

## THE LUMBERMEN'S ASSOCIATION OF ONTARIO.

ANNUAL MEETING IN TORONTO. RESOLUTION PASSED IN FAVOR OF AN IMPORT DUTY ON UNITED STATES LUMBER.—OFFICERS ELECTED.

THE annual meeting of the Lumbermen's Association of Ontario took place in the Board of Trade building, Toronto, on Friday, February 17th. Among the members present were the following:

John Bertram, Collins Inlet Lumber Company, president of the association; James Scott, Georgian Bay Lumber Company, vice-president; W. B. Tindall, secretary; John Waldie, Victoria Harbor Lumber Company, Toronto; J. T. Conlon, Thorold; J. B. Miller, Parry Sound Lumber Company, Toronto; D. C. Cameron, Rat Portage Lumber Company; C. Beck, Penetanguishene; Robert Watt, Wiarton; R. Laidlaw, Toronto; R. A. Mathers, Rat Portage; A. H. Campbell, jr., Muskoka Mill & Lumber Company, Toronto; George Chew, Midland; J. E. Murphy, Hepworth Station; C. A. McCool, Geneva Lake; W. Cargill, Cargill; J. P. Newman, Wiarton; William Laking, Hamilton; George Thompson, Goderich Lumber Company, Goderich; and F. Potter, of Saginaw, representing Michigan interests.

The chair was occupied by the president, Mr. Bertram, who, after the financial report and the minutes of the previous meetings had been confirmed, delivered the following address, reviewing the work done by the association during the past year:

### PRESIDENT'S ADDRESS.

The year 1898 was a very eventful one in many ways to those engaged in the lumber business. It was the first year that there was a real change for the better since the depression commenced in 1893, and I congratulate the members upon the improved prospects. The beginning of 1898 marked a change in the policy of the Ontario Government with regard to the cutting of pine on Crown lands, enacting what has been called the manufacturing condition, and now all pine cut on Crown lands must be sawn or otherwise manufactured in Canada. This did not take effect as to logs cut under existing licenses, and before another season's work could commence in the bush.

The Joint High Commissioners met at Quebec for the purpose of trying to adjust all disputes and differences of opinion existing between this country and the United States. The lumber and log question was bound to form a very prominent feature in this discussion, and as was fitting, the association met and formulated their opinions and views, which were duly forwarded to Lord Herschell and each of the Canadian Commissioners. No member of the association appeared personally before the commission, no lobby was formed, nor any attempt made to influence the commissioners on personal grounds. In view of the near closing of the conference at Washington, it is a question for the meeting to deal with whether any further action shall be taken to reaffirm their opinions, which I am safe in saying have only been strengthened by time. Last spring a deputation waited on the Premier at Ottawa with the request that a duty of \$2 per 1,000 feet be placed on lumber, 30 cents on shingles and 25 cents on lath. The views of the association have so far been accepted by the Government, and it is for the meeting to say whether any further action should be taken.

The Reciprocity Committee of the association met a delegate from the Merchants Association of New York, who expected to find a very strong feeling for reciprocity in this country, and desired the help of the association in educating the people of the United States to a more reasonable attitude on reciprocal relations. It was pointed out to him that it was really their own business, and that the association did not feel justified in interfering

one way or the other. It was further pointed out that the feeling for reciprocity in Canada was weakening even among the lumbermen.

The Committee of Management also conferred with the officials of the Grand Trunk and Canadian Pacific Railways, pointing out the desirability and necessity of having local rates of freight on pine and hardwood. The main difference in rates is on hardwood to Montreal, which are  $2\frac{1}{2}$  cents per 100 pounds higher than pine. The export of lumber by way of Montreal is an increasing trade, and exporters in Montreal are exceedingly anxious to obtain as much lumber as possible to load with their grain vessels. The transportation question will be greatly changed when the deepening of the St. Lawrence canals is finished, and the Georgian Bay mills will then be in a position to ship cheaply by water to either Montreal or Quebec.

The president also stated that the Committee of Management had taken up with the Customs authorities at Ottawa the question of the injustice done to Canadian lumbermen by permitting British and American tugs towing logs from Canada to American mills to bring in large loads of coal in bond and dump it on the Canadian shore, and then come back and get this coal again, no duty being charged, whereas the Canadian tugs, towing to Canadian mills, had to pay a duty of 60 cents a ton on coal brought in from the United States. A reply had been received, he said, from the Department stating that no change in the law could be made. The matter had been fully considered some time ago, and new regulations were issued, which were as follows:

To Collector of Customs,

Port of.....

SPECIAL FRONTIER PORT REGULATIONS FOR DELIVERY OF COAL AS SHIPS' STORES ON INLAND WATERS.

Under the provisions of Section 103 of the Customs Act (as amended) coal sufficient for fifteen days' use (or less) on board steamers of 50 tons and upwards, bound for a foreign port or not, may be delivered ex-warehouse, free of duty, at one time, at the port above mentioned, if the steamer be engaged in trade on inland waters along the international boundary between the United States and Canada, and if traversing foreign waters during part of the proposed voyage on which the coal shall be used.

Provided, that the master or owner of the steamer, or his agent, first makes affidavit to the satisfaction of the Customs officer that the coal is necessary and intended for the purpose aforesaid:

And provided further, that this privilege shall be limited to coal for delivery at such ports on inland waters along the international boundary above Montreal as shall be designated by the Minister of Customs; and if coal thus delivered as ship's stores is re-landed, sold or disposed of in Canada, the coal and the vessels for and from which it is delivered shall be subject to seizure and forfeiture under the Customs laws, and further delivery of coal as ship's stores to the steamer, so offending may be withheld.

Upon motion of Mr. Scott, seconded by Mr. Conlin, the address of the president and the accompanying documents were received and adopted.

### THE EXPORT LUMBER TRADE FROM MONTREAL.

The president read an article from the Montreal Herald bearing upon the relation of the lumber business to the shipping trade of Montreal, from which the following is extracted:

"Upon the increase of lumber shipments, probably more than upon any other factor in the situation, has depended and will depend the increase of shipping at Montreal, and therefore the increase of grain shipments through this port. The noteworthy increase in tonnage, and, what is of even more importance, the calling of the latest class of freight ships to Montreal in the last three or four years, has been made possible principally by the great increase in the export of lumber to Europe, principally to Great

Britain. Shipments of lumber in 1895 were 175,371 feet. In 1898 they had nearly doubled, increasing to 335,429,290 feet. In the same time the tonnage at Montreal increased from 1,069,386 to 1,584,072, an increase in three years greater than had taken place in the preceding fifteen years. This increase in the lumber shipments goes far to explain the great corresponding increase in grain shipments from the port, an increase which was indeed even more extraordinary, the total 15,771,364 bushels in 1895 being trebled in 1898, when the total was 46,135,205 bushels.

"The explanation of this apparent interdependence is simple enough. Every ship must have both 'heavy' and 'light' cargoes. No ship, or practically none of the modern Atlantic freighters, will take a cargo of grain 'heavy' freight only. Nor will any ship willingly take a full load of lumber or other 'light' freight. A ton of grain occupies about forty cubic feet, and the grain stiffens the sides of the ship below water, and helps materially to sink the ship to the safe water line. A ton of lumber occupies about eighty cubic feet of a vessel's space. The inter-relation of the two classes of cargo will perhaps be adequately indicated by the details of the cargoes of four ships of a leading Montreal line in the month of August, 1898, which shows that in a total of 434 tons of freight carried, there were included 7,210 tons of grain, 8,219 tons of lumber, and 617 tons of cheese. The grain at \$2.40 a ton would yield the ship-owners \$17,304. The lumber at \$3.84 a ton would yield \$31,361, and the cheese at \$4.80 a ton would yield \$2,962. The importance of the lumber cargo is at once evident. On the last two boats of the season, when the freight on grain had risen five shillings a ton, the freight on lumber had risen on an average only one shilling a ton. In a total of 9,926 tons for the two ships there were 4,650 tons of grain, worth to the ship-owners \$16,740, and 2,569 tons of lumber, worth to the ship-owners \$10,482. There was also 351 tons of cheese, worth to the ship-owners \$2,106.

"Apparently the ability of our expensive system of canals to do enough business to repay the country for its vast outlay is to be greatly influenced for some time to come by the ability of Canadian lumbermen to increase the output of their products through Montreal to Europe. Will the Parry Sound Railway and the Grand Trunk for Midland be able to add the Georgian Bay lumber direct to the Ottawa district in the development of its business?"

### LETTER FROM MR. WALDIE.

In respect to the above article, Mr. Waldie sent the following letter to the Montreal Herald:

SIR,—I was well pleased indeed at reading an article in your issue of the 4th instant on the bearing of a lumber trade on the harbour situation at Montreal. You are right in saying that lumber must form a portion of the exports of Montreal if the business of the port is to be conducted on a profitable basis.

I am not certain that the deepening of the St. Lawrence canals will materially assist in increasing the quantity of lumber going from Western Ontario to Montreal, but it will increase your receipts of all kinds of grain. Lumber being such a bulky article, and covering so much space it cannot, when moved in vessel loads, be jostled at Montreal so as to be available for steamers as they require it for mixed cargoes, without heavy terminal expense.

The transportation of lumber from western districts must continue to be largely by rail, while from the Ottawa district it will continue to go in canal boats which are cheap, and can remain in port, if need be, without any very great expense, to suit the convenience of the steamer.

Taking the whole cut of sawn lumber for the year 1898 the output of the mills of Ottawa and Western Ontario will aggregate 1,000,000,000 feet b.m. Of this six-tenths or 600,000,000 feet, was the cut of the Ottawa mills, flowing into the Ottawa river. Of this quantity, one-half, say 300,000,000 feet, went to Montreal for export; 100,000,000 feet would represent the local trade of the Montreal district, and possibly shipments for export elsewhere than Montreal; 50,000,000 feet would be taken by the Ottawa trade, including the consumption of Ottawa city, leaving only 150,000,000 feet for the American trade out of 600,000,000 feet, and consular returns show less.

This shows the lessened quantity that is finding its way to the American market, and is fully borne out by the