

C. P. R. ATLANTIC LINE.

Montreal, April 5.—Sir Thomas Haughton arrived home to-day from England. Interviewed in his private car the C. P. R. president said the Glasgow route had been abandoned by the C. P. R. steamers because other lines were attending to its needs. It was not necessarily permanent withdrawal. There had been no intention to dissolve the North Atlantic conference as the C. P. R. fleet was not part of that conference. It was feeling its way. The steamship business was new to the management, and the policy would be to proceed with caution. It would be fair to take radical steps that would affect revenues of other lines necessarily, but it would go ahead slowly independent of any conference or combination. It was most likely, he said, that the C. P. R. vessels would call at other European ports besides those of Great Britain. This means that they had not abandoned continental business to the benefit of combines. No orders had been placed for new steamers, but Sir Thomas would not say that there were none in view.

His Ideal Service.

The speed of future fast ships would be greatly influenced by the policy of the government as regards subsidies. It was probable that the U. S. R. would tender for the fast Atlantic service, but they would scarcely go so on the basis specified in the government's call. Sir Thomas had always thought a fast service should be less than twenty knots. That speed would be an ideal weekly service, he believed, and he favored it in the winter and a St. Lawrence route in the summer. But, he observed, one who control vessels should not be hampered too much in the matter of ports, assuming of course that all ports would be British.

The probability of the C. P. R. extending its eastern terminus to Halifax was suggested, but Sir Thomas did not say that had ever been contemplated. As it was there were

as many miles of railway down there as the country could support. There was a possibility that the C. P. R. would ask the Intercolonial to enlarge the traffic agreement between these two roads.

For Western Needs.

The president was asked to state what preparation the C. P. R. was making to meet the demands of the West during the coming season. He said that was a field for which preparation was always being made, but the possibility of a coal famine was to be kept in view. Nevertheless, out of the last issue of new capital stock \$11,000,000 would be expended in rolling stock by next June. He said that Montreal would likely be one of the ports of the Atlantic service, but added that additions to Place Viger yards had been decided upon before the company bought the Elder-Demarest steamers.

Nothing was learned as to the probability of the British government aiding in subsidizing the fast Atlantic service. Sir Thomas had made no inquiries along that line. He had met Premier Balfour and Hon. Joseph Chamberlain, but the question had not been discussed. He approved of the new transportation commission and thought Sir William an Honorable services, if he took office, would be invaluable to the country.

The fourteen steamers secured had been purchased largely with Canadian capital.

Prosperity the Attraction.

When asked about Canadian immigration, Sir Thomas said the outlook was good and many immigrants were entering the country. The reasons for the increased immigration, he declared, were the prosperity of the Dominion for the last three or four years, and the large amount of available land for agricultural development, which could be obtained at a small cost. Many immigrants are crossing from the United States. In reply to a question as to the stringency of the immigration laws of the United States had anything to do with the increase in Canadian immigration, he said he did not think so.

LUMBERING IN NORTHERN MANITOBA.

Dauphin, March 31.—Few have any conception of the large proportion the lumber industry of the Hiding and Disk Mountains has assumed in this northern country. The great bulk of the timber of Manitoba and the Northwest Territories is in this belt. It is a source of invaluable wealth to the country. The timber for the greater part is a fine quality of spruce, which is manufactured into all varieties of lumber to the best advantage. To other varieties which are cut to a limited extent are tamarac, elm and poplar. For many purposes tamarac is a desirable product but the supply unfortunately is limited. The devastating fires of years gone by consumed millions of dollars' worth of tamarac; the use to which the dead standing timber to-day can be put is to convert it into wood. This, fortunately, is proving a source of considerable revenue, as tamarac is the best wood offered on the market. Until the supply of spruce is greatly lessened there is not likely to be any heavy quantity of the lower grades of timber cut, although the time is not far distant when much of the standing poplar can be converted into lumber with profit.

The extent of the work in the woods this winter has far exceeded that of past years. There are about a dozen stationary mills being operated. Outside of this list must be included a number of portable concerns. At a conservative estimate it is quite safe to say there are

2,000 Men Employed

in the industry. Besides the men there are also several hundred horses utilized in drawing the logs to the mills or to the streams. A number of the mills are operated the greater portion of the year. In connection with the sawmills are planing mills, which are run principally during the summer. When the lumber leaves the planing mill it is in the finished state and ready for shipment. The lumber finds a ready market in all parts of the province at good prices. The late autumn has been impossible to supply the demand.

As to the amount of money disbursed by the lumber industry it is a little hard to come to an approximate sum, but it is well within the mark to say that the amount is in excess of a hundred and fifty thousand dollars this year, a sum which gives some idea of the development of the lumber trade within recent years.

In connection with the lumber output is the cut of railroad ties. The number is estimated at between three and four hundred thousand. An asset of no inconsiderable value.

The following is a fairly accurate estimate of the cut of the principal mills:

Northern Lumber Co.	8,000,000
Hanbury Lumber Co.	5,000,000
Peter MacArthur	5,000,000
Swan River Lumber Co.	5,000,000
Triggs Bros. & Co.	4,000,000
T. A. Burrows	2,500,000
Briggs Bros. & Co.	500,000
Slaw Bros.	1,500,000
Hitchie Bros.	1,000,000
Gardiner Bros.	500,000

Total 35,000,000
To this total should be added another 1,500,000 feet which has been cut by portable mills operating at various points.

Inland Revenue Returns.

The monthly returns for March of the inland revenue at Winnipeg show an increase of nearly \$20,000 over last year. The items are as follows:

Spirits	\$3,379.15
Tobacco	3,260.40
Raw leaf tobacco	1,328.45
Bonded factory	1,177.00
Alcohol	11.00
Licenses	25.00
Methylated spirits	12.00
Total, March, 1902	\$12,412.47
Total, March, 1901	\$12,412.96
Increase	\$19,234.41

Sunday school teacher: "Why, Willie Wilson! Fighting again? Didn't last Sunday's lesson teach that when you are struck on one cheek you ought to turn the other to the striker?" Willie: "Yes'm; but he hit me on the nose, an' I've got 'em on."

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