

THE *Winnipeg Commercial* of recent date says: In the lumber trade there is not much movement yet, but some shipments have been going forward to start new yards at country points, or sort up old dealers for spring business. The tendency is easy in lumber prices, owing to competition from imported lumber. Some cutting in prices is likely to result at points where there is competition from Minnesota lumber, though it is expected that association prices will be maintained as closely as possible at the Lake of the Woods mills.

THE lumbermen of Toronto are now more hopeful of securing their asked for reduction in the tariff on lumber, since the Grand Trunk Railway Company have issued a circular to the coal dealers announcing a reduced tariff on coal and coke, in car lots of not less than 24,000 each, from Buffalo, River Street Station, Black Rock and Suspension Bridge, N. Y. The new tariff has already taken effect, and the principal item in it is the lowering of freight on anthracite and bituminous coal, the reduction on the former being considerably more than on the latter.

It is stated that the prices of redwood lumber have fallen so low at San Francisco that there is no longer any money in the business for millmen, and a proposition is now on foot to form an organization, under which combine, the manufacturers would unite in consigning their cargoes to one representative house in that city. This action, it is claimed, will give redwood men the same advantages as those enjoyed by Oregon and Puget Sound mill owners, nearly all of whom are represented by the Pacific Pine Lumber Company, which takes charge of all cargoes arriving, fixes schedule or standard rates, and secures uniform values for cargo lots.

THE building of the Sault Ste Marie and Hudson Bay Railway will open out a new field for lumbering operations. By a recent exploration of the line of this road between the Sault Ste Marie and the Canadian Pacific Railway it is ascertained that fifty miles of the territory intersected is thickly covered with white pine timber, and the other fifty miles is heavily timbered with black and yellow birch, maple, oak, hemlock and tamarac. The latter kinds of timber are not floatable, and consequently cannot be taken to market without a railway. There will be large quantities of pulp wood, cedar and tanbark to go over this road, which will find a ready market at Sault Ste Marie.

THE Lumber Manufacturers Association of Michigan, recently formed at Saginaw, and which is supposed to embrace all the producers of lumber in the state, has issued a scale of prices for common assorted Norway and hemlock bill stuff delivered on the cars as follows: Norway from 12 to 40 feet long, 10 inch, from \$10 to \$25 per thousand; 12 inch from \$11 to \$28; 14 inch from \$14 to \$32; over 40 feet long, \$1 for each additional foot. Common assorted hemlock bill stuff from 12 to 40 feet long; 10 inch from \$9 to \$19; 12 inch, from \$9.50 to \$19.50; 14 inch, from \$10 to \$20; and \$1 extra for each additional foot over 40 feet in length.

SHIPOWNERS, merchants and others handling ocean cargoes at Quebec, and the representatives of the Ship Laborer's Union have agreed upon a basis of operation for the year 1890-91, so that the interests of each may be protected throughout the year. The rate of wages on sailing vessels loading and discharging have been fixed at \$3 per day of nine hours, taking effect April 1st, and to remain in force up to November 30th inclusive; and from that date up to March 31st, at \$2 per day. The rate of wages on ocean steamers, loading and discharging, have been fixed at \$4 per day of nine hours, going into effect on the same date and to remain in force up to November 30th inclusive, and from that date up to March 31st, 1891, at \$3 per day. The shippers of lumber and timber agree to employ none others but members of the Ship Laborer's Union on all vessels controlled by them, and further guarantee that the members shall be paid the rate of wages above mentioned. The same rate of wages will rule at St. John during the same period.

THE Waterous Steam Fire Engine is gaining daily in popularity. Last month three of their No. 5, city size, were sold in the city of St. Paul, and one of the smaller size to a New York house. This month leads off with a large No. 5 to the city of Buffalo, a No. 2 to Fairfax, Minn.; a No. 2 to Madison, Minn., and still another to Appleton, Minn., while the Michigan State penitentiary, at Marquette takes a No. 1 hose cart. The following No. 1 hose carts have been placed in Canada within a year, two each to Simcoe and Lakefield, one each to Bobcaygeon, Teeswater, Nanaimo, B. C., Shelburne, Carleton Place, Aylmer, Parry Sound, Winnipeg, Man., and Collingwood. The town of Simcoe has two engines, Lakefield, Bobcaygeon and Parry Sound each one.

COMPLAINTS have been made by owners of lumber mills along the Ottawa river above the Chaudiere Falls, that the Canadian Pacific Railway Company refuse to furnish sufficient cars for the conveyance of their lumber to market. They say that the company's rolling stock is employed in the through traffic from St. Paul to the seaboard, and that consequently local points are neglected, while the rates charged for the carriage of local freights are exceedingly high. The lack of sufficient provision for the conveyance of their lumber to market is felt severely by the mill owners, particularly during the winter months when there is no outlet by water. The Dominion government should include in their great canal colonization scheme the Ottawa river canal, as the construction of that work would give the lumbermen of the Ottawa district an outlet for their products by water for at least six months in the year.

THE *Mississippi Valley Lumberman* says: A feature of the McKinley tariff bill, now before Congress, is criticised by some of the New York lumbermen. They find that the bill provides for a duty on all kinds of pine in the rough of \$1.50 per thousand feet, with a duty added on planed or dressed lumber of 25 cents. The extra duty is presumably put on in the interest of American labor, but the difference in freight on planed and rough lumber between Toronto and Albany is 40 cents a thousand, making a premium of 15 cents per thousand for planing on the Canadian side. Spruce lumber, which is the cheapest lumber known except hemlock, has a duty placed on it of \$2 a thousand. There is very little spruce in the country out side of Maine and no interest can be subserved by protecting lumber of this class. Evidently the McKinley bill will need a good deal of overhauling before it will become very available or very satisfactory to the lumbermen, who, as a class, are willing to accept absolute free trade in lumber.

A VERY large and influential deputation of the lumbermen of the Ottawa Valley, numbering about forty in all, waited on Hon. Geo. E. Foster, and Hon. Mackenzie Bowell, to protest against the proposed duty on heavy mess pork. The deputation was introduced by John Bryson, M. P. and Mr. Robillard, M. P. Amongst those present were, Messrs. J. R. Booth, Allan Gilmour, Hiram Robinson, H. K. Egan, Alex. Fraser, Westmeath, R. Gorman, R. Nagle, R. H. Klock, R. Blackburn, Parker, of Buckingham, Warden of Ottawa county, David MacLaren, Ald. J. Henderson, E. H. Bronson, M. P. P., F. P. Bronson, Capt. Berkeley Powell, Gillies Bros., Arnprior; R. Hurdman, Thos. Raphael, Robt. Conroy, G. B. Greene, Secy. Upper Ottawa Improvement Co. W. R. Thistle and many others. At present the duty is \$2 a barrel, and it is proposed to increase it by a half cent a pound which will make the duty \$3.20 a barrel. The lumbermen asked no alteration in the proposed duty on lighter porks. The ministers informed the deputation that the matter would receive due consideration.

MR. W. D. DIMOCK, representing the firm of Birrel & Kent, of Truro, N. S. and Mr. T. S. McMullen, accompanied by Messrs. Putnam, McDonald, Dickey and Sir Adams Archibald, M. P's., recently called upon Sir John Macdonald to urge upon him the necessity of

reducing the present rates on timber carried over the Intercolonial railway. "These two firms" (Birrel & Kent and T. S. McMullen,) says Mr Dimock, "handle two-thirds of the lumber product of the province. Mr. McMullen paid last year \$23,000 in freight on deals, etc. carried by the I. C. R. to Halifax for shipment, and if the present increased tariff were then in force, he would have paid \$6,000 more. The firm of Birrel & Kent paid \$10,000, but would have had to pay \$2,000 additional had the present rates been charged last year. Of the sixty-six million feet cut in Nova Scotia last year, forty million were transported to Halifax, the port of shipment over the Intercolonial railway. But if the increased tariff is to go into force this year, we will not be able to ship to Halifax at all, as it will be cheaper to construct independent communication between the mills and seacoast, at the nearest available ports on the Bay of Fundy or elsewhere." The delegates conferred with Mr. Schriber, Chief Engineer of government railways, and Mr. George Taylor, general freight agent of the Intercolonial, and afterwards interviewed Sir John Macdonald upon the question of freight rates. Sir Adams Archibald and Mr. Dimock went fully into details to show the necessity of a reduction of the Intercolonial freight tariff. Sir John promised that the matter would be fully investigated by the government at once, and that during the Easter recess the question of railway freight would be decided.

LUMBERMEN AT MONTREAL.

AN imposing deputation from the lumber section of the Toronto Board of Trade visited Montreal, April 10th, for the purpose of interviewing Sir Joseph Hickson, general manager of the Grand Trunk railway, in regard to the scarcity of cars and other matters pertaining to the lumber interest. The deputation consisted of A. K. McIntosh, Joseph Oliver, J. L. Spink, George Gall, A. A. Scott, James Tennant, S. C. Kanady, J. Tennant, H. N. Baird, E. A. Wills and Messrs. H. Brennan and J. Thomson, of Hamilton. At the interview in Montreal besides Sir Joseph Hickson, there were Messrs. Sargent, Wainwright and Stephenson, of the Grand Trunk, and before these gentlemen were the grievances of the lumbermen laid. Three things were complained of the scarcity of cars, the lack of locomotive power, and the want of a car superintendent at Toronto, from whom full information could be obtained regarding the whereabouts of cars. Referring to the lack of cars and want of locomotive power Mr. Hickson admitted that the complaints of the deputation were just. He acceded the point that there had been just cause for complaint for some time back, but explained it by the fact that there had been an extraordinary demand for ice, and that also a large number of cars had been required to carry dead meat this year. The majority of the engines had been used to convey this ice, and another thing was that long box cars could not be procured to carry lumber, as the foreign roads would not let the road have them except for ice. The lumbermen, however, contended that their regular traffic had no right to suffer because of an extra ice traffic, and they also thought that the Grand Trunk railway should be a wealthy enough road to own rolling stock without relying upon other roads. The interview lasted over two hours, and ended by the promise on the part of Sir Joseph Hickson that immediate steps should be taken to procure more cars and locomotives so that lumbermen might catch up with their back orders. In regard to a car superintendent in Toronto, Mr. Hickson decided to make a change in Mr. Wragge's office. There will be a superintendent appointed from his office who can give all information in regard to cars, and also order the movement of cars from outside points. Sir Joseph also asked the deputation that when any complaints should be made, that they come through Mr. Wragge's office and not through local agents or subordinate offices. If the promises given by Sir Joseph Hickson are carried out there will be no further need for lumber or other merchants to complain of a scarcity of cars or lack of locomotive power on that road. The deputation was well satisfied with the interview.