

MARCH, 1899

showing of the American consular reports from Ottawa district for the year ending December 31st, 1898.

Lath	\$ 21,789
Lumber	1,379,725
Legs	75
Match blocks	32,947
Pickets	18,623
Posts and poles	1,057
Pulp sulphite	3,318
Pulp wood	5,500
Railroad ties	222
Wood board	1,701
Timber	4,772
Shingles	28,434

Total.....\$1,508,981

Now, when we come to deal with the remaining 400,000,000 feet which is manufactured west of Ottawa city (including the mills at Rat Portage), we find that it is distributed in about the following proportions, viz.:-

The local Ontario trade taking fully one-half, 200,000,000 feet.

Manitoba trade, about \$5,000,000 feet.

The American trade about 80,000,000 feet.

White Montreal and eastern points would take the remaining 35,000,000 feet. Thus we distribute the whole product of the mills cutting one billion feet in the Ottawa river and west.

When you carefully examine these figures you can understand how the Western Ontario men are all indifferent to the American market, which takes little over 250,000,000 feet, and the quantity of American lumber thrown back into Manitoba and Ontario approximates nearly 50,000,000 feet, thus reducing the net consumption of Canadian lumber by the United States to about 200,000,000 feet, and this would be still further reduced if the quantities which go to Portland, Boston and New York for export were deducted.

What we require is cheaper rail transportation. Rail charges on lumber from Western Ontario to Montreal are quite too high, but the Ottawa Valley having the advantage of water transportation, secure a fixed rate of equal to \$1 per thousand feet from the mill to the vessel's side, while the rail rate from the Georgian Bay to the vessel's side in Montreal is equivalent to \$3 per thousand feet.

What is devoutly desired by every Canadian is that a larger portion than ever before of the wood product of Canada should find market in Europe and, as far as possible, be shipped through Montreal.

I am, dear sir,

Yours truly,

JOHN WALDIE.

P.S.—The quantity of logs towed from Georgian Bay to Michigan mills was as follows:

In 1897219,026,825 ft. B.M.
In 1898238,843,624 ft. B.M.

which is greater than the net shipment of lumber to the United States, as shown above.

Referring to the figures given, Mr. Waldie said that he was surprised to find that such a small quantity of lumber was marketed in the United States. He pointed out that while the American market was falling off, the British market was rapidly becoming of greater importance, and presented some calculations of the export of lumber to the United States from the consular district of Ottawa, as follows: In 1896, under free lumber, the value was \$1,767,278, which, on a basis of \$10.50 per thousand, represented 168½ million feet; in 1897, with free lumber for seven months and a \$2 duty for five months, the value was \$2,357,120, representing 224 6-10 million feet; in 1898, with a two dollar duty, the value was \$1,379,120, representing 131 3-10 million feet.

Mr. Scott did not think the outlook was such as to cause the Canadian lumbermen any uneasiness. The English market was practically unlimited, and in late years had taken all classes of lumber and dimension stuff, while previously only deals could be marketed there. That market was also free from the annoyance of customs duties, and the exporter could trade on favorable terms. So far as he was concerned, he would be

just as well pleased if the Commissioners at Washington were to return without accomplishing anything in respect to the lumber duties. He was in favor of placing an import duty on the United States lumber coming into Canada, as it was manifestly unfair that the United States should have free access to the Canadian market while Canada was debarred from theirs.

Mr. Beck agreed with the remarks of the previous speaker. The United States, he said, must have our white pine, and would pay the two dollar duty. The southern pine would, of course, regulate prices to some extent, but it was only adapted for certain purposes.

The president of the Rat Portage Lumber Company, Mr. D. C. Cameron, was next heard. He was much impressed, he said, by the figures submitted by Mr. Waldie in his letter, as he had been under the impression that we were sending lumber to the United States by hundreds of million feet. Manitoba was each year importing a greater quantity of lumber from Minnesota. In 1894 the importation was 4,000,000 feet; in 1895, 8,000,000 feet; in 1896, 12,000,000 feet; in 1897, 17,000,000 feet; and in 1898, 38,000,000 feet. In the years 1892 and 1893 there were manufactured about 60,000,000 feet west of Lake Superior for Manitoba and the Northwest. Last year, one of the best yet experienced, the quantity manufactured was under 50,000,000 feet, while nearly 40,000,000 feet were imported from the United States. He thought that the retail lumbermen in Manitoba would offer little opposition to a duty on United States lumber. Regarding the argument that the placing of a duty on American lumber might create a monopoly, he said that there was sufficient competition in the lumber business to prevent any body of men from getting fancy prices for their lumber.

Mr. Mathers, of Rat Portage, endorsed the remarks of Mr. Cameron.

As a representative of the hardwood industry, Mr. Newman took occasion to refer to the present discrimination in freight rates against hardwood lumber. Personally, he was not affected to the same extent as some others, as he could get his lumber into Detroit by boat on a \$1.50 rate. Neither had he been affected by the lumber duty, as prices for hardwoods were higher to-day than when there was free lumber; but, to show the injustice of the present rate, he cited an instance when he sold a car of maple lumber at \$4 per thousand feet at the mill. The buyer had to pay a higher rate on this than on a car load of pine valued at \$25 per thousand.

Mr. Scott then moved, seconded by Mr. Newman, that the association reiterate its opinion, formerly expressed, that in the absence of reciprocity in lumber between the United States and this country, the government should impose an import duty on lumber corresponding to that of the United States, and thereby remove an injustice that exists to Canada and its lumbermen, and that the Committee of Management be instructed to press this view on the government at Ottawa in the event of the failure of the reciprocity negotiations at Washington. Carried.

ELECTION OF OFFICERS.

The only change resulting from the election of officers was the substitution of the name of Mr. J. E. Murphy as second vice-president for that of Mr. W. C. Edwards, M.P. The officers for the year, therefore, are as follows: President, John

Bertram, Toronto; 1st vice-president, James Scott, Toronto; 2nd vice-president, J. E. Murphy, Hepworth; secretary-treasurer, W. B. Tindall, Toronto. Board of Management (including Messrs. Bertram, Scott and Murphy): John Waldie, Toronto; N. Dymont, Barrie; W. A. Charlton, Lynedoch; T. Conlon, Thorold; J. B. Miller, Toronto; R. Cook, South River; C. Beck, Penetanguishene.

Upon the invitation of the president, Mr. Potter, representing Canadian-Michigan interests, gave his views regarding the lumber duties and the embargo on the exportation of pine logs. He did not think there was any justice in placing restrictions upon the timber after it had been purchased, and compared the action to that of selling a man a horse and requiring him to pasture it on the vendor's farm until it died, or to sell corn and insist on its being ground in the vendor's mill. There was one thing to be done, and that was for the Michigan lumbermen to quit the business. Touching upon the import duty on United States lumber, he thought it was well understood that the consumer paid the tax, and it was safe to say that the Manitoba consumer would pay \$1.90 out of the \$2 duty which it was proposed to put on.

Mr. Waldie replied to Mr. Potter. He said that Canadian lumbermen were in sympathy with Michigan lumbermen until Congress placed on the statute book the clause providing that in case any country should place an export duty on logs the amount of that duty should be added to the lumber duty. Several members entered into this discussion, each upholding the Ontario government in its present action.

Mr. Bertram spoke briefly on the forestry question. There was much timber other than pine that was practically unmarketable, and he looked forward to the time when we could cut spruce, poplar, balsam, etc., and eliminate them from the forest. We would then have a good growth of pine for generations to come. Pine seeds, he said, would carry two miles, and the only thing that kept them from growing was that the ground was already covered. His advice was that where you have a mixed growth, leave the young trees, and if you have to cut all, leave some trees to seed the land. He advocated the employment of fire rangers.

Mr. Cargill introduced himself by saying that he was a small lumberman, cutting about 4,000,000 feet per year, and preferring to restrict his production and make a fair profit on what he manufactured. He sympathized with the Michigan lumbermen, but believed that if they left their timber standing on the Georgian Bay, they would be better off in twenty years than if they had manufactured it into lumber.

Mr. Scott, who visited France, Germany and Austria last year, volunteered some information regarding tree-planting by artificial means. In Austria a person cutting timber is obliged to plant as much as he cuts down. He saw thousands of acres re-forested with trees from six to eight inches high to full growth. They were planted in fields with great regularity. The authorities demanded that only one kind of timber be planted together. Persons wishing to cut timber had first to get permission from the government and had to cut the trees under government supervision. He did not think, however, that this system of forestry was practical in Canada.

Mr. Murphy spoke in the interest of the hardwood trade. He thought that in addition to better freight rates the lumbermen were also entitled to more liberal travelling rates. The best they could now obtain was 2½ cents per mile, and to get this it was necessary to become a member of the Commercial Travellers' Association.

Mr. Bertram replied that the Association did not intend to give up the fight, and that every effort would be made to secure from the railway companies some redress for the hardwood trade.

After tendering a vote of thanks to the officers for their services during the past year, the meeting adjourned.