

Province of Nova Scotia



LUMBERING in Nova Scotia, as in the other provinces, is an important industry, and one from which considerable revenue is derived. But when we speak of revenue, it is necessary to explain that the timber lands are not a perpetual source of income to the government, inasmuch as they are sold outright to private individuals, and no timber licenses are granted. In the province of Nova Scotia, excluding Cape Breton, which has little timber, the area of good timber land is estimated at 2,700,000 acres. Of this perhaps 2,000,000 acres are in the hands of lumbermen, the balance being held by the Crown, although it is said that no large tracts of valuable timber property are to be obtained. The perpetuity of the industry, therefore, rests upon the lumbermen themselves, who, we believe, are now giving some attention to the question of reforestation. In view of the fact that spruce will reproduce itself in a comparatively short time, it should not be a difficult matter to obtain a permanent supply. Among the manufacturers engaged in the export trade are the following:

Sheet Harbor Lumber Co.,	Sheet Harbor.
T. G. McMullen & Co.	Truro.
E. I. White & Son,	Sands River.
Prescott & Gillespie,	Shulie.
Newville Lumber Co.,	Newville.
Pugsley Bros.,	River Hebert.
H. L. Tucker,	Parrsboro.
Pickles & Mills,	Annapolis.
Blackadar Bros.,	Meteghan.
Emile Siehelin,	New France.
Chas. Burrall & Co.,	Weymouth.
G. D. Campbell,	Weymouth.
W. & G. Colp,	Mill Village.
J. & J. Coop,	Milton.
A. C. & C. W. Elderkin,	Eatonville.
Rhodes, Curry & Co.,	Amherst.
Clarke Bros.,	Bear River.
E. D. Davison & Sons,	Bridgewater.
Charles T. White,	Apple River.
Gold River Lumber Co.,	Gold River.
Alfred Dickie,	Lower Stewiache.
J. P. Mitchell,	Mill Village.
Harlow & Kempton,	Milton.
Hill, French & Co.,	Musquodoboit Harbor.
Kelley Bros.,	River Hebert.
Young Bros. & Co.,	St. Margaret's Bay.
Nova Scotia Lumber Co.,	Sherbrooke.
Shulie Lumber Co.,	Shulie.
B. B. Barnhill,	Two Rivers.
D. G. Campbell,	Weymouth Bridge.
S. P. Benjamin & Co.,	Wolfville.
Tusket River Lumber Co.,	Tusket River.
Dickie & McGrath,	Tusket.
R. Richardson & Son,	Bedford.
John Millard,	Liverpool.
Frank G. Nicol,	Granite Village.
Millar & Freeman,	Milton.
Wm. Chisholm,	Halifax.
H. Elderkin & Co.,	Port Greville.
Huntley & Apps,	Parrsboro.
Parker, Eakins & Co.,	Yarmouth.
H. W. Freeman,	Jordan River.
R. W. Hardwick,	Annapolis.
R. W. Kuisman & Co.,	Canning.

The annual cut of spruce is about 200,000,000 feet, while a much smaller quantity of hardwoods is taken out. Last year the value of the lumber exported from Nova Scotia was about \$3,000,000, but this was an unusually active year. The principal shipping points are Halifax, Parrsboro, Amherst, Bridgewater and Pictou, but there are

also a number of smaller ports at which vessels are loaded. The location of Nova Scotia, on the Atlantic seaboard, permits of an extensive export trade in lumber, Great Britain, South America and the West Indies being her largest markets. Previous to the imposition of the United States lumber duty of two dollars, a quantity of lumber was sold in the Eastern States, but that trade is now of little account.

This year the lumbermen of Nova Scotia have experienced a severe depression, owing to an overstocking of the British market last year and a consequent drop in prices. British deals have this year sold at from \$1 to \$2 per thousand feet less than last season, and the outlook at the present time is not altogether encouraging. As a result, a number of manufacturers are giving greater attention to other markets, such as the West Indies and South America, and we believe with success.

LUMBERING METHODS IN NOVA SCOTIA.

THE conditions under which lumbering was carried on in Nova Scotia up to about twenty years ago were quite different from those at present prevailing. While shipbuilding was the paramount industry, but little attention was given to the manufacture of lumber for export, but when it became unprofitable to build wooden ships, attention was turned to the saw mills. Formerly but very few mills depended wholly on exporting all their cut, most of them saving ship-plank, decking, and other timber required in vessel building, and only sawing the rough and otherwise unsuitable timber for shipbuilding purposes into deals, battens and deal ends, which were sent to St. John in small trading vessels. The mills up to the time mentioned were usually operated by water power, located at or near the mouth of some stream where small schooners could be loaded, and would be run two or three months in the spring, then again in the fall for a short time, when the summer drought was put an end to by the fall freshets. At that time a gang mill sawing thirty-five thousand superficial feet of deals between daylight and dark would be counted an exceedingly good mill.

A great many of the shipyards were equipped with rotary mills between 1870 and 1880, and when shipbuilding waned such experience had been gained in the handling of these mills by the operators that they naturally turned them to the manufacture of deals, some operators being very successful, which fact impelled other, but inexperienced, men into buying "rotary mills." These mills were made light, in order that they could be moved from place to place where a few hundred thousand feet of logs could be got together. Some mills would be moved four times during the year. They generally ran in the winter right in the woods, as near as

possible to the stump, the sawn lumber being much easier to haul to the shipping point than the round log to a convenient place to saw, and in this way at least one handling of the lumber would be saved. Usually the owner of the standing timber would cut and haul the logs to the mill, then haul the sawn lumber to the shipping point, paying the owner of the mill so much per thousand for sawing, although in some cases the mill owners would contract to deliver the deals at the shipping point, taking the whole contract for cutting, hauling and sawing. Again, some mill owners would buy a piece of timber land and operate it as he chose, while some would pay a certain amount per thousand feet stumpage, the result being in all cases the same, viz., employment for the mill.

The natural result has followed the introduction of this class of mills, viz., that spruce timber lands are very scarce and in great demand throughout the province. The objectionable feature of the portable saw mill is the large amount of refuse timber it leaves in the woods in the shape of heavy slabs, which in some cases would make a couple of boards or a piece of scantling. It is claimed that the labor of sawing it into shape, and the hauling, would cost more than it would be worth. In the last few years some of the careful operators have added lath and picket machines to their plants, and thus save what formerly was worse than wasted.

In the counties of Cumberland, Colchester and Hants the portable mill has had its greatest success these counties formerly being the great shipbuilding points and having a great quantity of timber without water facilities for drawing to tide water.

To a less extent the portable mill has been used in Pictou, Kings, Annapolis and Digby counties, while on the south shore there were but two or three portable mills. Along the Atlantic coast of the province there are some very good rivers which, in addition to providing log driving facilities, also furnish water power to saw the logs notably Moser river, Sheet Harbor, East and West rivers, Musquodoboit river, Lahave river, Liverpool river, Medway, Jordan and Shelbourne rivers. All these have large mills, while a number of lesser size also have mills in proportion.

There are a number of large steam mills, the logs for which are driven, the cost of steam power being less and more advantageous than water power, viz., at Sherbrooke, St. Mary's river, St. Margaret's Bay, Gold River and Tusket River, near Yarmouth. There are no mills of any size on the north, or, as it is called, the Gulf shore, the lumber there being sawn with small water power and portable mills. The Bay of Fundy waters have but three water mills of any size, two on River Hebert, and one on the St.