ANNUAL MEETING OF ONTARIO LUMBERMEN.

The annual meeting of the Lumbermen's Association of Ontario was held at McConkey's Restaurant, Toronto, on Tuesday, January 29th. The business session was preceded by a luncheon tendered by the President and Board of Management, which was of excellent character and much enjoyed. The chair was occupied by the president, Mr. John Waldie.

Those in attendance included: Messrs. John Waldie, Toronto, president; Hon. E. J. Davis, Commissioner of Crown Lands, Toronto; Aubrey White, Assistant Commissioner Toronto; D. Miller, Manager Merchants Bank, Toronto; Robert Watt, Wiarton, second vice-president; W.B. Tindall, Toronto, secretary; John Bertram, Toronto; W. A. Charlton, M. P. P., Toronto; N. Dyment, Barrie; W. T. Toner, Collingwood; R. Laidlaw, Toronto; George Thompson, Goderich; Hon. John Charlton, M. P., Lyndoch; Thomas Charlton, Tonawanda; R. Cook, South River; D. L. White jr., Midland; Mossom Boyd, Bobcaygeon; J. T. Conlon, Thorold; J. L. Hotchkiss, Victoria Harbor; C. Beck, Penetanguishene; A. A. Wright, Toronto; W. Laking, Hamilton.

At the conclusion of the luncheon the health of "The King" was proposed by the president and drunk, also that of the "Ontario Government." Responses to the latter toast were made by Hon. Mr. Davis and Mr. Aubrey White. Mr. Davis referred to the importance of the lumber industry. He said the history of the province owed much to the lumbermen. It must be recognized that the clause prohibiting the export of saw logs has been of great advantage to the province. When this legislation was enacted the time seemed to be fully ripe for such a step. Mr. Davis spoke briefly regarding the difficulties that were being encountered with settlers in districts where lumbermen were operating. He appealed to the lumbermen to assist the Government as far as possible in avoiding trouble with the settlers.

Mr. White also spoke of the obstacles that had arisen in regard to settlement. The interests of the lumbermen should not be sacrificed, but the opening up of the country was the paramount interest.

The toast of "The Lumbering Industry of Ontario" was proposed by Mr. Robert Watt. Hon. John Charlton, in responding, suggested that action should be taken by the association and by the lumber interests of Canada to secure the imposition of an import duty on United States lumber. He thought it was but proper that our Government should impose duties corresponding to those imposed by the United States. In 1899, he said, the importation of United States lumber amounted in value to \$3,000,000, while last year it was still greater.

The business of the meeting, was then commenced. The secretary read the minutes of the last meeting and the financial report, which were adopted.

The address of the president was then read, as follows:

PRESIDENT'S ADDRESS.

The Lumbermen's Association of Ontario, which meets to-day, is not an organization conducted on purely selfish lines, but rather one that looks forward to placing the industry of the manufacture of our forest products in a position to assist in the upbuilding of the whole country.

With this end in view, we organized and supported the movement which brought about legislation that all logs taken from lands under license from the Crown should be sawn in Canada, and it was one which has resulted in the greatest good to the greatest number. The workman's wage from the tree to the car has improved. Not a single machine shop from Ottawa to Sarnia but has had increased work supplied, giving reasonable profits divided amongst all trades, as mills which were rotting down are now employing men and using supplies and machinery.

The year 1899 was, and will continue to be, a banner year to lumbermen. The stock at the mills, the product of the low prices prevailing in 1898 and previous years for labor and supplies, gave a low cost, and the active demand and real scarcity forced prices to the highest point at the end of the year. When stock-taking arrived a year ago, the balance of profit was not only satisfactory to the operator, but to his banker who had looked upon the manufacturing conditions as endangering the trade with the United States. We are glad to say all those fears have passed away. The year 1900, while reasonably profitable, does not show such good results, owing to the enhanced cost of production and to a higher price for stumpage where this had to be purchased, but on the whole the result was satisfactory.

We enter the new year and a new century with a very limited stock of sawn lumber to meet the ever increasing local and foreign demand, and for the next six months, at least, there need be no drop in prices.

Owing to the advance in wages and supplies we need not look for a profit in the future such as the past two years has given us. Others are now sharing in the prosperity. Wages in the woods have advanced in two years from \$16.00 to \$26.00 a month, with board. This is 60% advance. Supplies have shared the general advance, and the farmer who pays more for his lumber to-day gets it back from the lumbermen in the higher prices current to-day for bacon, butter and horses.

To illustrate: A lumber company purchased two carloads—say 30 horses—in 1897 at any average of \$65.00 each. The same company bought two carloads—say 30 horses—within the past three months, and the average cost was \$135.00 per horse, and the woods foreman pronounced the purchase at the low price as the best horses.

Lumbermen have always been free distributors of money, and as another result of the manufacturing condition attached to the business, it has elevated the people of Ontario in the eyes of our neighbors and strengthened the sentiment of national self-rehance amongst our people. We must continue to insist that our Dominion Government shall adopt a tariff against lumber and all wood products entering into competition, remove them from the free list, and relieve the lumber industry from the unequal competition of lumber manufactured and freighted under more favorable conditions. To-day, labor, machinery and mill supplies are higher in Canada than in the United States, and when low transportation rates on lumber are given from the Southern States, we in Ontario are placed in competition with the cheap colored labor of the south; and lumbermen in New Ontario and British Columbia are at a disadvantage when competing with Oregon and Washington Territory for the trade of our Prairie Province. The advantages given and favors shown by the whole country to Manitoba while a young and struggling Province, are surely entitled to consideration, and that province now being of age, may fairly be asked to accept the general policy of the government equally with the other provinces.

Ontario industries are paying a million dollars a year by way of a duty on soft coal, which is a tax local in its application owing to distance from our coal mines, and this tax is either for revenue or the protection and advantage of the coal industry of Nova Scotia and Cape Breton. So that if Manitoba should pay a tax on a portion of her lumber consumption, it is only fair, and it is an eror to suppose that Manitoba alone would pay the duty on lumber, as to-day Ontario supports lumber as extensively as the west.

The railway facilities afforded to the lumon sade have not kept pace with the improvement for transportation in other directions. Old light capacity flat cars are too often all we get, and even those too frequently during our busiest season are largely withdrawn to be used for ballasting the roadbed of the railway, and the box cars are withdrawn for grain when that trade demands. We

would urge upon the railways the neca there is for up crease of their stock of large and heat flat care.

The difference in freight rates char d between hard wood of the same value as pine and prove lumber, when the hardwood section urged this asso, ation to try tal get removed, has been accomplished. The Fright Agents' Association, with their usual a resight, san the unfairness (and their opportunity at same time), and they "raised the rate on pine." The have been, see the advance in lumber, relative advance in freights to that to-day contractors for the public works of Caudi find it to their advantage to purchase hemlock in the United States, and for pine they largery use the rich pine of the south. Even in these good times lumbered not stand a freight rate of \$4.00 per V feet from mil to consumer, with prices of Canadian stronpage, laborated supplies brought into competition with cheap labor and stumpage in the Southern States. I wenty years agoits. Northern Railway carried lumber into Toronto at \$1.00 per M feet, and the old Midland Railway did the sameto Port Hope. To-day the average is wer \$2.00 pa H feet. Rates have been steadily advanced on lumbras well as other lines, and the tendency of railway manage ment in this new century, with the large accumulation wealth in few hands, used not for benefitting marked but in the absorbing of transportation companies, som to make those who are rich richer, by mcreasing frogti rates to the highest point the traffic will stand, will inthe end be met with an outburst of socialism, to the injurid all. We believe this can be averted in Canada ifee Dominion and Provincial governments step grantes subsidies to promoters for the purpose of building nd roads to open up the country. Let the governments, bet Provincial and Dominion, build and own the roadsthe same as the municipalities do the highways. Let tasportation companies operate on terms to be agreed upon, either by allowing a portion of the gross carings to go to the governments, or on some other terms to be adopted; in each case the people owning the red through their representative, will have a say. This will come, and whether through a Ross, a Whitney, a lame or the yet unknown, the man who has courage to adopt it will be considered a patriot and a statesman,

In this period of combines and monopolies this assention is to be congratulated that no effort has been made by them with a view to raise prices, but have contented themselves with the market price given them by the ordinary law of supply and demand.

We are pleased to notice that the Ontario Government have taken up the subject of perpetuating the whiteper lumber industry by a system of reforesting and bre ranging. Our own observations confirm those of the government officers, that pine follows pine, and where soil is good the growth of young pine is from 1½° to 3' increase in diameter in 10 years. These measurements were taken from trees 8 to 13 inches in diameter. We hope all lumbermen will heartly co-operate with the government by leaving all healthy young trees standing where too small for logs, instead of stripping the growd as some do.

The secretary presented the following statistical report:

STATISTICAL REPORT.

I beg to submit herewith the following satistical aformation, based upon the best replies received to disclude letter of January 12th, 1901:—

PRODUCTION—WHITE PINE LUMBER:

Total quantity produced 1000

The total production of mills in north-western Online, embracing all mills on Georgian Bay, northern dusing of Grand Trunk Railway to Callender, and C. P. R. North Bay to Rat Portage:

176 L no mot.

1899	351,000,000 £
Increase	125,000,000 £
The decrease in production of mills in Saginaw Valley and Lake Huron short of Michigan hitherto supplied by Canadian logs.	92,282,000£
Net increase	32,718,000 f

entering into market usually supplied to mese mills

The decrease of United States mills the northwise district of Michigan, Wisconsin and Minnesota, which competes in the same market for 1900, was 478,003,000 feet.