

## OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE water in the Ottawa is still very low, and vessels are constantly getting aground on banks of saw-dust. More islands (sawdust) appear in the river than are laid down in the geographies. Some difficulty is experienced in getting into the Rideau canal locks.

The cut at the Chaudiere mills this season will fall short of that of 1894 by some fifty million feet. It must not be inferred that the lumber business in this city is declining. The shortage is due to other causes which may not occur again.

The municipal census shows the population of Ottawa to be 49,674, and places it fourth in size among the cities of Canada. Ottawa owes this largely to the lumber trade.

For the five months, May to September, both inclusive, the number of rafts reported at Ottawa through the Rideau canal was as follows, for the months named:—1895, 1; 1894, 0; 1893, 7. The Rideau does not appear to be much of a route for rafts.

The project of a canal to the Georgian Bay by way of the Ottawa River is not a new one, but it has taken on new life and is being boomed for all it is worth. Mr. Macleod Stewart is the most active promoter. If carried out it will have an important influence on the lumber trade.

After six years of litigation Antoine Ratte, proprietor of a boat livery in this city, has recovered damages from the Chaudiere mill owners for dumping sawdust into the river. The millmen were made joint defendants and the damages were divided as follows:—J. R. Booth, \$1,827.77; Perley & Pattee, \$879.14; Bronson & Weston, \$879.14. The costs in the case are very large. Mr. Ratte entered a similar suit twelve years ago, which went to the privy council, and now he is in a position to enter another action for damage done since the suit just decided was entered upon.

A statement having been put forth that Mr. J. R. Booth, the great lumberman, who is building the Ottawa, Arnprior and Parry Sound Railway, had brought outsiders here to work for 90 cents a day, that gentleman has referred doubters to his pay rolls, which show that \$1.25 a day was the lowest paid during the summer. During the winter some men did get from 90c. to \$1.10 a day of 8 or 9 hours, doing work which was not really required till the spring. To men in the woods Mr. Booth pays \$17 to \$24 per month, according to the nature of their employment.

Canadian firms have sent between 6000 and 7000 men into the woods this year, and United States firms operating in Canada about 2000 more. Wages average as follows:—Foremen \$50, cooks \$35, log cutters \$22, teamsters \$20, general hands \$18, road cutters \$16, all with board. The prospects for a good season are bright.

OTTAWA, Can., Nov. 22, 1895.

## BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE Everett mill men talk of shipping a cargo of shingles and siding by way of Cape Horn next spring.

An effort is being made to form a lumber association for the entire Pacific coast. The San Francisco men are working it up.

Reports from Melbourne, Australia, are to the effect that stocks of fir timber are exceedingly low, and that prices are stiffening. When the reduced tariff goes into effect on 1st January we expect a great impetus to our trade. The reduction being on sizes 12 x 12 and over, it will promote the shipment of large sizes at the expense of the smaller, but is nevertheless satisfactory to our millmen.

It is reported that the Ross-McLaren Lumber Co. are seriously considering the erection of a large cargo mill near Cape Caution; also that a Tacoma firm have a party looking up a site on the mainland, near the north end of Vancouver Island, for a similar venture.

Mr. Francis Rotch, manager of the Seatco Manufacturing Co., Bucoda, went to Central America on the Transit, the first steamer of the Puget Sound Central American line, to represent his mill and Tacoma merchants. Soon after his arrival he cabled an order from San Jose de Guatemala for 300,000 feet of fir lumber. So do new markets open up for Pacific coast timber.

A Norwegian ship, the Mathilda, of 2269 tons register, recently arrived at Vancouver, from Nagasaki, Japan, to load lumber and canned salmon for Buenos Ayres. She will likely be followed by others. This is a new departure in our west coast trade.

Shingles are an interesting topic here, but there is very little to report, trade for this year being practically over. So far as I know now, the amount of shingles produced this year will be about the same as last; and although not at present in a position to give the exact amount of the cut, I think about 125,000,-

000 is an outside figure. As to prices I can speak with more certainty, as I know that shingles have not been netting the manufacturers within 10 to 15 cents per thousand as much as they did last year. The reason of this is that we have had to compete with our neighbors in Washington. For example: We would have had no trouble in getting \$2.50 per 1000 for our extra 6 to 2's delivered in Ontario, but Washington parties issued price lists at \$2.35, and as a result we had to drop to \$2.35 and \$2.40. Possibly 25 per cent. of the cut of British Columbia has been sold in the United States this year at prices never below what Puget Sound manufacturers and dealers sold at, and in a good many instances 5 to 10 cents per 1000 more.

NEW WESTMINSTER, B.C., Nov. 18, 1895.

## NEW BRUNSWICK LETTER.

[Regular correspondence CANADA LUMBERMAN.]

ABOUT 80 schooners took cargoes of lumber at Fredericton for the United States this summer. Fully three times as much was sent in October as during the same month last year.

Men are being hired for the woods at wages ranging from \$14 to \$20 per month.

A number of men hired in this province for lumbering in Maine have been turned back at the frontier on account of the Alien Labor law. This seems to be a small business.

The cut of logs on the upper St. John this winter will be considerably larger than that of last year. The cut on the St. John above the Grand Falls will total about eighty millions. About twenty-five millions will be got out on the Tobique, which is larger than last year's cut. The cut on the Aroostook will fall short. The operators are Allan Hammond, who will get out about three million on Black Brook and Half Way Brook for Cushing & Co.; Robt. Aiken, who will cut about two million for Miller & Woodman at the head of the Madawaska, and Cornelius Hagerman, who has contracted to get out a million on the St. Croix for W. H. Murray.

Adams & Co., of New York, have bought all the New Brunswick property of the St. Lawrence Lumber Company—the Bathurst mill and property from the English bondholders, and the stores, tug-boats and other plant from the liquidators. The Burnsville mill and property they bought from the Merchants' Bank of Halifax. Men have been sent into the woods on both properties, and six to eight million logs will be cut this winter. Adams & Co. will construct the extension of the Caraquet Railway to Lacadie, for which subsidies have been granted.

ST. JOHN, N. B., Nov. 23, 1895.

## MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

NORWAY pine and hemlock are very much depressed in price at present. The former is selling at \$8 to \$8.50, the latter at \$7 to \$8. There is no money in them at such prices.

Nearly as much lumber has been shipped from Alpena this season as from the Saginaw river, that is by water. This is quite a change.

The Mosher failure is still a fruitful source of discussion in the Saginaw Valley. The liabilities, according to the latest statement, are not far from \$1,000,000.

Four large steel pontoons, 30 feet long and 12 feet in diameter, have been built at Bay City, to be used for raising the steamer Cayuga from the bottom of Lake Michigan, where she lies in 101 feet of water.

The lumber shipments by water for October were only 17,840,000 feet, a very small showing for one of the closing months of the year. Up to date the shipments are 54,000,000 feet less than 1894, and 200,000,000 feet less than 1892. There is more lumber in proportion on the docks than usual. As for shingles, only 8,165,000 have been moved by water this season. Over 200,000,000 are handled here annually, an increasing number being transported by rail. In 1893 the Michigan Central and Flint & Pere Marquette each carried about 2340 car loads.

There has been a considerable falling off in the business of the Saginaw Valley, due partly to recent failures, partly to other causes. There will be large stocks held over. This will have an effect in curtailing the cut of logs, both here and in Canadian woods. There have been only about two-thirds the usual quantity of logs brought across the lake this season, and next year there will be less still.

J. T. Hurst and the Holland-Emery Co. cut 100,000,000 feet last year. This year they will not cut more than 20,000,000. They have, however, 30,000,000 feet hung up, so that they will have 50,000,000 feet for next season.

The Fair Haven Stave Co. have done a good business this season. They say fruit barrel staves are in large demand for

eastern markets, and that they will carry over nothing but a few No. 2 staves. Such a season was not expected and the mills did not stock up for it, so they are all pretty well cleaned out. The outlook for next season is uncertain. Timber is becoming scarce and dear, and prices are too low for staves and heading to enable a profitable business to be done. The Carey Hoop Co., of Harbor Springs, which makes coiled hoops, report trade in that branch fairly good.

The factory of the Improved Match Co., at Detroit, a branch of the Match Trust, was destroyed by fire Nov. 16th. Three persons were burned to death. The factory was working day and night. The loss is about \$45,000. The fire was started by an employee stepping on a match, and it spread with alarming rapidity. There is a lesson here to be careful with matches.

Colonel A. T. Bliss, of this state, owns a tract of 130,000,000 feet of fine white oak timber in Arkansas, about eighty miles from Hot Springs, and in view of the steady demand for quarter-sawn oak, is considering the project of organizing a company to erect a milling plant on the tract and manufacturing the timber.

The old passenger steamer Fountain City, which, in the sixties, was the largest passenger steamer on Lake Michigan, has been changed into a steam barge for the lumber trade, with a carrying capacity of 700,000 feet.

The Michigan Salt Co. has advanced the price of salt 5c. a bbl., which makes it 55 cents for fine.

Shaw & Tyman will run their saw mill at Sault Ste. Marie all winter.

The demand for men for the woods in the eastern end of the upper peninsula is greater than the supply. Several firms have agents at St. Ignace hiring men as they cross the straits, but when hired and their fare paid they have to be closely watched to prevent other agents from stealing them away at stations along the line.

Pack, Woods & Co., of Oscoda, have been re-estimating their pine, and find they have enough on the Au Sable waters to keep their mill going 5 years. They also have considerable on the Georgian Bay, and think they can saw it as advantageously at the mouth of the Au Sable as anywhere.

The Northern Michigan Hardwood Lumber Association held an important meeting at Traverse City recently to consider the depressed state of the market. They propose to curtail the output some 50 or 60 per cent. They say they do not desire to create a corner in hardwood, but simply to prevent it being slaughtered at rates which are unprofitable. The matter will be further considered at their December meeting.

The Henry Howard Estate, Port Huron, has not been three days without a special order on the head sawyer's slate this summer.

SAGINAW, Mich., Nov. 23, 1895.

**THOMAS PINK**  
MANUFACTURER  
OF  
LUMBERING  
TOOLS

SKIDDING TONGS  
CANT HOOK  
CANT HOOK CLASP  
GAFF  
SOCKET  
GAFF

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