

OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

A DECLINE of the square timber trade, which I have noted in these columns on other occasions, is becoming more and more marked. Even in this wooden country, where we were supposed to have a plethora of timber, it is now getting too scarce to ship in this way. A leading shipper here has said that in a year or so square timber will be a thing of the past. This year not over 1,000,000 feet will go down the Ottawa to Quebec, where a few years ago from 5,000,000 to 8,000,000 feet was the usual cut.

Some little uncertainty prevails here in regard to the lumber tariff. Agitation from the Georgian Bay territory has, in some respects, become quite pressing, and it is being remarked that the government organs, more particularly, perhaps, the Empire, has been quite strong in its deliverances of late for a reimposition of the log duty. It is thought that the Minister of Finance has strong leanings in that direction, and yet it is known that the stronger influence, in the past, in moulding lumber legislation, has been centred in this district; and Ottawa lumbermen are not favorable to a reimposition of the duty.

A question of much interest to Ottawa and indirectly to leading lumber firms here was raised in the House the other day by Mr. Casey, who had the following questions on the order paper: Who are the lessees or users of the water power privileges at and around the Chaudiere Falls? What are the respective rentals or dues which they are charged? How much, if any, is each of them in arrears up to the end of last fiscal year? How are their respective rights defined? Have they right to encroach by permanent building on the fall itself? Are all the practical workable privileges taken up, or controlled by private parties? The minister of public works replied: The agreement of lease of 19th Nov., '89, gives as the lessees Messrs. Perley & Pattee, J. R. Booth, R. Blackburn, J. & T. M. McRae, M. Petrie, A. H. Baldwin, Bank of Montreal, Milton Merrill, Bronson & Weston Lumber Co. An annual rent of \$100 for each lot is paid for 15 lots on Chaudiere Island and 10 lots on Victoria Island. Only one lessee was in arrears at the end of the last fiscal year and he made the required payment on Oct. 5, 1893. The other lessees had previously paid up. The opinion is expressed that the workable privileges are at present controlled under the leases above referred to.

INDIFFERENT LENGTHS.

A fair amount, only, of activity is observable around the mills.

Some of the New Edinburgh folks were recently alarmed by a large explosion in the Ottawa River, an examination of which, showed that it was a sawdust explosion. The roar was like a crash of thunder.

J. R. Booth's large mill has at last commenced operations. Many men have been anxiously looking forward to this event. It is probable that the mill will keep running straight along, as there are plenty of logs on hand.

The cut at McLachlin's mills at Arnprior, will, it is thought, be curtailed to some extent this season, as a number of logs are "hung up" because of low water in the upper streams and lakes.

OTTAWA, Can., May 22, 1894.

TRENTON LETTER.

[Regular correspondence CANADA LUMBERMAN.]

SINCE the starting up of the Gilmour mills on the 1st inst. about 150,000 feet board measure has been the average daily cut. The new Allis band mill placed in the works this spring is in active operation, with highly satisfactory results. Over four and a half million feet of lumber have already been moved by the company this spring, shipments being principally to Ottawa and Oswego. The steam barge "Iona" is still engaged in carrying to the latter point.

Trade is rather quiet in this locality, although local sales are beginning to pick up, and a very large trade is being done in egg cases and fillers.

The Rathbun Co.'s tug "Rescue" has been chartered by Gilmour & Co. to tow their logs from Belleville gap to Trenton. The first tow arrived this morning, over five thousand and pieces being taken to the mills.

Mr. Peter Pomery, one of the best known salesmen in the Gilmour employ, was engaged in showing a customer some lumber on a high pile a few days ago, and making a mis-step fell a distance of some fifteen feet, alighting on his back and shoulders. He was picked up unconscious and conveyed to his home, where, upon examination it was found that he had sustained a fracture of the shoulder. Several ribs were also broken, and he was generally shaken up. At present, however, he is on a fair way to recovery.

Mr. A. W. Hepburn, of Picton, has just completed the construction of a new steam barge to ply on the waters here. It is built principally for the grain and lumber trade, and will ply between Picton, Fairhaven and Montreal.

Taken on the whole the lake trade is rather quiet, and there are few new boats engaged in the transportation of freight.

Telegrams are being daily received by Gilmour & Co., giving accounts of the success of the log-way at Dorset. The logs are now being rapidly passed over the slide, and with the exception of a slight trouble with defective chains everything works satisfactorily. All the winter's cut of logs will be tailed in Lake of Bays in two weeks, and it is expected that the log-haul will handle these logs at the rate of from eight to ten thousand pieces per day. Mr. David Gilmour and Chief Engineer D. Clark are at present in the new limits noting the success of the scheme.

TRENTON, Ont., May 21, 1894.

NEW BRUNSWICK LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE fact that the shingle industry of this province is not in the most hopeful shape, has not prevented the employees of the Miller & Woodman shingle mill here from going out on strike. They are asking for \$2.00 per day where \$1.75 had been the wages.

Considerable shipments of deals are being sent from Sussex to St. John this spring by Joseph Campbell.

The larger mills in the province are now pretty generally running. This, of course, includes the large mills of Hutchinson, Snowball, and Flat, on the Miramichi, and Gibson's mills at Marysville.

Activity is prevalent in driving along all the streams on the St. John, Miramichi, Restigouche and other rivers of the province. A lot of logs that were "hung up" at Seven Islands, above Grand Falls, last season, have already reached the booms at Fredericton.

ST. JOHN, N. B., May 21, 1894.

BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

LUMBERMEN here retain a lively interest in the building of the Nicaragua Canal. They know that that route will so shorten the distance between this province and the United Kingdom, that it must mean very great things to the lumber trade. It is calculated that in place of taking several months to reach England from Vancouver, as now, that when the Nicaragua Canal is completed, the time will be reduced to about sixty days, whilst steamers will be able to make the canal in 8 days and from the canal to England in 16 days. It is not unlikely that when this time arrives the Canadian Pacific Railway will arrange for a line of fast steamers between British Columbia and England. The larger part of wood pulp has hitherto been mainly supplied the European markets from Austria, but with the Nicaragua Canal, as a matter of fact, the supplies can be profitably drawn from this province. It is said that the gumless spruce grown here is superior to any pulp in the market and that it is next to impossible to find any wood that will compete with our cottonwood for the manufacture of fine quality paper. This wood is also used in European cities for block paving.

COAST CHIPS.

H. H. Spicer, of Vancouver, is shipping large quantities of shingles to Toronto. It is said that his Toronto agent has already placed about 23,000,000 of these shingles in Ontario this season.

NEW WESTMINSTER, B. C., May 18, 1894.

MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

PERHAPS, one would not need to enquire of the oldest inhabitant, but he would need to go back a long time in the history of the lumber trade in this district to find dullness continue so successfully to drag its slow length along. I have never found lumbermen so discouraged before at the opening of a new season's trade. Manufacturers, dealers and timberowners—everybody, in fact, who touches lumber—are filled with a spirit of discontent. Congress continues in session, though it would be a good thing if they would close up, and lumbermen then might have some idea of what would be best to do. The tariff uncertainty is doubtless at the bottom of present troubles.

BITS OF LUMBER.

John J. Rupp, who has an interest in the Vermillion Lumber Company, owning a tract of timber on the St. Lawrence River, in Canada, the product from which is cut at a mill at Three Rivers, Que., says the deep snow last winter has operated against a large log cut. In place of putting in about 12,000,000 ft., the cut will not run beyond 7,000,000.

The Tittabawasee River Boom Company are now into the season's log rafting.

150 sticks of oak timber are to go from Petersburg, Mich., to Quebec. The timber runs from 25 to 60 ft. long.

Col. A. T. Bliss will erect a stave and shingle mill at Sandford.

J. S. H. Clark, of Newark, N. J., has opened a lumber yard at South Bay City. He had formerly operated yards at New York and at Tonawanda, but will, it is said, close out the latter.

There has been some showing of discontent among mill workers along the river, but it is thought wise counsels will prevail, and that there will not be any trouble this season. There has, however, been some trouble with the Longshoreman's Union, who asked for 40c. an hour for loading boats. An effort to compromise at 35c. has proven unsuccessful. With much justice the mill men say that they are already heavy losers over the depression of last year and the tied-up capital at the present time. If the contest continues a good many logs that would otherwise come here will be driven to other points.

The Thompson shingle mill at Alpena is cutting 20,000 a day and has been running steadily all spring.

Bill stuff is reported in good demand at Manistee. A report is current that Wiley Bros., of Saginaw, have sold a track of white pine near Grand Marais, Lake Superior, to Ross & Co. of Ottawa, for about \$75,000 cash.

SAGINAW, Mich., May 19, 1894.

WHY STEAM-BOILERS EXPLODE.

WHY do steam boilers explode? They do explode, and lives are lost and property destroyed, and there is a cause for the trouble in every case. In a large number of such instances it is safe to say the trouble would not have occurred if those in charge had given heed promptly to some trifling defect at the proper time. It is the old story of the stitch in time and when the stitch is not made the rent enlarges, and in a steam boiler a rent is a serious affair. Some statistics have come to us from the Hartford Steam Boiler Inspection Company, which give much needed emphases to the moral we have here drawn. We are told that since the company began business they made 796,725 visits of inspection, inspected 1,580,060 steam boilers, made 608,786 complete internal inspections, tested 102,195 boilers by hydrostatic pressure, found 1,206,309 defects, of which 154,749 were dangerous, and condemned 8,406 boilers. Concerning their work in November, 1893, they say: "During this month our inspectors made 6,745 inspection trips, visited 14,706 boilers, inspected 5,241 both internally and externally, and subjected 537 to hydrostatic pressure. The whole number of defects reported reached 10,471, of which 1,058 were considered dangerous; 27 boilers were regarded unsafe for further use." Of their work in December, 1893, they say: "During this month our inspectors made 7,642 inspection trips, visited 15,971 boilers, inspected 6,647 both internally and externally, and subjected 574 to hydrostatic pressure. The whole number of defects reported reached 12,335, of which 1,385 were considered dangerous; 83 boilers were regarded unsafe for further use." The summary for those two months is as follows:

Nature of Defects.	November.		December.	
	Whole Number.	Dangerous.	Whole Number.	Dangerous.
Cases of deposit of sediment	810	39	1,127	71
Cases of incrustation and scale	1,591	65	2,266	125
Cases of internal grooving	87	7	179	18
Cases of internal corrosion	523	39	776	40
Cases of external corrosion	654	44	887	45
Broken and loose braces and stays	161	39	276	89
Settings defective	229	25	291	40
Furnaces out of shape	361	17	410	17
Fractured plates	345	67	430	33
Burned plates	227	26	320	25
Blistered plates	276	12	338	80
Cases of defective riveting	1,282	113	1,149	53
Defective heads	93	20	105	34
Serious leakage around tube ends	2,305	322	1,845	68
Serious leakage at seams	359	29	550	76
Defective water-gages	331	80	315	44
Defective blow-offs	115	42	104	11
Cases of deficiency of water	12	6	15	45
Safety-valves overloaded	52	11	97	26
Safety-valves defective in construction	80	23	96	57
Pressure-gages defective	471	38	601	3
Boilers without pressure-gages	3	3	3	9
Unclassified defects	45	0	35	
Total	10,471	1,058	12,335	1,385

A Port Townsend, Wash., dispatch says: The Hawaiian ship John Eva, cleared from this port yesterday for Port Pirae, Australia, with the largest lumber cargo ever shipped in a single vessel. The ship carried 2,625,747 feet of lumber.