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THE CANADA LUMBERMAN.

VOLUME IX. }
NUMBER 3. }

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THE CANADA LUMBERMAN

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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicuous position at the uniform price of ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

WE take the first opportunity of correcting a typographical error which appeared last issue in the advertisement of the Hart Emery Wheel Co., Hamilton, Ont. Under the illustration of their Saw Filer No. 3, the price was given as \$72 net, when it should have been \$75 net. Intending purchasers will please note this correction.

It was generally conceded at one time that the cut of logs in the Ottawa and Gatineau districts would be considerably under the average this winter, owing to the scarcity of snow in the woods. The Chaudiere lumbermen, however, now claim that such will not be the case. They say that so far the season has been most favorable for operations in the woods, and in all probability the cut will be a little larger this year than last.

At Manistee, Mich., there seems to be a good demand springing up from the Canadian side of the line for waney board pine timber to be gotten out during the winter for next season's shipments. As this is something of a new venture for mill men at this point, they are a little chary of taking hold of it at first, as they are not well posted as to the requisite specifications, but as soon as they can see any money in it, they will be in the market for large quantities. The price offered for that class of timber is about \$23 at Manistee, which ought to be good enough.

THE avidity with which the Saginaw mill owners seized upon the report from Ottawa that the increased export duty on saw logs was not to be exacted on those previously cut, which they interpreted as a total

abrogation of the increase, shows the great importance they attach to this matter. They triumphantly boasted that now they would be able to raft logs from their Lake Huron limits to their mills, which they otherwise seemed at a loss to supply. Now they will still find that they must either do without Canadian logs or must erect their mills in this country.

THE provincial report of the Crown Lands Commissioner of Quebec for the fiscal year ending on the 30th June last, shows that the total revenue of the department during the twelve months was \$710,123, that 104,654 acres of public lands were sold for \$43,795, and that \$41,862 were received on accounts or arrears on previous sales. The number of acres subdivided into farm lots and ready for sales amounts to 7,015,488. Of clergy reserve lands 2,606 acres were sold for \$1,217.33. The present extent of these lands is 136,379 acres. The Jesuits' estates yielded \$43,713, the mines \$839 and the inland fisheries \$6,530, while woods and forests \$600,000.

THE stock holders and managers of the Eau Claire and Bow River Lumber Co. of Eau Claire, Wis. and Calgary, Northwest Territory, held a consultation recently in regard to the recent decision of the Privy Council nullifying the leases of timber lands by the Dominion Government to American lumbermen alleged to involve about \$60,000,000 of American investments. The officers of the company say they have no apprehension on account of this decision. They claim that it does not legally affect the large tracts which this company has leased. They are in the Northwestern Territories, and they propose to build new mills there in the spring.

AN interesting case was decided at Ottawa on the 5th day of Feb. in the Exchequer Court. Magar vs. the Queen. It appeared that for several years the plaintiff had been supplying the Grand Trunk Railway with oak timber and lumber from Michigan for car building, and on it has paid \$75,000, under protest, as customs duty. The customs duty claimed it was subject to duty because sawn to certain sizes. Section 726 of the act relating to the importation of lumber says that "lumber or timber, plank, boards, sawn, or otherwise manufactured, free." Justice Burbridge decided that, although sawn to certain sizes, it could not be classed as manufactured, because it was shown that further treatment and dressing were required before it could be used for the purpose intended. Therefore ordered judgment in favor of the plaintiff for the full amount, with costs.

THE *Northwestern Lumberman* scribe claims to have been interviewing one Daniel Cream, of Quebec, on the annexation fad, and reports that gentleman as saying that the feeling among shippers and business men generally is strongly in favor of Canadian annexation to the United States. He does not say whether the "feeling" referred emanates from Canadians or Americans. If the former we beg to differ, but so far as our neighbors are concerned we do not doubt the assertion. Public sentiment in this country is as much opposed to the idea of political and social union with the United States as our neighbors are favorable to it. While there are a few disloyalists among Canadians, who fancy they can see pecuniary benefit to themselves in political union, the great majority of the Canadian people are nevertheless satisfied to remain as they are. Canadians feel that should a perpetual colonial relationship to England be impracticable or inexpedient, there is ample room for an independent Canadian nationality on this continent, peacefully and in friendly alliance

with England and America, to build up a nation second to none, not even the "great American Union." Possibly when our neighbors fully realize Canadian sentiment a desire to be annexed to Canada may spring up in every sensible state of the American Union. So mote it be.

THE Minister of Customs and Finance have been interviewed by an influential delegation of saw manufacturers, consisting of representatives of the Montreal Saw Works; Shurly & Dietrich, Galt; The R. H. Smith Co., St. Catharines; James Robertson & Co., Toronto; J. Robinson & Co., Montreal; Paumperie & Bro. Sorel, Que. The delegation represented that the present system of imposing an *ad valorem* duty enabled the American saw men to send their products into Canada in such a way that by not being regularly branded and not quoted in the price lists, certain classes of American saws could be imported at a low rate, and the Canadian manufacturer unfairly dealt with in what should be his own market. The Government was urged to change the present duty by imposing a specific one per lineal foot, as well as an *ad valorem* duty. If this was done, it was represented that the price of Canadian made saws would not be increased to consumers, but, on the other hand, that the unfair competition against the manufacturers would be removed.

THE returns show that last year in British Columbia the timber output amounted to a hundred and forty million being an increase of forty million feet over the preceding year. From the new mills that have been erected and the limits that have been secured it is anticipated that in the current year the output will be nearly doubled. This is in a considerable measure due to lumbermen, who, hold a leading position in Ontario and Quebec, having taken an interest in operations on the Pacific coast, and under the circumstances their example is likely to be followed. There is not much danger of the forests beyond the Rockies being exhausted in a hurry and there is an increasing business both for shipping, for local demand and for supplying the dwellers on the prairies, so even if the output is doubled within the year the market is not likely to be overburdened. British Columbia is to be the great lumbering region of Canada in the future.

MR. G. O. TYLER, of Burlington, Vt., travelling representative of the Shepherd-Morse Lumber Co., speaking of the agitation going on among United States lumbermen for an increased duty on Canadian lumber, while in Ottawa recently, said: "The agitation will amount to nothing. The Michigan and Wisconsin lumbermen are not politically strong enough to get such a bill through Congress. Sensible men in both Canada and the United States know that each country is more or less dependent on the other in the matter of many products, and the exchange of these products is only the natural order of things, and wisdom dictates that it is for the best interests of both countries that the channel for mutual intercourse should be as free from barriers as possible. The sensible business men in the United States do not want to handicap trade with Canada. Of course, with the Western lumbermen the higher the duty the better for their interests, as they would more or less monopolize the market, but they are only one section of the people and their weight is not sufficient to overbalance legislature in favor of their particular interests. Anything that interferes with trade between the two countries is not popular with the American people as a whole, despite all the talk of retaliation."

We learn that Yellow Pine, Oak and Elm from this country, though light in stock, has not moved off freely in England of late. Prices do not appear tempting to consumers, but the high freights and scarcity of winter stocks in Quebec made prices in England compare very moderately with those asked by Canadian shippers for next season's supplies. Merchants over the water seem very reluctant to face up to the advanced rates demanded for the next season's spring shipments, and business cannot fail to be difficult all round, although shippers seem to show adequate reasons for the high figures demanded.

COLONEL GEORGE TYLER, of Burlington, Vt., who represents a large American lumber company, gives it as his opinion that there will not be an advance in the price of lumber got out in the Ottawa Valley. He states that there are large stocks of such on hand in all the lumber States, especially among the western men. Their money, he says, is invested in better lumber than is manufactured at Ottawa, and they rely for their profits on the first quality. There is stock enough carried over to prevent any corner in the market, and the demand could not catch up with the supply for two years, even if there was not a log cut in the bush during all that time.

PETITION after petition is being presented to Congress urging retaliation on Canada for imposing an extra duty on logs. They hail from all over the States but notably from New York and Michigan. They want a duty all the way from \$3 to \$6 per M on Canadian lumber. In the face of so many different requests the Government will find it a difficult matter to act, if they act at all. Now that the feeling of the Canadian lumber trade is drifting towards the abrogation of the export duty on logs our American friends will have less cause for complaint, and will by degrees settle down to the belief that their wishes will be complied with without the interference of Congress. It is gratifying to know that our commercial relations with our neighbors on the lumber question at least are likely to be less strained than in the past.

THE timber trade of Quebec, it is pleasing to observe, is looking up, and the prospects are that the coming season will be among the most successful for many years. The timber trade has been steadily on the wane for some years, the principal cause of which is that the English market has been taking its principal supplies from Norway and Sweden, the pine of the former country being considered both cheaper and better than the Canadian article. From the number of charters already made for the present season's stock, however, it would appear as if producers on this side of the water were going to realize a change in the wheel of fortune. We hear of several more charters for Greenock at \$6 per load for timber; also some vessels have been fixed to the east coast ports for timber, but rates have not transpired. It is also stated that some of the liners have been taken up from Montreal, Three Rivers and Quebec to Liverpool for the season at \$13.20, and several large steamers have been chartered for spring loading, to a range of ports, at \$14.40. One steamer is reported to have been fixed from Montreal and Quebec to different N. B. ports for deals (or) timber at \$15.60 per standard all round. From St. Lawrence mills several vessels are also reported to have been taken up to a range of ports at \$14.40, and from Miramichi and other New Brunswick ports chartering is going on at \$14.40 to \$15.50. Our English exchanges appear to foreshadow a revival in the timber trade of that country, which if realized will prove good news to Canadians.

UNDOUBTEDLY the main issue under discussion at the present time by both Canadian and American lumbermen, is the question of the export duty on logs. During the past month decided action has been taken in the matter on both sides of the boundary line. The result of the recent conference at Toronto of the Ontario Lumberman's Association caused great surprise to many engaged in the trade, and we must confess that THE LUMBERMAN was not an exception. The old maxim that there are "two sides to every question"

has been fully exemplified in this case. It has been but recently discovered that while Canada's exports of logs to the United States from 1880 to 1888 amounted to \$156,741, the imports from the United States during the same period amounted to the large sum of \$4,319,850, on which there is no export duty. Figures of this description are certainly calculated to dispel all feeling of prejudice in favor of our export duty, and in its stead formulate a desire among the trade to see this one-sided duty removed. While the LUMBERMAN was so unfortunate as to endorse the recent action of the Federal Government in increasing this duty to \$3 per M it was done without the knowledge we now have. On investigation we find that upwards of 25,000,000 feet of timber will be brought into Canada this year from the Rainy River district, all of which will be manufactured in this country. For some two or three years past this timber has been coming in by millions; and it is given that there are still from two or three billion feet of logs to come into Canada from that country. What if Congress should levy an export duty on this immense quantity of timber, where would Canada be? To do so would only be an act of justifiable retaliation, which would militate much more adversely to the Dominion than does our present duty to the United States. We have but little doubt but that by the time the next issue of THE LUMBERMAN appears the Canadian export duty on logs will be deeply buried, perhaps never to be revived.

THE case of Sunson & Mason (Limited) v. New Brunswick Trading Company was recently tried before Mr. Justice Field and a special jury, in the Queen's Bench Division of the High Court of Justice, London. The question was whether the plaintiffs had waived any rights they had in respect of certain alleged misrepresentations, on the faith of which they said they took shares in the defendant company. The plaintiffs were a limited company formed for the purpose of taking over a wood business, the defendant company being formed to take over the businesses that had been carried on at Miramichi by Messrs. Guy, Bevan & Co., and Messrs. R. A. & J. Stewart. The action was brought to recover damages for fraudulent misrepresentation, the plaintiffs alleging that they were induced to enter into a contract, to purchase 1,500 £10 preference shares in the defendant company for which they claimed £15,000 damages. In the alternative they claimed on the same ground the return of the £15,000, the cancellation of the contract to purchase, and the removal of the plaintiff's names from the list of shareholders of the defendant company. The only question to be considered was whether the plaintiffs were entitled to a rescission of the contract. When the defendant company was formed to take over the businesses of Messrs. Guy, Bevan & Co. and Messrs. R. A. & J. Stewart, at Miramichi, the members of those firms received payment in the shape of ordinary shares in the company, and a prospectus was issued offering a large number of preference shares and some £50,000 was subscribed. The plaintiffs alleged that they were led into the transaction upon the representation of Mr. C. Benn, who was at that time in the employ of the company. Sunson, Mason & Co. had branches in Paris, Spain, Portugal, Algiers and London, and they were anxious to become the agents of the defendant company, Messrs. Stewart Bros., and Messrs. Guy & Co. The latter had written to the plaintiffs informing them that if they took 1,500 £10 preference shares in the defendant company they would be appointed their agents, and to finance the shares, the plaintiffs were to be at liberty to draw upon them to the extent of £7,500 each. Agreements were finally entered into on the 15th of February securing to the plaintiffs the agency of the defendant company in London and different parts of Europe, and also enabling the plaintiffs to draw drafts on Messrs. Guy & Co., and Messrs. Stewart Bros. suspended payment and became bankrupt. It was proven in evidence that misrepresentation had been made, and that fraud had been committed. His Lordship summed up the whole case, and the jury found that the plaintiffs were entitled to the relief sought for, namely, to have their £15,000 returned and the agreement cancelled.

SPLINTERS.

THE statement has been published that the order-in-Council has been passed prohibiting the owners of lumber mills from throwing sawdust and other mill offal into the Ottawa river, but the report has been officially contradicted.

THE tariff bill passed by the Senate reduces the duty upon lumber from \$2 to \$1.50 per thousand, but Canadian lumber must pay the old rates so long as the increased duty on logs is maintained by the Dominion Government.

THE McArthur Bros. Co., of Quebec and Toronto, have given up shipping direct to Europe, and their stock will hereafter be handled by Messrs. Smith, Wade & Co., of Quebec, whose English house is Messrs. Walcot & Co., 17 Gracechurch street, London.

MESSRS. ROSS & Co. have got some very fine limits in the Nipissing District which they are offering for sale on another page of the present issue. Anyone desirous of viewing a drawing of these limits and the section of country in which they are located, can do so by calling at the office of this journal.

IT is now almost a foregone conclusion that there isn't the slightest probability of the United States Congress passing the Senate bill, and as a result the tariff on lumber is likely to remain, at least for some time to come, as it is at present. All the anxiety and discussion bestowed on this subject will evidently prove so much time wasted.

ROBIN & SADLER, the well known Leather Belting manufacturers of Montreal and Toronto, have just finished a large driving belt for the new double engine of the Royal Electric Co., in Montreal. This belt, which is of double leather, is 28 inches wide and 100 feet long, and is now running in that first class style which is the rule with belts of Robin & Sadler's make.

THE St. Catharines Milling and Lumber Co. are about presenting a claim to the Dominion Government for compensation arising out of the company's expenditure under Dominion license in the disputed territory. At the time of writing the directors have not decided on the amount of damages to which they claim to be entitled, but it is expected that the amount will shortly be fixed.

THE British & American Timber Co., (Limited), which has a capital of £2,000,000 or \$10,000,000 is reported to be in the market for 4,000,000 acres of Southern timber lands. Mr. Preston Ashbridge, the agent of the company, has already purchased through W. H. Howcott, of New Orleans, 500,000,000 feet of standing timber, including white pine, poplar, cherry, etc., in West Virginia, and 200,000,000 feet of yellow pine in Florida, Georgia and Mississippi.

EDWARD E. MANHARD, of Toronto, is in jail at Oswego, N. Y., charged with defrauding John K. Post & Co., lumber dealers, out of \$2,500. The accused was a member of the insolvent firm of Manhard & Co., lumber dealers Toronto, of whom Post & Co., bought considerable lumber. In September Manhard drew on Post & Co. for \$2,000, alleged that his firm had shipped Post & Co. a cargo of lumber. The lumber never came and the Toronto firm failed. Post & Co. claim to have lost about \$6,000.

THERE passed away at Port Hope during the last month one of Canadian pioneer lumbermen, in the person of William A. Spooner, aged 79 years and 7 months. Deceased moved to Canada with his family in 1849, locating at York on the Grand River, where he engaged in lumbering. Probably no man in Canada, in his time, used up more of the forest of pine in the now older settled country. Years later he was engaged at Bell Ewart for H. W. Sage & Co., and with A. G. P. Dodge, of Waubaushene; also at Midland. Since retiring from active business he has been spending his reclining years with his son, Mr. A. W. Spooner, at Port Hope, where he made many warm friends.

THE LUMBERMEN AND THE EXPORT DUTY.

The annual general meeting of the Ontario Lumberman's Association was held in the Board of Trade rooms in the city of Toronto on Feb. 7th last. Notwithstanding the heavy snow storm that was raging at the time the representation of lumbermen from every part of the province was large. Mr. A. H. Campbell, the president, took the chair, the all-important question of the export duty on logs being the first business brought up.

A very lengthy discussion on this subject ensued, but it was evident from the first that the meeting was in opposition to the recent action of the Dominion Government in levying an additional one dollar export duty on logs cut in Canada and then taken into the United States. From the figures contrasting our imports of timber with our exports it is not surprising that the resolutions which follow were put to the meeting and passed almost without a dissenting voice. The resolutions are as follows.

Resolved, That the export trade in long, round timber is an advantageous one for Canada. Timber of this class is not exported for the purpose of being converted into ordinary sawed lumber, and its preparation and delivery at the place of shipment involves the outlay of more money in Canada, as a rule, than its conversion into lumber would; besides the waste in squaring the timber is avoided. The round timber trade is at least as desirable as the trade in boards, in the preparation of which the hollow butted, the shaky and the knotty portions of the tree are left in the woods to rot, while in the preparation of long round timber small hollows in the butt, and the rough portions at the top of the tree are not cut out of the stick. There is as little reason for the imposition of export duty on long round timber as there would be on square or board pine.

That as the exportation of saw logs from the United States to Canada is not obstructed by a duty, the duty on pine and spruce logs exported from Canada to the United States seems unreasonable, from the fact that the exportation of pine saw logs from the United States to Canada greatly exceeds their exportation from Canada to the United States, the value of logs of all kinds exported from the United States to Canada from 1880 to 1888 having been \$4,319,350, while the value of those exported from Canada to the States in the same period was only \$156,741.

That the small export of pine saw logs during the term of years when the export duty was only \$1 per thousand clearly indicates that the danger of towing short logs on the great lakes will always act as a check on the business of exportation, and leave the export trade, as has hitherto been the case, almost wholly confined to long, round timber, which can be rafted in chains and towed with much less risk than short logs.

That the export duty produces irritation and bad feeling, and the movement in the United States to have it removed, and its amount added to the import duty on lumber, will in all probability prove successful at the next meeting of Congress, if not in the present session. That if a plenary duty is once imposed it may be a work of time and difficulty to secure its removal even after the repeal of the export duties. The amount of export duty collected in Canada on pine logs in 1888 was \$935.80 while the value of the pine lumber exported to the United States during the same period was in round numbers \$7,500,000, and to risk the increase of duty on the entire export of pine lumber for the paltry sum of export duty, or for the purpose of preventing the small export trade in logs which might be developed if the duty were removed, seems in the highest degree useless.

That the secretary of the association be instructed to draft a copy of the resolutions, and that such a copy, duly attested by the president and secretary be placed in the hands of a committee who are instructed to wait on the Privy Council at Ottawa for the purpose of presenting it, and of urging the views of the association regarding these matters on the Government.

That the committee shall consist of E. B. Eddy, J. Charlton, J. R. Booth, W. E. Edwards, Jas. MacLaren, N. Dymont, Jas. Scott, E. H. Bronson, A. M. Dodge, W. C. Caldwell, Jno. Waldie, Wm. Caldwell, D. Gilmour, A. McLachlan, H. H. Cook, P. White, A. Fraser, J. Bryson, J. B. Miller, J. Gilmour, H. Robinson, A. Thomson, J. Steward, Jno. Price, J. Gillies, G. B. Hall, J. Cameron, H. K. Egan, A. Baptiste, W. R. Thistle, R. Blackburn, Col. D. Tisdale, H. McCallum, A. H. Campbell and J. L. Burton.

After the resolutions had been read and adopted the following members of the association were elected as the board of management for 1889: M. M. Boyd, J. M. Niven, D. Gilmour, A. H. Campbell, J. McLaren, J. Waldie, J. Charlton, J. L. Burton, E. H. Bronson, W. C. Caldwell, H. H. Cook, N. Dymont.

Acting upon instructions contained in the above resolutions a large and influential deputation waited on the Government on the 21st ult., and urged the abrogation of the export duty. The deputation consisted of Messrs. E. B. Eddy, H. K. Egan, Wm. Hurdman, Hiram Robinson, Wm. Mackie, W. R. Thistle, E. H. Bronson, J. A. MacLaren, J. R. Booth, Geo. Perley and John A. Cameron, Ottawa; Alex. Fraser, Westmeath; H. W. French, Quebec; Dr. Sprague and G. H. Bradbury, Winnipeg; J. L. Burton and N. Dymont, Barrie; James Gillies, Carleton Place; T. B. Colville, Lanark; and A. H. Campbell, Toronto. The following members of Parliament were also present: Messrs. McCarthy, Waldie, Charlton, Cooke, Edwards, White (Renfrew), Cargill, Gilmour and Hale. The interview with the

Government took place in the Privy Council Chamber. The Ministers present were: Sir John A. Macdonald, Sir Hector Langevin, Sir Adolphe Caron, Sir John Thompson and Messrs. Abbott, Carling, Costigan, Foster, Haggart, Dewdney, Tupper and Bowell.

The deputation was introduced by Dalton McCarthy and Mr. A. H. Campbell, who acted as spokesman, informed the Government that those present were a committee appointed by the Lumberman's Association to lay before them the resolutions recently adopted with reference to the export duty on saw logs. He then read the resolutions as printed above. Proceeding to urge upon the Government the view taken, he said that the export duty was not put on for the purpose of raising revenue. It was doubtless imposed in order to encourage the manufacture of lumber in Canada and afford additional employment for artisans. This anticipation had not been realized. The result had been that a petition had recently presented to the United States Senate requesting that the duty on lumber coming from places where there was an export duty on logs be raised. This would strike a severe blow at the lumbering trade of Canada. Thus far an important part of the lumber manufactured in this country has been exported to the States. With an increase of duty the trade would be destroyed. A large portion of the lumber manufactured here was of a grade that could not be profitably exported to any other place than the United States on account of the cost of transportation. If the United States levied higher duties upon lumber, the production of this class would have to be greatly reduced. The effect would not be confined to lumbermen, but would strike a blow at Canada. Our own market was a very limited one. The credit of the lumbermen would be injured, and upon credit a great deal their business depended. With the decrease of production, a large number of men in the mills would be compelled to seek employment elsewhere, and would probably go to swell the colony of Canadians in the United States. That this trade was of great value was shown by the fact that the exports of forests and mines during the past seven years reached \$162,642,000 more than a quarter of the whole export for the same period. Lumber was represented by about half this sum. This paid two dollars per thousand or twenty per cent. of its value, on entering the United States. It was scarcely fair to place what was practically a prohibitory duty upon the exports of saw logs, when it appeared that of the 550,000,000 imported from the United States from 1880 to 1888, and in the manufacture of which Canada made all the profit that was to be made, whilst on the small quantity of twenty million feet taken from this country to the United States a heavy export duty charged. He felt it would be a wise action on the part of the Government to take the export duty off sawn logs and lumber altogether.

Mr. Charlton, M.P., said that Mr. Campbell's standing in the business and long acquaintance with lumber interests would make his utterances of value. It would be readily perceived that there was no political complexion to the movement to have the export duty abrogated. It was purely business. The export duty was asked for by the lumbermen of Canada. It was asked for, he presumed, under a misapprehension of the true state of the trade between the two countries, and now it was seen that business would benefit by the removal. The bill before the Senate of the United States provided that the duty upon lumber should be \$1.50 per thousand, but that, when imported from a country having an export duty upon logs, it should be \$2 per thousand. This would subject Canadian lumber to a duty of fifty cents per thousand more than any other country. The bill introduced a few days ago by Senator Baker provided that the duty upon lumber imported from a country that which imposed an export duty should be increased in proportion to the export duty levied. Strong influence would be brought upon the Senate to secure the retaliation upon the Canadian lumber trade. The lumbering interests of Michigan and Wisconsin and the Southern States would seize upon the opportunity to move the United States authorities in this direction. It was altogether likely that the matter would not be dealt with till President Harrison was inaugurated. There was very little difference of opinion among the lumbermen as to the desirability of abolishing the export duty on logs. If matters were different the export duty might be favored, but the threatening aspect in the States changed the position entirely. There was a general impression that the Americans must have Canadian lumber, no matter what duty they pay on it. This was a mistake. Southern poplar was becoming a formidable opponent in the market. These trees grew so rapidly that forests were said to reproduce themselves in 30 years. The tendency was towards making the position of Canadian lumber more and more unfavorable. Hence it was felt that there was great danger to Canadian interests if the course recommended were not adopted. At the meeting of the lumbermen in Toronto only two voted against the abolition of the export duty. All who composed the deputation were in favor of the removal of the duty if the Government would concede it.

Mr. J. R. Booth said that a few years ago that he

was one of those who asked the Government to put an export duty on logs. At that time he was not aware of the large number of American logs that were brought into Canada to be manufactured into lumber. Having heard the real state of things, he thought the duty should be removed. It would certainly be in the interests of the trade, and he could hardly think the Government put the duty on to raise revenue.

Sir John Macdonald:—We were convinced by your arguments Mr. Booth.

Mr. Booth said things had changed, and as the Government had put on the duty in the interest of the trade, they could now remove it with the same object. Whether it would be in the interest of the Dominion he was not prepared to say.

Sir John Macdonald:—How would the removal of the duty affect the small mills which are not owned by lumbermen?

Mr. Campbell:—This would affect the Georgian Bay district more than any other part of the Dominion. That is the only part from which we export logs to any extent. I do not think there are any mills there which are not held by large owners.

Mr. Eddy next addressed the Government. He said that before the meeting in Toronto he was perfectly willing that there should be an export duty on logs. He did not know the extent to which Canada imported logs. He then changed his views, and now believed it would be better if the duty were abolished. He saw no prospect of Canadian lumber ever controlling the American market.

Mr. Bronson said he had supported the export duty, but now recognized that it should be abolished. Canada's market for lumber was the United States, and we should do everything to encourage that trade.

Sir John Macdonald, replying to the deputation said:—This is a very grave question. I do not think we are to be prevented from changing our policy with reference to it, if it is for the good of the country. That is the only question we have to consider. We are aware that this is an important question, and have received representations from both sides and from various quarters. We have the strong authoritative opinion of this association. All that I can say is that we will give full weight to all the remarks made by the gentlemen and the various considerations laid before us, and will act according to the best of our judgment. The result of our deliberations will be communicated to you through the ordinary way of Parliament. I desire to repeat that we will be guided altogether by the consideration of what we think best for Canada under the circumstances, and considering our present relations with the United States. The Premier's remarks were applauded, after which the deputation withdrew.

Why the Old Man Grew Suspicious.

An old fellow who was running a saw mill down in the southern part of Tennessee had considerable trouble in getting a man who understood the business of sawyer. Finally, when the owner of the mill became wholly discouraged, a respectable fellow came along and asked for a situation. He showed a paper from one of the leading mill men of the country, stating that the applicant was one of the best of sawyers. He was engaged, and when he had been at work about three weeks the proprietor called him one morning and said:

"Mr. Collier, you needn't go to work to-day."

"Are you going to shut down?"

"Yes, so fur ez you ere consarned."

"What! you don't want me any longer?"

"Yes, that's it."

"Why, haven't I been giving satisfaction?"

"Oh, yas, so fur ez yo' work goes."

"Then what is the matter?"

"Wall, I have noticed that you put on too many shirts."

"I don't understand you."

"Wall, yo, change yo' shirts too often. You have been working here now three weeks, an' I notice you put on a clean shirt about every eight days."

"But, my goodness, is there anything wrong in that?"

"To some folks there moutn't be, but thar is to me. A fellar cam along here once and changed his shirt every 12 days."

"Well," said the sawyer, "what else did he do?"

"Run away and married my daughter, that's what he done. Then thar came along a fellar that changed his shirt 'bout every ten days. He ran away with my wife. Then another fellar changed his shirt 'bout every nine days, an' he run away with my pocket book that contained 15 dollars. So I find that the offner a man changes his shirt the whrse he is, an' afearin' that you mout run away with my mule colts, I reckon you'd better go now, while I've got my eyes on you."—*Arkansas Traveller.*

LUMBERING IN BRITISH COLUMBIA.

Lumbering operations in this province have been carried on with great vigor during the past year, with the result that the cut of 1888 is the largest in the history of the province. The total cut of the province during the year is placed at 140,000,000 feet, or about 40,000,000 feet in excess of last year. On Burrard Inlet (Vancouver), the mills have been kept cutting actively during the season, the demand, both local and for export, being good. The Moodyville Mill Co., on Burrard Inlet, cut 29,182,960 feet for the year, and exported 35 ship loads, distributed as follows:—South America, 8,028,454 feet; China, 4,157,684 feet; Australia, 15,958,493 feet; Japan, 146,869. The balance of 897,460 feet was taken by local dealers.

The Hastings Saw Mill Co., Vancouver, cut 14,048,854 feet, of which 13,567,783 was exported to foreign markets in 17 vessels. The company also turned out 382,322 pickets, and 21,787 bundles of lath, which was mostly exported.

The Vancouver mill of the Royal City Co., cut about 10,000,000 feet, besides lath, shingles, etc. The product of this mill is mostly taken by the local trade. There is a sash and door factory in connection with this mill. The Commercial mills, Vancouver, owned by Leamy & Kyle, cut about 9,000,000 feet, consumed by the local trade. G. F. Slater's shingle mill, Vancouver, cut about 75,000 shingles daily, and is now increasing the capacity of the mill to 115,000 daily. The sash and door factory of Geo. Cassidy & Co., is a new institution put in operation during the year, and giving employment to 25 men. A shingle mill with a capacity of 40,000 per day, is being added. Fader Bros., who own a small mill at Vancouver, are erecting a mill of a capacity of 85,000 feet per ten hours. The total cut of the Vancouver mills would therefore be in the neighborhood of 64,000,000 feet of lumber besides a large quantity of shingles, lath, pickets, etc.

At Westminster are located the mills of the Royal City Planing Mill Co., and the Brunette Saw Mill Co., the former mill the largest in the province. The Royal City mill cut 22,000,000 feet of lumber, 5,000,000 feet of moulding, 6,000,000 lath and pickets and 7,500,000 shingles. There is a sash and door factory in connection with this mill in which 25,000 sash and 15,000 doors were manufactured. The mill employs 425 men in the mills, and in connection with its tugs and boats. Five vessels loaded at this mill with lumber for export during the year. This was a new feature of the trade, as heretofore no exports of lumber were made direct from the Fraser river. The company shipped a considerable quantity of timber to the United States for car manufacturing. This company also owns the saw mill and sash and door factory at Vancouver. The Brunette Mill Co. has increased its capacity during 1888. The output of this company was 7,000,000 feet of lumber, 2,500,000 feet of moulding, 3,500,000 shingles, 1,000,000 lath and 50,000 salmon boxes.

At Chemainus, the mill of Croft & Angus cut 16,000,000 feet, a portion of which was exported. W. P. Sawyard, Victoria, cut about 12,000,000 feet, sold altogether in the local trade. There are also five sash and door manufacturing establishments at Victoria. The total output of the thirteen mills named would amount to 121,231,815 feet of lumber alone. There are a number of smaller mills at coasts and interior points, which would bring the total up to about 140,000,000 feet. Exports of lumber from the province to the United States for the year were valued at \$57,437.

The outlook for lumbering during the present year gives promise of even greater development. British Columbia is now attracting attention in Eastern Canada and the United States. During the past year lumbermen from the East and from Wisconsin and Michigan and elsewhere have visited the province, and the result is that several new schemes are in course of development. The capacity of each of the Westminster mills will be increased, and two new mills are projected, one of which will have a daily capacity of 300,000 to 500,000 feet. At Vancouver, Fader Bros' new mill, now nearly completed, will be put in operation, and the old Moodyville mill will be overhauled in such a way as to make it practically a new mill. Over \$10,000 worth of new machinery is on the way for this

mill. The Chemainus mill has lately been purchased by a wealthy syndicate, and the capacity of the mill will be largely increased. The Vancouver Lumber Co. are erecting a mill which will have a capacity of about 25,000,000 feet yearly, and several small mills are in course of erection or projected. One noticeable feature in the lumber industry is the trade that has sprung up during the past year or two with the prairie country east of the mountains. Eastern shipments now form quite an item in the local trade. Cedar shingles especially are in demand from the East, and shipments of these have not only been made to Manitoba and the Territories, but to points further east, in the old provinces of Canada. There is also a growing demand for our fine grained fir and cedar from the east, for finishing purposes for the better buildings. The bulk of the lumber cut in the coast mills is fir, similar to the Puget Sound fir, and it is procured along the coast of both the mainland and Vancouver Island, for a distance northward from the international boundary of about 300 miles. This fir frequently dresses 100 feet long, with scarcely a knot. One tree cut at the Moodyville mill recently scaled 27,000 feet. A stick of timber was shipped from the Hastings mill which was 28 in. square and 112 feet long. A stick 120 feet long and 20 inches square was taken out last week at the Royal City mill, Westminster. The foreign export trade by water, has been done largely by the Hastings and Moodyville mills at Burrard Inlet, with a few shiploads from Westminster and Chemainus. About sixty vessel loads were exported altogether, going to Australia, Asia, South America, and some to California, though the duties prevent extensive shipments to the latter place. Eastern shipments are made mostly from Westminster mills. On the west coast of Vancouver Island, nothing has been done in lumbering, but a mill for this coast is projected. Altogether, the results of the past year's operations and the prospects for the present year are very satisfactory. The attention which has been given of late to the great timber wealth of the province, points almost to a boom in lumbering operations in the near future.—*Exchange.*

THE NORTHWEST TIMBER SUPPLY.

The question of timber supply for Manitoba and the Territories is an important one. With our present small population, local manufacturers have no difficulty in supplying the requirements of the country, but with the larger population which this country will have in the future, it will not be so easy to fill requirements. Though there are considerable tracts of timber land in sections of the country, yet with such vast areas of prairie land which comprise a great portion of Western Canada, it is evident that when the population of the country becomes at all numerous, the question of lumber supply will be an important one.

Our principal source of lumber supply at present is of course the Lake-of-the-Woods district. The mills of that district have a capacity of forty to fifty million feet annually, and this is being steadily increased. A considerable portion of the logs cut in these mills, however, are brought in from the state of Minnesota, and it would be a matter for surprise should the United States government at any time stop the exportation of logs from the state to Canadian mills. In the event of such a move the timber available at the Lake-of-the-Woods would be very greatly curtailed.

There is a vast section of country between Winnipeg and Lake Superior, say 400 miles in length, which may be called a woody country, but in population to the area, a very small portion of this timber is suitable for lumber. The greater portion is only fit for fuel. Owing to the rocky nature of the country, the growth is small, and the variety of wood found—tamarac, poplar, jack-pine, white birch, etc.—are not very valuable for lumber. There is some good pine tributary to the Lake-of-the-Woods, in Canadian territory, and patches of pine in other sections of this region, but the quality of good timber is not as large as might be imagined, when the vast extent of country covered, is taken into consideration. There is plenty for present requirements, but with a large population in the prairie region to the west, the timber resources of the district, especi-

ally for the better class of lumber would soon be exhausted.

In the northern portions of Manitoba and around Lake Winnipeg, there is a good deal of timber suitable for lumber, sufficient to supply the present average requirements of the country for a long time to come. Every year, however, the quantity of lumber required will increase, and in a few years a big hole will be made in this timber area. At present the annual cut of lumber on Lake Winnipeg is under 10,000,000 feet. Riding Mountain country supplies about 2,000,000 feet annually, from the southern and western slope of the mountain. The more northern timber areas of Manitoba have not yet been developed to any extent. There are several other smaller timber districts, which supply a limited quality of lumber, for local use in the immediate vicinity. Spruce is the most valuable lumber furnished by the Manitoba forests, so that it will be seen the supply of fine lumber is limited to the pine timber in the districts to the east of Manitoba.

The vast territory of Assiniboia has very little timber suitable for lumber, though there are patches of forest which furnish a little lumber for local use in some districts. The Cypress Hills is the principal timber district. The population of this territory is very limited, but with the settlement now going on, there will soon be a large demand for lumber from Assiniboia.

The more northern territory of Saskatchewan is fairly well supplied with timber for local requirements for its present very limited population, and the supply is probably sufficient for many years to come. The full timber resources of this territory are not well known. The northern half of the territory, being the portion north of the Saskatchewan river, is supposed to be timbered to a considerable extent, but the country has not been sufficiently explored to determine its full timber wealth. At any rate it will be some time in the future before this district will have a sufficiently large population to call for any very large quantity of lumber from outside sources.

The territory of Alberta has a large supply of timber in and along the Rocky Mountains, which bound the territory on the west and southwest. The country in the vicinity of the mountains is well timbered, with very good qualities of timber in some sections and all through the mountains there is considerable timber wealth. Several mills are established along the line of the Canadian Pacific railway at and along the railway between Calgary and the mountains. There are also a number of mills at points on the railway in the mountains, on the British Columbia side. The small population in the Territories, and the high freight rates charged by the C. P. Ry. Co., has prevented the development of the lumbering industry in the mountains to any great proportions. The freight rates are too high to allow of the profitable shipment of lumber eastward as far as Manitoba. In time, however, as the population of the Territories increases, and the freight rates are reduced, as they doubtless will be, a large lumbering industry will be established in and along the Rocky Mountains, in Alberta and British Columbia.

To British Columbia, however, must Manitoba and the Territories look for a considerable portion of their lumber requirement in the future. As the Territories settle up and the local supply of timber grows less, there will undoubtedly be a large market in the great prairie region for British Columbia lumber.

British Columbia has a great source of wealth in her forests of fine timber. Already there is some demand in Manitoba and the territories for the fine qualities of lumber produced in British Columbia mills, and the deficiency here, especially in fine qualities of lumber, can be abundantly made up in the Pacific province. What is required is a low freight rate from the mountain and other mills of British Columbia. At present, and for years to come, the need of British Columbia lumber will not be keenly felt here, though the demand for the finer qualities of lumber and large dimension stuff, which are hard to supply here, may be expected to increase right along. But as the population of the prairie country increases, and the local supply of lumber decreases, the movement eastward of lumber from British Columbia may be expected to assume large proportions.—*Commercial.*

THE STUMPAGE QUESTION IN NEW BRUNSWICK

Prominent Lumbermen Talk Over the Situation with Members of the Provincial Government.

During the early part of January a committee representing the lumber interests of the North Shore had a conference with the Attorney-General and several members of the local Government, at Fredericton, on the question of high stumpage dues exacted in that province. Owing to the crowded state of our columns last issue we were compelled to hold over the report of this meeting until the present, but it will not be of less interest on that account. This is the first occasion on which the lumbermen have been able to lay their claims before the proper authorities, and no time was lost in going thoroughly into the subject at issue. The proceedings lasted from eight p. m. to two a. m., and the discussion was of the most animated description. The arguments brought out by the various speakers was convincing proof of the hardships under which the lumbermen—especially in the South Shore of New Brunswick—were laboring, owing to excessive stumpage dues.

The grievances spoken of are concisely but thoroughly enumerated in the following memorial to the Government which was read at the meeting:

"In the interest of the North Shore of New Brunswick, the prosperity of whose people generally depends mainly on that of the lumber trade, the facts and conclusions set forth in the following memorial are respectfully submitted for the consideration of His Honor the Lieutenant Governor and the Hon. the members of the Government.

The unprofitable and discouraging condition of the lumber business on the North Shore, which was the stumpage conference between members of the Government and representatives of the trade, at Fredericton early in 1886; of a resolution of the Municipal Council of Northumberland, addressed to the Lt. Governor-in-Council in January of the same year; and subsequently, of a memorial appealing for the relief in the form of a rebate in the stumpage charges imposed under the Crown Lands Regulations,—still continues, and imperatively urges another call upon the Government for the consideration which has, up to the present, been withheld.

Those actively engaged in the business submit, that for the past six or seven years, they have continued their operations in the face of the discouragements and reverses which have been marked features of the trade during that period. They have been impelled to this course by the fact that many of them had every dollar they were worth, and even more, invested in mills and other property, to prevent which from lying idle, going to decay and becoming valueless, they had no choice but to continue business, even at a loss.

They were, however, not without hope from year to year that the business would regain some of its former activity, but in this they have been disappointed, the result being that although the greatest economy has been practiced in all departments of their operations, the outlook affords no hope of the trade continuing, in this section of the province, to exist in even its present condition, unless such reductions are made in the stumpage charges as will place the North Shore operators on Crown Lands nearer on an equality than they are with their Quebec and Nova Scotia competitors in the British and continental markets.

The statistics of the lumber trade between Great Britain and the countries from which she draws her wood supplies, show results which suggest that the excessive stumpage impost of the New Brunswick Government is having a very damaging effect on this the most important industry of the Province. They show that while the Baltic ports are increasing their output for the British market and Nova Scotia and Quebec are about holding their own, the imports from New Brunswick are sharply declining, the relative decrease of trade from the North Shore being much greater than from St. John and other Bay of Fundy ports.

The fact that the shipments of the Miramichi have steadily declined since 1883, when they were 149,000,000 superficial feet, until they were only 68,000,000 less than one-half—last year, and that a corresponding decline has taken place in Bathurst, Dalhousie, Richibucto and other North Shore ports, is proof of the startling wane of this important industry, and of the necessity for special effort to avert its gradual extinction.

We submit that the importance of this industry as a contributing factor in the maintenance of the general business of the country, demands for it fostering regard and treatment, rather than excessive taxation, at the hands of the Government. The supplies which go so largely into the production of our lumber are furnished very evenly all over New Brunswick and if—owing to the fact that lumber can be obtained as a mercantile commodity more cheaply in Quebec and Nova Scotia than in this province—such capital now employed here as is floating, be transferred to those provinces or elsewhere, it follows that the whole of New Brunswick must suffer. In these days of easy and rapid communication and transit and of keen competition, no business that is fettered by state restrictions or handicapped by discriminating, excessive or special government imposts, can hope to survive. It is for this reason that the protection of manufactures has become a recognized policy of both the great governments of the North American continent. Not only so, but in Germany, France and other leading countries in Europe, the attention of their statesmen is

occupied with fostering and protecting every industry within their boundaries. Those that are threatened with competition from abroad are protected—others that are weak and struggling are encouraged to continue and extend by bounties and having extra facilities afforded to them. May we not urge, then, that the lumber industry of the North Shore, which is being paralyzed by the enormous burden of the Crown Land tax, is worthy of the prompt and considerate attention of the Government.

We earnestly desire to impress upon the Government the fact that the natural and geographical disadvantages against which the North Shore counties have to contend are not recognized in the present, even to the meagre extent they were in the earlier stumpage regulations; not only so, but it has, unfortunately for us, been the practice and policy of Provincial administrations in the past, while they were ever ready to meet the demands and facilitate the operations of the trade in other sections of the province, to withhold from the North Shore equally fair consideration. The effect of this policy is seen today in the fact that while the North Shore Crown Lands are held and administered as if all the Province were equitably entitled to a common interest in them, those of the Central and Southern counties have, for merely nominal considerations, and to aid local enterprises, been transferred to private and corporate owners who, in turn, have influenced public sentiment in favor of excessive Government stumpage rates, in order that their own cheaply-obtained areas might have imparted to them a high value, which is acquired almost entirely at the expense of the Northern section of the province, paralyzing its most important industry, destroying the investments embarked in it, and giving the people cause for discontent and despondency which are gradually leading to the depopulation of the country.

Even if it were not true that the Crown Lands of the Central and Southern portions of the Province had been transferred as stated, and that the Government parted with the greater portion of them avowedly for the purpose of promoting the local interests of the counties in which they are located, the fact that the northern ports are closed to navigation for seven months of the year, while the great Atlantic port at the mouth of the St. John is open all the year round, ought to entitle the northern counties to compensating consideration at the hands of the Government. Atlantic freights from our Northern ports are from 5 to 7 1/2 per standard higher than from St. John and Nova Scotia, while we are practically shut out of the great American market for our small lumber, because coastwise freights are from \$2 to \$2.50 per M higher than those ruling from the Southern ports.

Instead of these adverse natural and geographical conditions being recognized and acted upon by the Government in our behalf, the hardships of our position have been intensified by our being forced to bear the burden of the revenue necessities of the whole province, which the Government would be in a position to so adjust as to make the necessary taxation fall more equitably, but for the discrimination that has always been made in favor of the south and central sections, to the prejudice of the north.

As an illustration of the trend of governmental policy by which the North Shore lumber interest has been most unfairly prejudiced, we beg to remind you that when the Export Duty of 20 cents per M was levied, that impost bore equally upon the trade throughout the Province, the four Northern counties contributing about one-third of the revenue under that head. By pleading the interests of the lumbermen of the Province at Ottawa the Dominion Government—largely with a view of relieving the trade—was induced by the New Brunswick Government to grant to this Province an additional subsidy of \$150,000 a year in perpetuity, in lieu of the export duty, and the local Government of that day is on record as having claimed the abolition of the export duty as a boon to the lumbermen, obtained by their efforts. Subsequent events, however, have proved that only the corporate and private holders of provincial lumber-lands outside of the North Shore were benefited, and while the Government continues to receive the export subsidy, it has laid upon the North Shore trade alone a new burden in the form of the stumpage tax greater in amount than that of which the whole lumber interest of the Province was relieved with the implied understanding that it would never be reimposed in any form.

We also beg to direct attention to the fact that while nearly \$2,000,000 of provincial money has been given in aid of merely local railways in other sections of the Province—without at all reckoning the aid given to such important lines as Eastern Extension, Western Extension and New Brunswick and Canada Railways—only about one quarter of the sum has been expended in like manner in the four Northern Counties. Interest on the enormous cash subsidies, and stock subscriptions paid by the province in aid of many of the roads named, and stumpage derivable from the land grant of over 1,700,000 acres of Crown Lands to the New Brunswick Railway—in the benefits of which works the Northern Counties in no way participate—were available for the public services of the whole province, as the revenue derivable from the stumpage tax is, the lumber industry of the North Shore would not now be threatened with extinction by reason of the excessive taxation placed upon it under the plea of the revenue necessities of the province; and we respectfully but firmly state our conviction that so long as the relative positions of the two sections of the province, in this regard, are ignored, and the injustice of the treatment accorded to the North unrecognized, we will feel that the central and southern counties—because they are numerically the stronger, and against right and equity—are abusing their constitutional privileges by working wrong and oppression upon the people of the North.

We recognize the fact that the revenue of the provinces is not as large or elastic as full justice to all the public services requires, but we claim that it is unjust to impose upon one industry alone the burden of making up for all the deficiencies in the various sources of income. Moreover, may we not fairly suggest that, in view of the new and extraordinary expenditures recommended by the Government and authorized at the last session of the Legislature, the revenue of the Province is sufficient to maintain its ordinary services, without the

excessive stumpage-tax being continued.

In view of the experience of our operators, mill owners and shippers during the last six or seven years, we are impressed with the conviction that the question of the continued existence of the lumber business of the North Shore must be settled by the inexorable laws of demand and supply, and it is being settled to our loss and that of the whole country. True wisdom suggests that threatened extinction can only be averted by the Government assisting the natural tendency of business to advance in the direction of the least resistance. If, however, the alleged necessities of revenue are superior to the claims and demands of our commerce in this competitive age, we shall see in the end of the conflict, what is rapidly coming to pass, that both trade and revenue, so far as lumber is concerned, will disappear together; for with a mileage tax of \$4 on New Brunswick Crown Lands, against \$3 in Quebec, a stumpage tax of \$1.25 per M on spruce logs in New Brunswick against only 65 cents in Quebec while the Nova Scotia trade pays neither, but claims its logs at a cost of about 40 cents per M., coupled with the fact that the Quebec scale is fully ten per cent. more favorable than that of New Brunswick to the operator, no result other than a gradual decline and final extinction of the business of those depending on our provincial Crown Lands for their logs can be reasonably expected.

We beg, in conclusion, to appeal for relief because the excessive stumpage rates of the Crown Lands Department are more than double those in competing provinces. We urge the claims of the large capital invested in mill and other property connected with the working of the lumber industry at the North Shore representing, in many cases, the results of years of industry and self-denial on the part of the investors, many of whom, we regret to know, have been forced to go out of the trade, having lost all they had in it, while others are engaged in a constant struggle to avoid being driven into actual bankruptcy, and others are obliged to introduce new branches of business in connection with their lumber operations to make up for the losses they sustain in the latter. We claim that the investment of this capital has imparted to the lumber lands of the Crown a value that they would not otherwise have acquired. We direct attention to the comparatively large number of our idle and decaying, or only partially worked mills as proof of the position to which the trade at the north is driven. We appeal for the consideration asked in the interest of a population that is wanting, not only because the accustomed work of the lumberman is diminishing, but also because the decline of the trade affects the usual employment of the agricultural and laboring classes—especially of our young people, who have no other recourse but to leave the Province and seek, beyond its borders, the means of livelihood which they have ceased to find within them. We ask for relief, not only because we are handicapped by ice-closed ports for the seven months, while St. John and other ports of the south side of the province are open all the year round, and have at all times, the advantage of us in Atlantic freight-rates; but, also, because, for the same reason, we cannot at all compete in the American market, even during our short shipping season, with those ports. We appeal for consideration in order that the feeling that we are oppressed because of the undue influence and in the interest of other sections of the province, which have already secured the lion's share of our common revenue and public heritage, may not continue until it becomes a serious element of discord, bitterness and strife between the two great sections of the Province. We claim that we have, in the past, given the Government of the day no reason to complain of our attitude towards it, notwithstanding its having failed to give tangible effect to the friendly assurances and implied promises, with which it has met our former appeals. We therefore, again present our case, relying on its justice for the favorable consideration heretofore denied us, and earnestly expressing the hope that immediate relief from the existing excessive stumpage impost will be granted.

This memorial was signed by the committee representing the North Shore lumbermen consisting of Messrs. Geo. Burchill, (Chairman), J. B. Snowball, K. F. Burns, H. S. Miller, Allan Ritchie, Scott Farley, J. D. McKay and D. G. Smith (Secretary.)

From the very exhaustive discussion which ensued after reading the above memorial our space will only permit of our dealing with a few of the principal arguments adduced.

Mr. K. F. Burns, M.P., was the first speaker. We extract the following from his remarks:

The average difference between the New Brunswick and the Quebec scale on spruce lumber is at least 15%. A log 11 inches by 20 feet, which by the N. B. scale measures 100 feet only measures 83 feet by the Quebec scale. The Ontario scale is even more favorable to the lumbermen. The average size log in N. B. would be about 16 feet by 12 inches.

Not only is the Quebec rate 60 cents per M. less than that imposed by the Government of New Brunswick, but the scale is about 15% less on the average. That would reduce the actual amount paid when comparing it with N. B. to about 55 cents as against \$1.25. It is therefore impossible for the New Brunswick operator on the North Shore, where the trade has so many difficulties to contend with, to compete in the markets of the United Kingdom or the Continent with the producer and exporter in Quebec.

In Quebec lands are held in perpetuity. There the operator can improve his streams, can build his roads, can improve his property in any way he pleases and he is not at the mercy of any competitor who may choose to put in an appearance at an annual sale or sale at any stated time. So that not only in respect of the amount of stumpage levied is the Quebec operator in much the more favorable position, but also in the matter of the tenure of his lands, which are a remarkable commodity, which can be sold outright, passing from one to another, or which can be pledged to a bank or any other monetary institution for the advance necessary to carry on the business incident to the operation or establishment.

New Brunswick has also to compete with Nova Scotia, where the lands were acquired some years ago at almost nominal prices, which rarely exceeded 60 cents an acre. Most of the lands which are now being operated in Nova Scotia were purchased at about 40 cents an acre. There, then,

the operator has no stumpage to pay; he bought his lands at a minimum price. He has also this advantage over the New Brunswick, at all events over the North Shore operator; he can get his freights at a less rate. It is a much shorter run across the Atlantic from Nova Scotia ports, as a general thing, than it is from Northern New Brunswick. At all events they get them at a very much less rate.

Latterly an effort has been made to induce the International management to give reduced rates on lumber to St. John and Halifax, in order to admit of ocean shipment from those points in winter, but so far the efforts have been unsuccessful. While the rate of freight on lumber from St. John to Boston runs from \$2.50 to \$3 and averages not more than \$2.75, the ruling rates from the northern ports range from \$4 to \$5, averaging about \$4.50 per M. The freight on laths from St. John to Boston is from 40 to 50c. per M. The rate paid from Bathurst last fall was 80 to 90c., practically double the rate paid from St. John.

Referring to the New Brunswick and Nova Scotia deal trade the speaker said that for the same specification the Nova Scotia exporter gets as good if not a better price than the New Brunswick exporter, while at the same time he has the advantage in freight and stumpage. We are not here, he said, to ask you to discriminate between the southern parts of the Province and the Northern parts. But we are here asking you to reduce the rate of stumpage, and in support of our application we cite the disadvantages under which the trade at the north is carried on compared with the advantages enjoyed by the people of the southern sections of the Province. We urge that as an argument in support of our application. We tell you in a word, that the trade cannot afford to pay \$1.25 per M. There is capital lost in the business every year and unless something is done in the way of giving relief to the trade more capital will be lost and more financial misery will be felt in the country. We ask you to place us more on even terms with our competitors. We ask you to allow us to live in the business and not to allow us to be driven out of it, as we are being fast driven out. I repeat that the trade cannot afford to pay \$1.25 per thousand, and we say it is the duty of the Government, having regard to the general interests of the Province, not of the North Shore particularly, but having regard as I say to the interests of the whole province, to come to the relief of the trade, and I think we have shown you by this memorial, and in a very crude way by what I have stated, that the trade needs relief, and we have shown you to our satisfaction that we believe it is your duty to grant that relief. I am sure you have no desire to see the trade of the North Shore continue in its crippled condition. One of the arguments that has been used in opposition to the application of the trade for relief is that you need the stumpage for revenue purposes. Well, we say you should adjust your expenditure in such a way as to prevent the necessity of imposing on one industry of the Province alone the maintenance of the public services. The trade of the North Shore is in earnest in this matter. It is a matter of financial life and death to them. It is a matter of dollars and cents, and unless the Government grant relief there can be only one opinion, one feeling in the minds of those engaged in the trade, namely that they are unjustly dealt with and we will not cease to urge upon this Government or any other Government the necessity for relief. I do not propose to take up any more of the time. I feel very earnest about the matter; I wish I could present the case in as clear a way to you as I feel in earnest about it. I am largely engaged in the trade; my all is in it, and I feel with my brethren in the business that we have a very strong case and that the Government should come to our relief and reduce the rate of stumpage to figures nearly equal to those paid in the Province of Quebec and elsewhere.

Mr. J. B. Snowball said: We can prove that on the North Shore our business has been very diversified, that few, if any, that have prosecuted the timber business on the North Shore have prosecuted it as a sole business. In my case I invested \$117,000 in the timber industry, which I made in other ways, and I do not consider it worth 25c. on the dollar now. There has been a gradual impoverishment of timber shipping interests of New Brunswick for the last 13 years. But it is upon us on the North Shore that the burden falls particularly strong. Where does the timber tax of New Brunswick come from? I find according to the returns of the Province of New Brunswick for the year 1887—the last season for which any report has yet been issued—that in that year you collected the sum of \$87,155, from the lumber interests of the Province. Where did that sum come from? Why, gentlemen, nearly one-half of that amount or \$40,864 came from the county of Northumberland, alone. The exports of the Province of New Brunswick in lumber that year amounted to 250,000,000 feet of which amount Miramichi only exported 68,000,000 and yet Miramichi paid nearly one-half of the entire stumpage tax and the other half came out of the remainder of the Province. Now, does it not look glaringly and appear an outrage that Miramichi must pay upon 68,000,000 of logs, half the tax upon an export from the Province of 20,000,000?

You talk about the stumpage on private lands being \$1.50 per M. But what is the stumpage now collected on Crown lands? It has always been said that we agreed a few years ago when the regulations were changed to pay \$1.25 on certain conditions. I maintain that we never did agree to anything of the kind. We asked for a long lease, the long lease was granted us, and it was made a condition by the government, not by our consent. It was not a bargain with us, but an arbitrary act on the part of the government. They raised it then in 1884 from \$1 per M. to \$1.25 per M. and in 1885 they retained what we had paid as mileage rates, in addition to the stumpage rates. In 1883, when the stumpage was 50c. and mileage was added, the exports of lumber from the Province paid, as seen in the Public Accounts, a total of \$1,124 per M. to the government. The second year, under \$1 stumpage we paid, including mileage, \$1.15 per M. In 1885 was \$1.494 the stumpage and mileage combined. In the year 1886 it was \$1.48 and in 1887 it was \$1.55, and for this year we have not the returns. Where does the value of the timber lands owned by the government come from? It comes from the improvements we have made on the streams and on the mills we have built on the tributaries. If it had not been for those

mills who would ever have paid you \$1.25 or \$1.50 for stumpage? By the building of those mills we gave a value to Crown Lands of the Province that they never could have possessed; they never could have possessed it but for the vast amount of capital we put into the country, never supposing that such a tax would be placed upon us. The Crown Lands, you will yourself admit, are getting very much cut away, and, in my own case, to get 20,000,000 off the lands held by me, I have to cut them to their utmost capacity consistent with the outlook for future years. The fact is I am doing just as little business as I can possibly do, consistent with the plant and facilities and capital invested that I have about me. The fact is that the lumbermen of the North Shore are just staggering along, making now the last desperate effort, and that is just what has brought us here; we want to see whether you are determined to crush us right out at once and finally, because that is just the position this thing is in.

It is very well for shippers on the North Shore to complain and say that they are paying \$1.50 per thousand stumpage, but we are very easy and don't make returns for more than about one-half of what they cut. I am prepared to state that on the North Shore as a rule we do pay in full. To show the injustice of any such statement as that, we under pay, that the exports of the last year of which we have the official returns, 1887, show that there were 68,000,000 of lumber cut on the Miramichi. There was 32,700,000 feet that paid stumpage, and 30,708,000 feet were cut off private lands and probably a few million more concerning which I could not get information. Out of the 68,000,000 shipped in 1887 9,000,000 were deal ends and small stuff, leaving only 59,000,000 of merchantable lumber shipped. Out of that 59,000,000 of merchantable lumber we paid the government stumpage on 32,700,000 at \$1.55 per M., and there was 30,708,000 that to my knowledge came off private lands—making a total of 63,408,000 that we can prove came off private lands and off Crown Lands on which stumpage was paid, against 59,000,000 of merchantable lumber actually shipped.

Mr. Burns when he was addressing you, was questioned about the value of deals. I would ask if Miramichi deals are inferior to St. John deals? Take up any English circular and you will see to-day that St. John deals are quoted at 5 shillings a standard above Miramichi deals. If that is so are we not entitled to some consideration? If the North Shore deal when it is manufactured and put into the English market, under the circumstances Mr. Burns describes, is to be handicapped with 5 shillings less price in addition to \$1.25 additional freight upon it, have we not a claim for consideration? St. John has an open port all the year round; they are not confined to five months in the year for making shipments. They have the opportunity of getting winter freights; we have no such opportunity. We cannot get our deals carried to a port to be shipped in the winter time at any price that would possibly give us a profit. How can we take advantage of low freights? Do you know that the southern part of New Brunswick and Nova Scotia have the advantage of ships coming out to the United States with cargoes from the other side, and which want to return freights, run into St. John and load up with deals at from 7/6 to 12/6 a standard lower than we can get them carried from the North Shore? They can load them on the scows in St. John and then load the ships just as cheaply as we can. They can load steamers in St. John cheaper than we can; but in Quebec they cannot because of the high rates of labor, but in Montreal they have cheaper labor than we have.

Another item of importance is that there are no pilotage regulations with regard to these inlets from the sea on the Bay of Fundy, no tonnage or dock dues, but the fisherman will take your vessel in for \$1.50 or something like that, while ours is a long river that must be carefully navigated, where pilotage dues and every conceivable charge must be paid.

With reference to the value of deals, Mr. Snowball said: Parsboro deals are worth as much as Miramichi deals are, and the deals that come from Sheet Harbor and Ship Harbor have as good a reputation as those that come from Miramichi or from St. John. The low freights to the American markets enable the producers of Southern New Brunswick and Nova Scotia to ship laths at say 50c. a thousand into the New England ports, while we are entirely excluded by the high rates of freight. We are excluded from the United States market entirely, we are handicapped when we go to the European market by freights; our deals are quoted in the English market at a lower price than those of St. John, and as we cannot ship our laths to the English market nor take advantage of the American market for them and our other stuff, we are compelled to saw our logs shorter.

Mr. McLellan: What do you do with the 30 foot log? Mr. Snowball: We got two fourteen foot deals, and have to lose the large slabs on the other side.

At this point of the proceedings a lengthy discussion followed between Messrs. Blair, Snowball, Smith, McKay and McLellan as to the understanding on the part of lumbermen at the time the ten-year lease was arranged for. Mr. McLellan said: when we talked of long leases I asked what the terms of the agreement were, and I was told by the Surveyor-General that the first year there would be sharp competition for licenses, and consequently the stumpage would be only \$1.00, and as the licenses would be renewed at the small figure of \$4 per mile that, then, the stumpage would be increased to \$1.25.

Mr. Burns: I know this that in agreeing to any arrangement proposed the trade were influenced by a fear that a syndicate was being formed for the purpose of buying up all the lands and it was Hobson's choice with them to accept the arrangement offered. It was stated at that time that if the trade did not agree to the terms of the Government for an arrangement of that kind that certain people in the trade were prepared to come in and buy the lands. This syndicate may have been appeased or may have changed their minds when they got the ten-year's lease of the lands. I don't know what prevented them at the time; I can only surmise that they were appeased or influenced by the fact that the ten-year's lease was agreed to.

Mr. Snowball: Mr. Burns was asked if he did not know

that there were more failures in Nova Scotia than in New Brunswick. I would like to add my opinion or statement to what he has said, that they have not been so many failures; for this reason and a good reason it is: that the timber trade of Nova Scotia is scattered over the country in small proportions, and, to a large extent is carried on by country traders and grocers and is not a business of itself, with the exception of a few instances at Parsboro, where it is distinctly carried on.

Mr. Burns stated that they sold lands in Nova Scotia for 40c. an acre well up to a short time ago.

Mr. Blair: Mr. Fielding told us they had no lands left.

Mr. Snowball: In 1883 they sold 35,000 acres, in 1884 37,000 acres and in 1885 13,000 acres, making 85,000 acres sold in three years. I asked for information and they made return to me as stated. The time has come when you should know that having battled with this stumping tax for the past 13 years we find ourselves utterly unable to compete with it any longer, and we are here appealing for instant relief from this tax that is so burdensome that it is receiving completely what is the staple industry of the Province of New Brunswick.

The question was further discussed at some length by Messrs. Blair, Snowball, Burns, Mitchell and McLellan. Mr. H. S. Miller then took up the question and said: I have here a contract entered into for this fall for getting logs up the Bay of Fundy. To deliver to the mill at the mouth of the Quoddy River where the logs will be sawn, the contract is \$3.50 per M; the cost of sawing these logs, putting the deals on the wharf and into wood boats and bringing them to St. John is \$2.90 per M., so the total cost of the deals alongside ship is \$6.40 in St. John. Mr. M. continued at length and then said: I hardly think I need take up any more of your time. The necessities of the case have been put very clearly before you. Two years ago we told you plainly what would happen unless redress was given; to-day that necessity exists, and I think the gentlemen who have spoken to-night have put the case before you as strongly and fairly as they possibly could. We are in earnest in the matter; either we must close our mills very soon and the people must leave the North Shore, or some redress must be given in order that some profit may be made.

Mr. McLellan—Mr. Snowball seemed to exult in the fact that they got deals so much less in St. John than at the North; you see when you come to ask Mr. Miller you find that they cost \$8.

Mr. Miller—But the \$8 deals from Nova Scotia and Bay of Fundy points, come from lands in the same position as lands at Martinshead, on which there is a profit. The man who gets the logs at \$3.50 per thousand will make a profit on it, and so will the man who saws it, also the wood boats. With us there is no profit at all, it is all loss from the word go.

Mr. D. G. Smith was the last speaker of the Committee. After a few introductory remarks he said: The statistics of the trade show that capital which is floating—and which can be invested in other places—is leaving the country, and the natural consequence of that is manifested in a declining business. I refer in the first place, in this connection, to the shipments of deals to the United Kingdom from the Province of N. B. to demonstrate the manner in which they have declined. Take the four North Shore counties, and what do you find? In 1883 we shipped 217 millions, in 1884, 158 millions, in 1885, 126 millions, in 1886, 120 millions, in 1887, 115 millions, and in 1888, 107 millions. Down we went steadily during that period on the North Shore. From the other parts of the Province there has also been a constant decline. These figures bear out those of the British Board of Trade, but the British Board of Trade figures show that in the import of wood-goods, generally, into the United Kingdom from the Baltic ports—from Russia, Sweden and Norway—there has been a decided advance in recent years, while, on the other hand, there has been a relative decline, or hardly an appreciable increase from British North America ports. As to the equity of the proposal, to reduce the stumpage, alluded to by the Attorney General, you may remember that when the export duty was levied on the lumber shipped from the Province it was a tax which fell generally upon the whole Province; it made no difference whether the lumber was produced on private lands or on Government lands; that which paid mileage on Government lands and that which paid stumpage on private lands, alike, when it was shipped, paid this export duty, and the revenue of the Province was derived, in that way, equitable and bore evenly upon all the trade. At that time the North Shore paid proportions ranging all the way from a sixth to a third on the duty; but a change was made. The Government of that day, largely induced by representations that the export duty was a burden on the lumbering industry, and for other reasons, decided to abolish it. \$24,813.20 was the total amount collected for mileage in the year 1874—the first year after the abolition of the export duty—and that was the total government tax for the year on the lumber industry of the province. In conclusion Mr. S. said: I hope that our appearance here will not simply be a monument, and the phrasing of our claims the epitaph of the North Shore trade; and that nothing will come of it—we have been here before the cabinet here—by memorials and resolutions—I think I may say that when we were here before you did hold out some inducements that our wishes would, in part at least, be met—you have hinted at the necessity of the revenue, but we do not see that the necessities are such that the exhausted state of the lumber trade does not outweigh them, and I think you will see from what has been presented to you that we urgently require some consideration, in order to keep our mills from going to decay, to keep the capital that can be removed from being transferred to other places, and to keep the people in the country who are engaged in farming and lumbering.

Some discussion followed the delivery of Mr. Smith's address, after which the interview closed, having lasted from 8 p. m. to 2 a. m. Mr. Blair saying that he hoped, after the meeting of Council, to be in a position to let them know what conclusions the Government had arrived at.

—Mr. R. D. Wood, Baie Verte, N. B., has begun the manufacture of hardwood butter tubs.

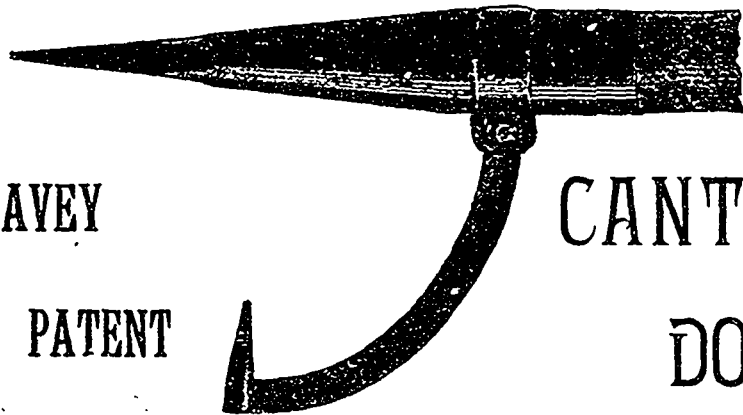
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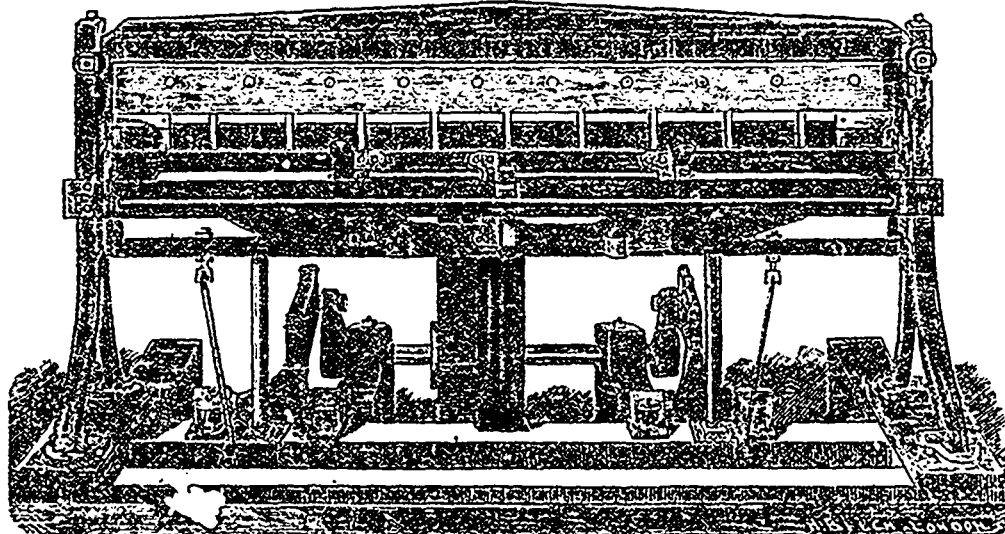
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QUEBEC FOREST RESERVES.

Notwithstanding the sweeping changes brought about last year by the Quebec government in the tenure of timber license holders by abolishing the forest reserve act, says a writer to an exchange, it appears that outside members of that legislature must needs try their hands at curtailing the rights of the limit holder to the profit of a class of men who have, in the past, proved a curse to the country. I mean the pretended settlers. When the forest reserve act was passed a few years ago an end was put to the frauds and consequent damage previously perpetrated under pretense of settlement.

It will be remembered that last year the government brought in a bill which passed the lower house abolishing the forest reserve *in toto*, and thus placing the limit holder at the mercy of speculators, who, under the guise of settlers, could go into the heart of a man's limit, select the lands on which the choicest timber grew, and then, in the names of a sufficient number of his employes, buy the lots (each sale being limited to 200 acres to one man) making one payment on them. And, as this bill provided that all timber cut on sold lots, previous to the issue of the deed by the government, should be subject to the payment of the same rates of dues as if cut under the timber license, and that the dues on such timber should be credited against the purchase price of the land, the government were thus virtually giving away not only the land, but the timber on it, and consequently the revenue which they would have derived from it, had the license holder's rights been protected, but offering a premium to men of small means and elastic consciences to invade the timber country ostensibly as settlers, but really as despoilers of those who, at considerable expense, had fostered the timber and allowed it to grow while paying the government all the time a ground rent for the privilege of cutting it when suitable for profitable marketing. These points being properly represented at the time, the upper house passed the bill with an amendment that the license holder should have thirty months after the sale of a lot to cut the timber on it, which in a small degree remedied the graver faults of the bill as first presented; but even this involved serious results both to the revenue and the limit holder, for naturally as soon as a lot was sold, the limit holder would immediately proceed to take the pine timber off without regard to size, and thus timber which in a few years would be of great value to the country would be cut down when of little or no value, practically speaking, in comparison. The lumberman would, in a manner, be forced to this course, for, as he had a right to the timber for two years and a half, the settler would have no object in preserving it if left standing; consequently in making the improvements required by the terms of his purchase, he would not care whether it was burnt or not by fires made to clear his land, and thus not only the timber on his lot destroyed, but for miles around, as has been frequently the case in years gone by, involving incalculable loss to the country and not infrequently ruin to the pioneer of a prosperous settlement, the lumberman. It appears strange that men occupying high positions of trust should be led away by specious arguments of interested individuals or political exigencies, instead of being guided by the experience of years of men whose whole energies have been devoted to solving the problem of how to deal with the public lands and timber, so that the interests of the government, which means the public at large, the lumber merchant and *bona fide* settler should be each justly and fairly dealt with without detriment to any of the three. The nearest approach to this solution was the forest reserve act, which protected the government revenue, because as it was all under license, as the ground rent was always coming in, when the timber was cut the dues on it were paid, and consequently the public got all that the law allowed them for their timber. It protected the settler because he was prevented from going into a country known to be undesirable as agricultural land, spending money in fruitless efforts to hew out a house for himself and family where he would at best but eke out a scanty existence while the lumbermen worked in his vicinity, and be compelled, after years of useless toil, to leave the

place where the best years of his life were fruitlessly spent; to return to a more populous settled district, and take his chance of succeeding in what he might have secured had he settled there first.

It protected the lumberman, because he knew that his rights were secure. He was interested in protecting the timber, by using every precaution against fire, and by only cutting such timber as it was profitable to produce, letting the smaller timber grow till it was suitable to cut. But the Quebec government did not think it a just law. Therefore it was abolished, and the sorry substitute which I have described adopted. Now it seems as if even this will be driven out of existence at the desire of a class of men who have no practical knowledge of the subject, and none but personal or political ends to serve, to gain favor with the farming community, who are in the majority. It would look as if the best interests of the country, because the lumbering interest is undoubtedly the best, are to be sacrificed and frittered away to the benefit of no body or class in particular, but to the detriment of the country at large for no other earthly reason than that the lumber trade has been prosperous for a few years, and a party strengthened in its hold on the office.

Ontario Exports.

The following table, taken from the Trade and Navigation returns, shows the exports from the Province of Ontario for ten years, from 1878 to 1887, of pine logs, planks boards and joists:

Year.	Pine logs M. ft.	Value.	Plks, bds. and joists M. feet.	Value.
1878	106	\$ 673	292,435	\$ 2,507,723
1879	72	784	282,247	2,579,835
1880	2,020	13,298	491,270	4,177,062
1881	2,632	20,208	473,788	5,390,702
1882	1,243	15,323	506,685	6,091,001
1883	1,641	11,377	445,360	6,115,520
1884	964	7,960	448,406	6,166,017
1885	378	2,284	463,167	5,058,035
1886	2,604	21,429	420,122	5,201,795
1887	6,349	49,237	700,169	5,197,574
Total	19,269	\$155,539	4,207,655	\$45,778,087

Ottawa Exports.

The following summary of the exports of lumber from the city of Ottawa during the year 1888 has been compiled by the *Free Press* of that city:

Manufacturers.	English Market.	South American Market.	United States Market.	Local, chiefly Montreal.
E. B. Eddy Mfg. Co.	20,000,000	5,000,000	20,000,000	15,000,000
Gilmour & Co.	20,000,000	.....	20,000,000	10,000,000
Bronsons & Weston	.....	.....	.....	.....
Lumber Co.	2,000,000	20,000,000	25,000,000	18,000,000
R. Hurdman & Co.	.....	20,000,000	25,000,000	15,000,000
Perley & Pattee	20,000,000	3,000,000	19,000,000	13,000,000
J. R. Booth	45,000,000	5,000,000	15,000,000	15,000,000
J. McLaren & Co.	3,000,000	.....	12,000,000	15,000,000
W. McClyment & Co.	1,000,000	.....	2,000,000	4,000,000
Pierce & Co.	6,000,000	10,000,000	10,000,000	4,000,000
W. C. Edwards & Co.	20,000,000	2,000,000	13,000,000	10,000,000
The Rathbun Co.	.....	.....	3,000,000	2,000,000
Hamilton Bros.	29,000,000	.....	29,000,000	10,000,000
Ottawa Lumber Co.	3,000,000	.....	.....	7,000,000
R. & W. Conroy	.....	5,000,000	5,000,000	5,000,000
Buckingham Mills.	10,000,000	.....	5,000,000	15,000,000
C. P. R. Line	5,000,000	50,000,000	50,000,000	20,000,000
Scattering	2,000,000	1,000,000	5,000,000	12,000,000
Total values	157,000,000	123,000,000	250,000,000	190,000,000
	\$3,740,000	\$2,214,000	\$3,750,000	\$1,520,000

Of the above quantity, what goes to the English market is almost entirely carried by barges to Montreal and Quebec, of the South American market lot about 30,000,000 feet are carried in barges to Montreal, about 20,000,000 feet by rail to Portland, and the balance by rail to Boston. Of the 250,000,000 that go to the United States market the following division may be made: 75,000,000 carried direct to Albany and New York in American boats, 50,000,000 by barge to Burlington, 30,000,000 by boat and barge to Oswego and the balance by rail; or, in words, about 512,000,000 feet are removed by water, 218,000,000 by rail and 2,000,000 used in local consumption.

Some Things Worth Knowing.

Always lace a belt so that the ends tie in the middle, and not at one edge.
 To clean zinc, moisten a cloth with kerosene and rub well; afterwards rub with a dry cloth.
 To remove rust from steel, take one-half ounce of emery powder mixed with one ounce of soap and rub well.
 Where a heater is used, a pump is more economical as a boiler feed than an injector; but an injector is always preferable where there is no heater.

If you ascertain the thickness of a boiler shell in decimals of an inch, and shift the decimal point three places to the right and then divide the number thus found by the diameter of the boiler in feet, the quotient obtained is the safe working pressure in pounds for that boiler.

Remember, in arranging belts, to have the slack side on the top; it is the proper as well as philosophical way to have a belt run.

To make a flange joint that wont leak nor burn out on steam pipes, mix two parts white lead to one part red lead to a stiff putty; spread on the flange evenly, and cut a liner of guaze wire—like mosquito net wire—and lay on the putty, of course, cutting out the proper holes; then bring the flanges, "fair," put in the bolts and turn the nuts on evenly. For a permanent joint this is A1.

A new process has been devised for cleaning lubricating oil that had once been used, so that it can be used again. The oil is poured gently over a bed of iron which is strongly magnetized. The heaps of iron fragments constitute a magnetic sponge which stops all the particles of metal, especially those of iron. The oil is then passed through two hair filters, and comes out perfectly clean.

PUBLICATIONS.

The annual number of *The Commercial*, published at Winnipeg, is out, and is brim full of interesting matter. It is the only purely commercial paper in Manitoba and is a credit to the rising and progressing constituency it represents.

We take pleasure in acknowledging receipt of a copy of Mr. J. L. Stanley's "Handbook for Hardwood Lumbermen," containing rules for inspection, etc. It is a handy little volume, and from a careful perusal of its contents we judge it is just about what the hardwood dealer has been looking for for some time. Our readers interested in hardwood would do well to send for a copy to J. L. Stanley, 236 Superior St., Cleveland, Ohio.

The Office, published from 66 Duane street, New York, is one of our most valuable and interesting exchanges. It is devoted to accounting and business management and has made hosts of friends throughout both the United States and Canada. The paper is conducted by Mr. A. O. Kittredge, long connected with the *Metal Worker and Carpentry and Builder*. Sample copies of this excellent publication will be sent free on application.

The *Canadian Furniture Dealers and Undertakers' Journal*, the initial number of which came to hand last month, is still another addition to the trade journals of the Dominion. The new paper is issued by the Sterling Publishing Co., Brockville, Ont., and makes a good typographical appearance. Advertisers seem to have given it an exceptionally good "send off" and if they continue as they commenced and pay a reasonable sum for the privilege, the new paper ought to bloom like a green bay tree. It has the best wishes of THE LUMBERMAN at all events.

The celebrated "Hanging Gardens of Babylon" were within the precincts of the palace called "The Admiration of Mankind." They consisted of gardens of trees and flowers on the topmost of a series of arches 75 feet high and built in the form of a square, each side of which measured 400 Greek feet. The city of Babylon, with its famous gardens, was razed to its foundation, 690 B. C. Two Thousand, Five Hundred and Seventy-Nine years later we find the celebrated gardens of James Vick in Rochester, New York. For description, Catalogue of seeds, advice how to obtain free a copy of Vick's Floral Guide and also of the famous new rose, called "Vick's Caprice," address, James Vick, Seedsman, Rochester, N.Y.

FIRE RECORD.

The planing mill belonging to R. H. Chandler, Markham street, Toronto, was totally destroyed by fire the early part of February.

The shingle mill near the village of Feversham, Ont., owned by John Hudson, has been destroyed by fire. It was insured for \$600.

J. B. SNOWBALL'S MIRAMICHI WOOD TRADE CIRCULAR.

The past year's business has been on a moderate scale compared with that previous to 1885. The shipments show an increase from Miramichi and St. John over those of 1887, and a decrease from nearly all the other New Brunswick ports, the total shipments from the Province to trans-Atlantic ports being 277 million superficial feet, and from Nova Scotia 85 million superficial feet. The stock of wood goods on hand at this port is computed to be 30 millions superficial feet, or about an average, and the stock of St. John is said to be small. The production for the present winter will be about the same as last year. The season, so far, has not been favorable, but the prospects at present are more encouraging for a fair winter's work. The large advance in value of provisions and a corresponding advance in the labor market are making stock cost more than for some years past. The general business outlook for this country appears good and business people, as a whole, are more hopeful.

The year has not been an eventful one on the timber trade of the province. The great advance in freights, coming, as it did, so late in the season, fortunately found the bulk of the contract cargoes delivered. The loss to shippers was, therefore, much less than might have been expected; still, it has been severe enough to make them very cautious about cost and freight sales for the coming season.

The export to the United States ports has been large and the demand for South America unusually active. A number of f. o. b. contracts have been placed for South America and full prices are being offered for further business.

Shipments from Miramichi for 12 years from 1877 to 1888 inclusive, were as follows:

1877-1880	1881-1884	1885-1888
1877-1880 Million sup. ft.	1881-1884 Million sup. ft.	1885-1888 Million sup. ft.
1878-1880 do do	1882-1884 do do	1886-1888 do do
1879-1880 do do	1883-1884 do do	1887-1888 do do
1880-1880 do do	1884-1884 do do	1888-1888 do do

THE SHIPPERS FROM PORT OF MIRAMICHI, SEASON OF 1888, were :-

SHIPPERS.	No. of Vessels	Tons.	Sup. ft. deals, scantling, ends and boards.	Palings.	Timber.
J. B. Snowball	35	23,156	21,048,887	1,525,804	25
D. & J. Ritchie & Co.	18	10,615	9,964,233	108,400	9
New Brunswick Trading Co.	17	12,124	9,778,210	267,752	407
W. M. Mackay	10	8,985	9,040,118		
Muirhead & Co.	12	7,587	6,996,883	6,000	
Wm. Richards	7	5,479	4,936,683	11,900	
E. Hutchison	9	4,819	4,870,224	49,000	
Geo. Burchill & Sons	5	4,603	4,397,000	12,000	
Geo. McKean	4	2,269	2,178,718	1,464	
Totals	117	79,637	73,210,956	1,982,320	441

DISTRIBUTION OF ABOVE SHIPMENTS.

COUNTRY.	No. of Vessels	Tons.	Sup. ft. deals, scantling, ends and boards.	Palings.	Timber.
Great Britain	64	48,241	43,477,985	1,872,991	416
Ireland	38	22,375	21,177,078	109,329	25
France	7	4,544	4,419,075		
Africa	4	2,438	2,240,594		
Russia	1	1,953	1,016,788		
Australia	1	692	575,769		
Spain	1	174	103,325		
Italy	1	220	200,342		
Totals	117	79,637	73,210,956	1,982,320	441

DISTRIBUTION, BY PORTS, OF MIRAMICHI SHIPMENTS.

GREAT BRITAIN.

PORTS	No. of Vessels	Tons.	Sup. ft. deals, scantling, ends and boards.	Palings.	Timber.
Appledore	1	322	309,657		
Ayr	1	459	497,227		
Barrow	1	679	688,068	7,500	
Birkenhead	1	606	562,572		
Bowling	1	694	823,720		
Bristol Channel	1	377	369,856		
Cardiff	6	3,901	3,547,385	9,000	
Fleetwood	2	2,126	2,103,977		
Glasgow	1	1,466	1,108,584		
Garston	8	6,246	5,399,327	1,498,075	
Liverpool	11	9,974	9,466,441	95,416	
London	4	3,806	2,812,991	256,000	407
Maryport	2	897	852,627		9
Mumhles fo.	1	794	591,226		
New Port	2	1,132	976,841		
Penarth fo.	5	3,281	3,000,368		
Plymouth	1	398	373,726		
Sharpness	10	7,857	7,128,491	1,000	
Silloth Dock	1	530	512,007		
Swansea	3	1,897	1,675,683	6,000	
Whitehaven	1	799	767,211		
Totals	64	48,241	43,477,985	1,872,991	416

IRELAND.

Ballinacura	1	267	278,150		
Belfast	22	14,783	13,990,377	109,329	25
Clare Castle	1	332	343,256		
Dublin	6	3,225	2,931,590		
Dundalk	1	438	395,837		
Dundrum	1	211	240,105		
Larne	3	1,342	1,301,835		
Londonderry	1	509	489,991		
Warren Point	1	578	552,128		
Queenstown	1	690	653,809		
Totals	38	22,375	21,177,078	109,329	25

FRANCE.

Bordeaux	1	349	329,311		
Cette	1	577	431,813		
Marseilles	4	3,269	3,339,609		
St. Nazaire	1	349	318,351		
Totals	7	4,544	4,419,075		
Other ports	8	4,477	4,136,818		

OTHER NEW BRUNSWICK PORTS.

ST. JOHN SHIPMENTS, 1888.

SHIPPERS.	No. of Vessels	Sup. ft. deals, scantling, ends and boards.	Timber, tons.
A. Gibson	105	97,341,131	1,690
W. M. Mackay	62	44,070,367	2,711
Geo. McKean	19	9,345,196	
J. & L. B. Knight	3	1,253,840	
A. F. Randolph & Son	1	907,339	
McLaughlan & Wilson	1	266,314	320
Totals	191	153,184,187	4,721

DISTRIBUTION, BY PORTS, OF ST. JOHN SHIPMENTS, 1888.

PORTS.	No. of Vessels	Sup. ft. deals, scantling, ends and boards.	Timber tons.
Africa	1	512,689	
Australia	1	1,049,356	
Barrow	4	4,109,364	
Bristol Channel	26	21,563,547	
Garston	3	1,708,173	
Liverpool	59	62,009,774	4,401
London	12	7,068,360	
Ireland	46	27,532,654	
France	4	2,705,891	
Scotland	7	3,288,068	320
Wales	17	13,125,603	
Other Ports	11	8,509,908	
Totals	191	153,184,187	4,721

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 10 YEARS.

Year	Total Sup. feet deals, etc.	Timber.	Tons.
1879	153,279,357	11,548	3,237
1880	215,485,000	16,035	2,441
1881	210,281,730	5,134	1,734
1882	201,413,717	7,576	3,332
1883	181,517,932	11,778	3,883
1884	164,829,825	14,006	3,836
1885	152,543,026	13,769	3,686
1886	138,934,392	7,354	4,313
1887	118,450,590	5,197	1,587
1888	153,184,187	4,721	457

DALHOUSIE.

SHIPPERS.	No. of V's.	Tons.	Sup. ft. deals, scantling, ends and boards.	Timber.
John McNair	4	1,253	1,137,000	5
Geo. Dutch	2	481	452,000	
John Curran	1	731	642,000	
Geo. Moffat & Co.	4	2,365	1,974,000	140
Wm. Richards	9	4,704	4,349,000	
N. B. Trading Co.	1	816	707,000	
J. D. Sowerby	1	434	379,000	
J. P. Mowat	1	671	292,000	119
H. O'Leary	3	2,662	2,439,000	
Totals	26	14,117	12,371,000	264

SACKVILLE and outport of BAY VERTE.

E. C. Gooden & Co.	10	4,497	4,863,000	
J. L. Black	3	1,634	1,342,000	40,000
Geo. McKean	2	762	769,000	
Copp Bros.	2	780	774,000	
W. M. McKay	1	507	491,000	14,000
H. Copp	1	316	327,000	
Totals	19	8,496	8,569,000	54,000

RICHIBUCTO.

Geo. K. McLeod	11	5,166	5,005,000	3,000
J. & T. Jardine	4	3,179	3,024,445	
Edw. Walker	3	1,136	1,122,156	
Totals	18	9,481	9,151,610	3,000

BUCTOCHE.

J. D. Irving	4	631	667,287	
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SHEDIAC.

E. J. Smith	3	1,124	1,004,075	
Jos. L. Black	3	1,479	1,366,000	
Geo. McKean	8	3,719	3,340,000	
W. McKay	7	2,978	2,768,952	
Totals	21	9,300	8,479,027	

BATHURST.

K. F. Burns & Co.	14	9,809	8,524,661	231,953
N. B. Trading Co.	4	2,596	2,123,000	
W. M. McKay	1	919	815,000	
Totals	19	13,324	11,462,661	231,953

The total trans-Atlantic Lumber shipments of New Brunswick in 1887 as compared with 1888, were as follows :-

PORTS.	No. V's.	Tons.	Sup. feet deals, etc.	Tons Timber	No. V's.	Tons.	Sup. feet deals, etc.	Tons Timber
Miramichi	126	75,548	68,121,629	157	117	79,637	73,210,956	545
St. John	155	136,107	118,450,590	6,784	191	170,943	153,184,187	5,178
Bathurst	29	15,676	13,589,769		19	13,324	11,694,614	
Dalhousie	41	20,976	18,059,828	928	26	14,117	12,371,000	597
Richibucto	37	15,956	14,751,000		20	10,112	9,818,897	
Shediac	20	8,769	8,122,882		21	9,300	8,479,027	
Cocagne	2	595	635,580					
Sackville	19	8,393	8,555,000		19	8,496	8,569,000	
Totals	429	282,020	250,286,278	7,869	413	305,929	277,327,681	6,320

CORRESPONDENCE.

Editor Canada Lumberman.

DEAR SIR,—The present winter in this part of Manitoba has been one of great activity with lumbermen, and operators look forward to a fair legitimate trade the coming season. Stocks on hand, as a rule, are light. Payments so far have been well met, and upon the whole the present season opens up with the best look-out since the time of the great collapse.

The snow has been late in coming, but we have now the best hauling weather I have seen for twelve years. Teams are able to take from 1,000 to 2,500 feet on fairly good roads.

The Whitemouth Mills have been re-built from the ground up, and are now second to none in this part of the province.

DAVID ROSS.

WHITEMOUTH, Man., Feb. 18th.

Editor Canada Lumberman.

DEAR SIR,—We are still hard at work in the woods in this district, and I thought that a few notes regarding our operations might be read with interest.

There are three firms taking in their supplies from Eau Claire, viz: Messrs. Hale & Booth, Rayside, McMaster & Co., and Mr. Wm. Mackay, all of whom are taking out lumber which will come down the Amable du Fond river. Hale & Booth will manufacture 350,000 feet of square and waney; Rayside, McMaster & Co., 125,000; and William Mackay, 165,000 feet. Mr. John Mackay is also making a raft of 165,000 feet in Sourier, but which he is taking by rail to Belleville. He will have 3,000,000 feet or more of logs coming to his mill at Eau Claire from the same townships. Messrs. Perley & Pattee, of Ottawa, intend putting in supplies for next year's operations on this stream.

The part of the winter has been anything but favorable, on account of the thaws raising the streams spring high. It looks now, however, as if we were going to have plenty of snow and hard weather, so that everything will likely be got out all right.

WOODSMAN.

EAU CLAIRE, Ont., Feb. 10th.

Editor Canada Lumberman.

DEAR SIR,—Logging operations in this vicinity is being pushed forward now that we have abundance of snow and frost for all it is worth. Although the fall and first of the winter was bad for logging, there will be an average cut in this vicinity, with good prospects for a market, especially for spruce, both in England, South America and the United States.

We shall get out this winter by sleds, and next summer by rail, about 3,000,000 feet of spruce, hemlock, ash and basswood; and about 300,000 feet of birch for clothes pins and lumber.

ELDRIDGE, PHELPS & CO.

EASTMAN, Que., Feb. 15th

Editor Canada Lumberman.

DEAR SIR,—I presume that it is not often you get news from this section of the country. There are two feet of snow on the Quinze, but the ice on the Kippewa lake in bad though the weather is very cold now. Messrs. Bronson and Weston are making some of the finest logs that will go to market this season, sixty per cent of them are 16 feet long and will average 21 inches in diameter. This firm have over 45,000 logs made now, but will have 60,000. These logs are made on their limit number six in the second range of Block A. Gillies Brothers, of Carleton Place, will have 70,000 fine logs cut on the same river, and the Messrs. Klock have 15,000. Both these lots will average 19 inches. All the logs are cut in the neighborhood of the recent trespass on the Quinze, and it is reported that the forest rangers have discovered that other trespasses have been committed.

LUMBERMAN.

BAIE DE PARIS, Ont. Feb. 10th.

THE LUMBERMAN had a pleasant visit during the month from Mr. R. Nagle, one of Ottawa's lumber kings. He looks as hale and hearty as ever, and can talk lumber lore with all his old vim, aided by his extensive knowledge of the business.

THE NEWS.

—There is now abundance of snow in the Ottawa district.

—Mr. Paynter is about to erect a saw mill at Little Rapids, Ont.

—W. C. Wells, of Palliser, B. C. has 2,000,000 feet of logs on the skids.

—William McKee & Co., Port Alma, Ont., have assigned to H. H. Flagler.

—W. C. Wells, of Palliser, B. C., has 2,000,000 feet of logs on the skids.

—There is plenty of snow throughout Manitoba, and lumbermen are happy accordingly.

—Mr. Geo. C. Miller, lumber dealer, of Trenton, Ont., has made an assignment.

—The receipts from the Crown lands department of Ontario for 1888, amount to \$1,436,454.58.

—John Stephen's saw mills at Fall River, Waverly, N. S., was burned a few days ago. Loss \$5,000.

—A steam saw mill is to be erected at Sturgeon Falls, which will give employment to sixty employees.

—The E. B. Eddy Manufacturing Co., Hull, Que., will erect a two story wood pulp mill 25x200 feet.

—D. Clarke & Son, proprietors of a sawmill at Carleton, N.B., have suspended with liabilities of \$20,000.

—The firm of Booth & Hale are said to be taking out two million feet of square timber on the Amable du Fond.

—Work is being pushed at McLaren & Co.'s shanties on the Gatineau, there being sufficient snow for all purposes.

—Mr. Eliot Thompson, of Meaford, Ont., has sold the Train Steam Saw Mills to Messrs. Chambers Bros.

—Operations in the Algoma district are reported to be very active, the weather being all that could be desired.

—Mr. A. G. Henderson, of Huntingdon, Que., is making extensions to his furniture and planing mill business.

—One of the uses for which spruce is imported into the United States from Canada is for manufacture into wood pulp.

—In northern New Brunswick, where the winter has been very favorable to lumbermen the snow is two feet deep in the woods.

—Mr. Gordon's new saw mill at Kingsford, Ont., is being rapidly pushed to completion and will soon be in running order.

—Mr. D. Brown's new saw mill at Forrester's Falls, Ont., to take the place of one burned last August, is almost completed.

—Mr. C. Young has finished his lumbering operations in the vicinity of Burleigh Falls. He has taken out over 6,000 pieces.

—Mr. Robert Simpson, of Collingwood, has completed a new saw mill at Thessalon, Algoma District, for Mr. Dymont, of Barrie.

—Malcolm Thompson has sixty men in the Riding Mountains, Manitoba, cutting ties for the Northwestern Central Railway.

—The Shepard-Morse Lumber Co. is shipping large quantities of sawed lumber to Boston from Ottawa for export to South America.

—McLaren & Co. will have a big cut of both square timber and logs on their Maniwaki limits. Reports from that district are encouraging.

—If the present weather continues for a short time longer the whole season's cut in the Ottawa district will be got out successfully.

—The Georgian Bay Consolidated Lumber Company paid out at Gravenhurst, in February, ten thousand dollars to jobbers and contractors.

—Pierce & Co. are making extensive improvements in their saw mills at the Chaudiere. They are putting in twin circulars to edge their logs.

—Albert Allen, the lumberman, was killed last month at Spencer's Island, Parslow, N. B., while cutting away the support of a brow of logs.

—The Eau Claire Lumber Co., of Calgary, Alberta, has contracted with the Galt Railway for at least half a million feet of lumber for this season.

—At Hurdman's shanties, on the Kippewa, the output will not be so large this winter as last, owing to scarcity of snow in the vicinity of the limits.

—It is reported from the Pacific coast, that it is very difficult to charter ships for lumber, owing to the advance in grain rates from California points.

—A fire in Kutherford's saw mill at Cote St. Attoine, Montreal, Feb. 1st, did damage to lumber and machinery to the extent of \$5,000.

—Bronsons, Weston & Co., of Ottawa, have sold between 15,000,000 and 20,000,000 feet of the present winter's cut. The price has not yet been made known.

—Steps are being taken to supply the extra dock room and tramway, at Spanish River, Ont., rendered necessary by the introduction of the new gang saws.

—The Ontario Sawmillers' Association, at a meeting held recently at Palmerston, took steps to obtain equitable freight rates from the two railways.

—The Gaspé Board of Trade is petitioning the Quebec Government to give it the right of cutting all timber required for public purposes on government lands.

—A small mill is being established on the northern slope of the Riding mountains, Manitoba, and will be the first in the region. The cut will be for local use only.

—The recent cold snap and fall of snow in the Upper Ottawa has made everything boom in the woods, and teams are hauling logs to the streams in great shape.

—Latest advices from Quebec state that the expected output of square timber will be fully up to the estimate, while the shortage in the log crop will not be very great.

—The Alberta Lumber Company have about completed their mill in the Red Deer district, north of Calgary, and logs are being taken out for next season's cutting.

Bennett's steam saw mills at Mountain Chute, Riviere Rouge, Harrington, P. Q., were destroyed by fire in February. The loss is estimated at \$15,000 insured for \$5,000.

—Mr. Samuel Smith, foreman for the Canada Lumber Co., supervised the cutting of 20,000 logs in the Mississippi district during the first three months of the present season.

—The estate of W. H. Carpenter, insolvent lumberman of Fort William, Ont., will come under the hammer on the 2nd inst. There are some fine timber lands in the property.

—Mr. Saml. Sloan, Tilbury Centre, Ont., will increase the size of his planing mill; put in a sixty-horse power steam engine and considerable new wood-working machinery.

—At Spence's camp Parry Sound, a few days ago, one small team handled thirty-five logs at one load and the smallest log measured fourteen inches on the slant. Hard to beat.

—Work in the north and east of Severn Bridge, Ont., has been greatly interfered with, owing to an epidemic of distemper in horses. Several teams have been compelled to return home.

—The river banks and lake shores near Cooper's Falls, Ont., are said to be fringed with timber, ready to come down as soon as the ice leaves. The season's product is unusually large.

—It is estimated that 100,000,000 feet of pine timber was destroyed by fire in the Thunder Bay district, Lake Superior, between the Canadian Pacific railway and the Minnesota boundary.

—The improvements to the mills of McLaren & Co., and McClymouth on the Rideau river near New Edinburgh, Ont., are about completed. They are putting in some new machinery and repairing the old.

—Messrs. Bronson & Weston, lumbermen, have sold to the Shepherd & Morse Lumber Company, of Burlington, Vt., between 15,000,000 and 20,000,000 feet of the present winter's cut of lumber for about \$250,000.

—It is estimated that 395,000 ties will be taken out between Winnipeg and Lake Superior, along the C. P. R. line, this winter. In the Rocky Mountains on the C. P. R., about 200,000 ties are being taken out.

—The largest load of logs, says the *Pictou Times*, that was ever drawn in Canada on one pair of sleighs, was drawn by Mr. Burrows Colden, from Roslin, being 127 logs of a 13 inch average, being 8,382 feet, board measure.

—H. Shaver, of Hamilton, the proprietor of a saw mill and a coal and wood yard, has assigned to Townsend & Stephens, of that city, for the benefit of his creditors. His liabilities are estimated at \$20,000, and assets at \$23,000.

—It is said that hard wood is being shipped from the vicinity of Ottawa to the Quebec market. The demand for such stock is very limited in Quebec and it is doubtful if shippers will be able to protect themselves from loss.

—A party of eastern capitalists, consisting of Messrs. W. A. Humbird, John E. Glover, E. J. Palmer, and W. H. Phipps, of Wisconsin; W. F. McKay, Mount Vernon, W. T.; W. J. Macauley, Victoria, B. C.; and Mr. Peabody, are reported as looking into the lumber resources of B. Columbia with a view of investing. They represent several millions of capital and are all experienced lumbermen.

—Mr. Prince, of Calgary, N.W.T., manager of the Eau Claire and Bow River Lumber Company, had an interview with Hon. Mr. Dewdney recently, in reference to securing additional land for logging grounds for his company.

—A Mr. Lennox, working in Kent County, N.B., recently placed his axe on the limb of a tree, the axe fell and striking him on the nose cut that member nearly in twain. The unfortunate man will likely be disfigured for life.

—The Lumber and shingle mill owned by Lawrence Bros., situated in the township of McMurrich, Muskoka, was destroyed by fire on the 12th ult. with 75,000 shingles and a quantity of lumber. Loss \$2000; insurance \$600.

—G. O. Buchanan has been granted the timber limits he applied for near Nelson, Man., in the Toad Mountain country, and has a saw mill lying at Spokane Falls, which he intends shipping in as soon as transportation can be had in the spring.

—The Shareholders of the Muskoka and Nipissing Navigation Company have applied to the Lieutenant Governor in Council, for permission to change the name of said Company to that of the Muskoka and Georgian Bay Navigation Company.

—As an example of how the sawdust regulation is affecting the lumber business in Nova Scotia, one Bridgewater firm which formerly employed 300 men now employ only 30, and their output will only be one million feet instead of ten million.

—It is reported that a staff of men are already at work for the Canadian Pacific Railway in the Crow's Nest Pass of the Rockies, exploring a route for a road to run through Southern Alberta to British Columbia, with the intention of making it their main line.

—It is reported that the Fort Ellice (Man.) saw mill, which is in good order, will be started in the spring to cut bridge timber and other lumber required by the Northwest Central railway, which it is expected will be completed to the Assiniboine river.

—Owing to the unusual absolute want of Birch in the Quebec market, contracts have been made for considerable quantities for early delivery, and as in most cases the timber has to be taken to market by rail, it is being got out in old settled districts.

—Lumbering operations have been lively on the River Rouge this winter. Messrs Weldon Bros., E. Cook, John Wade, D. Williamson and R. McIntyre are each taking out a raft of square and flat tamarac, pine and spruce for the Lachine market.

—Octave Cossete, an extensive lumber dealer at Valleyfield, P. Q., has assigned, with \$47,000 liabilities. Mr. Cossete was burned out in the spring of 1886, when the town voted him a \$2,500 bonus and a loan of \$5,000 to assist him in rebuilding his mill.

—Mr. B. W. Washburn, of Deseronto, Ont., has applied for the patent right of a new cross cut saw of his own invention. It will be known as the "King of the Forest" and there will be five members, two for soft wood, two for hard-wood and one for general purposes.

—The following are the values of the various lumber exports from the Consular District of Orillia to the United States, for the year 1888: Lumber, \$23,385.62; shingles, \$27,358.72; telegraph poles, \$22,053.75; lath, \$461. Mr. Charles Corbould is Consular Agent here.

—Mr. J. A. Christie will have his new mill at Brandon, Man., ready for cutting in the spring. It will cost about \$20,000 when completed. He will cut this season about 20,000,000 feet of logs, which will be brought down the Bird Tail creek from the Riding Mountain district.

The Royal City Mill Company, of Westminster, B. C., has lately established a machine shop in connection with the mill. About \$15,000 worth of new machinery is being added to the machine shop plant. The company is also establishing a ship yard at its mill, and is building a new tug for its own use.

—Bronson, Weston & Co. are cutting some timber on the Quinte this winter, 60 per cent. of which will run 16 feet in length and 21 inches in diameter. They have about 45,000 logs already cut, which will run up to 60,000 before they shut down. Gillies Bros. are cutting 70,000; and Klock & Co., 15,000 logs on the same river. There is about two feet of snow in this district.

—Mr. Joseph E. Doak, of Doaktown, N. B. has fitted up and run, by himself, two small circular saws, a small jointing saw suspended on the principal of the trimmer in some of the large saw mills. He has adopted the plan of employing large heavy balance-wheels in the arrangement of his machinery, and as a result it runs with perfect ease and regularity of motion. He has recently purchased a new engine, which when ready for operation, will enable him the more readily to fill his orders.

—A Washington Territory paper says: We have the best authority for saying that an enormous lumber mill will be erected at the mouth of the Squalicum creek, this territory, within a short period. Among the persons interested are John Hendry, of the Royal City Planing Mills, New Westminster, B. C.

—The Eau Claire & Bow River Lumber Co. has already invested \$175,000 in the Bow River District, and it is said that if it secures the privileges asked for from the Government as regards water power it will employ 400 men within five years. The company has put in 3,000,000 logs this winter, and had a cut of 2,000,000 last year.

—The \$15,000 bonus passed by the municipality of Rat Portage to the Ross, Hall & Brown saw mill, has not yet been satisfactorily arranged, some trouble as to terms having arisen between the town and mill men. It is also claimed that the bonus conflicts with the laws of Ontario, governing municipalities.

—The Bishop of Three Rivers and others asking for a charter for building a railway from Three Rivers on a direct line through the interior of the Province of Quebec to the western limits of the Ontario boundary. The mineral and lumber resources on the line of the proposed railway are very rich and extensive.

—It is expected that the St. Catharines Milling and Lumber Company will present a claim to the Dominion Government for \$200,000, for the privileges of which they are deprived by the recent Privy Council decision giving the control of the timber and minerals in the disputed territory to the Ontario Government.

—Letters patent have been issued incorporating the M. Brennan & Sons' Manufacturing Company of Hamilton, capital \$100,000, in 1000 shares of \$100 each. This firm have large saw mills at Tioga, Ont., and do a wholesale and retail lumber trade at Hamilton, as well as operate an extensive planing mill at the same place.

—H. McCauley, who goes by the name of "the millionaire lumberman of Minnesota" on the Pacific coast, has let a contract for the erection of a \$20,000 residence at Victoria, B. C.

—Kaye's big farming company on the Canadian Pacific railway, west of Winnipeg, has used up about 3,000,000 feet of lumber, imported from Westminster, B.C., the past season.

—The following are the wages paid in British Columbia for working in the woods and saw mills: Mill hands \$35 to \$65 per month; axemen and swampers, \$35 to \$45; axemen and swampers, green hand, \$30 to \$40; teamsters at mills, \$2 to \$2.50 per day; teamsters in the woods, \$60 to \$65 per month; longshoremen, 20c. to 30c. per hour; board is from \$8 to \$10 per week.

—W. A. Adsit, of the Cypress Hill saw mill, says that the logs now boomed at the mill will probably be sawed this season, which will turn out about 2,000,000 of lumber. Louis Sands, proprietor of the mill, is now in Europe, and will return to his Michigan home about the middle of March. This mill is located in the Cypress Hills, south of Maple Creek, Assn.

—The Hawkesbury Lumber Co., Rockliffe, Ont., are taking out three large rafts of square timber on the Dumoine. The timber is said to be large, well made and of a superior quality. Last month one hundred teams were engaged for warding supplies from MacKay's station to Black river and to the Big Lake on the Dumoine for the E. B. Eddy Mfg. Co., and for the Hawkesbury Lumbering Co.

—The *Manitoba Colonist* says:—In the Thunder Bay district of Lake Superior there are about four hundred million feet of pine, white and red, tributary to the Pine, Arrow and Pigeon rivers, and it was estimated that one hundred millions were burned over last year. This lies in the square from the lake to Savanne, on the Canadian Pacific Railway, and south from that line to the International boundary.

—In British Columbia, the Moodyville Saw Mill Co., have decided to overhaul their present large mill and greatly increase its capacity by the introduction of the latest improved machinery. This is the oldest mill in the province, having been established in 1863. The mill has done a large export trade for years and at present has a capacity of about 100,000 feet in eleven hours. It is located on Burrard Inlet, opposite the city of Vancouver.

—The Barrie Lumber Co., Barrie, Ont., have purchased the Bradford saw mills, and also the township of Oakley and Hindon, upon which there is a large quantity of pine and other timber. The property cost \$150,000, and the timber is of easy access to the Black River. They are taking off this and their other limits 40 million feet of saw logs this winter, and to do this they have 1,000 men and 400 teams employed. Last season the Company ran eight saw mills, and with the addition of the Bradford mill, they will have nine running this season.

—*Victoria Colonist*: Returns from the mainland and island show that the timber output of British Columbia for the past year amounts to about 140,000,000 feet. This is an increase over last year of 40,000,000 feet. With the erection of several mills for which timber limits have been secured, the end of 1889 will see another large advance in the timber industry, which will bring the yearly output up to fully two and a quarter million feet.

—The amount involved in the transfer of the saw mill at Chemainus B. C., owned by Croft & Angus, is over \$600,000. A large timber limit on Vancouver Island goes with the mill. The purchasers of the mill are Humbird, Glover & Phipps, from Wisconsin and W. J. Macauley, who went to British Columbia last spring. The capacity of the mill will be increased to about 150,000 feet daily, which is over three times its present capacity.

—The prospects are that quite an addition will be made the coming spring and summer to the sawing capacity of Manitoba mills. The saw mill burned at Scandinavia will be replaced. A mill will also likely be established in the Lake Dauphin district, where there is a considerable area of good spruce timber. Christie's new mill at Brandon will be ready to commence sawing by the time the logs can be got down in the spring. Mills at Birtle, Emerson and Selkirk, which have not been operated for a few years, may also be put in motion next season. The most important new mill will be the one now in course of erection at Rat Portage by Ross, Hall & Brown. The machinery for this mill has arrived.

—The steam saw-mill belonging to the Gaspe Lumbering and Manufacturing Company, Gaspe Bay, Que., done very good work last season; the output of shingles, boards, &c., having far exceeded the output of former years. A large quantity of shingles, boards and telephone poles was shipped to Prince Edward Island, and large and increasing local demands were supplied. The owners have several camps in the woods preparing for next season's work. It is also reported that other parties intend to get out white birch for the manufacture of spools. White birch is one of the most abundant woods of this part of the country, and when the railway reaches that point it will doubtless be largely utilized.

—The Shepard & Morse Lumber Company has recently purchased a large tract of land along the Rideau river, which it will in future make its piling ground, abandoning its old yards in Hull. The Canada Atlantic will run a siding into the new yard. The company has made a contract whereby its entire Canadian lumber receipts will reach Boston over the New York and New England railroad, and the large freight piers utilized for loading vessels of large register, with lumber consigned to ports on the River Plate in South America, a move which brings into use a piece of Boston wharf property which is one of the best in the city and has been practically idle ever since its construction. The shipments of lumber to South America have been enormous, and the Boston & Maine railroad had its wharf facilities over-taxed. Before the season is over the Shepard & Morse Company will have shipped over 25,000,000 to the River Plate.

AMERICAN NOTES.

—It is estimated that New York city lumbermen handle one thousand million feet of lumber annually.

—The movement of American lumber during the past season, shows that shipments are being diverted from the waterways to the rail routes, and the prospects are that lumber will continue to be handled chiefly by rail.

—One of Michigan's lumber kings has undertaken to show the value of pine roots for fuel. He has these roots cut up into eighteen inch lengths to use in grates instead of soft coal. This suggests an important industry in the pine timber regions after trees are cut away.

—It is remarked that Maine is now a greater spruce than a pine tree state, with regard to the production and sale of lumber. Since 1853 the cut of pine timber on the Penobscot has declined from 123,000,000 to 29,000,000 feet annually, while that of spruce has increased from 78,000,000 to 120,000,000 feet. There is still plenty of big pine in the northern part of the state.

—So much timber has been destroyed in New York State by fires started by sparks from locomotives that the State forest commissioners are recommending that the construction of railways through State forest lands be not permitted, and stating that unless this step is taken all other measures designed to preserve the forests will be futile. In addition to the destruction of forests by fires started from locomotives, the construction of railways through a timber region affords such a ready market for ties and wood of all kinds that the forest is soon cut away.

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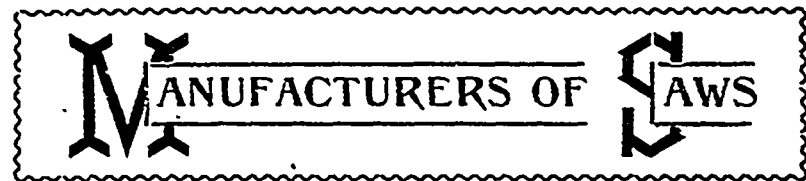
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TRADE REVIEW.

Toronto, Ont.

TORONTO, Feb. 27th, 1889.

CAR OR CARGO LOTS.

Table listing lumber prices for Toronto, Ont. including items like 1 1/2 and thicker clear picks, American inspection, and various sizes of mill runs and shingles.

YARD QUOTATIONS.

Table listing yard quotations for Toronto, Ont. including items like Mill cull boards & scantling, Dressing stocks, and various sizes of flooring and shingles.

Ottawa, Ont.

OTTAWA, Feb. 29th, 1889.

Dimensions, Inches Per M

Table listing lumber prices for Ottawa, Ont. with columns for dimensions and price per M, including items like Mill culls, Cull strips, and Shingles.

Hamilton, Ont.

HAMILTON, Feb. 29th, 1889.

Table listing lumber prices for Hamilton, Ont. including items like Mill cull boards and scantling, Shipping cull boards, and various sizes of flooring and shingles.

St. John, N. B.

ST. JOHN, Feb. 29th, 1889.

Table listing lumber prices for St. John, N. B. including items like Spruce deal, Pine, Deal ends, and various sizes of flooring and shingles.

Montreal, Que.

MONTREAL, Feb. 27th, 1889.

Table listing lumber prices for Montreal, Que. including items like Pine, 1st quality, Basswood, run of log, and various sizes of shingles.

Saginaw, Mich.

SAGINAW, Feb. 28th, 1889.

Table listing lumber prices for Saginaw, Mich. including items like Uppers, Common, Shipping Culls, and various sizes of flooring and shingles.

Philadelphia, Pa.

PHILADELPHIA, Feb. 29th, 1889.

Table listing lumber prices for Philadelphia, Pa. including items like Mich. uppers, 1 to 2, Edge boards, and various sizes of flooring and shingles.

HARDWOOD.

Table listing hardwood prices for Philadelphia, Pa. including items like Walnut, Poplar, and various sizes of flooring and shingles.

Detroit, Mich.

DETROIT, Feb. 29th, 1889.

Table listing lumber prices for Detroit, Mich. including items like Uppers, Selects, Flooring, and various sizes of flooring and shingles.

New York City.

NEW YORK, Feb. 28th, 1889.

Table listing lumber prices for New York City. including items like Black Walnut, Poplar, or White Wood, and various sizes of flooring and shingles.

Boston, Mass.

BOSTON, Feb. 28th, 1889.

Table listing lumber prices for Boston, Mass. including items like Uppers, 1 in, 1 1/2, 2 in, and various sizes of flooring and shingles.

Buffalo and Tonawanda, N. Y.

BUFFALO, Feb. 27th, 1889.

Table listing lumber prices for Buffalo and Tonawanda, N. Y. including items like Norway Pine, White Pine, and various sizes of flooring and shingles.

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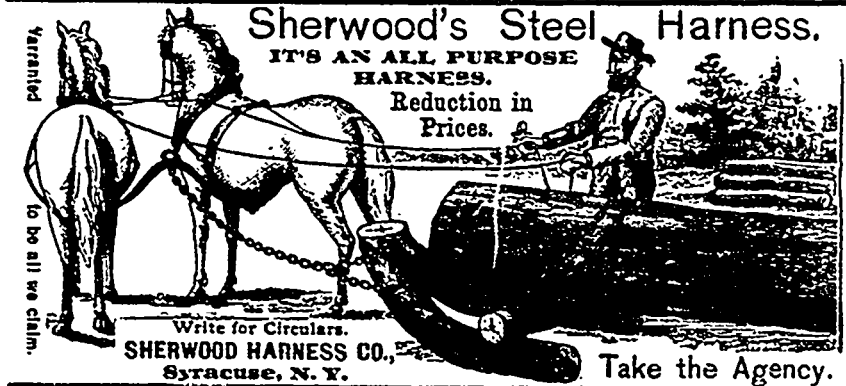
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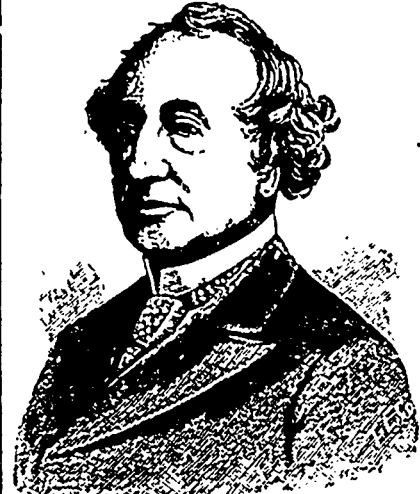
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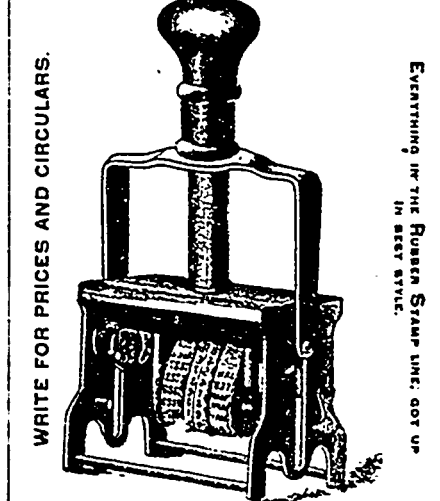
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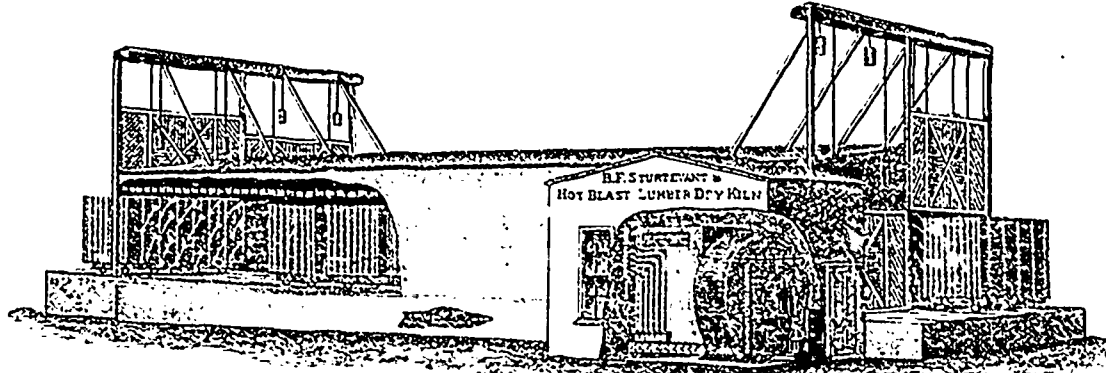
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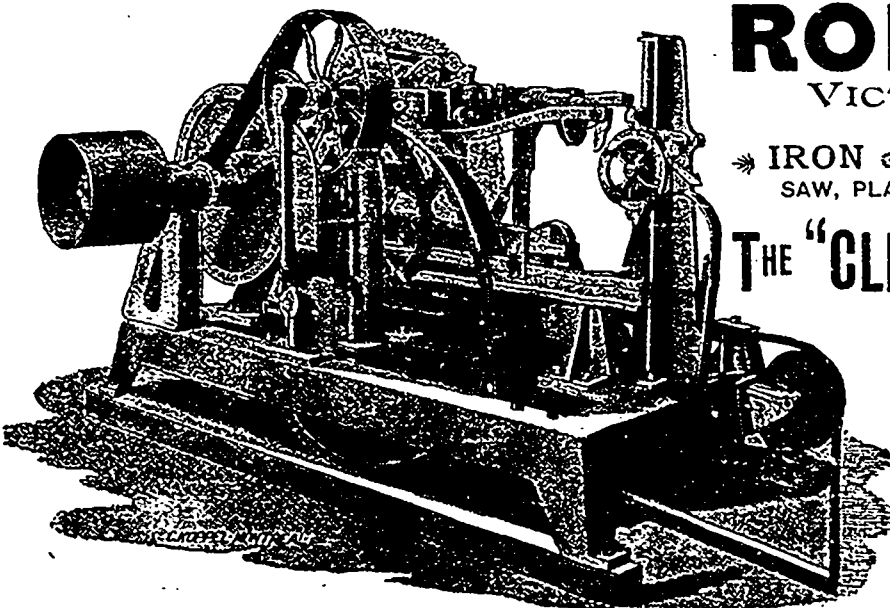
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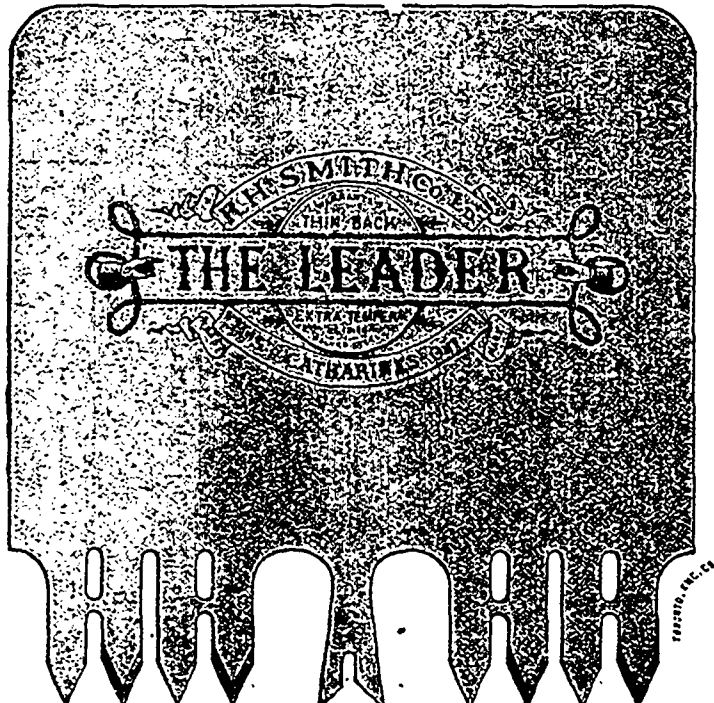
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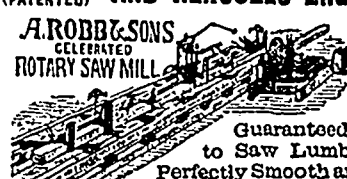
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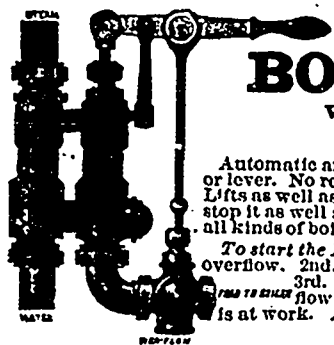
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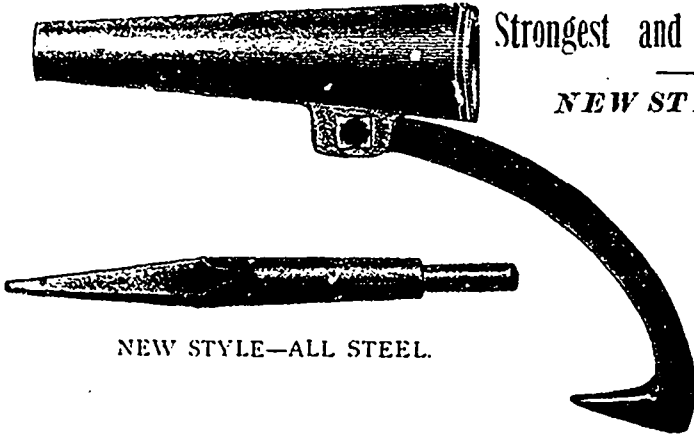
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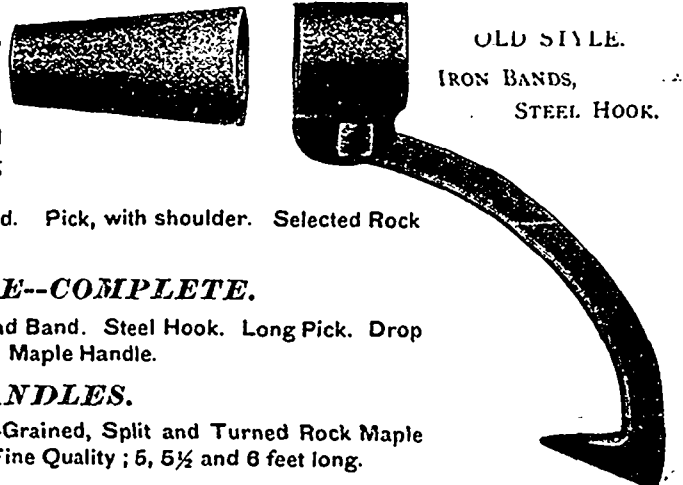
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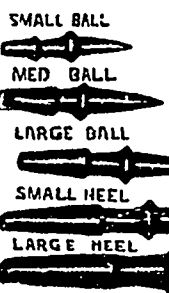
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