alone produces annually from 25,000,000 to 30,000,000 feet, the Riviere du Loup, the Yamachiche, the Becancour, the Maskinonge and some establishments along the line of railway turn out a very large quantity all told, without alluding to Ottawa lumber, the shipment of a portion of which from Three Rivers has been entertained for years, and is still entertained by some of the most prominent firms in the lumber export trade.

A special general meeting of the Toronto Board of Trade was held Nov. 20th, to consider the shortage of cars on the Grand Trunk railway to meet the demands of the lumber and grain trade. The president, John I. Davidson, occupied the chair. There were present: Messrs. W. M. Stark, James Harris, J. B. Eager, S. C. Kennedy, James Carruthers, J. Carrick, W. Millichamp, J. N. Peer, J. C. McKeggie, J. D. Laidlaw, J. McLaughlin, D. D. E. Cooper, A. McFall, Wm. Kersteman,

Jr., James Worthington, W. Christie, J. Donogh, W. B. Hamilton, Wm. Thompson, R. S. Baird, J. H. G. Hagarty, George Goulding, George Keith, George A. Chapman, Thos. Tait, C. P. R.; R. L. Nelles, G. T. R.; J. N. Sutherland, S. James, G. M. Bosworth, C. P. R.; A. M. Smith, H. N. Baird, C. Goode, G. B. Smith, M. P. P., Paul Campbell, L. A. Tiley, R. W. Elliot, J. Young, N. Weatherston. The president, in opening the meeting, said the question had become so serious as to require the interference of the Board. He had accompanied the members of the lumber section on Sept 20th to interview Sir Joseph Hickson on the matter and he had promised that the grievance should be remedied. It would be for the meeting to say whether this promise had been fulfilled. The question was discussed at considerable length, *pro* and *con*. It was then moved by W. B. Hamilton, seconded by George A. Chapman, and adopted. That the following be a committee to report to the council of the Board on the railway question. Messrs. A. B. Lee, representing the hardware section. R. J. Stark, representing the flour and meal section, S. Caldecott, representing the dry goods section and J. Donogh, representing the lumber section.

IN the Exchequer court judgment has been delivered in the case of the St. Catharines Milling and Lumber Company vs. The Queen in favor of the latter. It will be remembered that this company, which is composed of Capt. Murray, of St. Catharines; J. A. Gouin, P. H. Chabot, Oliver Latour, and T. E. Chevrier, Ottawa, obtained from the Dominion Government the privilege of cutting a million feet of lumber in the territory which the courts afterwards awarded to the Province of Ontario. The plaintiffs in 1882 obtained a permit from the Dominion to cut 1,000,000 feet of lumber in Keewatin, then a disputed territory. Under this permit the company cut 1,600,000 feet of lumber and paid the dues thereon to the Federal Government. The logs remained on the limit, as the Canadian Pacific railway refused to build a siding for their shipment. In the meantime a title to the disputed territory was finally granted to Ontario, whereupon the Government of that province seized and confiscated 1,600,000 feet of lumber. The company then filed a petition of right against the Dominion Government to recover \$159,255 for damages. The Crown would only admit a claim to the extent of \$2,375.59, and tendered this amount to the plaintiffs. His Lordship decided against the company and gave judgment for only \$2,375 reserving the question of costs. The sum awarded by the Exchequer court was simply the amount paid by the company to the Government as timber dues. Their claim for damages, and even the money spent by them in cutting logs, making roads, etc., was rejected. It is understood that the company will appeal the case to the Supreme Court of Canada.

A BALTIMORE correspondent writing to an exchange on the recent change in the tariff on lumber says: "I am surprised at the quiet position of the lumber press concerning the change in the tariff heretofore existing between the United States and Canada. We may as well acknowledge that we have been out-generated, or that in diplomacy the Canadians are our superiors. The only people in the United States who have been benefited are the few who did not unload their "crown lands," and who may now tow logs from such lands to American ports for manufacture. The Canadian lumber comes in at a duty of \$1 a thousand to compete with our home product. Prices have not, and will not, lower on white pine to consumers, but American manufacturers lose the chance to supply exactly the amount of lumber that comes from Canada. If I understand the situation, Americans can now invest millions of dollars in timber limits, but the product must be manufactured in Canada, which withdraws just so much capital from the states, furnishes labor to Canadians, and builds up manufacturing towns, all of which are consumers of Canadian product. Every foot of common grade from Canada debar the use of a like quantity of home product, and it is a well-known fact that home manufacturers are puzzled now to find markets for their coarser product. I do not believe in giving something for nothing, nor do I believe in giving Canadians a

market for their lumber, and accept their gift, which has "a string to it." If crown lands could be bought with no restrictions as to where the logs should be manufactured into lumber, Americans could then continue to furnish employment for American laborers at home. With lumber manufacturers in the United States the conditions are well recognized and party lines are ignored. The fact is that a prohibitive tariff as between Canada and the United States would benefit the many thousand manufacturers of lumber and their hundreds of thousands of employees, and would not raise the price a single dollar a thousand to the consumer."

COMMENTING on the reports published in the Ottawa press as to the results of Mr. Charleson's recent exploration of the timber limits in northern Quebec, the *Chronicle* says, the region explored by him extends from the source of the River Ottawa to the point where it expands into Lake Temiscamingue, a distance of about one hundred and fifty miles. For the whole of this distance the river runs from east to west, or in a direction exactly opposite to its general course, which is from west to east, through land for the most part well fitted for settlement, and the forests which border it are largely composed of valuable white and red pine timber. And not only are these valuable woods to be found in the river valley, but as stated a few days ago by Mr. Bailey, C. E., of Toronto, they extend to the height of land, and beyond it into the James Bay territory. Mr. Bailey states that the Ontario side of Lake Temiscamingue, between that lake and Lake Nipissing is even more valuable, the best of white pine being found in such quantities, that a Toronto company is about to build a railway through these lands to Moose Factory, on James Bay. There is one point in connection with these valuable discoveries, which should not be lost sight of. And that is as to how this timber is to be manufactured and brought to market. Quebec people must not imagine that they are going to control it, as heretofore, if the ancient methods of doing the business are to be pursued. The world moves, and since the recent construction of new railroads, the old plan of floating the timber and saw logs down the rivers is being rapidly changed; the logs are being sawn on the spot and their produce carried to market by rail as is done in the Western States. The great bulk of the logs now made in the Province of Quebec on the Upper Ottawa are sawn in Ontario mills at Ottawa, and their produce, instead of coming to Quebec in barges, goes to swell the earnings of Ontario railways, and to such an enormous extent, that last year the Canada Atlantic Railway carried—nearly all to the United States—the immense quantity of one hundred and fifteen million feet of sawn lumber, and the Brockville & Ottawa a very large quantity, probably the bulk of the four hundred million feet transported by the Canadian Pacific, of which it now forms part. If we in Quebec had only had the foresight to build the long projected railway from Quebec to Lake Superior, or even as far as Lake Temiscamingue, the most of this timber would have been sawn at local mills along the line, a chain of settlements would have sprung up in the interior, and Quebec Province and our port would have had the benefit of the trade. If this line were built now, not only would we secure the business of the one hundred and fifty miles of the Upper Ottawa, the timber of which is to a great extent untouched above Temiscamingue, but a valuable impetus would be given to the settlement of the interior of the Province, even without resorting to the rather narrow policy of the Ontario Government, which compels all logs cut on its lands to be sawed in that province. If we don't do this, it is certain as the sun shines that every log made on the Ottawa river north of Temiscamingue will be sawn there, and the produce carried to Toronto by the new road via Nipissing and thence to the United States. The question is a most important one, and merits the attention of our business men and of the Provincial Legislature. The territory in question, with the adjoining area in Ontario, embraces the most valuable timber lands now left in America, and should be carefully nursed, and so administered as to secure the colonization and development of the country in which it grows, as Providence intended it should.