

A PROGRESSIVE LUMBER FIRM.

AMONG the lumber firms in Nova Scotia perhaps that of Dickie & McGrath, of Tusket, is now most favorably situated for doing a large business. This firm is composed of Mr. Alfred Dickie, of Lower Stewiacke, and Mr. Thos. N. McGrath, of Tusket, portraits of whom appear herewith, together with a view of the river front and saw mill. About one year ago they purchased the steam mill and extensive privileges of the Tusket River Lumber Co., and have since



MR. ALFRED DICKIE, Lower Stewiacke.

made some very important improvements to the property. They have put in new furnaces, new box machine, a 1,128 ft. log chaser, live rolls and other improvements, and have now a daily capacity for sawing 40,000 ft. of long stuff, 30,000 bbls., and 400 boxes. The box machine is sometimes used for sawing lobster-trap sills and shingles. Their annual cut is about 8,000,000 feet of logs.

There are loading facilities at their mills for



MR. THOS. N. MCGRATH, Tusket.

crafts of about 200 tons, while at a short distance is a good wharf at which vessels of some 500 tons can lie. Formerly vessels of greater capacity than 500 tons, loading the output of this mill, had to lie in Yarmouth harbor, which meant freighting the lumber nine miles by cart or train; or these vessels could anchor in an exposed position at the mouth of the Tusket river while the cargo was being lightered down to them. In the first instance the expensive freighting absorbed a large percentage of the profits, while in the second it was impossible to make a favorable charter, as the harbor facilities at the

mouth of the Tusket did not come up to the ideas of the vessel men.

The lumber manufacturer, as is the case with his compeers in other lines of industry, is ever seeking to increase the margin between the cost of production and the market price of his commodity. Thus it was that Mr. McGrath, the energetic manager of the Dickie & McGrath Company, cast about for a more economical way of getting his output to market. A survey of the situation led him to believe that there was a good harbor for large ships there. He chartered the fine large Yarmouth ship Ruby, of 1,316 tons, with a Yarmouth man, Captain S. B. Robbins, master, as a preliminary step. When the vessel arrived, he arranged with Capt. Robbins and Capt. LeBlanc, of the steamer Ida Lou, to take soundings and make a survey of certain deep water outside the regular channel which serves the Wedge traffic. These gentlemen reported the discovery of a commodious channel running 7 and 6 fathoms (at low tide) which led to a pool of five fathoms, under the protection of Corporon's Cape and Birch Island, in which the Ruby could lie at single anchor and swing clear at all times of tide. Capt. Robbins was delighted with

mills. Mr. Dickie has shipped from Pictou this season about ten million feet.

A TIMBER SUIT.

THE Ontario government entered suit against Hiram Sibley, of Rochester, James Beringer, of East Saginaw, and James T. Hurst, of Detroit, to recover \$21,000 alleged to be owing for timber dues. The limits are situated in the district of Onaping Lake, and were sold to the defendants for \$71,000. Of this sum \$55,000 was paid, leaving a balance of \$16,000 and \$5,000 interest. Judgment was given in the Single Court for the amount.

Mr. Hurst gives the following statement of the case: "The firm of Hale & Booth, of Ottawa, owned the original grant of the land in dispute, and some years ago sold it to Hiram Sibley and Isaac Beringer, who in turn transferred it to me. I only hold a timber claim, and the government put in a man to scale my cut. I had to pay a certain amount per thousand for all I got out. After the timber was nearly exhausted, I found by my books that the lumber as sold to me did not figure up to within several million feet of what the government wanted me to pay for, and



SAW MILL OF AND RIVER FRONT DICKIE & MCGRATH, TUSKET, N.B.

the new anchorage and the approach thereto, and had no hesitation about bringing his vessel in.

Messrs. Dickie & McGrath secured a privilege along the water front and proceeded with the construction of a wharf, at which vessels of large size can lie afloat at all times of tide and to which navigation is open the year around. Vessels will be permitted to discharge ballast on the wharf. The firm will also bore a well above the wharf, from which it is expected a good supply of water can be obtained for vessels.

This firm has two steam tugs with which to tow their lighters down from the mill. They have lately constructed some of the largest lighters ever seen in these parts, having just completed one of a capacity of 300,000 feet. It is their intention to lighter the lumber down the river during the summer and autumn and pile it on the new wharf for shipment.

Besides their operations at this place, Mr. Alfred Dickie also owns and operates extensive timber limits in Colchester and Pictou counties. He has a large steam mill in connection with his Colchester property, on the Stewiacke river, which has sawn this season over ten million feet. The output of this mill is shipped from Halifax to trans-Atlantic ports. The logs cut on the Pictou county property are manufactured by portable

I refused to go on, when I found they would take no one's word or records but their own agent's, and the government brought suit against the original owners. Now the decision has been rendered, Hale & Booth will probably come here after me. If they do, I think I will be able to show that, instead of being in debt, the Canadian government owes me a small amount."

Peter Reid, of Lemesurier, Que., is installing a new engine and boiler purchased from the Jenckes Machine Co., of Sherbrooke, which will largely increase the capacity of his saw mill.

Mr. J. H. Walker, who for many years was manager of the Canadian Rubber Company's Toronto branch, has recently severed his connection with the company and established a wholesale agency for rubber goods at No. 88 Bay street, Toronto. Mr. Walker's long and valuable experience in handling this line of goods, coupled with his personal qualifications, will doubtless enable him to make satisfactory business connections and win success in his new venture.

McLaurin & MacLaren, of East Templeton, Que., have just started their new mill, which comprises two band mills, made by the Wm. Hamilton Mfg. Co., of Peterboro', Ont., and steam feed throughout. The mill was erected and built by Mr. T. N. Kendall, of Ottawa, who is now engaged in erecting lath and shingle mills for the same company. The live rolls and other machinery were supplied by the Chaudiere Machine & Foundry Company, Duke street, Ottawa. Everything went off in splendid shape, and satisfactory in every respect.