

OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

NOT very much credence is placed in the reported big combine of American and Canadian lumbermen. No doubt many United States lumbermen have been over here this year, and a number of properties, representing large figures, have passed from Canadian to American hands. But this is a very different matter to capitalizing a concern of \$10,000,000, as the rumor goes, and buying up pretty much the whole lumber interests of the Dominion. Leading lumbermen at the Capital, who would be likely to know something of the matter, say there is nothing in it. Mr. W. C. Edwards, M.P., said: "A firm with one hundred millions capital might, perhaps, be able to make conditions of cut and output, but a firm with only ten millions is not in it. It is much easier to corner wheat than to corner lumber." Mr. R. A. Hurdman said: "Gen. Alger, of Michigan, has already purchased limits on the St. Maurice, but the formation of a combine is not under consideration. The General, who is very wealthy, has had the limits for some three years, but nothing has been done on them." Mr. Charleson, late government timber agent for Quebec, said: "There are a lot of men fishing round for options. If they can get a good commission they sell; if not, nothing is done." Mr. Charlton, M.P., said: "There can be nothing in the nature of a combine. There are several firms largely interested in this district that will not come in. Amongst these on the other side, are A. Hill, H. Budman, Temple Emery; Geo. W. Peck, Cleveland, C.; Greenback and Gilchrist, of Alpena; Nelson, of Chelveygan; Nelson Holland, Merrill & Co. and William Peters, of Saginaw. These men would not join a combine, but some already hold limits. There might be a sub-firm who would join in a company, but nothing in the nature of a combine."

PRICES ADVANCING.

The sale by Mr. J. R. Booth this month of between five and six million feet of lumber to a United States "middle" firm at an advance of from 50c. to \$2 per thousand feet, according to grade, over last year's prices, portends stiff prices for Canadian lumber this year. This lot, with the exception of a large contract in the hands of the Shepard & Morse Manufacturing Company, very largely exhausts, it is said, the really first-class lumber of this district. A local lumberman is authority for the statement that every board to be cut for miles around Ottawa has been secured by American and English buyers amid great competition. Lumber everywhere is in demand this year. Even the South American market, which has been practically nil for some years, is brightening up.

LUMBER TOLLS.

A deputation of lumbermen waited on the Minister of Public Works, recently, asking that a change be made in the joint stock companies general act so as to make it compulsory on the part of the companies affected to charge rates of toll at so much per 1,000 feet board measure instead of per piece, as the law now stands. It is complained on the part of the small dealers that the present mode of collecting tolls is unjust, because a small log containing 50 or 75 feet board measure is made to pay as much toll as a log containing 250 or more feet. It is believed the Government will see the justice of what is asked, and will have the changes made in the joint stock companies general act to meet the case. Of course, this no way affects Government works, the Government having the right to levy tolls on any scale it pleases, nor it is claimed will it in any way affect joint stock companies, but it will be equitable among dealers.

INDIFFERENT LENGTHS.

Captain W. O. McKay, lumberman's agent, has orders to secure a large number of men for the drives. Good hands are worth from \$25 to \$35 per month.

An indication that the season's work in the woods is coming to a close is to be found in the large number of shantymen who are commencing to crowd the lower town hotels.

Buell, Hurdman & Co., have made a number of changes in the lower portion of their mill, and expect to have everything in order for sawing the early part of next month.

Harry Pratt, the champion river man of the Upper Ottawa, leaves in a few days with a picked gang for the Ottawa drive. Various other gangs are going forward to different points.

Extensive improvements are being made at the old Perley & Pattee mill, that is now the property of Mr. J. R. Booth. Over two hundred and fifty workmen are engaged on the work. Seven new water wheels are now being placed in position. Three of these are of enormous size, being known as the Canadian wheels, and similar to those placed in Mr. Booth's large mill last spring. It is learned that the machinery for the new mill will begin to arrive about the middle of next month, but the improvements cannot be completed or the whole of

the machinery placed in position before midsummer. When completed the mill will employ almost as many hands as the other mill owned by Mr. Booth.

Lumber shipments are very heavy on the C.A.R. line at the Chaudiere. The company are said to be 900 cars behind in their shipments. Every lumber car the company has is running between Ottawa and American points.

Another lumber deal is recorded this month. The Ottawa Lumber Co. have purchased the entire cut of '93 of R. H. Klock & Co.'s mills at Klock's mills and Moore lake and McCracken, Boyle & Co.'s mills at East Templeton. The entire cut will aggregate about 7,000,000 feet.

OTTAWA, Can., March 27th, 1893.

BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

RECENT reports of Australian trade are more discouraging than it had hoped would have been the case. This seems contradictory, too, in view of the large order I reported last month as having been received by Robt. Ward & Co. for Australian shipment. Outside, however, of this order trade would appear to have become very flat. Word is current here of a cargo that has been lying at Sydney for three months, and advertised for sale, to be delivered at any port in Australia, but there is no demand, and the cargo cannot be disposed of. The financial market in the Antipodes is far from encouraging. There are at present five vessels loading at British Columbia ports for foreign. At Burrard Inlet, Br. ship County of Yarmouth, 2,154 tons, for U. K. f. o.; Chil. ship Hindostan, 1,542 tons, for Valparaiso; Am. bark Seminole, 1,439 tons, for Santa Rosalia; Am. ship Ivy, 1,181 tons for Wilmington, Del.; Br. bark Assel, 795 tons, for Antofagasta. In addition to these there are now due the Norwegian bark Sigurd, 1,530 tons, now at San Francisco, which will load at Burrard Inlet for Port Pine at 40s., April-May loading. She is chartered by Robt. Ward & Co., Ltd. There are also due shortly the American bark Harry Morse, and the Hawaiian bark John End, both of which are coming up from San Francisco. It is anticipated that a satisfactory local trade will be done this season.

COAST CHIPS.

Romander Eckforth & Son are contemplating building a sawmill on Hornby Island.

John Wilson, manager of the Brunette Sawmill Co., has been unanimously elected Vice-President of the Board of Trade of this city.

The Brunette Sawmill Co., Westminster, contemplate increasing their capital stock to \$300,000 and extending their business operations.

The Revelstoke Lumber Company will have their sawmill in operation early next month. The machinery has been supplied by the Wm. Hamilton Manufacturing Co., Peterboro', Ont.

Jas. Scott, who got his leg cut off by a saw in the Hastings mill about a year ago, and brought action against the British Columbia Mills, Timber and Trading Co., the owners of the mill, claiming that the accident happened through the company's neglect, has been awarded \$2,500, the amount claimed.

Bringing sawlogs from the United States to Canada is a good deal like bringing coals to Newcastle, says the Nelson Tribune. Yet that is what is happening right here in West Kootenay—or, rather, is what will happen as soon as the Kootenay is free from ice. G. O. Buchanan, the Kaslo sawmill man, has contracted with Bonner's Ferry parties for 1,000,000 feet of logs, the logs to be cut in Idaho and rafted down Kootenay river, thence up the lake to Kaslo.

Mr. H. DePencier, manager of the MacLaren-Ross Lumber Co., says there is a fair chance of the mills starting up within the next three months, but it will all depend upon the foreign lumber trade. If the mills had railway connection with the Great Northern or Northern Pacific, whereby lumber could be shipped to the Middle States, the trade, Mr. DePencier says, would soon be in better shape. He does not expect to see the lumber industry of the Province developed to any extent until one of the Central American canals is built.

The Royal City Planing Mills, of Vancouver, have already shipped two carloads of dressed lumber, consisting of stairs and flooring to Chicago for use in the construction of the Canadian building at the World's Fair, and they are now preparing their own exhibit, which will be shipped almost immediately. Amongst their exhibit will be two very finely polished spruce and cedar doors, which have been manufactured with the greatest care. One of the most interesting portions of their exhibit will, however, be some sections of the native woods of this Province. One section of spruce measures 5 feet 8 inches, and was cut 48 feet nine inches from the

butt. A section of Douglas fir measures no less than 6 feet 7 inches across, though cut 45 inches from the ground, so that the size at the butt must be enormous. It is, however, expected that a still larger section will be obtained. Two limbs of Douglas fir measuring 16 inches across will also be sent, as well as a log of hemlock 3 feet in diameter. All these were obtained from the mill's camp near Hastings. A carload of fine dressed lumber has also been sent by Geo. Cassidy & Co. It consists largely of mantels and ornamental work for use in the buildings of the Canadian section.

NEW WESTMINSTER, B.C., March 25th, 1893.

NEW BRUNSWICK LETTER.

[Regular correspondence CANADA LUMBERMAN.]

A DIFFICULTY over freight rates has shown itself among the shinglemen. The inter-state committee, at Washington, has given a decision which compels the Canadian Pacific, Maine Central, and Boston and Maine railways either to reduce their rate on shingles from northern Maine or advance it on shingles from New Brunswick. The ruling states that the rate from Fort Fairfield, Me., to Boston, shall not be more than 6½ cents higher than the rate from Fredrickton, N.B. The railways have been giving Fredrickton shipments a cut rate, and the Maine mills protested. Locally the operators who will be most affected are Alex. Gibson, J. R. Morrison and D. F. George, all of whom ship from Fredrickton. These conditions, however, apply only in winter. In summer they ship by schooner to Boston, New York and other ports. St. John men ship almost entirely by water. The Restigouche County shingle men have a favored rate via Intercolonial and Grand Trunk railways, and ship by those lines.

PIECE STUFF.

Joseph Campbell, of Newtown, will get out 1,000,000 feet of logs.

The tonnage of wooden vessels at this port shows a steady and marked decrease.

Instead of making lumbermen's rafting-pins by hand, they will now be made by machinery, a New Brunswick man Haneberry, of Fredrickton, having invented such a machine.

T. S. Whitman, of Annapolis, N.S., has now more pulp wood hauled in than any two former years combined. It is for the United States market. Pickels & Mills, of Annapolis, will get out 6,000,000 feet of lumber this season.

The Commissioner of crown lands in his annual report, which has just been laid before the legislature now in session, expresses the opinion that the outlook in the British and Continental market is no better than last year, but he anticipates a larger cut this year than last.

C. T. White, of Apple River, N.S., has about 5,000,000 feet of white pine lumber on the river, and about ten cargoes of piling. At Eatonville, C. F. & F. R. Eaton have landed at the river to date logs enough to make about 6,000,000 feet of lumber, and expect to get out 1,000,000 feet more before the season closes. Their new mill is nearly completed.

St. JOHN, N.B., March 24th, 1893.

MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE work of rafting logs on the Saginaw river, which has assumed large proportions the last few years, is meeting with strong opposition just now from the vessel owners who ply their trade on the river. Their contention is that the rafts are an obstruction to navigation, and efforts are being made to secure congressional interference, and have the matter referred to a commission of engineers to investigate and report. Lumbermen are uniting, and will present a strong protest at the meeting of government engineers to be held at Detroit, April 6th. The large quantity of logs that have been brought over from Canada, and which will certainly be substantially increased this season, lends special interest to the matter with many Michigan lumbermen. The vessel owners, however, are equally determined to fight and secure, at least, a reduction in the size of the rafts.

BITS OF LUMBER.

Operations in the woods are practically suspended.

Mitchell & McClure, of Saginaw, expect that their mills will cut a large quantity of Canadian logs.

James Hamilton, who is operating in Georgian Bay waters, for Gilchrist, of Alpena, has 5,000,000 feet of logs banked. They will be towed to Alpena.

The story is being told of some Michigan lumbermen who loaded 30,055 feet of logs upon a pair of bob-sleighs. The sleighs were built entirely at the camp. They were six-foot run sleighs, runners four and one-half inches thick. The beam is 18x20 inches thick and 15ft. long, made of maple, and the load is held in place by 850 feet of half-inch steel chains