

NEW BRUNSWICK LETTER.

[Regular correspondence CANADA LUMBERMAN.]

AMONG the mills doing good work this season is that of C. I. Prescott, Albert, which is cutting over 45,000 feet per day. In the plant is a lath machine, which for two hours one day recently manufactured one bunch per minute, which is 6,000 an hour, or at the rate of 60,000 per day. The firm think they take the cake on this work.

The mills of the province are at present very busy.

The Snowball mill at Chatham is running, giving employment to 200 men.

Gibson's new saw mill, at Blackville, will cut from 30,000 to 40,000 feet per day.

The drives are all out in the main Tobique, except McCalm & Esty's and Giberson's.

G. D. Prescott's steam mill at West River is cutting 32,000 feet of deals per day, besides boards and ends.

Stetson, Cutler & Co. employ 150 men and boys in one of their mills. They have recently added in one of their mills a Prescott band saw and edger.

Burn's portable saw mill, which was at work near Bloomfield, was destroyed by fire the early part of the month. It will be replaced at once by another mill.

A raft of 60 joints of logs, belonging to Chas. Stillwell, of Waterloo, while in tow of the tug Martello, was broken up and went ashore in a northeast gale a few days ago.

A despatch here from Mobile states that the schooner Anne E. Valentine, lumber-laden for Port Liman, dropped her anchor and went ashore in seven feet of water.

There is some talk of the erection of a large pulp mill here, in which New York capitalists are believed to be interested. But at this writing nothing definite has developed.

The shingle sawyers and bunchers, of Restigouche county, want 11c. and 14c. a thousand instead of 8c. and 11c., the rate last year. It is doubtful if employers will go to the request.

In place of shipping by rail this year, D. F. George, of Fredericton, will ship by schooner, thus saving, so he says, about \$1.50 a cord on hemlock bark, which is the particular stock he ships.

All the drives of lumber on the south branch of the Oromocto are on the rafting-grounds. There has been about double the quantity of lumber got out on these waters this season compared with last.

It is uncertain yet whether A. Cushing & Co. will rebuild their mill recently destroyed by fire. In the meantime they are having their logs cut at Flewelling's mill on the Kennebecasis, the mill to run at night for that purpose.

A log train is being run on the C. P. R. between Magaguadavic and Vanceboro, and will be continued until about the last of June. The logs which are being piled for Messrs. Murchie & Sons, of St. Stephen, are dumped into the St. Croix at Vanceboro. About 40 car loads are carried from Magaguadavic every day.

Newcastle is the centre of an extensive lumber business this season. W. A. Hickson's saw mill has been running since the first of the month and employs about 150 hands, and cuts about 9,000,000 ft. of spruce lumber, 1,000,000 shingles and 4,000,000 laths. Messrs. D. & J. Ritchie's Lumber mill is also in active operation. The mill employs 200 men and cuts about 14,000,000 of spruce lumber, 7,000,000 lath, 2,000,000 pilings annually.

St. JOHN, N. B., May 25, 1895.

MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

PATIENCE is a virtue which needs to be freely exercised in the lumber business these days. This has not yet brought to the lumbermen of the Saginaw Valley that share of trade which they had reason to hope for in the month of May. Trade has improved over April, but falls short of what had been anticipated. Firms who have given the matter thought say that the volume of trade will fall fully 25 per cent. below that up to the years preceding the panic of 1893. It sounds very like a chestnut to say that no doubt business will be better in the month to come, and yet there is reason to think that this will really be the case. Logs will commence to arrive from the Canadian shore in large numbers shortly and will be speedily cut into lumber by the mills here. In a comparatively short time this cut will be placed on the market, and the view is entertained that stocks are just running bare enough at distributing centres to make the demand larger than some hold will be the case.

The Tittahawsee River Booming Co., will bring down about 22,000,000 feet of logs.

Rail shipments from Saginaw points are increasing over water shipments steadily, and to an extent to discourage vessel owners.

During the first four days of May there was shipped out from Bay City by vessel over 8,000,000 feet of lumber intended for Buffalo, Tonawanda and Ohio ports.

F. W. Gilchrist, of Alpena, and who has large lumber interests in Canada, is also owner of a large fleet of lake vessels, and expects to do a good trade this season.

Albert Pack, of Alpena, well-known to Canadian lumbermen, and one of the most enterprising members of the trade in this state, has been re-elected member of the police commission in that city for five years.

The saw-mills at Cheboygan expect to cut about 40,000,000 feet more lumber this season than last. The tug Mocking Bird is preparing to take boom sticks from Tawas to French River, making ready for the season's rafting.

The Canadian propeller Enterprise, which has come into the possession of F. W. Gilchrist, of Alpena, has been remodelled, at a cost of about \$20,000. She is now known as the Norseman and made her first trip to Cleveland with a cargo of lumber and cedar posts a few days ago.

During April the lumber shipments from Saginaw were:

	Feet.
Chicago.....	1,950,000
Toledo.....	600,000
Tonawanda.....	400,000
Port Clinton.....	390,000
Cleveland.....	370,000
Total.....	3,660,000

A good reason prevails for expecting that many logs will be tied up at different points in Michigan this year. Rains during the past few days have helped matters some, but not to the extent that will be necessary to relieve the logs. The waters are very low. Such conditions, however, may help prices.

The annual report of the St. Mary's Falls Canal, at Sault Ste. Marie, for 1894, which has just been completed, shows that during the year 722,785,000 feet of lumber passed through the canal, and that the freight rate was \$1.90 per thousand, yielding a revenue of \$1,373,297.20. Iron ore heads the list, but lumber comes second.

A change that is showing itself in methods of lumbering is the growing of Saginaw as a distributing centre. The prediction was made some years ago that the time would come when there would be as much lumber come to the Saginaw river cities by water as would be sent out, and the developments of this year seem to indicate a confirmation of this prediction. Some large shipments of lumber are coming here from Lake Superior and other points. W. B. Mershon & Co. have purchased 14,000,000 feet to come here from Lake Superior points. The same may be said of several Bay City concerns. Lake Superior lumber is going to cut a growing figure in transactions from this time out.

SAGINAW, Mich., May 23, 1895.

AN AUSTRALIAN LETTER.

MESSRS. E. B. Clifford & Co., of Sydney, N.S.W., write as follows to the LUMBERMAN, furnishing some interesting particulars of trade conditions in that country, and particularly the uses to which Australian woods are placed. They say: "Our export lumber trade has been very narrow and small up to the present time, but there is not the least doubt that when New South Wales hardwoods get well known, that a large demand will exist for them. Of the durability of these woods we will mention later. A proof of their durability for wood pavements is shown by the fact that on one of our busiest streets, subject to heavy travel, the pavement of native woods has been in existence for the past eleven years. These woods were laid in the first place in a very primitive method, viz.: one batten between each row of blocks, which made it a kind of a corduroy road. These same blocks have recently been taken up, and found to be as sound as the day they were put down. Each block had one inch taken off the ends, making them five inches instead of six inches, and on examination were found so sound that fresh blocks were not used, but the old blocks were put down again. These five inch blocks are now expected to last fifteen years, which in a climate like this should prove the durability in your climate of double the time.

"The woods used by the city corporation, also throughout the colony, for pavement purposes, are blue gum, black butt, spotted gum, mahogany, tallow wood, iron bark and turpentine. I may mention that these woods are now being largely shipped to London, Eng., in lengths of 3 feet to 16 feet, 9 inches wide by 3 inches thick, and great supervision is exercised on this side in shipping them. A government inspector is retained to inspect the brand and pass each piece before shipping. This consequently means that what he brands is first-class and fit to go into any building in this city, and is used in all of our streets. We can get and send you sample

blocks of each of these woods in sizes as used by our city corporation. If your railways require a sleeper of our New South Wales iron bark I can send you over one if you will let us know, and all you would have to pay would be the freight on it. The sleepers used in this part of the world are 9 feet long, 10 inches wide, 5 inches thick. These would cost 3s. 9d. per sleeper f.o.b. steamer or sailing vessel. These sleepers would be passed by our government inspector, and when they are are passed by him they go into the very best work. They have been proven to stand all the trouble of water and rainy weather. Shifting ashes from the fire will not burn them. There are sleepers down now and being used by our railways for the past twenty-eight years, and are almost as sound as when first put down. They are run over daily and likely to remain for the next eight or ten years. We can get iron bark for bed plates for your engines, or for any heavier work that you might contemplate. This wood will last under water and under ground a very long time. Its density of weight is also in its favor, and is allowed by old hands to be superior to any known wood."

SYDNEY, N. S. W., April 15, 1895.

A BRITISH COLUMBIA SUIT.

THE following letter from Robert Ward & Company, Ltd., Victoria, B. C., explains itself:

"We have a copy of the May issue of the CANADA LUMBERMAN, and observe therein an item regarding the decision rendered against us in an action with John Clark. The facts of the case are that John Clark, ship-builder and ship owner, owed us some eight thousand dollars, and gave what we believe to be a fraudulent judgment in favor of his son, John Clark, Jr., and Isaac Hennigar, for a sum approximating \$8,000, and under these judgments the sheriff seized what property John Clark, Sr., possessed, and John Clark, Jr., purchased the property, stating that he had paid Hennigar himself. We, however, obtained an injunction from the Supreme Court restraining the defendants from interfering in any way with the property they had just purchased. In the meantime John Clark, Sr., left the country, probably with a view of avoiding criminal action on our part. He, however, wished to consult with his partners, and returned here, as he thought, unknown, and kept in hiding. We succeeded in obtaining information as to his whereabouts and had him arrested on a case, and lodged in jail. The defendants, John Clark, Jr., and Hennigar, thereupon applied to the Court, raising the unique point that by seizing the person of John Clark, Sr., our judgment was satisfied, and that we had no further right to restrain defendants from disposing of the property in question. This the Court held good, and ordered the release of Defendants Hennigar and John Clark, Jr., from the suit. This judgment, however, was appealed to the Divisional Court, and the judgment reversed. John Clark, Sr., was never released, and is still a prisoner in the Provincial jail."

NEWS AND NOTES.

—Sawyer Bros., of Coldwater, Ont., intend putting a new Valentine planer in their mill.

—The W. C. T. U. of Victoria, B. C., will probably send a missionary to the lumbering district on the mainland.

—Chew Bros., Midland, Ont., have put up a fine new mill, adding a 20 x 24 engine, and new band and gang mills.

—The Georgian Bay Box Co., Midland, intend putting in fuel pipes in their large box factory, also a blower for refuse shavings, etc.

—A hand sawyer named D. B. Dickson, while working at the Brunette saw mills, New Westminster, B. C., was struck by a large cant of timber and severely injured about the head and legs.

—The steam barge New Dominion is reported to have sunk in the Georgian Bay, eight miles from Parry Sound. The vessel carried 250,000 feet of lumber, which was insured. The crew is said to have reached shore safely.

—The Victoria Harbor Lumber Co. have put in a new band mill, made by the Wm. Hamilton Mfg. Co., of Peterboro. They have also erected a new burner. Their large mill will commence operations about June 1st.

Mr. Theodore Ludgate has resigned a position in the Crown timber offices at Peterboro, Ont., to accept the management of a large lumbering business at Traverse City, Mich. Before his departure he was presented by the citizens with a complimentary address and a gold watch and chain.

—D. Sprague, of the Winnipeg saw mill, has received word that his log drive of 6,000,000 feet has been successfully floated into the main stream of the Rosseau river, and it is not expected that there will be any difficulty in getting the logs to Winnipeg. The first part of the drive will reach Winnipeg early in June.