

shipping operations of Messrs. McArthur Bros., Ltd., of Toronto, are conducted. A very considerable quantity of timber and deals are shipped out of here annually to the English markets, and consequently over a hundred men are kept almost constantly employed during the shipping season.

Another commission cove is operated by Mr. James Timmone, under the business title of M. Stevenson & Co. This firm handle a considerable quantity, chiefly for Messrs. W. & J. Sharples and Messrs. Dobell, Beckett & Co.

Messrs. Dobell, Beckett & Co.'s large cove property, known as LeMesurier's cove, is next in order, at which the largest export business of the port is conducted. At present there is a very large stock of pine and oak in this boom, while the shipments during the present season by this firm have been exceptionally large.

Messrs. W. & J. Sharples' Sillery cove adjoins the former, where a very large business is also done. They



MR. ROBERT REFORD,
President Charlemagne & Lac Ouareau Lumber Co.

have deep water piers opposite their booms and bring their ships up there to load.

Bowens' cove, operated by Messrs. Dobell, Beckett & Co., is the cove below that of Messrs. Sharples, and opposite their booms there are also deep water piers, where their vessels take in cargo. At the blocks of the two last-named firms there are at times six or seven large ocean steamers and as many more sailing vessels taking on board wood goods at one time.

Following down from here come the following cove properties: Point-au-Pizeau, St. Michael's, Woodfield Harbour, Spencer, Wolfe's, Ottawa, and Hall's Booms, the whole covering a distance of about two miles, none of which are now being worked, even the booms not having been put out for two or three years. All these beach lots, which a few years ago were covered with timber, are now lying waste. One of the coves was bought for \$1,000 a few years ago, and now the owner cannot get it off his hands at any price. For another of these vacant coves \$60,000 was asked some ten or fifteen years ago, but to-day the houses on the property are being sold as fire-wood, some of them scarcely realizing the paltry sum of \$10.

The foregoing covers all the cove property on the north side of the St. Lawrence.

On the south shore New Liverpool cove is the furthest west, and is the property of Mr. E. Harper Wade. These booms have not been worked for some few years, but there are several good deep water piers, where Messrs. McArthur's vessels take on cargo.

Hamilton's cove has not been in operation for a number of years.

A very large quantity of deals piled on several wharves come next, and these are from the mill of Mr. Henry Atkinson, at Etchemin.

The Edson Fitch Co.'s splint factory is close by, at which a very large trade is done. The A. Gravel Lumber Co., whose large attractive mill is admired by all, are also doing a brisk business. This latter firm also ship largely to the American markets.

Messrs. King Bros. and Price Bros. have wharves on this side of the river, but these firms' operations are carried on, to a very large extent, at St. Thomas and in the Saguenay district, respectively. Their shipments are chiefly spruce deals. The head offices of both firms are in Quebec.

Indian cove east is now operated by the Indian Cove Co., composed of the Messrs. Kennedy and others, and a large business has been done this year. A large number of steamers take timber and deals here for different shippers. The Head Line boats, running between London and Belfast to Quebec, Three Rivers and Montreal, take portions of their cargo at this point on every trip.

Shipments of all descriptions of wood goods from Quebec this season were very large, the demand in the European markets being brisk, and the prices fairly good. Freighters, however, since early in September, have taken an upward tendency, and 60s. per St. Petersburg standard is now being paid to Liverpool, and 50s. to 55s. to Glasgow

and London. The exceptionally large quantity of grain, apples, cheese, etc., now offering is the cause of this, and as this class of cargo seems to pay the steamers better than deals or timber, they, of course, only take wood goods when there is no general cargo offering. Shipments of timber and deals, therefore, for the balance of the present season will be very limited.

MONO SAW MILLS.

The connection of the city of Montreal with the lumber business is chiefly as a shipping port for the products of the Ottawa valley. There is, however, at least one saw mill of considerable importance, known as the Mono Saw Mills, and owned by the Hon. J. K. Ward. It is located on the Lachine canal, about two miles from the centre of the city. Mr. Ward's limits are situated along the river Rouge, a tributary of the Ottawa. The logs are rafted at the mouth of the Rouge in cribs, and come down the Ottawa river to Lachine, being towed down the canal by steamers.

The mill building is 78 x 50 ft., with wings, the engine and boiler house being a two-storey structure 50 x 30 ft., with brick chimney 120 feet high. The yard covers an area of ten acres. The principal lumber manufactured is pine and spruce.

The mill is equipped with three circular saws of most modern design, steam feed, and all necessary saws for butting, edging and lath and shingle making.

Power is furnished by a high pressure engine of 150 h.p., 20 inch bore, 20 inch cylinder and 3 ft. stroke. The three tubular boilers are fed automatically by iron hoppers above, sawdust being used for fuel.

The product is disposed of in the United States, British and local markets. In addition to the lumber manufactured at the mill, Mr. Ward purchases a considerable quantity in the Ottawa district, his annual transactions averaging from fifteen to twenty million feet.

The Hon. J. K. Ward, whose portrait may be seen on the previous page, was born in the Isle of Man in 1819. He served as a carpenter for some years, and in 1842 emigrated to the United States, and shortly afterwards entered into business at Troy, N. Y., purchasing a planing mill, which he successfully conducted until 1853, when he removed to Canada. After prospecting for a time, he purchased a mill property on the Maskinonge river, in the province of Quebec, where he spent ten years. In 1863 he moved to Three Rivers and took over the property of Norcross, Philips & Co., which he afterwards sold to an American firm, and commenced business at his present stand. Mr. Ward has always taken a deep interest in the question of forestry.

THE ST. MAURICE RIVER.

The St. Maurice is a noble river, in every respect a worthy tributary to the grand St. Lawrence. In this practical age, however, its beautiful scenery and the allurements it possesses for sportsmen are overshadowed by the fact that it is pre-eminently a great lumber highway. It drains an area of 16,000 square miles, which is almost wholly a forest region. The number of logs cut last year on the St. Maurice and its tributaries was 1,500,000. The Government owns slides, retaining booms and piers along the river to the value of \$400,000,



CHARLEMAGNE & LAC OUAREAU LUMBER CO.'S MILL.

each company paying their proportion of slide and boom dues.

The first large plant on its course is that of the Laurentide Pulp Co., at Grand Mere, where the pulp output is 65 tons per day. Their yearly cut of logs is some 280,000, principally spruce. Apart from that amount the total cut along the river is driven to the mouth of the river, where it is disposed of by the trio of large saw mills at Three Rivers.

The Warren Curtis mill, of which Mr. F. F. Farmer is agent, is a modern mill, designed and built by Mr. S. W. Butterfield, who is the mechanical superintendent. A view of same appears on the opposite page. The mill has two band saws and a gang saw, and has a capacity of 100,000 ft. per day of ten hours. The cut is about 200,000 logs per season, two-thirds being pine and the balance spruce. The lumber is principally sawn into deals for the English market, the sidings going to the

United States market. Some 40,000 spruce logs are sawn into two feet lengths with an improved machine, by which one man is able without assistance to haul up from the river and cut 1,000 logs per day. A chain carrier takes the blocks from saw to barkers, thus lessening the labor in handling. The barking machines have an attachment, patented by Mr. Butterfield, which facilitates the work about thirty to fifty per cent. The blocks are taken to cars by chain carriers and shipped direct to Palmer Falls, N. Y., where they are converted into paper by the Hudson River Pulp & Paper Co., of which Mr. Warren Curtis is manager. The boilers, engines and band-mills were manufactured by the Waterous Engine Works Co., of Brantford.

The St. Maurice mill, owned by the Glens Falls, N.Y., Pulp & Paper Co., is under the management of Mr. Robert Grant. It has a capacity of 100,000 ft. per day, and is equipped with Waterous band mill, two gangs and a circular. The greater part of their logs are cut into



MR. ALEX. McLaurin,
Manager Charlemagne & Lac Ouareau Lumber Co.

two feet lengths and shipped in the rough by barges to Glens Falls and Fort Edward, where they are manufactured into paper. They cut about 700,000 logs per season, largely spruce.

Situated on an island at the mouth of the river is the saw mill owned by Mr. Alex. Baptist, the "lumber king" of the St. Maurice. His father was the pioneer lumberman of the region, and Mr. Baptist owns a greater number of miles of limits than any other person on the river. His usual cut is somewhere about 300,000 logs a season, of pine and spruce. The mill is provided with two slabbing gates and two gangs, running day and night through the season, the capacity per twenty-four hours being 160,000 ft. The output is principally deals for the English market.

The lumbermen of the St. Maurice expect to do about the same amount of business this coming winter as was done last year.

CHARLEMAGNE & LAC OUAREAU LUMBER CO., LTD.

The limits of this company are situated in the counties of Joliette, Montcalm and Berthier, in the province of Quebec, and comprise about 600 square miles of timber, composed largely of spruce, pine, birch, hemlock and ash. The number of men employed during the past season was 250, while the output is about 30 million feet, the bulk of which is shipped to Great Britain and the United States.

The principal mill is located at Charlemagne, some 12 miles below Montreal, at the junction of the L. Assomption, Ottawa and St. Lawrence rivers, and is shown by the accompanying illustration. It is operated by steam power, being equipped with 2 Prescott band mills, a gang and twin circular saws, cutting about 2,000 logs per day of 11 hours, or nearly 3,000 logs per day with band saws running at night. It is lighted by electricity, and a day and night gang have been working steadily for the past two or three months. This mill is considered one of the most modern and complete of its kind in the country.

They have also a fine water power lumber mill at Montcalm, where they engage in the manufacture of clapboards for the American markets, also at Montcalm a stone flour mill and a mill for cutting farmers' logs and lumber for local wants.

The company own the powerful tug "Charlemagne" and a number of barges, and owing to the close proximity of their Charlemagne mill to Montreal, lumber can be brought up to the city in a few hours.

The company are going largely into the manufacture of dressed spruce lumber, feeling sure that the demand for same will keep on increasing yearly.

The president of the company is Mr. Robert Reford, of Montreal, senior member of the firm of Robert Reford & Co., large shipping agents and owners. Mr. Reford is also president of the Mount Royal Milling & Manufacturing Co., of Montreal and Victoria, B. C., and a director of the Bank of Toronto.

The manager is Mr. Alexander McLaurin, formerly of