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The Medical Hall. as he keeps the only

Diamond Cut Spectacles in Canada. Every pair is plainly stamped, MACKENZIE, CHATHAM,

on the frames. I would refer intending purchas ers to the many hundreds of persons whom I have suited during the last eight years. I employ no Agents or Peddlers and sell cheaper than any his part to confer with the lumber other House in New Brunswick.

J. B. B. F. MACKENZIE Medical Hall, Chatham, N. B.

Wanted. Teacher A Second or third class female teacher is wanted for District No 1, (Lower) Newcastle,

JOHN G. BROWN. Lower Newcastle Dec. 10th 1888. 1-3\*

## Wanted. Teacher

For District No 2, Newcastle, (Moorfield) Second class Female-age from 25 to 30 preferred WM. GRAY, SEC'Y

Teacher Wanted.

SECOND CLASS MALE TEACHER is want-A ed for District No 4, Chatham. Apply stat-

Dennis Sullivan

A GOLD LOCKET with the monogram initials appointed at that Meeting it depicture of a lady, was lost on the street in Chat-

Miramichi Advance,

ber business is a waning industry with us on the North Shore and OHATHAM, N. B. - JANUARY 10, 1889. trust the representations we are going to make in the shape of a memo-THE STUMPAGE QUESTION. morial to the Government will be considered favorably and liberally

towards those interested in

Mr. D. G. Smith. Secretary to the

committee representing said

interest, at Fredericton on

Thursday, January 3rd, 1889.

whose people, generally, depends

mainly on that of the lumber trade,

the facts and conclusions set forth in

the following memorial are respect-

fully submitted for the consideration

of His Honor the Lieutenant Gov-

ernor and the Hon. the members of

The unprofitable and discouraging

condition of the lumber business on

The Committee representing North Shore lumber interests have had a conference with a Committee of the local Government at Fredericton and the on the Secretary to read the Memo-Stumpage Question was quite rial. fully discussed. The gentlemen of the Government seemed, at first, to take the ground that they were to be only listeners at the conference, but they became so much interested in the points presented by the different spea kers that the proceedings became quite animated and the debate was, for much of the time, participated in as much by the Attorney General and his colleagues as by the Committee. By having one of the best stenographic reporters in Canada with them, the North Shore men have secured a full and reliable record of the proceedings, and as the question at issue is of vital importance to a large number of the Government. the people of the province, we propose to publish a full report of the Conference. The claims of the North Shore lumber interests have never yet been fully laid before the people of the province, and although opportunity land, addressed to the Lt. Governorwas not afforded to have them presented to the Government completely as the Committee an-

the North Shore, which was the subiect of a conference between members of the Government and representatives of the trade, at Fredericton early in 1886; of a resolution of the Municipal Council of Northumberin-Council in January of the same rebate in the Stumpage charges imposed under the Crown Lands Reguticipated, yet sufficient was adlations,-still continues, and imperavanced by those who spoke in tively urges another call upon the support of the Memorial to Government for the consideration tablish the fact that until the which has, up to the present, been excessive rates of stumpage and Those actively engaged in th mileage at present imposed on business submit, that for the past six the lumber trade by the Governor seven years, they have continued their operations in the face of the ment are modified, the four discouragements and reverses which Northern Counties will have have been marked features of the cause to complain of having trade during that period. They have great injustice done to them. been impelled to this course by the fact that many of them had every We have space, this week, for dollar they were worth, and even only a portion of the report of more, invested in mills and other the proceedings at the conference property, to prevent which from of Thursday night. It begun lying idle, going to decay and becom-

mittee's Chairman and the read-

ing of the Memorial Messrs. K.

close this week's instalment of

ed speaking, but we think it will

be generally admitted by all can-

Government, and that they have

a strong and reasonable basis on

which to urge their claim for re-

lief from the present ruinous

A Committee representing th

North Shore lumber interests visited

Fredericton on Thursday last, 3rd

The members of Government pres-

ent were Hon. A. G. Blair, Attor-

ney-General, presiding, Hon. Jas.

Mitchell, Surveyor General and Hon.

The Committee representing the

lumber interest was composed of

Messrs. Geo. Burchill, Chairman,

J. B. Snowball, K. F. Burns, H. S.

Miller, Allan Ritchie, Scott Fairley,

The Assembly representatives of

Northumberland, viz. Messrs. L. J.

Tweedie, E. Hutchison, John Bur-

chill and John Morrissey were also

Risteen, stenographer, accompanied

the Committee in his professional

Before the business of the meet-

ng was entered upon. Hon. Mr.

Blair made a statement, explaining

that his failure to meet the Commit-

tee on two previous occasions had

not been from any lack of desire on

men of the North, but was owing to

storms which had taken place on

both occasions, making it difficult.

if not impossible for him to attend

occasion, corroborated what Mr.

the Committee then said:

Mr. Allan Ritchie, as to the first

The Attorney General's explana.

tion I think is quite satisfactory to

the meeting. At the meeting he

speaks of certain resolutions were

passed and representatives were

named on behalf of the lumbering

interests of the North Shore to pre-

sent their claims before the Govern-

ment in the shape of a Memorial.

for some relief from the burdens at

present imposed upon the lumber in-

terest of the Northern section of the

and as Chairman of the Committee

J. D. McKay and D. G. Smith.

Secretary.

capacity.

Blair said.

D. McLellan. Provincial Secretary

stumpage impost.

but to continue business, even at a lasted until after one. After the opening remarks of the Com-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 F. Burns, J. B. Snowball, H. S. been disappointed, the result being Miller and D. G. Smith addressed that although the greatest economy has been practiced in all departments the Executive Committee. We of their operations, the outlook affords no hope of the trade continuing. the report with Mr. Burns' in this section of the province, to exist in even its present condition, speech and will, in following issues, publish those of the other the stumpage charges as will place gentlemen. It will be observed the North Shore operators on Crown that there was very little oppor- | Lands nearer on an equality than tunity permitted for uninterrupt- | they are with their Quebec and Nova

ling valueless, they had no choice

Scotia competitors in the British and continental markets. The statistics of the lumber trade did and unprejudiced people who between Great Britain and the counfollow the whole debate through, tries from which she draws her wood supplies, show results which suggest that the advocates of justice for that the excessive stumpage impost the North Shore got their case of the New Brunswick Government is having a very damaging effect on in fairly good shape before the 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. inst., and held a conference with a The tact that the shipments of the Committee representing the Govern- | Miramichi have steadily declined 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 Brunsamongst those present. Mr. F. H. wick and if-owing to the fact that lumber can be obtained as a mercantile commodity more cheaply in elastic as full justice to all the public 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 Bruns- | fairly suggest that, in view of the new wick must suffer. In these days of and extraordinary expenditures recomeasy and rapid communication and mended by the Government and author 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 great governments of the North American continent. Not only so. but in Germany, France and other leading countries in Europe, the ies. Those that are threatened with competition from abroad are protected: others that are weak and struggling are encouraged to con-

Land tax, is worthy of the prompt sentatives at that meeting are here the natural and geographical disadthe natural and geographical disad-vantages against which the North New Brunswick to the operator, no Shore counties have to contend are result other than a gradual decline and not recognised in the present, even to final extinction of the business of those

tinue and extend by bounties and

the lumber industry of the North

Shore, which is being paralyzed by

the enormous burden of the Crown

Children Cry for Pitcher's Castoria.

must be evident to all that the lumearlier 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 withold from the North Shore equally fair considera-Without taking up any more of the tion. The effect of this policy is seen

time of the meeting, I shall call up- to-day in the fact that while the North Shore Crown Lands are held and administered as it all the Province were equitably entitled to common interest in them, those of Committee, then read the following- the Central and Southern counties have, for merely nominal considera-Memorial on the subject of the tions, and to aid local enterprises, Stumpage Tax on Crown Lands been transferred to private and cor- to make up for the losses they susin New Brunswick and its ad- porate owners who, in turn, have tain in the latter. We claim that the verse effects on the Lumbering influenced public sentiment in favor investment of this capital has imparted interest of the Northern Coun- of excessive Government stumpage to the lumber lands of the Crown a ties of the Province, submitted rates, in order that their own cheaplyobtained areas might have imparted at a conference between memto them a high value, which is acbers of the Government and a province, paralysing its most important industry, destroying the invest-In the interest of the North Shore ments embarked in it, and giving the people cause for discontent and of New Brunswick, the prosperity of

Crown Lands of the Central and Southern portions of the Province had been transferred as stated, and that the govfact that the northern ports are closed province are open all the year round. year, while the great Atlantic port at the mouth of the St. John is open all our Northern ports are from 5/ to 7/6 ing, that we are oppressed because of bec year, and, subsequently, of a memorial per standard higher than from St. John | the undue influence and in the interest cally 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.

despondency which are gradually

Instead of these adverse natural and reographical conditions being recognised 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 al ways been made in favor of the south and central sections, to the prejudice As an illustration of the trend

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 Gov ernment-largely with a view of re lieving the trade—was induced by the New Brunswick Government to grant to this Province an additional subside 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 lumbersequent events, however, have proved holders of provincial lumber-lands outside of the North Shore were benefitted and while the Government continues to receive the export subsidy, it has laid upon the North Shore trade alone new burden in the form of the stumpage-tax greater in amount that that of which the whole lumber interest of th Province was relieved with the implied understanding that it would never be

re-imposed 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 import-Extension and New Brunswick and Canada Railways-only about quarter of the sum has been expended in like manner in the four Northern 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 longas the relative positions of the two sections of the province, in this regard, are ignored, corded 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 We recognise the fact that the rev-

enue of the province is not as large or 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 ised at the last session of the Legislature. the revenue of the Province is sufficient to maintain its ordinary services, with out the excessive stumpage-tax being

In view of the experiences of our operators, mill-owners and shippers the protection of manufactures has during the last six or seven years, we become a recognised policy of both are impressed with the conviction that the question of the continued existence of the lumber business on 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 Mr. George Burchill. Chairman of attention of their statesmen is occu- whole country. True wisdom suggests pied with fostering and protecting | that threatened extinction can only be every industry within their boundar- 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 petitive age, we shall see, in the end of having extra facilities afforded to the conflict, what is rapidly coming to them. May we not urge, then, that pass, that both trade and revenue, so far together; for with a mileage tax of \$4 New Brunswick Crown Lands. against \$3 in Quebec, a stumpage tax of \$1.25 per M on spruce logs in New and considerate attention of the Gov. Brunswick against only 65 cents inQuebec-while the Nova Scotia trade pays We earnestly desire to impress neither, but obtains its logs at a cost of Province. A number of the repre- upon the Government the fact that about 40 cents per M., coupled with the fact that the Quebec scale is fully ten

We beg, in conclusion, to appeal for relief because the excessive stumpage are more than double those in compet- feet? ing provinces. We urge the claims of the large capital invested in mills and other property connected with the working of the lumber industry at the their head foreman yesterday and he 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 connection with their lumber operations | feet. value that they would not otherwise have acquired. We direct attention to the comparatively large number of our idle and decaying, or only partiallyquired almost entirely at the ex- worked mills as proof of the position to pense of the Northern section of the which the trade at the north is driven. feet. We appeal for the consideration asked in the interest of a population that is waning, not only because the accustomed work of the lumberman is diminish ing, but also because the decline of logs there is not the same difference. the trade affects the usual employment | But as you know our spruce logs are a 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,

leading to the depopulation of the the means of livelihood which they have ceased to find within them. We ask ernment parted with the greater portion | for relief, not only because we are handiof them avowedly for the purpose of capped by ice-closed ports for seven promoting the local interests of the months of the year, while St. John and counties in which they are located, the other ports of the south side of the to navigation for seven months of the and have, at all times, the advantage of us in Atlantic freight-rates : but also, because, for the same reason, we 12 inches would be an average sized the year round, ought to entitle the cannot at all compete in the American log with us. northern counties to compensating market, even during our short shipping consideration at the hands of the season, with those ports. We appeal Government. Atlantic freights from for consideration in order that the feelnd Nova Scotia, while we are practi- 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 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 standing its having failed to give tangible effect to the friendly assurances and implied promises, with which it has expressing the hope that immediate relief from the existing excessive stumpage impost will be granted.

GEO. BURCHILL. Chairman. J. B. SNOWBALL. K. F. BURNS. representing H. S. MILLER, the North ALLAN RITCHIE. SCOTT FAIRLEY.

Lumbermen J. D. McKAY, D. G. SMITH, Secretary. Mr. K. F. Burns, M. P. then addressed the meeting saving: It should not be necessary for the Committee to say anything either in dition to or explanation of what has been stated by the memorial which has been presented to you. It seems all interested in the trade, and they are very numerous-not only those direct ly but those indirectly interested—that the case presented to you now is a very strong one, and one that should meet with the most favorable consideration at your hands. For many years, since 1875 I think, the lumber trade of the Province has been laboring under this very heavy impost. First there was an impost of 60 cents a thousand on the North Shore as against 80 cents on the River Saint John, or what you may call the Southern and Western coun-

ties. In making this DISTINCTION BETWEEN THE NORTH AND

at that time recognition and warrant that there should be some discriminaant lines as Eastern Extension, Western | tion in favor of the North. At that time I assume the Government were influenced in discriminating in favor of the North by reasons that are now set Counties. If interest on the enormous forth in this memorial. As I say, Mr. Atty.-General, the trade has been laboring first under the tax of sixty cents per M. next of 80 cents per M. and now of \$1.25 per M., all the time labor ing in competition with other lumberproducing countries that had as easy or easier access to the consuming markets as New Brunswick had. On the North Shore, as you are well aware, the lumbering business is prosecuted under much greater disadvantages than it is of the Province. We have a very short shipping season; as a rule freights with us are higher than from the Bay of Fundy ports, especially from St. and the injustice of the treatment ac- John; they are very much higher at all times to the American markets and because those freights are so much higher we are entirely debarred from participating in that market, and we are unable to market the short lumber. sources of profit to those engaged the trade in St. John and on the River

COMPARED WITH QUEBEC AND NOVA

If you compare our position with that of either Quebec or Nova Scotia, you will find that we occupy a very disadvantageous position to them, one in which we are not able to compete with them. In the Province of Quebec, as set forth in the Memorial, the stumpagerate is only 65c a thousand and besides that rate being 60c per M less than the rate imposed in this Province, the scale on which that charge is made is very much more favorable to the lumbermen. The average difference between the New Brunswick and the Quebec scale on spruce lumber would be at least 15%, while this memorial I think only says 10%, because we desire to be well within the mark in making our

Mr. Blair: How do you establish that, Mr. Burns ? Mr. Burns: I can establish that by a

Mr. McLellan: How does it differ? Mr. Burns: It is different in this respect, that it is very much more in favor of the operator, and I will illustrate that by stating that a log, 11 inches by 20 feet, which by the N. B. scale measures 100 feet only measures 83 feet by the Quebec scale.

reference to the Quebec scale.

Mr. McLellan: Which scale are they using? Is it not the board scale they are using now—the Bangor scale

Mr. Burns: I do not know. I do not know what the scale is whether it is the Doyle scale or the Bangor scale or the Quebec scale, but I think it is a

the meagre extent they were in the depending on our provincial Crown medium between the New Brunswick afford to pay them the wages they can condition, getting higher wages there than Lands for their logs, can be reasonably and the Ontario scale, which latter is still more favorable to the operator.

Mr. McLellan: Do you say that they rates of the Crown Lands Department only call a log of that description 83

Mr. Burns : Yes, that is correct. Mr. McLellan: I was talking with made it out that their scale was greater Mr. Burns : You must have misun-

derstood him. As I say, under the Quebec scale a log 11 inches by 20 feet long is 83 feet, while by our scale it is 100 feet. I will make some other com-By the Quebec scale it is 73 feet; our scale does not give the ten-inch log. Mr. McLellan: No. but they are used as 80 feet.

Mr. Burns : Well, we will take a 12 by 12. That log by the Quebec scale

would be 60 feet. Mr. McLellan: Ours would be 72

Burns: Yes, and so on all through especially in the small-sized the building of which took away many logs; when you come to the larger sized small average. Perhaps the average diameter of our spruce logs would not exceed now 13 inches. I think I am safe in saying that. Several lumbermen: It would not go

Mr. Snowball: It would not go 12. 1 would sav. Mr. Burns: Well, I wished to be

within the mark. Perhaps 16 feet by Mr. McLellan: Are they allowed to

cut anything under 10 inches in Que-

Mr. Burns: Yes, as low as six inches. Mr. McLellan: Well, what do they call 20 feet long by 8 inches? Mr. Burns: 40 feet.

Mr. McLellan : Well, we would cal it 50; that would be a difference of 20% I understood from Mr. Paray, who think is the head cruiser for the Quebec of our attitude towards it, notwith- Government that their scale was less favorable than ours. I cannot imagine now they can make up those measurements from a board scale. Mr. Burns: I think it is made up on

the principle that they should be con-

verted into deals. I think we might

fairly assume that 16 by 12 would represent the average contents of logs. By their scale that would be 80 feet and by ours 96. And so on al through. So that, not only, gentlemen, is the Quebec rate per M. 60 cents less than that imposed by the Government of New Brunswick, but the scale as I say is about 15% less on the average. That would reduce the ac tual amount paid when you come compare it with New Brunswick about 55 cents as against \$1.25 that we would have to pay. Now, how is it possible for the New Brunswick operator, especially the operator on the North Shore, where the trade has so many difficulties to contend with-how is it possible for him to compete in the markets of the United Kingdom, or the Centinent with the producer and exporter in Quebec. It is simply im

Again, if you compare the position oc

cupied by the trade in New Brunswick with that occupied by the trade in Quebec in another respect you will find that we are very much handicapped. In Quebec, as you know, lands are held in per petuity. There, the operator can improve his streams, can build his roads, can im prove 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 I may say are a marketable commodity, which can be sold outright, passing from one to an other, or which can be pledged to a Bank or any other monetary institution for the advances necessary to carry on the busilishment. In that respect I say the Que becoperator has a very great advantage over the New Branswick operator. They have also the advantage over some sections of the North Shore at all events in the matter of freights. Take the Lower Saint Lawrence district; the rate of freight prosecuted under on the southern side | from that section to the United Kingdom is as a rule lower than from North Shore ports of New Brunswick. We have also to compete with Nova

Scotia, where the lands were acquired some years ago at almost nominal pricesprices, which I venture to say rarely exceeded 60 cents an acre. I think 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 which perhaps is one of the chief his lands at a minimum price. He has nity of going-our choppers, teamsters, 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 these other classes have to be utilized to Atlantic from Nova Scotia ports, as a general thing, than it is from Northern New Brunswick. At all events, we know, as a matter of fact, that they get them at a very much less rate. NORTHERN PORTS CLOSED TO NAVIGATION IN WINTER. Then, the North Shore operator is,

stated by the memorial, shut out from the markets altogether for about seven months in the year. Latterly an effort has been made to induce the Intercolonial 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, and even if they were successful it would only give the Northern operator a temporary relief at times when he is forced to carry over a small amount of stock on which he desires to realize, DISCOURAGING EFFECTS OF THE HEAVY TAX.

The lumber industry is certainly the inthousand for the growing trees we are un- that they were obliged this summer labor, men accustomed to work in the section of the Province.

Children Cry for

receive elsewhere—that they can receive they can at home. even in Nova Scotia. We find that our Mr. Blair: No doubt that would be one men are going to the neighboring Province reason. in the winter season to work there in the woods, because they can afford there to pay them more than we can. Well, what affects the trade in that respect affects the whole country. We are losing our popu-

lation, the trade is growing smaller, and true with regard to the State of Maine; as a consequence our farmers have not the same market for produce that they would have if the business was in a more flourishing condition - as they would have if we were not saddled with this very heavy

Mr. Blair: If you would not object to introduce new branches of business in parisons. Take a log 10 inches oy 20 my interrupting I would like to know, touching the question of agricultural productions, do your farmers on the North Shore begin to supply anything like the demand for the products required in lumbering? Do you not have to import a very, very large proportion of what you

use in your operations? my own county that of late years-say within the last 10 or 12 years, since the completion of the Intercolonial Railway, people from their farms, the people have gone back to their farms and it is very, very rare indeed that anything in the way of supplies such as I think you mean, hay and oats, as I understand you.

Mr. Blair: Yes, that is what I mean. Mr. Burns : Well, I say it is very very rare indeed now that such supplies are imported to Gloucester. I think perhaps the importations to the County of Northumberland have been very much greater.

Mr. Blair : Yes, I understand that a very large portion of the oats and hay they consumed in the lumber operations there came from the outside.

Mr. Burns : That, no doubt, has been Mr. Blair: Then if that is the case,

your argument would not be applicable to the North. The farmers are not able now

Mr. Burns : I would say it would have all the greater weight. Because if the trade were in a better position to pay for labor and to pay for produce our people would pay more attention to the cultivation of land and would not be going away out of the country.

Mr. Blair : Now, don't you think you would be likely in any case to buy your hay and oats wherever you could get them to the best advantage? Mr. Burns: No doubt we would, but it

the trade was in a better position I think we would have more farmers and more produce and the necessity for importing would be very much less. Mr. Blair: Yes, but if you don't suc-

ceed in raising in the County of Northumberland but a very small proportion of the products that you consume there, surely it must be that these products would not be raised any way, no matter what the Mr. Burns: I rather think not. If you keep your population in the country, the

business of the country is increasing and your farmers will have more incentive to till their lands and raise larger crops and save us the necessity of going abroad. Mr. Blair: Why, when they don't be-

gin now to raise the quantities you re quire, surely there is no argument in what

Mr. Burns: I rather think there is The general prosperity is dependent-Mr. Mitchell-I don't see that there is anything in the argument whether you get \$8 or \$20 per M for your lumber if the farmers do not raise what you require and have to send thousands of miles in

some cases to obtain. Mr. Burns : If you keep the people in the country you will not have to send abroad for your produce.

Mr. Blair: If you have to import one half that you require there is a demand at home now. Surely, if the people wanted to go into agricultural pursuits, there is the demand for it, because the consumers have to go outside to get these products. It must be owing to some other cause.

Mr. Burns: I say our people are going away; the young men are attracted by the high wages they get abroad; instead of settling down as farmers they go away and get better wages elsewhere. Mr. Blair. The lumber trade like every

other trade would get its labor at the low-

Mr. Burns: Yes, but we are unable to they go abroad, and therefore they leave us because we are unable to pay them the wages they want, because we have to pay this \$1.25 a thousand stumpage. However that is only what you may call a side

Mr. McLellan: Is there much difference between the wages you pay now and what you paid in 1886 and 87? Mr. Burns: I think in the actual rate of wages there is not much difference.

Mr. McLellan: Are you paying more this year than last?

Mr. Burns: Yes, probably 20 per cent more this year than last. 1886 and 1887 would be about equal. But I was going to remark it is not so much as regards the rate of wages as it is the character of the labor we get. Our best men are going abroad as soon as they get the opportnteam tenders and men of that class; the ordinary swampers can be had, but even those men, because of the scarcity of do their work.

Mr. Blair: Is not that the case all over the Province? Mr. Burns: Well, I cannot say; I can only speak for our own section.

Mr. Blair: Unless you could show that while that was the case in the northern it was not in the southern part, the argument would lose much of its force.

Mr. Mitchell: Is it not a fact tha wages, even in the State of Maine, are 20% higher this year than last for the same class of labor that you speak of? Mr. Burns : That might be so. On the

river St. John and in the State of Maine because of the facilities they have for getting to market and the advantages they have, they can afford to pay better wages than we pay. I think as a rule wages are higher and that, I think, simply strengthens my argument. Mr. Blair: As a matter of fact, from in

formation I have received from lumber men and parties competent to speak, dustry of New Brunswick-but more par- know that there has been a very considerticularly, more especially is it the indus- able exodus of the better class of lumbertry of Northern New Brunswick. Because men-skilled lumbermen-for the lat few of the way in which that industry is years; a very consi lerable exodus every handicapped, by having to pay \$1.25 per year. Some of the Boom people told me able, as I said before, to compete with the employ green hands altogether; their laother producing countries, and because we | bor had left; gone to the Western States are unable to compete with those countries and been otherwise drawn away, so that we are unable to keep in the country the while what you speak of no doubt is the ports. best class of labour. We find every year case at the North, I have every reason to the difficulty of getting good labor, skilled believe that it is equally the case in this

woods, becoming greater and greater, and Mr. Burns: Well, we must assume that why? Simply because the trade cannot they are going abroad to better their

Pitcher's Castoria.

Mr. Burns: And that is one of the

points we want to make that we are losing the best men we have because we can-

not pay them good wages. Mr. Mitchell: The same thing holds

the exodus from there westward is quite as strong as it is here. Mr. McLellan: What would be the average cost of running the logs from the

time you put them into the stream until you get them to the millmen? Mr. Burns: Do vou mean in my own

Mr. McLellan: Yes, take the average

cost in Gloucester.

Mr. Burns: Well, it would be fully \$1.00 per M. for stream-driving. Mr. McLellan: Do your logs have to

Mr. Burns: On the most of our streams Mr. Burns : I can answer you as regards | they have to be rafted. Take the case of Bathurst: our mill being situated at the mouth of the Nepisighit the logs do not have to be rafted in that instance; but the average cost would be fully \$1.00, because we operate on streams that empty into the Bay and not only have the logs to be driven to the mouth, but they have to be rafted and towed long distances to the mill, and I am confident I am rather under-stating the figure when I say \$1. The streams in our county are very

> rough and very difficult to drive. DIFFERENCE IN CONDITION OF THE TRADE

NORTH AND SOUTH. However, Mr. Attorney General and gentlemen, this question of labor, while it is one that is touched upon in the Memorial and is one of the points that we make, is only a secondary one to the main case that we present, and that is that the lumber trade of the North Shore not only is not in a prosperous condition but is in a very depressed condition and has been in that condition for a number of years, and more especially since the stumpage was first imposed. You are all, each one of you, familiar with the state of business in the Northern part of the Province Each of you knows almost every person engaged in the trade; not only those who are in it now, but those who were in it and who were forced out of it, and I do not think you can point to any one industry in New Brunswick in which there is so little prosperity, in which so few have made any money as in the lumber trade of the North Shore.

Mr. Blair: Is that not the case with the lumber trade in all sections of the

Mr. Burns: I think you have here in your vicinity an illustration of the advantages that can be derived from not having to pay high stumpage duties. You have here one of the largest, yes the largest operator in the Province, who acquired his lards at a moderate price some time ago, and who I think, and here I speak subject to correction, pays very little stumpage. I think there is only one opinion in the trade as regards that gentleman,-I refer to Mr. Gibson-and that is he is making money in the lumber trade, because he can produce his logs at a very much lower rate than they can be produced by auybody on the North Shore that I know of. You will find fewer failures I think in the lumber trade in: the Southern part of the Province than

you will find in the North. Mr. Blair: My recollection ever since I was a young man has been that lumbermen have been coming up and going down on this river about as much as almost any part of the Province. I can run you over the names of men who were doing for years a very prosperous business on this River and failed and went under, any amount of them. There is hardly a lumberman on the River St. John who was operating 20 years ago that has not met with difficulties just as

the Province. Mr. Snowball: A strong reason why they should be protected and something:

much as they have on the other side of

Mr. Burns: I am dealing with the Iumbermen on the North Shore and 1 am of the opinion that for many years past there have been more failures there in proportion than there have been in the southern part of the Province.

Mr. McLellan: Supposing that is correct, don't you think that is largely due pay the same rate these people get when to the fact that the people in the southern part of the Province are engaged in manufacturing American lumber? Do von know from your own knowledge that the people dealing in Provincial lumber are just working along from hand to mouth, and that those who are successful are people who are manufacturing

American lumber? Mr. Burns: I do not draw any distinction between those engaged in the English and Provincial trade, and those engaged in manufacturing lumber for the American market, Those who get logs in the State of Maine are on a specially

Mr. Mitchell: Is it or is it not true and I think it is, that, in proportion, there have been more failures in the lumber business in Nova Scotia than there have been in the Province of New Brunswick for the last five years? Have you

Mr. Burns: No. I have not. Mr. Snowball : I don't think it is so. Mr. Mitchell: I think you will find it

Mr. McLellan: Yes, two to one in proportion to the amount.

Mr. Snowball : That is certainly in or. rect. There have been more failures in proportion to amount in this Province in one year than there have been in the Province of Nova Scotia in the lumber trade

for over fifty years. Mr. Mitchell: You are talking of one large firm failing, the Stewarts. Mr. Snowball: It is an answer to the

Mr. Burns . I cannot admit the correct ness of the statemenis made by the Surveyor General; I have a contrary impression, and that is that in Nova Scotia the lumber trade is in a more prosperous condition than it is on the North Shore of New Brunswick. Now, in reference to the question put by the Provincial Secretary and some remarks he made in connection with it-I refer now to the statements he made as to the shipments of short lumber to the United States Market -it trade on the river St John and in the southern part of the Province has been sustained by that trade, why we cannot participate in it at all, and therefore consideration should be had for us.

nearly double those paid for the Southern Mr. Blair: The Marine Railway will

We have no profitable market in the

United States or elsewhere for our short

lumber, and why? Because the rates of

freight from the northern ports are very

Mr. Burns : I would not like to cast any reflections on the Marine Railway at all I, would not like to darken its bright prospects if it has any, but this I will say in answer to what the Attorney General has said ; that I do not look forward to the time when our lumber laden vessels

m about three months since. A reward will be volves upon me to introduce the paid to the finder for returning it to the ADVANCE subject under consideration.