

OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

NO decision has yet been reached in the matter of sawdust legislation. It is hoped, however, with the lumbermen of the Chaudiere and those of the Maritime provinces moving aggressively in one direction, that some amendment will be made to the law as it now stands to come into effect on May 1st. Locally, the question is a serious one for Ottawa. The distance between the saw mills and lumber limits has been gradually increasing in this district until now some lumbermen are talking of the necessity of placing their mills nearer to the limits and thus reducing materially the cost of log driving, as well as saving expense in other ways. If the proposed sawdust legislation should be rigidly enforced, the measure will go a long way to cause lumbermen here to take the step already, in a measure, premeditated. An estimate has been furnished J. R. Booth, showing that it would cost him \$60,000 to have his mills at the Chaudiere altered so that the sawdust be destroyed by burners. The Hawkesbury Lumber Co. say that if the legislation is enforced they will be compelled to change the location of their mills, which would mean an expense hardly less than \$300,000.

THE DUTY ON BOOM STICKS.

A strong deputation of Michigan lumbermen had an interview on the 6th inst. with members of the Cabinet, including Mr. Mackenzie Bowell, Minister of Trade and Commerce, who occupied the chair, and Messrs. Foster, Ouimet, Costigan, Daly and Angers. The deputation consisted of S. Eddy, S. O. Fisher, B. Boutell, S. G. M. Gates, E. T. Carrington and Temple Emery, of Bay City, and F. R. Potter and D. L. White, jr., of Saginaw. Mr. W. R. White, Q.C., Pembroke, brother of Speaker White, acted as Canadian counsel, and Mr. T. Weadock, congressman from Michigan, as American counsel. Mr. J. W. McRae, representing the lumbermen of the Ottawa Valley, introduced the delegation to the Ministers. I need hardly go over at length the arguments presented by the deputation, as these have been fully covered in various ways in your columns. I may say that the view of this question taken by the LUMBERMAN has been generally approved of by the trade in this district. Counsel White argued that it would take a big stretching of any of the clauses of the tariff to show that the boom sticks ought to be taxed as "packages" or as manufactured timber. Some 40% of the boom sticks were Canadian. They were used as such for a time and afterwards were sawn up with the other logs. Without these booms the steam tugs would not be of any value. In fact they were part and parcel of the tug, just the same as a barge for lumber was, or the tow rope. The United States government did not impose any such duty and its imposition by Canada might lead to an interference with free lumber, which would injure the whole trade. American Counsel Weadock in his address covered largely the same ground as Mr. White. He drew attention to the fact that the stumpage dues by Quebec were removed, because it was shown to be unfair, and no matter how it was viewed the duty on boom sticks was simply another way of imposing an export duty on logs. The Ministers listened attentively to the case of the American lumbermen, and whilst no decision was then given by the Cabinet, the deputation retired feeling satisfied with the treatment they had received and strong in the belief that there would be no further trouble in connection with this matter. Mr. Foster called the attention of Congressman Weadock to the fact that in British Columbia exporters of cedar to the United States had to face a duty of 25% under the Wilson Bill as against 15% under the McKinley tariff. The American lumbermen expressed surprise generally at this statement, saying that it was news to them and that it might be expected that Congress would remedy the difficulty.

INDIFFERENT LENGTHS.

Buell, Orr & Co.'s mill has closed down for the season, and the cut has been one of the largest made by this firm.

Contracts for 3,000,000 railway ties have been awarded by the Canadian Pacific Railway for the road west of Winnipeg.

Mr. Thomas Osborne, who has been engaged each season in towing saw logs, says that the number of logs passing down the Ottawa river to points below the capital has been very large this summer.

The railway companies, with the object of increasing their trade in the shipping of lumber, have reduced their charges to \$1.25 a thousand feet, which is equivalent to a reduction of 25c. a thousand feet on the old rate or \$2.50 on a car load.

About 20 miles of valuable virgin forest, heavily timbered, has been opened out through the construction of the Lothbiniere and Majestic railway. One mill employing 600 men has already been established in the district and others will likely follow. The contractors engaged in the work of the road state that in the course of constructing the railway the men cut 5,000,000 logs from 12 to 16 feet long, 1,000,000 sleepers,

300,000 telegraph poles, 3,000,000 fence posts, 200,000 cords of pulp wood, 2,000,000 cords of cordwood and 350,000 cords of hemlock bark.

It is said that the Hon. J. K. Ward, of Montreal, is negotiating for the sale of 500 square miles of timber limits on the River Rouge, which are convenient for taking out pulp wood. The sale, it is expected, will be arranged within a few days, the price being \$100,000. The limits were worked years ago by Hamilton & Bros., of this city, and also by the Hawkesbury Co. The River Rouge is a tributary of the Ottawa, which enters into the latter near Grenville. The limits are in the counties of Ottawa, Argenteuil and Montcalm. The sale is another indication of the attention that is being paid to the spruce industry.

OTTAWA, CAN., Dec. 22, 1894.

BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE labor difficulties that had prevented the running of the Royal City Mills for a short period, have been overcome, and the mills are now busily engaged cutting. They expect to make one of the largest shipments of the season to the south shortly.

The barque India is loading at Hastings Mills for Valparaiso.

The American barque Colorado is loading at the Hastings Mill for Sidney.

The Brunette Saw Mills have been sending some large shipments to the east during the month.

The Moodyville Saw Mill is closed down, owing to the bursting of the engine. Vessels loading at the Moodyville Mills will complete their cargo at the Hastings Mill.

The Brunette Saw Mills have an order from the interior for 40 carloads of lumber, on which they are now at work. The lumber, it is understood, will be used in bridge building, replacing the structures swept away by the floods last June. The heavy sticks will all be clear of knots and flaws and of the finest Douglas fir.

NEW WESTMINSTER, B.C., Dec. 15, 1894.

NEW BRUNSWICK LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE outlook in lumber in the Maritime provinces during the coming winter may, to some extent, be gleaned by certain expressions of opinion from local lumbermen. Mr. I. C. Prescott, of Albert, N. B., whose firm employs 100 men and cuts 3,000,000 feet a year, does not anticipate they will cut more than half their usual quantity of lumber, but would, probably, increase their handling of hardwood timber. Mr. Wm. Chisholm, of Halifax, places the lumber cut of Nova Scotia about the average cut of former years. Mr. D. J. McLaughlin, of St. John, will saw his usual quantity of from 4,000,000 to 5,000,000 feet. He anticipates an increased trade in American markets next year. Mr. Wright, of Salisbury, N. B., shares the same view. His firm saws 4,000,000 and 5,000,000 a year. F. O. Talbot, of Alma, N. B., who cuts 5,000,000 a year usually, is not likely to increase his output next year. E. J. Smith, of Shediac, will take out probably 2,500,000. Young Bros., of Newville and River Herbert, cut last year 8,500,000 feet of lumber and 8,000,000 laths. They expect to do fully as well the coming season. The firm has over 100 men in the woods. Messrs. C. F. & T. R. Eaton cut about 6,000,000 feet of deals at Eatonville this season and they will likely cut an equal amount next year.

In response to pressure brought upon the Intercolonial Railway for more favorable freight rates, Mr. J. G. Forbes, secretary of the lumber association of the Maritime provinces, has received a letter from J. J. Wallace, general freight agent at St. John, in which he says: "I have your letter of 11th inst., addressed to the general manager, with reference to the rebate on lumber for export, and asking what is meant by the twenty per cent. rebate. Formerly a car of lumber was estimated to weigh 20,000 lbs., which was equal to 8,000 superficial feet of soft wood or 5,000 superficial of hardwood. Supposing this was charged at five (5) cents per 100 lbs., it would be \$10. We now propose to load the cars up to their capacity, or minimum of 25,000 lbs., equal to 10,000 superficial feet of soft wood, or 6,250 feet of hardwood which at five (5) cents per 100 lbs., would be equal to \$12.50. Making a rebate of 20 per cent. would reduce the charges to \$10, thus carrying 10,000 superficial feet of soft wood at the former rate for 8,000 superficial feet. I might say 6,250 feet of hardwood is estimated to weigh about the same as 10,000 superficial feet of soft wood.

It is thought that the cut of lumber in King's county will be larger this winter than last.

A large number of small mill concerns will operate on their

own account this winter, and will dispose of their lumber in the spring to St. John buyers.

Lumber dealers say the cut on the St. Croix this winter will be between 25,000,000 and 30,000,000 feet, possibly not more than 25,000,000. Last year it was nearly 50,000,000.

Senator J. B. Snowball has expressed the opinion that the lumber cut along the North Shore will be larger this winter than last if the operators are not hindered by the snow as they were last year.

The Aberdeen mill, operated by McDonald & Fraser, has closed down for the winter. It did not commence cutting until August, and the total of the season's work is only about 3,000,000 feet.

ST. JOHN, N. B., Dec. 20., 1894.

MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE deputation of lumbermen that left the Saginaw Valley the early part of the month to interview the government at Ottawa, have returned home well satisfied with the outcome of their visit. True they have not brought back in their gripsacks any official document showing that boom sticks will be free of duty in the future. This is not the way politicians handle the question, but they have every reason to believe, from the manner in which their complaint was received, and the reply, though in a measure non-committal, from the Hon. Mr. Bowell and his associates, that their request will be granted. Such a result is going to be beneficial, not alone to the lumber trades of the two countries, but will go a long way to remove any prejudice that may have existed in this country against the Canadian government, and help to make it easier in the future for the two countries to arrive at improved methods of trade.

With the business of the year, to all intents and purposes, at an end, the oft-recurring question of how far the forests of Michigan have become depleted of marketable timber, comes again to the front. And the more the subject is studied and looked into with care and exactness, the stronger becomes the verdict that Michigan has got to depend on Canada for her white pine. One piece of evidence in this direction is the statement made on good authority that taking an average of the annual cut for ten years past, that of 1894 will show a falling off of about 35%.

BITS OF LUMBER.

The Saginaw Lumber and Salt Co. has sold and shipped 30,000,000 feet this season.

It is thought that there will be an increased output of hardwood logs in Saginaw this winter.

From 800 to 1000 men, it is estimated, have gone from Saginaw Valley to Canada and Upper Michigan pineries this fall.

Over 151,000,000 feet of lumber has been moved by water from Bay City, whilst shipments by rail show a very large increase over any former season.

Cleveland heads off Tonawanda this season in its receipts of lumber from the Saginaw river, the figures standing 40,712,132 feet for the former and 39,831,147 feet for the latter.

The following figures, showing the aggregate lake shipments from the Saginaw river for a series of years, may be of service to readers, as a matter of reference and comparison:

	Lumber.	Shingles.
1868.....	430,128,000	74,141,105
1869.....	474,912,425	86,178,500
1870.....	487,489,268	130,448,490
1871.....	516,629,474	142,661,500
1872.....	492,834,900	87,204,500
1873.....	452,768,562	38,521,500
1874.....	448,707,652	82,164,500
1875.....	445,149,155	117,832,500
1876.....	456,227,252	105,743,000
1877.....	539,886,074	162,594,250
1878.....	525,282,098	86,699,380
1879.....	678,298,866	222,602,731
1880.....	769,573,000	168,145,400
1881.....	833,050,939	149,816,000
1882.....	858,344,000	176,376,500
1883.....	778,702,067	164,032,000
1884.....	734,938,469	153,333,000
1885.....	659,575,000	129,539,005
1886.....	591,013,100	117,494,000
1887.....	486,285,000	85,698,000
1888.....	451,391,000	75,892,000
1889.....	432,130,000	98,977,000
1890.....	409,972,000	89,249,000
1891.....	404,577,000	80,487,000
1892.....	347,866,091	50,447,000
1893.....	173,154,000	12,900,000
1894.....	182,600,017	12,011,000

Of a contemplated cut of 20,000,000 feet of logs by Eddy Bros. & Co., Canada will supply 16,000,000 feet. This firm has recently purchased 100,000,000 feet of Canada pine from Daniel Harden, of Saginaw, at a sum generally stated to be \$250,000.

SAGINAW, MICH., Dec. 21, 1894.