

THEY WILL FIGHT THE RAILWAYS.

A Representative Meeting of Ontario Lumbermen.

A meeting of the lumbermen of the province was held in the Board of Trade rooms in the city of Toronto, on the 28th ult. The meeting was called solely for the purpose of taking into consideration some plan of action regarding the unsatisfactory tariff rates on the Grand Trunk and other railways.

The attendance was not as large as it doubtless would have been had the meeting been called either before or after the holiday season.

Among those present were the following: Messrs. Flatt & Bradley, (per Mr. Patterson), Hamilton; Geo. Cormack, Whit. J.J.C. Thomson, of R. Thomson & Co., Hamilton; A.H. Campbell, president Muskoka Mill and Lumber Co., Toronto; A. K. McIntosh, Toronto; Robt. L. McCormack, West Toronto Junction; Tennant & Co., Toronto; T. W. Walker, Agt. The Rathbun Co., Deseronto, Toronto; C. W. Burns, Jr., South River; Donogh & Oliver, Toronto; S. C. Kandy & Co., Toronto; M. Brennan & Sons, Hamilton; Patterson Bros., Hamilton; J. R. Vanfleet, Brantford; T. H. Willmott, for Willmott & McIntosh, Toronto; McCrancy, McCool & Wilson, Toronto; A. G. Mortimer, Editor CANADA LUMBERMAN, Peterboro.; W. J. Holliday, Toronto; N. Dymont, Barrie; W. P. Hartney, Stouffville; F. A. Bowden, Toronto; D. Laplante, Toronto; J. Scott, Georgian Bay Lumber Co., Waubauskene; Jas. Tennant, for Christie, Kerr & Co., Toronto; W. D. Matthews, President Toronto Board of Trade.

Mr. A. H. Campbell was unanimously called to the chair. Mr. A. K. McIntosh opened the meeting by reviewing the work that had already been done towards securing a satisfactory redress of the grievances the lumbermen of the province were laboring under through the one-sided action of the railway companies. He said that every effort had been made for years to induce the Grand Trunk railway to amend its present unfair system of charging by weight at the point of destination, but all their efforts had so far been unavailing. Matters had now arrived at a crisis, and concerted action was necessary to press the lumbermen's claim, if not by fair arbitration, then through the medium of the courts. Some weeks previous they held a meeting and decided to present their grievances to the Hon. O. Mowat, and ask him to attempt their redress. The Premier after four weeks consideration has accepted a retainer, and has instilled into the lumbermen sanguine expectations of the outcome of the coming struggle.

Mr. John Donogh, of Messrs. Donogh & Oliver, next took up the question in detail, showing that the lumbermen's grievances of to-day had extended over a period of twenty years, in fact ever since the car trade commenced to develop. The pressure was now becoming intolerable. Deputation after deputation had waited on the representatives of the Grand Trunk railway, but their demands had invariably been ignored.

Bad as their trouble had been before in bringing lumber over the Northern railway, it had materially increased since the Grand Trunk assumed control. It is with the G. T. R. that the lumbermen's grievances mainly lie, as this road annually handle nine-tenths of the lumber going into Toronto. The general system adopted by American railways, was a rate per thousand feet, and this was all that was asked for here. They did not desire to dictate prices to the railways, as they were quite willing to pay good value for all they received. So long as the present system was in vogue, neither the manufacturer, the wholesaler or the retailer, had any way of determining the freight charges on a car of lumber. The lumbermen wanted one of two things—either that a scale of rates per foot be adopted, or that the railway companies make provision for the weighing of both cars and lumber at each point of shipment. The lumbermen's counsel, Hon. Mr. Mowat, had laid his views before them in writing, and it was evident from the information therein contained, that the lumbermen's case was a strong one. In fact information had been furnished that was almost sure to lead to victory. If Mr. Mowat's advice proved correct it would

revolutionize the carrying trade, not only of lumber, but of all other classes of freight.

A general discussion ensued, in which representatives from different points took part. The question of the almost continuous scarcity of cars, and the consequent stagnation in moving lumber from one point to another, was also touched upon, the opinion being that there should also be some means of relief found to overcome this difficulty.

The feeling of the meeting was in favor of avoiding the courts if possible, and the making of one more effort to arrive at an understanding with the railway authorities, failing in which legal proceedings would at once be instituted.

It was thereupon resolved, "That this meeting approve of the engagement of Hon. Oliver Mowat as counsel, and that a committee nominated by the meeting be appointed to act with Mr. Mowat to wait upon Mr. Hickson and Mr. VanHorne with a statement of our grievances, and failing a prompt and proper remedy from this source that such steps be taken, under the advice of Mr. Mowat, as may be necessary to secure our proper rights.

The following committee was then appointed: Messrs. Scott, Brennan, Thompson, Ferguson, Dymont, Donogh, Willmott and McIntosh.

It was understood that the above gentlemen were to act as convenors of the deputation, with power to add to their number. After a vote of thanks being tendered to the chairman, the meeting adjourned.

SPLINTERS.

SOME interested parties at Port Arthur, attempted to boom a big demonstration in commemoration of the Privy Council's recent decision *re* the disputed territory. The effort appears to have been a failure, however.

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THE *Lumber Trade Journal*, of Chicago, has purchased the subscription list and advertising patronage of *Lumber*, Chicago's youngest lumber journal, recently conducted by A. H. Hitchcock. With four lumber papers the metropolis of the West certainly had one too many, and the yearling, though a healthy child for its age, had to succumb.

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OWING to the action of the Dominion Government in lowering freight rates on the Intercolonial railway, Quebec shippers are now sending large quantities of deals forward from Quebec to Halifax, a distance of 678 miles, at which point they are shipped to Europe. Although it makes a pretty long haul, shipments of lumber over the Intercolonial to the seaboard increased from 116,000,000 to 161,000,000 feet in 1887 as compared with 1886.

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IN the official report of the French Forestry Department the countries of Europe are classed as follows. Those in which the production were less than the consumption are the United Kingdom, France, Belgium, Holland, Italy, Spain, Portugal, Greece and Denmark. Those in which the production is equal to or greater than the consumption are Russia, Sweden, Norway, Austria, Hungary, Germany and Switzerland.

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A MONTH or two ago THE LUMBERMAN published an article from the pen of Dr. Otto Hahn, of Reuthagen, Germany, on the manufacture of pulp out of sawdust and pine fibre. It is interesting to know that the patent on this side of the Atlantic was transferred the other day to American capitalists for a cash consideration of \$150,000. It is said that previous to this patent being procured several Canadians knew of the means of working up pine fibre into pulp for the purpose of paper manufacture, but they allowed the chance to go by. It is now known that excellent paper can be made out of sawdust, and in Germany operations on a very large scale are being pushed forward.

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THE revenue obtained by the Dominion Government from the sale of timber and mineral leases in the disputed territory claimed by Ontario was small. The regulations were the same as those in vogue in Manitoba and the North-west. Private parties could not secure timber properties unless the properties were first

put up for competition. The limits went to the individuals offering the largest bonus. In addition the Dominion collected a ground rental of \$5 per square mile per annum, in addition to a royalty of 5 per cent. on all lumber sales.

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A *TIMBER* berth, consisting of 14 square miles, being No. 2. Ballantyne, was sold by the Ontario Government by public auction, on Dec. 11th. Donald McMaster, of Alexander, bought it at \$2,750 per square mile. The area being small, lumbermen had ample time to inspect it, and the result was that the bidding was spirited and did not slacken until the price had risen \$400 per square mile over the highest bid for the same limit a year ago. The following are some of the lumbermen represented: Cook Bros., Mr. Maxwell, John Waldie, Mr. Arthur Bros., Toronto; James Rayside, M. P. P., Lancaster; Klock, Hale & Bonth, A. Fraser, Ottawa; Mr. Pack, Cleveland; M. McCoy, Renfrew; Mr. Thos. Murray, M. P. P., Pembroke; Beck & Co., Penetanguishene.

UNWISE CANADIAN LEGISLATION.

Under the above caption, Edward Jack, of Frederickton, N. B., writes to a New York journal as follows:—

"The writer is not sufficiently well acquainted with the state of matters in Ontario to discuss the question of the propriety or impropriety of the export duty levied there on Canadian logs, but, in so far as this duty affects the St. John, full acquaintance with its situation and circumstances enables him to say that it has been a great injury to the people residing in New Brunswick, adjacent to its banks, as well as the railway and other interests of the Province of Quebec.

Commencing at a point three miles above the Grand Falls of the St. John, for nearly seventy miles, the center of that narrow river is the boundary between the United States and Canada; above this, in Maine, as well as in Quebec, there are vast forests, the timber from which must be driven down the St. John.

For thirty-three miles of the distance, where the St. John is the boundary, the New Brunswick railway skirts its shores, and there would be no difficulty in this railway crossing into the State of Maine, to carry manufactured woods sawn from lumber cut in the Province of Quebec, did not this unwise law virtually forbid it.

The residents along the river in the locality referred to being nearly all Acadian French, they are one in everything but nominal nationality, more especially as the river is bridged by ice for a considerable portion of the year.

Anything approaching the effectual carrying out of an export duty law in this great country of forests is impossible; hence its only effect is to reduce the value of the standing trees, as well as that of labor in the country adjacent, because, however, everyone may know the impossibility of carrying out this law. Capitalists will not invest large sums of money in mills on the American side to manufacture wood cut on the English side, in dread of the terrors of the existing law; and thus it is that the United States is the gainer by \$2 per M on spruce and \$3.50 per M, B. M., on Cedar logs, being the amount of duty levied on the same in the United States. While the New Brunswick Railway, the land holders in Quebec, and the *habitants* on the river are the losers of this.

After all, the whole question is whether the sawing shall be done at one point along the river or on the opposite bank, at the distance of a few hundred feet, and thereby save the sums mentioned; the difference in benefits to the people on either side being but a trifle, no matter where such mill was erected, for they are *French*, and brothers, wherever their residence may be.

[We don't know who Mr. Edward Jack, of Frederickton, N. B., is, but from what we can glean from the above, and other letters from the same source, we have formed the opinion that though the writer assumes to live in Canada, his interests lie more in the United States than they do in this country. His arguments, if arguments they be, certainly do not correspond with the views of the lumber trade of New Brunswick, but will doubtless find favor across the lines.—ED. LUMBERMAN.]