

BRITISH COLUMBIA LETTER.

(Correspondence of the CANADA LUMBERMAN.)

VANCOUVER, B.C., February 24th, 1904.
British Columbia conditions are little changed from last report. Logging is slightly more active, but in some localities is still conducted with difficulty owing to the heavy snow-falls. On the other hand, the snow has facilitated operations in East Kootenay and along the Kootenay River south of the lake, where many logs were left in the woods awaiting good sleighing. The Bonner's Ferry Lumber Company will have a total of 12,000,000 feet available for their mill at Bonner's Ferry. McArthur Bros., of Detroit, have located a camp at Curley Creek, East Kootenay, where they will take out 1,600,000 feet of square timber for shipment to Liverpool, England. It will be loaded at Katka or Bonner's Ferry. All the camps along the Crow's Nest line of railway are working full forces of men, and at many of the mills operations are kept up with double shifts. Places where a year ago there was nothing but unbroken forests are now busy centers of activity, with stores, hotels and dwellings. This is especially the case near Cranbrook, many large camps having been established in all directions from the town.

Two splendid saw-mills will soon be in operation at Arrowhead, the owners being the Arrowhead Lumber Company and the Big Bend Lumber Company. It is estimated that there are 10,240,000 feet of lumber tributary to the Big Bend, almost all of which will be floated down the Columbia river to Revelstoke and Arrow Lake. Of course, it must be remembered that some of the timber lands in British Columbia contain as much as 50,000 feet to the acre.

The Empire Lumber Company, Limited, has been formed to take over the business of the Harbor Lumber Company, which recently bought out the Fred Robinson Lumber Company at Revelstoke, B.C. The Company is capitalized at \$3,000,000 and will operate some of the Adams Lake timber limits.

The Okanagan Lumber Company is putting in a plant capable of turning out 60,000 feet per day. It has an unlimited supply of logs on the Spallumcheen river, and in the Mabel lake country, and is becoming one of the large enterprises of the province. The mill is located at Enderby.

A. S. Farquharson and H. A. McGuire, who are engaged in the saw mill business at Frank, Alberta, have secured large timber limits on Boundary Creek, East Kootenay, where they will build a saw mill with a capacity of 35,000 feet per day.

W. H. Remington and J. G. Bullen, who have lumber interests on Prince of Wales Island up the coast, returned from Japan recently, whither they went to investigate the timber industry.

A correspondent of the West Coast and Puget Sound Lumberman makes the following interesting calculations: A comparison of the figures paid in Winnipeg for British Columbia timber and that imported from the mills in Washington State to Manitoba and the Northwest reveals a striking difference between the cost of the American and Canadian products. In all the leading items the lumber imported is laid down at a much less cost than that which comes from British Columbia, and a duty in some cases of over \$5 per thousand feet was paid. In fir dimensions and boards which come in free of duty, the American mills ship in this product at \$3 per thousand feet cheaper than that charged by the Canadian lumbermen. A difference really of \$4.87 exists between the cost of American and Canadian No. 1 and 2 edge grain for flooring. While the foreign product is actually only \$1.50 per thousand cheaper than that from British Columbia, the Americans have a duty of \$5.37 to meet on every 1,000 feet of this particular kind of lumber. And so it is with the other leading items. In regard to freight rates the Washington mills and the British Columbia mills have practically the same rates to meet in placing lumber in Winnipeg. The average freight per thousand on lumber is \$9.48, which to Winnipeg gives the C.P.R. 64-100 of a cent per thousand per mile in haulage. The average rate per ton per mile to Winnipeg is 54-100 of a cent. The Washington mills in shipping to Winnipeg have the same rate as the British Columbia mills over the Northern Pacific and Canadian Northern railways. When the American mills, however, ship to any point on the C.P.R. other than Winnipeg, they have to pay the local freight from the mills to the junction of the C.P.R. at Sumas.

TO HOLDERS OF BIRCH LIMITS.

Can you cut birch into Squares, &c. We can also take birch cut on the sweep with a jigger or small band saw. Large quantities required. Write in first instance to "Finance," c/o CANADA LUMBERMAN.

NEW BRUNSWICK LETTER.

(Correspondence of the CANADA LUMBERMAN.)

At present writing the Lumber trade in this vicinity is very dull. Little shipping is being done to Great Britain and, owing to the inclemency of the weather during the last two months, shipping to American ports is practically at a standstill.

There seems to be a feeling of uncertainty in regard to the English market for deals during the coming season. Just now it is almost impossible to make any conjecture, with a probability of ultimately being borne out, as to what will develop in regard to demand and prices. Buyers do not seem anxious to make contracts at

the high prices which characterized last year's purchases.

Compared with this particular season of other years the stocks of English deals at this port are small; from 8 to 10 millions at the outside constituting the whole.

Owing to the general hang up of logs in the upper St. John districts in the spring of 1903, the mills in this vicinity and in most of the up river sections will be compelled to wait until the spring freshet has brought out the logs now stranded in the river (mostly above Grand Falls, a few million below) before they can begin to saw, as the stocks of logs of the local manufacturers (with one exception) are too small to warrant starting the mills. It will therefore mean the 15th or 20th of May before the first of the logs reach here and not before mid-June will there be any large amount of deals of 1904 manufacture ready for shipment.

Reports from the Miramichi and Restigouche districts indicate larger cuts of logs, both cedar and spruce, than usual. The cut for the entire province, however, is estimated to be not above the average, for although an effort has been made on the part of some operators to bring out more than usual, yet there has been a scarcity of men, and in addition to this the continually increasing distance over which logs have to be hauled makes it more and more difficult to get the work done.

In spite of the unusually heavy fall of snow and intense cold of the winter in some parts of the province, there is really no more snow in the woods than there was at this time last year, and prospects for a good season's driving are not any better or worse than in other seasons. If spring comes rapidly, successful driving may be

looked for, as the lumbermen are now almost ready for it and will be quite prepared when the time comes. The browing of logs is not yet completed, but another ten days will see this work finished in most places.

ST. JOHN, N.B., February 27, 1904.

CANADIAN LUMBER SHIPMENTS.

From Halifax, N.S.: Str. Pretorian, from Liverpool, 1,345,000 ft. spruce deals, value \$16,002. Schr. Onora, for Demerara, 90,000 ft. pine boards, value \$1,170; 54,000 ft. spruce boards, value \$653.

From St. John, N.B.: Schr. Joseph Hay, for Providence, 132,447 ft. plank, 6,841 ft. scantling, 652 ft. deals, 451,000 laths. Str. Manchester Commerce, for Manchester, 4,640 bundles box shooks, 832,021 ft. deals, 76,238 ft. scantling, 14,807 ft. ends, 38,158 ft. boards. Str. Concordia, for Glasgow, 369,745 ft. deals, 8,493 ft. ends. Str. Montrose, for London, 36,675 ft. boards, 266 bundles mouldings, 3,273 doors, 1,478 maple blocks. Schr. Sebago, for Bridgeport, 8,505 ft. boards, 208,930 ft. scantling, 127,739 ft. plank. Str. Lake Champlain, for Liverpool, 373 pieces oak lumber, 668 pieces walnut, 15 maple logs, 125 elm logs, 43,560 ft. spruce boards, 386,495 ft. deals, 66,391 ft. scantling, 11,345 ft. ends.

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