

The claim made by the Eau Claire and Bow River Lumber Company, in connection with their timber limits in the Bow River country, has been referred by the minister of the Interior to the Exchequer Court. The amount asked for, \$30,000, is for damages arising out of the cutting of timber for construction purposes by the C. P. R. on the lumber company's limits. The latter company is also prosecuting a claim against the Canadian Pacific, but claim that the government is primarily responsible to them for permitting the C. P. R. to take timber which belonged to the lumber company under the license of occupation.

The Ottawa canals find the Canadian Pacific and Canada Atlantic railways formidable competitors for the lumber carrying trade of the district. The quantity carried by the two roads during the past two years was as follows: 1887, 100,364,429 feet: in 1888, 119,304,517 feet. The quantity going forward by canal was as follows: 1887, 335,094,000 feet: 1888, 319,923,600 feet. While there was only an increase of 3,774,688 feet in the total shipments of lumber from the district in 1888 as compared with the preceding year, it will be observed that shipments by rail increased 18,935,088 feet, while by water they declined 15,170,400 feet.

The Vancouver Board of Trade has recently issued a circular letter to the Board of Trade, Sydney, New South Wales, in which the question of direct communication between Australia and Canada, via Vancouver, is considered. The Vancouver Board anticipates that a great stimulus would be given to Intercolonial commerce by the establishment of a Canadian-Australian line of mail steamers; new fields of enterprise would be opened, and Canada would become a better market for Australasian products than the United States have hitherto proved. More easy access to the wool supplies of Australasia would, it is considered, stimulate manufactures in Canada, where an active demand for Australian wool already exists. The hard woods of Australia might be sent here in exchange for pine and cedar, and our cotton mills, now competing successfully in China, would doubtless secure a portion of the business in the Southern Pacific. Reference is made to the many advantages of the British Columbia route as a passenger route, while the harbor of Vancouver is not only accessible at all seasons of the year by day or night, but no ice ever forms in it or is encountered within 500 miles of its approach. It is a perfectly land-locked harbor, twelve miles in length, with excellent anchorage and depth of water, to accommodate the largest ships afloat. Moreover, the Canadian trans-continental trains run practically on time. The arguments in favor of the Vancouver route are thus enumerated: the vessels would be British built, would sail under the British flag, and be officered and manned by British subjects. The trans-continental journey would be entirely through British territory, while such an alternative route, with a Pacific squadron of swift cruisers would be readily available in the event of war.

FROM the tone of some of the American journals one would suppose that the Canadian Government was in duty bound to make laws especially to suit them, and because they cannot have every thing their own way they show their ill temper by making threats. It is no time to discuss trade questions when ill feeling is on the top, and the course pursued by some of the American trade journals in regard to the log question can only have an opposite effect to what they desire. A Toronto correspondent of the *Northwestern Lumberman* only voices the sentiments of many Canadian lumbermen when he talks back to that euphonious journal in the following style: "I had always looked upon the *Lumberman* as cosmopolitan in its utterances, but what is said in its issue of June 22nd would rather dispel that view. It is all nonsense to talk about 'the United States government following up with the same vigor the log business as has been displayed in the shoo business.' If you people don't want our logs, don't buy them. No one is specially wanting you to. Your people make a great mistake in fancying that you can

crowd us out of existence by simply closing your markets to us. We are not made of that kind of stuff. If we cannot trade with you, we have enterprise and self-denial enough to try and trade elsewhere, and pay for it, too. If you don't want us to import logs from your country, put on an export duty and stop us, or have us pay for the privilege. Your government imposes a duty of \$2 a thousand feet on Canadian lumber. Do you hear of Canadians threatening all kind of things because this is so? Do you expect we are to make in all cases our laws in accordance with yours? If your government does not think it wise to put an export duty on logs, is that to say we must do likewise? It seems to me in discussing trade matters relative to the Dominion, United States papers lose their dignity and indulge in a great deal of spread eagle. It is possible that 60,000,000 people of the United States could whip us and force a free people to trade in accordance with their peculiar views, but would it be to their credit? Would it be in accordance with the traditions and liberty they so much boast of? In my judgment it would be a great deal better to stop this kind of writing, which can never accomplish what it is intended for, and come down to the plane of intelligent beings and reason together."

ANOTHER YARN NIPPED IN THE BUD.

"The cause of the action of the Dominion government in increasing the export duty upon pine saw logs from two dollars to three dollars per thousand feet is now pretty well understood. It will be remembered that about the time that the duty was increased the provincial government of Ontario had advertised a large sale of limits at auction. An increase in the export duty upon logs would depreciate the value of these limits by reducing the price which American lumbermen or other exporters of logs could afford to pay, and thus help to make the sale of provincial limits a failure. This was the very patriotic motive which prompted the federal ministers to add fifty per cent. to the export duty on logs. At the same time the Dominion government no doubt hoped to gain favor with the large lumber dealers by handicapping American bidders, and enabling Canadians to secure limits at lower figures than they would have to pay if the export duty had been left at two dollars per thousand. But, thanks to the excellent manner in which the crown lands department—then under Hon. T. B. Pardee's control—was managed, the efforts of the federal government and their allies to make the sale of limits a failure fizzled out completely, and the bonuses obtained for the limits offered were higher than those received at any previous sale. The increase in the export duty did the provincial government little or no harm, but its consequences are likely to be disastrous to the lumbering industry. Had the export duty been left at two dollars, it would have continued to attract but little attention as a factor in influencing the course of trade between the Dominion and the United States, but by increasing it to three dollars the government have provoked a discussion which can only end in the abolition of the export duty altogether."

It is indeed astounding to what degree of falsehood the party press will resort in order to do a real or fancied injury to an opponent. The above, extracted from a lengthy editorial in the columns of the *Ottawa Free Press*, is a case in point, which for barefaced misrepresentation would seem difficult to outdo. The *Free Press*, which is, of course, a party machine, and invariably "agin the Government," has been harping on the export duty for some months past. From its repeated utterances on this question we have been forced to the conclusion that its object is not merely to inspire hostility to the government, but the main incentive is to form a coalition with such of the American lumbermen as are interested in Canadian stumpage. It would be interesting to know exactly how much per line the Ottawa organ's Yankee friends are going to pay for this very liberal donation of space in arguing their cause.

Nothing short of the total abolition of the export duty on logs will satisfy this over-zealous advocate of American rights. It wants the earth for its American friends, with the sun, moon and stars thrown in, and in order to accomplish this end, it resorts to arguments which do not bear a semblance of truth. In order to prove how utterly absurd are the statements contained in the above clipping, we have only to show that the last public sale of Ontario Crown Timber limits took place nearly one year previous to the increase in the export duty being thought of by the federal government. How then, we would ask, could this increase have a detrimental effect on a sale which had taken place a year previous? In order that the public may have no reason to doubt this statement we take the liberty of publishing the reply to a letter written by the editor of this journal to the Hon. the Commissioner of Crown Lands, at Toronto, enquiring the date of the last public timber sale, together with the official announcement, as taken from the *Canada Gazette*, of the increase of \$1 in the export duty on logs.

Toronto, July 8th, 1889. GOVERNMENT HOUSE, OTTAWA.  
Tue., 15th day of Nov., 1888.  
PRESENT.  
HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.  
ON the recommendation of the Minister of Customs, and under the provisions of Item 819 in schedule E of chapter 33, Revised Statutes of Canada, intituled "An Act respecting the duties of Customs."  
His Excellency the Governor General has been pleased to order, and it is hereby ordered, that the export duty on pine logs be increased to three dollars per thousand feet board measure.  
JOHN J. MCGEE,  
Clerk, Privy Council

What has our contemporary to say to this? Will it attempt to repudiate this unquestionable evidence of misrepresentation on its part, or will it quietly sneak into its hole and await the opportunity for another onslaught?

It is not the province of THE LUMBERMAN either to defend or criticise the government on general principles, and it is only when the interests of the lumber trade is at stake that we feel justified in expressing our views regarding the acts of either political party. While we fully realize that the lumbermen of the different provinces are somewhat divided on the question of the export duty, we have always endeavored to take an unprejudiced view of the situation, giving both sides of the question as circumstances from time to time seemed to warrant. The *Free Press*, on the contrary, has been working directly into the hands of foreign capitalists, to the detriment of everything that is Canadian. Esau-like, our Ottawa contemporary would be willing to sell our birthright for a mess of porridge, but fortunately for Canadians the custody of the same is in more loyal hands.

SPLINTERS.

THE Bank National is advertising to be sold by public auction, August 16th, if not previously disposed of, 500 square miles on the Keepawa; 100 square miles on the Black, and 100 square miles on the Jean de Terre river.

THE iron wood tree has a black heart and when well seasoned will turn the edge of an axe, and must be cut with a well tempered saw. It is one of the hardest woods in existence and grows in abundance in the plains along the track of the Southern Pacific railway.

THE Canadian Rubber Company, of Montreal, has recently increased its capital stock from one to two million dollars. This is one of the largest manufacturing concerns in Canada, employing nearly 1000 men. Mr. J. H. Walker, has charge of the Toronto branch of the business.

THE different woods for charcoal may be estimated as to value by this rule. Of the oaks 100 parts will yield 23 parts charcoal, beach 21, apple, elm, and white pine 23, birch 24, maple 22, willow 18, poplar 20, hard pine 22½. The charcoal used for gunpowder is made from willow and alder.

LANDS contiguous to the proposed Brockville and Sault Ste. Marie railway, have been withdrawn from locating as it is the intention of the government to have a belt of five miles in width reserved and sold at from two to five dollars per acre according to their value. Pine timber is reserved therefrom.

THE E. D. Albro Company, of Cincinnati, Ohio, gives the following instructions about preparing burls for the market: "After the tree is felled, cross-cut above and below as close to the knot part as possible, in order to have no plain timber on ends. Split all plain timber off back side until the heart or core is reached. Leave the bark on as a protection to sun checks. Care should be taken not to send to market swerls or plain knot, which are of no value for veneers. A burl has the surface covered with small pins called bird eyes. A swerl is devoid of these points, and useless for veneers. The difference can be easily discovered by taking off a section of the bark."