

jective character known as the Dingley Bill. Under this the mills in the Duluth district had a decided advantage, being permitted to exploit the Manitoba, Western Ontario and United States markets, while the Canadian millmen were deprived of the privilege of competing in the United States market.

While the Dingley Bill was looked upon as unfriendly legislation to Canadian interests, Mr. Waldie believed that it would really prove a benefit, as prices to-day were from 10 to 20 per cent. higher than they were one year ago, with the probability that ten of the saw mills on the Georgian Bay that were closed last year (capable of manufacturing 150,000,000 feet) would operate this year. Mr. Waldie contended that owing to the rapid change and developments that take place, past history and experience were not safe guides to follow. In the year 1888 there were not one million feet of saw logs exported from Canada to the United States, while in 1896 there were 272,000,000 feet, in 1897 202,000,000 feet, and in 1898 233,000,000 feet—a total in three years of over 700,000,000 feet of saw logs. During this period the quantity taken off by Americans amounted to 487,185,931 feet, and the quantity sold or taken to American mills by Canadians was 220,248,385 feet.

Ten years ago the product of sawn lumber going from Canada into the United States was to the value of over \$7,500,000, while in 1898 it was less than \$3,000,000. Therefore, while the Americans had free access to the forests of Ontario to supply their sawmills with logs, the quantity and value of the logs taken from Ontario had increased until they exceeded the quantity and value of lumber shipped into the United States from the whole of Ontario, including the Ottawa district. Mr. Waldie presented the accompanying statement of logs exported from the Georgian Bay district in the last three years.

As to the grounds of opposition of the duty on lumber, Mr. Waldie said that the people of Manitoba were in a position to-day which made it unnecessary for special consideration being given to that province to the detriment of the others. There was no argument that could be used to prove that Manitoba should have free lumber that would not apply in favor of Manitoba having free agricultural implements, and no injustice would be done to Manitoba in giving the Georgian Bay lumbermen the advantage of their market and shutting out the Minnesota product.

MR. BECK'S REMARKS.

Mr. Chas. Beck, of Penetanguishene, pointed out as an example of United States competition that before American lumber came in free, our lumbermen had a good trade with the railway companies for Norway pine sills. They were now getting their principal supplies from the Southern States. He cited the rebuilding of Gravenhurst and Midland stations, which were finished with Georgia pine. He did not believe that a duty would increase the price of lumber in the North-west. He had shipped lumber from his Penetanguishene mill, shipping by boat to Fort William and from there west by rail. He found prices in the North-west very good and realized more for his lumber there than in Ontario, notwithstanding the long haul and extra handling at Port Arthur. He believed that instead of prices being advanced as a result of the duty they would more likely be reduced.

THE TRANSPORTATION PROBLEM.

Mr. Thos. Conlon, of Thorold, dealt chiefly with the question of transportation. Cargoes both ways, he said, were a necessity for successful navigation, and this was our greatest drawback in carrying grain from Fort William. Yet during last summer Manitoba bought from Minnesota 38,000,000 feet of lumber, while Canadian vessels were going light, right by Canadian mills that were looking for a market for twice as much lumber as Manitoba consumed. Mr. Conlon said that his brother and himself had a couple of small vessels, carrying grain from Fort William since that port commenced to export it, and never yet had they been able to send a cargo of lumber to Manitoba on account of the C. P. R. rates from Fort William being too high, although they hauled their cars back light. Now, however, the C. P. R. were willing to lower their rates to a fair basis if the Government put a duty on American lumber. Here was an opportunity for the government and the C. P. R. to open up this new trade in lumber with Manitoba. If the C. P. R. would carry lumber on a ten cent rate from Fort William to Winnipeg, the same as with grain, they would open up a profitable trade for themselves, a new market for Ontario lumbermen, and give cheaper lumber to Manitoba, and the only persons hurt would be Mr. Tawney's friends in Minnesota, who were now pouring lumber into Manitoba free of duty, after having shut Canadian lumber out of their market. If we had furnished that 38,000,000 feet last year instead of Minnesota,

Canadian vessels would have earned \$50,000 in freight and the C. P. R. \$100,000 more, instead of hauling back empty cars. Mr. Conlon submitted a list of prices of lumber in Winnipeg, stating that on a ten cent rate he would be prepared to sell several cargoes on that basis.

VIEWS OF MR. D. C. CAMERON.

Mr. Cameron, president of the Rat Portage Lumber Company, submitted a statement to show that an advance in the price of lumber would not result from an import duty. Instead, the price would remain the same, but the trade which was now divided would flow naturally to Canadian manufacturers, giving employment to many thousands of Canadians and increased trade to Canadian merchants and manufacturers. Canadians, he said, were capable of producing lumber as cheaply as their American competitors, if conditions were equal, and having more than a sufficient supply of timber for our consumption, no necessity seemed to exist for allowing foreigners into our markets, without at least contributing something to the revenue of the country. As showing that prices would not be increased to the settlers of Manitoba and the Territories, he stated that Western Ontario contained billions of feet of valuable pine timber, the only natural market for which was Manitoba and the Territories. All the timber west of Lake Superior on Canadian territory is tributary by water to the Canadian Pacific Railway and the proposed Rainy River Railway. The South-Eastern Railway, which touches the Lake of the Woods and then crosses the great Rainy river, traverses the best timber lands remaining in the possession of the government of Ontario, and furnishes an outlet for a supply of timber for our prairies for many years to come. With these easily accessible forests, there could be no possible excuse for fearing a lack of competition by Canadian manufacturers of lumber in the western part of Canada, to say nothing of the supply on the shores of Lake Superior and Georgian Bay. During 1898 about 38,000,000 feet of lumber, besides large quantities of shingles and laths, were admitted free of duty into Manitoba. This lumber was worth, when delivered in Manitoba, about \$15 per thousand. Therefore, the sum of \$540,000 for lumber and about \$60,000 for lath and shingles was paid by Canadians for American product, without any corresponding advantage, while there are mills in Western Ontario, which cost hundreds of thousands of dollars lying idle, and rotting to the ground for want of a market for their products.

The Canadian consumer, Mr. Cameron said, had nothing to gain by having lumber on the free list; on the contrary, he was the loser to the extent of the money which is paid to a foreign country for a product which should rightly be manufactured in Canada. Mr. Cameron read a resolution passed by the Board of Trade of the Rainy River district requesting the Dominion government to impose an import duty on lumber.

THE HARDWOOD INDUSTRY.

Mr. J. E. Murphy, of Hepworth, vice-president of the Ontario Lumberman's Association, referred particularly to the hardwood industry. After reviewing the situation as to the tariff, Mr. Murphy said: In the face of conditions of the lumber trade as they now exist, it would be a wise and popular move on the part of the government of Canada, in my humble opinion, to impose a duty on lumber and shingles coming into this country and place an export duty on pulpwood leaving this country in an unmanufactured state. The Americans, like ourselves, are producers and exporters of hard and soft wood lumber and manufactures of wood. So long as they can use our raw forest product, just so long will they meet us in foreign markets with the manufactured lumber. It will not be many years till their forests will disappear or become depleted of marketable timber. Our supply is practically inexhaustible at the present rate of consumption. The hardwood forests of this country are a splendid asset and once destroyed cannot be reproduced as readily as soft wood or pine. The world's consuming market is hungry for lumber and manufactured wood goods, the latter particularly in hardwoods. These markets are as free to us as to our American competitors. We are as yet a young country in the art of manufacture, but we will improve with age. We are not yet as well able to compete in the foreign markets with our American neighbors as we will be. This is largely due to their greater wealth, their larger home market and their great combines and aggregations of capital which is used in the establishment of huge manufacturing plants to turn out manufactures of wood for the home and foreign markets. In this respect they have become great and conspicuous. It has taken time for them to accomplish this. We will also become great in the art of wood manufacturing, but it will take time, population and capital; all of which we will acquire in time. We have a country possessing all the natural advantages of our neighbors. We are rich beyond measure in our forest possessions, in both hard and soft wood. Let us preserve these forests. Cherry, oak and rock elm have almost entirely disappeared from the forests of Ontario, where these woods were once plentiful. Let us be warned by this fact and protect what we have left. Hardwood forest are not nearly so liable to destruction by forest fire as pine. We cannot readily reproduce them. We will need all we have when we become greater in the arts of manufacture. Foreign enquiries for our lumber and manufactures of wood are daily becoming more and more frequent. We are perhaps a little slow in learning accurately the wants of foreign markets, and becoming liberal caterers thereto, but we will get there in time. True,

the Americans want our high grades of hardwoods, and in many instances the prices they pay warrant our manufacturers in shipping the best lumber to them, notwithstanding the \$2.00 duty. This leaves a very considerable percentage of low grade on the hands of the manufacturer not easily disposed of. The Americans won't have it. We have no home consuming market for it of any consequence, and its grade will not permit its exportation owing to freight being too high. During the past year our American neighbors have enjoyed a free market in the Dominion of Canada for three million dollars' worth of lumber and forest products, while every board they have taken from us has been compelled to pay a duty of from one to two dollars per M. Were we not extensive producers of lumber greatly in excess of our manufacturing requirements, these facts might be more readily overlooked.

In conclusion, let me say to our Canadian legislators that conditions at present existing in regard to lumber tariff are decidedly unfair and, as it were, juggled. We want a lumber tariff to protect our home market similar to that given by the American government to their own lumber producers.

EXPORT OF CANADIAN LOGS.

The following memorandum regarding the export of Canadian logs was submitted by the Sutherland, Innes Co., of Chatham, Ont.:

The most serious problem that is at present confronting the sugar refiners, flour and corn meal millers, salt manufacturers, cement manufacturers, and other users of barrels, is where they are going to get their cooperage stock in years to come, so as to make the barrels required by them.

The forests of Canada are being rapidly denuded of elm, oak, basswood and ash, not so much for manufacturing into cooperage by Canadian millmen, but by jobbers who export the logs to foreign countries, there to be manufactured into staves, hoops and heading. Ten years ago the counties of Essex, Kent, Lambton, Elgin and Huron had apparently boundless forests of virgin hardwoods; to-day it would be difficult to find a solid 200 acres of forest.

What has become of all this timber? Has it been used by the mills in these counties? Our answer is, only to a very limited extent, and while there is over \$2,000,000 invested in mills and 4000 to 5000 men employed annually in these counties at the mills and in the woods getting out timber for these mills, only a tube of the timber has been used by these factories.

What has become of the timber? First, the Dawn tramway in Lambton, then the tramway of the Anchor Company of Detroit in Kent, then the L. E. & D. R. R. through Essex and Kent, have been taking out the finest timber in these counties to the Detroit river, Sydenham and Lake St. Clair for export to mills at Detroit, Wyandotte, Trenton, Mount Clemens, New Baltimore, Fair Haven and Algonac, while the timber along the Lake Erie shore has been taken over to Sandusky and also to Wyandotte and Trenton. Huron has contributed its timber to build up Michigan mills, also to the disadvantage of the Canadian industries.

The market in Canada in the past was not large enough to consume more than a small amount of the manufactured stock, the European market had not got into the way of using Canadian stock, and consequently the only market for the surplus manufactured stock was the United States, protected by a duty of 10% on staves and 35% on hoops and heading. Manufacturers in the United States were and are enabled to pay a higher price for logs than Canadian manufacturers could or can afford, the consequence being that the logs, instead of being manufactured into cooperage material in Canada, have been exported as they came from the woods, to the great loss of the Canadian people.

If we are to develop Canada, let us insist on our logs being turned into the manufactured product before it leaves our shores, build up our own manufacturing industries, keep our young men, the bone and muscle of our country, at home, and distribute the money required to run these factories among our people. There are two ways to do this, either by putting a large export duty on logs and bolts or by prohibiting the export of logs and bolts altogether. The latter we believe the most feasible and one that would do away with any cry of retaliation from our neighbors. Should our neighbors go in for retaliation, they would be the only ones that would get hurt, as the demand for cooperage stock in Canada and for export to Europe is now getting nearly on a par with the production, and it would simply mean that if a higher duty was put on Canadian stock going into the United States than at present exists, the consumers in the United States would either have to pay the increased duty or not get the stock.

We might point out to you that the 35% duty on hoops and heading shuts out this stock entirely from the U.S., and it is only staves on a 10% duty that goes in from Canada.

If the U. S. admits cooperage stock from Canada free, the manufacturers here would be able to compete for logs with U. S. buyers, but as it is, the mills in Canada lie idle half the year, while our finest logs go to keep the U. S. mills running.

Let us therefore all pull together and support the Canadian government that will prohibit the export of logs from Canada entirely.

Resolutions passed by the British Columbia Lumber and Shingle Manufacturers' Association and the Boards of Trade were presented by Mr. P. D. Gordon. These will be found elsewhere.