

BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

CONSIDERABLE losses are being sustained here by forest fires. Extensive fires have been raging in the Squamish Valley, making a serious clearing of timber. The fires have also spread along the east side of Howe Sound, where a good deal of damage has been done.

Messrs. Cates & McDermoth, the stevedores, have secured the contract to load the British ship, Listimore, which is chartered to take a cargo of lumber at the Hastings mill to Buenos Ayres. Trade with South America seems to be looking up.

The following vessels are to load lumber at British Columbia ports for foreign points: At Hastings mill, American barque Newsboy, 559 tons, for Sydney; Italian barque Cavour, 1389, for Callao; British ship Ballachulish, 1806 tons, for Valparaiso. At Vesuvius Bay, American ship Occidental, 1470 tons, loading mining props for Santa Rosalia.

The Brunette Saw Mill Co. recently shipped to Montreal a double cargo load of Douglas fir timber. Three of the largest pieces were of the following dimensions: 24 x 24 x 60 and 24 x 36 x 60, and the largest piece without a single knot. No larger timber has ever been shipped from British Columbia. The sticks are to be used in dredge building for the Montreal Harbor Commissioners.

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

OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

AN evidence of fresh activity in the lumber trade is found in the determination of mills to run much later than usual this year. A prominent lumberman of the Chaudiere is authority for the statement that with perhaps hardly an exception all mills will run until winter compels them to close down. Logs are in good supply and shipments have become quite brisk since the settlement of tariff troubles in the United States.

Much interest continues to gather around the saw mill intentions of Mr. J. R. Booth. Nothing new has developed since my last letter to indicate that he will change his mind, so far as re-building the big mill, but it is thought by some that he will erect another mill, and just where this will be located is an item of speculation with many. It is being realized that logs from the upper Ottawa find more difficulty every year in reaching the saw mills in this section, and for this reason it has been thought that Mr. Booth's mill might be situated farther up the river. Pembroke has been hoping to receive the plum, but enquiry at Mr. Booth's office gives the information that nothing definite is yet known where the mill will be situated, whilst it is not a settled fact that Mr. Booth will really erect another mill.

INDIFFERENT LENGTHS.

Large numbers of men are getting into the woods for the winter's work. The village of Gattineau Point is becoming depopulated through the number of its young men who are entering the lumber camps. Already more than 100 have left there for the woods.

The Perley mill, now operated by Mr. J. R. Booth, has never been running so satisfactory as at present.

Those of the Chaudiere and Hull lumber establishments who do not run all night are having electric plants put in shape for operating lights early in the mornings and evenings up to 6 o'clock, as the days are rapidly becoming shorter.

A purchase of 36 horses was recently made for the St. Anthony Lumber Co. on the Perley timber limits Madawaska.

Two detectives are said to have been sent here by the Underwriters' Association of Montreal to investigate the origin of the recent lumber fire here. It is not believed, however, by our people, that any ground exists for supposing it to have been an incendiary.

Some trouble is being experienced by the mills at the Chaudiere on account of the scarcity of water power. Old hands say that they never remember seeing the water of the Ottawa recede so fast as this summer. If the difficulty grows it may mean the closing down of quite a number of manufacturing establishments.

The act passed at last session of the House of Commons, to compel lumbermen to dispose of the sawdust of their mills other than by dumping it into the rivers, will come into effect on May 1st, 1895. A meeting of the Chaudiere lumbermen has been held and the Minister of Marine and Fisheries will be asked to extend the time in order that proper preparations may be made.

A dangerous job now under way is the building of the new rafting pier on the Hull side of the Chaudiere Falls. The force of the current at this point is so strong that a long pier, which was run out above the Buell, Hurdman Co. property, has been carried away piecemeal. As the waters are unusually low at the present time mill owners have thought it opportune to engage now in these repairs.

A private letter received here a few days since says that forest fires are raging in the Madawaska district. It is said that McLachlin Bros. limits are getting a terrible scorching.

It is expected that the last of the drives of the upper Ottawa saw logs will reach Des Joachim's boom almost immediately, when the boom will be closed up for the season.

The Upper Ottawa Improvement Company who handle all the logs after they reach Des Joachim, and by steamers tow them down the Ottawa, never had, on the whole, a more favorable season, as the height of the water in the river was nearly uniform all the summer.

OTTAWA, CAN., Sept. 21, 1894.

NEW BRUNSWICK LETTER.

[Regular correspondence CANADA LUMBERMAN.]

A CARGO of 375,000 feet of scantling recently cleared for Buenos Ayres.

American mill owners will, it is thought, as an effect of free lumber, be compelled to turn their attention to New Brunswick for logs instead of Maine. It is claimed that the higher stumpage and cost of logs in Maine will not permit them to compete with provincial mills. John Sweeney, C. H. Dickey and other lumbermen, who have been in the city lately say that the cut on the Aroostook next winter will be extremely small.

The feeling here is that lumber interests will be considerably benefited by the passing of the Wilson free lumber bill. This gain will be felt more in a year or two than even now.

The last raft has left the St. John river boom.

The logs rafted by the Fredericton Timber Co. on the St. John river this season are placed at 97,000,000 feet. This company has been improving its equipment, having recently erected a building on the shore and will manufacture pins there this winter. They have also improved the fire protection by putting in a pump with a capacity of 500 gallons a minute. A wharf, 90 feet long, will be erected, dredging going on with this object in view now.

The province, as with other parts of the country, has unfortunately suffered not a little from forest fires.

Alexander Gibson, of whom you published such a life-like pen picture in the last number of the LUMBERMAN, is about to build a new mill at Blackville to cut hemlock boards, in which he says he sees more profit than in spruce. His calculation is that there is 100,000,000 feet of hemlock along the Canada Eastern, a railroad property, of which he is the chief owner. A mill equipped with rotary, planer, and two shingle machines, is being erected at Boiestown by James S. Fairley.

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

MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

OUR people have just passed through an experience from drought that has not had a parallel in this district for many years. Numbers of our lumbermen have been heavy losers through the destruction of their property by fires. On the line of the Mackinac division of the Michigan Central fires have been especially severe.

Expressions of opinion, as to the effect of free lumber, are as frequent as ever, but lumbermen do not seem to have satisfied themselves what the actual results will show. Time must be allowed to tell this. This much, however, is plain that trade is reviving, as a result, if

nothing else, of the fact that business men have something like a certainty to rest on, in the meantime, at any rate. The Saginaw Lumber & Salt Co. say that business is better than the same time last year. Mr. Toland believes that prices will, at least, hold their own. The large quantities of white pine that have been destroyed by fires will be a factor in keeping prices up.

BITS OF LUMBER.

Whitney & Batchelor will only cut hemlock and hard wood logs this year, their pine being exhausted. H. A. Batchelor is reported to have said that "he will not look for any marked activity in lumber for another year, the such vast timber acres have been burned over it would be necessary for the owners to strain every effort to cut this fall and winter in order to save it and this will glut the market, and with the increased supplies that will come into the markets from Canada will make trade dull and prices low."

It is estimated that nearly 600,000,000 feet of lumber finds a place on the docks here, which means a large amount of capital locked up. This fact is likely to have an influence in curtailing the size of cut this winter.

A raft of nearly 5,000,000 feet has arrived from Georgian Bay for Col. A. T. Fletcher, of Alpena, and at Squaw Bay about 15,000,000 feet of logs, which have been brought over from Canada.

Hitchcock & Bialy are bringing over logs from Canada. J. W. Howry & Sons sent a crew of 100 men to Canada to work on their limits.

Shingle manufacturing on the Saginaw river this season has been very dull.

Lake rafting has about come to a close.

SAGINAW, MICH., Sept. 21, 1894.

AXES.

THOSE who are not familiar with the subject, or who have not given the matter any thought, scarcely realize that the improvement in axes during the last fifty years has been almost as great as in other lumbering implements. The axe is an implement of very ancient origin. Those made by primitive races were heavy and clumsy, and when the European nations began to emerge from the dark ages, axes of ornamental design were often unsuited for the best uses for which they were intended.

Of late years lighter axes have come into use, and the two-bladed, or double bitted axe has preference over the single bit in camps of the most progressive and successful lumbermen.

The best choppers prefer to grind one bit thin and have it with keen edge which will sink deep into the wood, while the other blade or bit is kept more blunt and is used for trimming tops of trees, or where it is necessary to strike into knots which would damage a thin ground edge.

Thus the double-bit axe serves a purpose which cannot be obtained from a single bit axe. Some inexperienced choppers who have never used double bit axes have preconceived notions about them and object to using them on the ground that they are dangerous, and that a chopper is liable to cut his head off in using them.

The least that can be said of such an one is that a man who pretends to be a chopper and handles an axe awkwardly as to cut himself about the head with a double bit axe would knock out his brains—if he had any—with the pole of a single bit axe.

FOOLISH TRADE NAMES.

ONE gets sick and tired of trade names, such as Victor, ideal, paragon, excelsior, and the like, also wonders how the makers of machines thus named can afford to waste the effect produced by using the maker's name instead of these pseudonyms. The name of a firm or company applied to a machine such as a water wheel, gas engine or a moving machine, is of real trade value and comes constantly into use, but a nickname rarely ever does. Gas engines are thus afflicted, but not steam engines, the latter being accorded too much respectability for a nickname. We have, out of regard for the machines and believing it to be vastly to the advantage of the makers, never printed one of these names when it could reasonably be avoided.—Industry.