

made a cut of 1,000,000 feet at Ebb and Flow Lake last year, which will just double this year. Mr. Jonasson, whose mill is at Bad Throat River, cut 1,225,000 ft. this year. James Corcoran's cut at Humbug Bay last season was 700,000 feet, but will be 900,000 ft. this season. Wood & Co. cut 460,000 ft. at Winnipeg River last year, and their cut for this year is estimated at the same figure. Brouse & Co. also cut 250,000 feet at Bad Throat River in 1887, and will cut 200,000 ft. this season. The total cut for 1887 was 6,700,000 ft., while that for 1888 is estimated at 8,975,000 ft.; that for 1887 realized, say, \$74,250, while this year's cut is expected to bring \$116,676. The cut for 1887 sold at an average of \$11 a thousand; while that of 1888 is bringing \$13 a thousand. It is true that the timber is not of a very large size, but that is its only drawback. There are many most valuable uses, like those which have been enumerated, to which it can be put, and is being put at present. Like the great bulk of our natural resources, its natural trade movement must be southwards and across the international boundary.

THE additions to their rolling stock that are being made on the principal railways, will do much to prevent this season the shortage of cars of which complaints were made at some points last year. There has always been more or less grumbling about the want of the accommodation and the charges on the Northern and Northwestern under the old management. Now that it has come under the control of the Grand Trunk it is to be hoped that things will run more satisfactorily.

THE tariff duty on lumber taken from the New Brunswick frontier into the United States, it is said, has been a dead letter until recently. The Kennebec, Me., lumbermen considered themselves aggrieved by this laxity in enforcing the protection of their interests, and took action in the matter. Their efforts, they say, have been successful, and the law will now be stringently enforced. The amount now collected is three times what it was before the lumbermen commenced the agitation.

REPORTS from Quebec indicate a satisfactory condition of the trade. The increased demand from Great Britain, combined with the diminished output following on the low prices of the last year or two, strengthened the market and enabled old stocks that had accumulated here to be worked off. This is likely to lead to Canadian operators paying more attention next winter to the European markets. The new arrangements as to loading timber are also having a beneficial effect in the city of Quebec.

UNTIL within recent years that portion of Ontario known as the Lake Superior region was a terra incognita. Now, thanks to the enterprise that has pushed through its rocky wilds one of the greatest railroads in the world, its capabilities and possibilities are being gradually made known. That it is rich in mineral wealth and that within its bounds are numerous tracks where the agriculturist, the dairyman and the stock raiser will, in the not far distant future, flourish, is beginning to be acknowledged. But there also the lumberman will find a wide field for his operations. The rocky and rough sections, as well as the more favored spots, are covered with a forest growth of no inconsiderable value. In some parts the timber is heavy enough for sawing, and a good deal has already been manufactured into lumber, whilst the lighter timber ensures a bountiful fuel supply.

ABOUT the middle of the month there was an important caucus of Republican members of the United States Senate at the residence of Senator Chandler. There was a long discussion as to the proposed Tariff Bill, which the Republicans have planned as a means of fighting the Mills Bill and making political capital for the Presidential election. The treatment of the lumber duty was debated in a lively manner with much difference of opinion. Some Senators from treeless states strongly advocated free lumber and the abrogation of the duty. Representatives of the lumbering States, on the other hand, were as strong for continued protection and for the maintenance of the lumber duty intact. It is reported that a compromise was proposed and accepted to reduce the duty by fifty per cent., leaving it at one dollar per thousand. Evidently the action of Congress in this matter is very uncertain, depending much more upon political than economical considerations. The great lumber trust with a capital of \$60,000,000, which is said to be in process of formation in Wisconsin and Minnesota, may have something to say on the question, as well as on prices, output, wages, &c. It is notorious that such rings have considerable influence upon legislation among our neighbours, by the use of their system of "lobbying" and other devices, the secret of which is sometimes divulged after a time.

THE appeal to the Judicial Committee of the Imperial Council to determine the possessorship of the Crown lands of Northwestern Ontario—whether the title is in the Dominion or the Province—was argued very thoroughly. The question largely turns upon the nature of the Indian title and the rights acquired by its extinguishment. The Judicial Committee reserved judgment, which is to be given in November, a chief cause for the delay being the time required for obtaining from Canada copies of certain Orders-in-Council, which were considered to have an important bearing on the decision. It is not of very great importance to the lumbermen as such whether they have to deal with the Dominion or Provincial authorities, but it is high time that the point should be settled one way or the other, so as to put an end to the troublesome complications now existing and to facilitate operations in this district. The present uncertainty has impeded business, which will be lively as soon the judgment is decided, whatever it may be.

THE task of towing the great Joggins' or O'Leary raft from Nova Scotia to New York has been successfully accomplished. This immense mass of timber, valued at about \$13,000, and consisting of 30,000 logs, varying in length from 25 feet to 200 feet, firmly bound with chains and strong iron wire, was guided into New York harbor through Hell gate, on Saturday, August 11. Naturally enough, the event was signalized by any amount of rejoicing, for not only had predicted failure been averted, but the result demonstrated the possibility of an immense saving in the cost of transportation. The trip occupied 11 days and the cost is estimated at about \$5,000, so that, even allowing a pretty wide margin, the profit will be considerable, the raft being worth at least \$40,000. Had it been conveyed by rail it would have required not less than fifty trains of fifty cars each to accomplish the transportation. The smaller forwarders and dealers have all along viewed Mr O'Leary's scheme with jealous distrust, and their representations to the government had the effect of inducing the Minister of Marine to promise that if the venture proved a failure, as the one of 1887 did, he would use his efforts to secure such legislation as would give him authority to prevent any more experiments of this kind. As it has passed beyond the realm of experiment into acknowledged practicability, it is now altogether unlikely that any measure will be seriously contemplated to prohibit future rafts on this plan being constructed. The railway companies and owners of coasting schooners, as well as the smaller forwarders and shippers, will doubtless feel aggrieved, but there does not appear to be any means by which they can help themselves. By care in constructing the raft or timber ship, and by launching it when reasonably fine weather may be confidently anticipated, there does not seem to be any reason why the O'Leary rafting system should not become an established custom. The main advantages gained by means of such a raft over the custom of employing coasting schooners are these: an ordinary coaster will only carry about 500 piles, and if any are over 60 feet long or 18 inches in diameter, not many of these vessels can load the logs through the ports. The big raft contained about forty-five ordinary schooner loads and many of the pieces were of too great a size to be taken in any schooner. The net cost of towing the raft is said to be \$5,000, whereas at ordinary freight rates it would cost \$21,000, thus showing a saving of \$16,000 in freight alone. It is now said that another raft will be built and launched before the stormy weather of November arrives.

THE recent lengthy debates in the Senate and House of Representatives at Washington on the Mills Tariff Bill and the Fishery treaty should greatly enlighten the American people—if they read the reports—on the commercial importance of Canada, and the extent of our natural resources. As a contemporary puts it, the debate has been a first class advertisement for Canada. The average Yankee has hitherto had very hazy notions on this subject, if, indeed, he ever considered the fact of the Dominion's existence at all. But the strong anti-Canadian talk of such men as Senators Hoar, Sherman, Fry, Evarts, and others in their partisan desire to embarrass President Cleveland and the Democratic Administration, will cause, if it has not already created a different impression among the masses. These men, exaggerating possibly their real feeling, have raved and ranted about the great future in store for Canada and how if the Democratic tendency to reciprocity in trade is allowed full swing, the Dominion will ultimately overshadow in trade and manufactures, as well as material wealth, the great Yankee nation. To avert such an awful catastrophe, as that the "land of the free and the home of the brave," should by any possibility have a neighbor equal or superior to her in this respect, the Senators seem to be united, but as to the means to be employed they differ materially. While some advocate a system of exclusion and non-intercourse, others boldly take the bull by the horns by proposing to ask Mamma England to hand daughter Canada over to

Jonathan altogether, that her interests, destiny and growing importance may become a part and parcel of the great American republic. And on August 6th, Senator Blair introduced a resolution, which was referred to the Committee on Foreign Affairs "that the President be requested to open negotiations with the Government of her Britannic Majesty (in which the Dominion of Canada and the several political subdivisions thereof should be represented), with a view to the settlement of all differences between her Majesty's Government and the United States, and especially to the arrangement of terms mutually just, honorable and satisfactory for political union between the Dominion of Canada, or between any of the several provinces or subdivisions of the Dominion of Canada, and the United States, subject to the approval of the people of the Dominion of Canada, or of the people of any province or subdivision thereof, who may be included in such arrangement, and to the ratification of the United States, in such manner as Congress may prescribe; such political union to be republican in form and in accord with the general system and the constitution of the United States; and the negotiations may embrace such further treaties, compacts and alliances as shall be deemed necessary for the future peace, happiness, security and general welfare of her Majesty's Dominion and of the United States." But Brother Jonathan might as well spare himself the trouble, for however strong may be his desire to possess our wealth of forest and field and mine, our people also have their aspirations, and if destiny should sever our connection with the great Mother Country, they propose to conduct their own affairs still, and, under Providence, make not an integral part of the United States, but a prosperous, and progressive nation, a neighbor in harmonious relationship, but hardly a business partner with no voice in conducting the business.

THERE is every indication that the timber export trade from the lower provinces is at present in a much more settled and healthy condition than it has been for years. Unfortunately, the depression that existed in every branch of trade and the decrease in European demand occurred at a period when there was an overplus in stock in Quebec and a large over-production throughout Canada. But in the very nature of things this evil has worked its own remedy, for manufacturers and exporters soon saw the folly and absurdity of depleting the forests, and thus killing the goose that laid their golden eggs, at a time when such a large stock of manufactured lumber remained upon the market, while at the same time they realized that the standing timber on their lands was yearly increasing in value. For this reason, while a few firms suspended operations in the woods altogether, most of the rest curtailed their usual output. The result of this has been to place the trade in an eminently satisfactory condition. Nearly all the old stock held over has been parted with at fair prices, thanks to an increased Old Country demand. Some lots of white pine were sold at a better price than was ever before obtained. The present encouraging condition of affairs will no doubt lead to more extensive operations on the limits during the coming season, but it is to be hoped that the grand mistake of the past, overproduction, will be avoided. The Quebec *Chronicle* is of opinion that the recent indications point to a revolution in the Quebec timber trade. The old system of manufacturing the timber in the woods is to a greater or lesser extent giving way to the production of logs, destined to be converted for exportation into boards and deals. The reason is that in face of the increased values of timber and of the rapid denuding of forests, the waste resulting from the manufacture of timber is quite an item in the calculation of limit holders. The butt end logs of many of the largest trees hitherto felled in the woods have been left to rot where they were hewn, because of some decay or hollow in the heart, which unfitted them for export as timber, though the sacrifice involved the loss of any amount of excellent "sidings." Then, too, there is to be taken into account the wasted material resulting from the squaring of the logs. The only check to a complete transformation in this industry is the fact that English dealers prefer to import timber to manufactured lumber, as they find that customers like to cut it to suit themselves. But there is no reason why, if specifications are furnished from England, Canadian millers should not saw the logs to meet English requirements; but the interests of English mills and the conservative tendencies of old country dealers stand in the way of a very general change in this direction. However, a good portion of the Canadian export timber trade with England is undoubtedly giving way to the shipment of lumber to the United States, which will naturally continue to increase, more especially if the duties are removed or decreased. In the present disturbed state of the American political atmosphere, it is hard to prophesy what measures they may take regarding the duties on lumber, or how the Senate may act in the matter of a Retaliation Bill.