

THE OTTAWA VALLEY.

(Correspondence of the CANADA LUMBERMAN.)

Business is almost at a standstill in local lumber circles, and comparatively little shipping is being done. Prices have remained steady for the past month, and it is not likely that they will undergo any change till the opening of the spring export trade. A prominent shipper stated to-day that the prospects for the spring shipping to the European and American markets are exceedingly bright. Freight rates promise to be reduced on ocean bottoms, as greater facilities will be afforded by the increased number of vessels which will be available for the lumber trade. The export trade promises to open early this season, and set in with a rush at that.

There is now standing in Ottawa yards a good supply of seasoned stocks suitable for the English market, and these will be required just as soon as they can be shipped. The Ottawa lumber business has now practically recovered the standing it lost by reason of the fire, and the coming season's shipping promises to be strong and steady.

In the local planing mills there is a fair run of work on stock stuff, doors, sashes, etc. As soon as building operations are resumed in the spring on a large scale, as they undoubtedly will be, greater demands will be made on the output of these mills, and work will increase accordingly.

Mr. J. R. Booth is hauling considerable lumber from his limits by railway. A branch road tapping these limits connects with the Parry Sound branch of the Canada Atlantic Railway, over which the logs are hauled direct from the limits to the Ottawa mill. At the mill they are manufactured into lumber direct from the cars and are thus ready for shipping and piling in short time. If these logs were transferred by the waterway, they would not arrive at the mill before August next, many of them only in time for the following summer's cutting. Mr. Booth's mill is partly employed cutting the supply of logs brought by rail, and thus work is supplied in the mill and yards to a large number the year round.

The Hull Pulp Co., which was recently incorporated with large capital, has applied to the Hull city council for exemption from taxation. The company proposes to erect a large pulp mill on the site of the Hull Lumber Co.'s mill which was destroyed in the April fire. Amongst other capitalists interested in the project are H. K. Egan, W. C. Edwards, M. P., and Hiram Robinson.

The E. B. Eddy Co.'s new establishments have been fitted throughout with automatic sprinklers, furnishing a safe-guard against the spread of fire. Water pressure is furnished from a large tank placed on an elevated platform near the mills.

Early in the spring building operations will commence on fibre ware and tub and pail factories, and the large paper mill will also be erected. The match factory and paper mills erected during the last summer and fall are running full time.

Mr. W. H. Rowley, secretary treasurer of the E. B. Eddy Co., is one of a number of capitalists who have organized a company with the purpose in view of developing the pulpwood industry of Quebec Province. Mills will be erected at a suitable point.

Reports received in Ottawa from the woods go to show that the lumbering operations are progressing favorably. Early in the season a lack of frost was complained of, but this condition has been remedied by the weather king. A considerable quantity of pulp wood will be taken out where possible this winter.

Mr. J. R. Booth has a large gang of men at work making extensive rock excavations on and near the site of the McKay Milling Co.'s mill which was destroyed in the April fire. Mr. Booth purposes erecting a large mill on the site, but whether it will be a pulp or grist mill he will not say. The water courses are also being deepened and widened to improve the water power.

Mrs. J. M. Carrier, relict of the well known lumberman of that name, died last week at the family residence, Ottawa, at a ripe old age. Deceased was widely known in and about Ottawa.

It is rumoured that Bailey Bros., of Aylmer, purpose rebuilding their saw mill which was burned down last summer. Before the fire the firm was cutting lumber for Mr. A. Fraser, of Ottawa.

OTTAWA, Feb. 14th, 1901.

The Timber Trades Journal reports the following charters: Str. Vimiera, Miramichi, N.B., to Ayr, Belfast to Londonderry, 515 3d; steamer of 600 tons, Bay Chaleur to east coast Ireland, 50s; two steamers, Quebec to Spain, 62s 6d.

Up to February 1st the trans-Atlantic shipments of lumber from the port of St. John, N.B., by the winter liners were 12,094,824 feet, valued at \$128,722, as compared with 11,108,006 feet, valued at \$156,040, for same period one year ago.

TIMBER LIMIT SALE.

An important timber berth sale took place at the Crown Lands office, Fredericton, N.B., on February 13th, when sixteen berths, all but one of which are located along the Nepisiguit river, were disposed of. The great interest taken in the sale was shown by the many prominent lumbermen in attendance, among whom were F. W. Sumner, of Moncton; Henry Hilliard, of St. John; P. J. Burns, Geo. Robertson, Frank Curran and O. F. Stacey, of Bathurst; A. J. H. Stewart and C. A. C. Bruce, of Chatham; E. Sinclair, of Newcastle; George Moffatt, of Dalhousie; W. P. Lowell and Wm. Engel, of Bangor, Me.; Frank Todd, St. Stephen, and J. R. McConnell, of Marysville.

The first berth offered, two miles on Powlogan river, north of St. John road, was bid in by Frank Todd, St. Stephen, at \$11 per mile.

Fifteen berths on the Nepisiguit, aggregating 120 square miles, were each bid in by J. H. Barry, of Fredericton, at the nominal price of \$8.50 per mile.

The sale netted the crown lands department \$1,042, whereas it was expected that the receipts would be several thousand dollars.

ST. JOHN LUMBER SHIPMENTS.

Following are the lumber shipments from the port of St. John, N. B., for the week ending February 16th: Per steamer Manchester Importer, for Manchester—1,532 pieces poplar lumber, 687 bundles maple flooring. Per Lake Champlain, for Liverpool—1,013,009 feet deals, 45,931 ft. scantling, 54,070 feet ends, 765 feet boards, by W. A. Mackay; 7,176 bundles box shooks by A. Cushing & Co. Per Loyalist, for London—122,529 feet deals, 52 pieces elm logs, 19 pieces ash logs. Per schooner C. R. Flint, for City Island—17,084 feet boards, 51,997 feet scantlings, 72,197 feet plank, 145,346 feet deals, by Stetson, Cutler & Co. Per Bengore Head, for Belfast—380 pieces deals, 300 standards deals, two carloads maple blocks, 40 loads timber.

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The new shingle mill of John Collins at Honora, Ont., was burned last week.

Boliver's saw mill at Baker's Settlement, Lunenburg County, N.S., was destroyed by fire recently.

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