

—St. Sauveur has decided for annexation to Quebec city.
 —The population of Hull at present is estimated at 14,000.
 —A project is on foot to re-establish ship building in Quebec.
 —Alex. McCormack sold his raft at Quebec on July 22nd, to John Adams for 38c. a foot, a good price.
 —Gilmour & Co's lumber mills, at Chelsea, have shut down for the season owing to the firm having sufficient cut stock on hand.

—The men who left the city in the spring for the timber drives on the Ottawa river, are nearly all down again. They report that the mosquitoes and black flies were simply intolerable.

—The Pontiac *Advance* says: 165 men were passed up on Saturday from here to Somerville's bay in one trip by Rattray's stages. The stages are making three trips a day regularly. The water is just at the right stage for running the timber.

BRITISH COLUMBIA.

—The Alberni Saw Mill Co., have ordered the necessary engine and machinery for the mill they are about to establish at Alberni.

—The lumber interests are extending, but lack of shipping facilities somewhat curtails the export trade in this line, freights being high.

—About 100 men are employed in the shops of the Canadian Pacific Railway at Vancouver, working eight and a half hours a day.

—Mr. G. A. Buchanan, has finally determined to put his mill up at his limit, about 12 miles above Nelson, having concluded that it will be easy enough to get his lumber down stream to the town.

—The wages paid workers in the woods and sawmills in British Columbia are; mill hands, \$35 to \$65 per month; axemen and swamper, \$35 to \$45 per month; teamsters at mills, \$2 to \$2.50 per day; teamsters in the woods, \$60 to \$65 per month. Board is from \$8 to \$10 per week.

—We learn from a New Westminster paper that Mr. W. L. Johnston, who has been with the Royal City Planing Mills for ten years, has severed his connection with that establishment, and gone to Gambier Island, Howe Sound, where he, in company with a Mr. Dyker, will erect and run a large shingle mill. A complete plant has been purchased, and the erection of the mill will be commenced immediately.

—Westminster *Columbian*. The barque Thos. S. Stowe is at present lying in the Royal roads ready to depart for Deptford, England. The vessel carries as cargo 250 spars for the use of the Imperial government. The spars are each 100 feet long and 2 feet square, and were cut by the Moodyville sawmill. They are pronounced exquisite specimens of pine timber, clear and straight as an arrow. They were loaded into the vessel by a pile driver and donkey engine.

NEW BRUNSWICK.

—J. F. Wanamake, lumber dealer, Millstream, has sold out.

—Late rains released about 90,000,000 feet of logs hung up the St. John river.

—Unusual activity is displayed in Hillsboro in shipping lumber. All the mills have done a good spring and summer's work.

—Log driving on the Upper St. John is wholly suspended. The Connors' drive is hung up below Grand Falls.

—J. & T. Jardine's shipment of lumber from Kent County this summer will be 5,000,000 feet while that of George McLeod will be larger.

—St. John's lumber shipments on June 13th to Great Britain and the United States by water amounted to 3,194,000 feet of deals, and about 1,000,000 feet of small lumber, exclusive of clapboards and shingles.

—The following notice from the crown land office appears in the Royal Gazette: the attention of all persons who hold timber licenses on crown lands is called to the following regulation, embodied in each license: "No spruce or pine trees shall be cut by any licensee under any license, which will not make a log at least 18 feet in length and 10 inches at the small end: and if any such shall be cut, the lumber shall be liable to double stumpage and the license be forfeited." This is to notify all licensees that for the future this section will be rigidly enforced, and that no spruce or pine trees smaller than the above dimensions can be legally cut for pulp wood, stave wood, kiln wood, or any other purpose.

—Mr. Robert Connors, the great lumber operator on the St. John waters, says the total cut of last winter was about 130,000,000. Of this amount fully 50,000,000 is already hung up and not a stick of it will be got out unless unusually

heavy rains are had. Between 50,000,000 to 60,000,000 have already reached the boom limits and are safe, but the corporation drive of from 20,000,000 to 25,000,000 is now only a few miles below Andover and Mr. Connors fears it will also be hung up unless the water rises very soon. All of Mr. Connors' own cut reached the main river all right. He has about 6,000,000 feet in the corporation drive. All the logs in the Fredrickton boom, Mr. Connors says, will be rafted out inside of a week unless there is sufficient rise of water to bring down some more.

—Moncton *Times*. The lack of rain for several weeks has dried up the small streams in this section of the province, and seldom has the water been so low as it now is. As a consequence nearly all the water mills are shut down or about to do so, and some of the steam mills are short of logs. Messrs. Wright & Cushing, however, managed to get half a million feet of logs down the Little river to their mills near Salisbury. They had taken the precaution to build a dam across the river behind their logs, and on the dam being opened, the logs were carried down in fine style. As lumber is in good demand just now at satisfactory prices, their expenditure of \$400 or more in constructing the dam was well remunerative. Messrs. Wright & Cushing have shipped quite extensively this year from St. John, but are just now sending by rail to Point du Chene for shipment by water to St. Pierre, Miquelon, on a large order. They have received an order for 65,000 feet of frame for the grand stand on the new Charlottetown driving park.

—Page & Patterson are building a new planing mill on Little Bob river, near Bobcaygeon.

—Robert Cruickshank, planing mill, Hamilton, has called a meeting of his creditors; liabilities about \$20,000.

—A raft of timber belonging to Mr. R. Cryslar, of Cryslar, left Brockville on the 19th July for Quebec. It was valued at over \$50,000.

—During the recent storm the boom of the Rathbun Company on Little Lake burst and the logs were scattered all over the lake. Last week the drive got away safely.

—French & Webster, Dresden, have just completed and put in operation their new hoop and stave mill. During the past seven months they manufactured an average of 80,000 staves and hoops on every working day. They give employment to about eighty-five hands.

—A survey has been concluded by Messrs. E. J. Rainboth, P. L. S., and J. P. A. Sproule, of the Eddy Mill property at Hull, including the lumber yards, piling grounds, mills, docks, slides, tramways, and bondage and water rights, in preparation for the big sale which comes off next month. The survey was an extensive and a difficult one.

—The settlement made with their creditors by Marks, Dobie & Co., lumber dealers, Thessalon, has fallen through owing to the Montreal creditors refusing. The firm has assigned to Robt. Balfour, Hamilton, and the business will be wound up. Creditors will likely realise 35 to 40 cents. During the interval many local creditors were settled with, but the failure will cause much local distress.

—The logs in the Rainey River country, especially those on the tributaries of the Big American river, cut last winter, have been "hung up" all summer owing to low water. The recent rains, however, have swollen the streams and the timber will all be floated out, which will give a great impetus to the lumbering operations in the Rat Portage district, where the mills up to the present, have only been running half time. The lumbering prospects for next season are very bright for this portion of the country. There will likely be double the number of men in the woods than there has been any year previously.

BRITISH COLUMBIA.

[From our Regular Correspondent.

NEW WESTMINSTER, B. C., July 21st, 1889.

The last month has been a very prosperous one judging from the number of vessels cleared for foreign ports. The *Mac Duff* loading at New Westminster took 300,000 feet of the choicest fir procurable in British Columbia, and cleared from the Royal City wharf for London, Eng., drawing 23ft 6in of water, which forever sets at rest the question, is the Fraser river suitable for lumber exporting trade?

Six vessels have cleared this month and six have arrived for cargoes; one for London, one for Glasgow; two for Australia, and two for coast American ports. One vessel loaded with the choicest selected stock at Esquimaux Harbor for the Admiralty in England, and if this is a success, as far as war vessels

are concerned, a large trade is sure to follow for British Columbia woods for the defence of the Empire.

The changes in the lumber duty, which are receiving so much attention in the East, are not affecting British Columbia for exporting to us here amounts to *nil* and *vice versa*; but in foreign markets, according to the American Commissioner's report British Columbia woods command a better price than Puget Sound lumber or Oregon pine, necessitating the "Sound" shippers culling all their loads to enter into competition with Douglas fir. The owner of the largest mills on the "Sound," is through the press, forcing this fact on the people of the United States for what object cannot be ascertained—commercial union probably or annexation.

The up country mills are all very busy and from recent letters they do not know how to fill the orders coming in.

At Revelstoke, Valentine's shingle mill has got to work and the first week averaged 62,000 a day, and before two months he expects to increase that to 100,000, a day.

Moodyville, Hastings, Brunette Royal City and Chemaines mills are all very busy.

The Victoria Lumber Manufacturing Company, Chemaines, last week placed the order with the Wm. Hamilton Mfg. Co., Peterborough, for five steel boilers 60x20 and a lot of other machinery for the new mill. The largest shareholder was out here lately and said that he had no idea that Canadian manufacturers could turn out such machinery as he has seen in British Columbia; but could not understand why prices should be so much higher than the Americans, the wages in the States being only slightly higher. The McLaren Ross Lumber Co., (Ltd.) placed with the same firm an order for 10 steel boilers $\frac{3}{4}$ shell, 60x14, and a burner 140 feet high, 26 feet in diameter at base.

Messrs. Cowan & Patterson, of Victoria, with some San Francisco capitalists are applying for extensive limits in the neighborhood of Albernia on the West Coast, and getting plans and specifications ready for a 100,000 feet a day mill, and they claim that being on the West coast of Vancouver Island ships trading there will save a large amount of towage to what they pay at present to load at the British Columbia mills. An Australian firm has contracted to take all they can turn out, and they expect to get to work just as soon as possible.

Every month some mill starts to enlarge, or a company applies for incorporation to build and run a mill some place in British Columbia. There is some talk of building a large boiler foundry and machine shop in British Columbia, to supply the mills with all the machinery they want, mill owners out here being the stock holders, for they cannot pay the \$1.95 per 100 lbs. car load freight. There is a feeling not antagonistic to the Eastern manufacturer, but to the continental tariff agreement; and as machinery costs so much here they all intend to help the new concern as much as possible. The Eastern manufacturers would do well if they would try and get the C. P. R. to reduce the rates to something like last year's rate, \$1.46. Of course they can only talk to the officials, and though they see the advisability of having a lower rate they cannot influence the company anyway.

The Albion Iron Works, of Victoria, are starting in to build a Harris-Corliss engine as an experiment in this high class engine, for the new Electric Tramway Co., of Victoria, and expect to make it a success; but at present the question is not the reducing of the consumption of fuel with the mills but the enlarging of it. No such sights are witnessed out here as are sometimes seen on the Ottawa, slabs and saw dust gradually filling up the once magnificent river. In British Columbia no slabs or sawdust are thrown in the river, the lumbermen themselves seeing that it is the benefit of the country to keep the rivers clear of all obstructions. I wonder what they would say if they saw the state of the river, Du Lienal just below Buckingham which is a disgrace to the lumbermen who do business on that stream.

FIR.

[We have two letters from our correspondent this month. The June letter reached us too late for our last month's issue.—Ed.]