

best seasons the lumber trade of the Saginaw valley and eastern Michigan has yet experienced. The movement of lumber has been satisfactory and fair prices have been realized. Everything available has been disposed of, and not in a score of years has the cleaning up process of odds and ends been so thorough.

James Moilen, of Saginaw, who is interested in this Georgian bay business, is quoted by the *Northwestern Lumberman* as estimating the product of fourteen Michigan firms operating in the Georgian bay district this winter at 368,000,000 feet. He divides this estimate among the different operators as follows: Saginaw Lumber & Lath Co., on Spanish river, 20,000,000 feet; Sibley & Beringer, 15,000,000; Spanish River Lumber Company, for Polson & Arnold, Bay City, 27,000,000; Nelson of Cheboygan, 8,000,000; Pack, Woods & Co., 15,000,000; E. Hall, Detroit, for Bay City, 16,000,000; F. W. Gilchrist, Alpena, on the Mississauga, 80,000,000; Howry & Sons, Saginaw, 25,000,000; Emery Lumber Company, French and Wahnapiatau rivers, 50,000,000; Hurst & Fisher, 50,000,000; Eddy Bros., Bay City, 20,000,000; Alger, Bliss & Company, Saginaw, 25,000,000; Moore Lumber Company, 10,000,000; William Peter, 17,000,000.—*Cleveland, O., Marine Review.*

It is asserted by free traders and not denied by protectionists that the young men of Canada are migrating in large numbers to the United States—that Canadians are being annexed in job lots to that country. It has been frequently shown in these pages that while the Dominion Government imposed an export duty on saw-logs, the saw-mill industry of Canada, particularly of the Georgian Bay district, was in a flourishing condition, and that such industries as were connected with it were also doing good business. We allude to manufacturers of steam engines, boilers, saw-mill machinery, saws, belting, etc. Since the export duty was removed at the threat of the McKinley tariff, all these industries have been the sufferers; and not only those engaged in the manufacture of saw-mill supplies, but also the men who worked in the saw-mills. During the fiscal year 1891 our exports of pine logs to the United States amounted to 36,700 logs, upon which an export duty of \$60,756 dollars was collected—this at the rate of one dollar per thousand feet of logs board measure; while in the same year our exports of sawn pine planks and boards to that country amounted to 686,000 feet valued at \$7,633,000; and of this \$6,500,000 went from Ontario. The logs were admitted free into the United States, and the lumber paid a duty there of \$1 per thousand feet. The removal of our export duty had a most marked effect upon the American saw-mill industry, as will be seen by the facts stated in the *Marine Review*. The United States census returns show that the supply of logs in what has heretofore been the great lumber producing States—Michigan, Wisconsin and Minnesota, has practically been denuded and exhausted of pine timber, and that within two or three years they would afford no supply of logs whatever. In their endeavour to keep their mills supplied with logs, the mill-men in these States had possessed themselves of vast tracts of timber land in the Georgian Bay district, and to protect this interest the United States Government had imposed a duty of \$1 per thousand upon foreign (Canadian) lumber, and to protect the Canadian saw-mill industry the Canadian Government had imposed an export duty of \$1 per thousand upon logs going out of the country. Under these arrangements the consumer in the United States had to pay both duties. They had to pay their own import duty on Canadian sawn lumber,

and they had to pay the Canadian export duty on saw-logs. These facts were evident. But, in the framing of the McKinley tariff it was thought that Canada could be easily bulldozed into surrendering her export duty. If this were done it would place this industry entirely in the hands of American saw-mill men, virtually shutting Canadian lumber out of that market. The lever brought to bear was a threat to increase the import duty on Canadian lumber from one dollar to two dollars; and it is to be regretted that the Canadian Government in a moment of weakness yielded under the pressure and removed the duty. The result is seen in the enforced idleness of Canadian saw-mills and in the depression in the industries connected therewith; and in the wonderful impetus to the American industry. The *Northwestern Lumberman* says that next year the saw-mills at Alpena, Michigan, alone will receive from Canada about 100,000,000 feet of logs and those on the Saginaw river 200,000,000 feet, to say nothing about the supplies to mills in other localities.

The remedy for this unfortunate condition of affairs, is the imposition of an export duty on logs. It is true that if we should impose such a duty the American duty on our sawn lumber would be increased to \$2, but American consumers would have this to pay. If our export duty on logs were made, say, \$3 per thousand, the American mill-men would either have this to pay, or they would probably prefer to remove their mills to Canada.

By all means let the export duty be imposed. It is high time that a stop should be put to this constant catering to American interests at the demands of the American Government, and proper encouragement given to Canadian manufacturing enterprises. Impose the duty.

EDITORIAL NOTES

RATHER than pass another season without reciprocity in wrecking on the lakes, vessel owners should urge the present Administration to concede to Canada control of wrecking matters in the Welland and other canals of the Dominion, which it was thought would be covered by the term "waters contiguous to the United States." United States interests have little or no use for wrecking privileges in the Canadian canals, and the humane feature of this wrecking question, which is most important, does not apply to canals. It is a matter of no credit to the Executive officers of either Government that the legislators should agree upon a measure for the protection of life and property, and then find its enforcement delayed through a dog-in-the-manger policy that is at the same time extremely trivial.—*Cleveland, O., Marine Review.*

Beate your own Government all you please, but it is an exhibition of gall for it to insist on wrecking privileges in Canadian canals. Would it concede the privilege to Canada to do a wrecking business in the Erie canal? Not much.

THE Citizens' Industrial Association was recently formed in Toronto to advance the manufacturing interests of the city, a part of the scheme being to induce manufacturers to establish industries here. At a recent meeting of the Association—one at which Mr. G. R. R. Cockburn, M.P., was elected a vice-president—a question was considered of the Association endeavoring to induce the City Council to award a contract