

THE WOOD INDUSTRIES OF CANADA.

hands of six or seven firms, four Quebec houses who have branch offices here, two Liverpool houses, and one Montreal firm.

The total shipments of last year did not vary much from the preceding one. Below we give particulars of shipments of each firm in 1894 and 1895:—

SHIPMENTS FROM MONTREAL, SEASON 1894.		Feet.
Dobell, Beckett, & Co.	...	44,368,013
Also 2,437,132 ft. loaded at Charlemagne.		
McArthur Bros. & Co., Limited	...	29,240,000
W. & J. Sharples	...	27,195,651
Robert Cox & Co.	...	25,859,909
Watson & Todd	...	20,096,020
J. Bursall & Co.	...	19,729,955
Total	...	166,488,628

SHIPMENTS FROM MONTREAL, SEASON 1895.		Feet.
Dobell, Beckett, & Co	...	43,763,072
W. & J. Sharples	...	33,839,854
Robert Cox & Co.	...	23,499,684
J. Bursall & Co.	23,922,944
McArthur Bros. & Co.	15,778,000
Watson & Todd	...	10,924,000
Export Lumber Company	...	8,474,000
E. H. Lemay	...	3,600,679
McLean, Kennedy, & Co.	...	370,275
Wm. Ross & Co.	...	531,857
Benson & Co.	...	16,830
Total	...	169,384,195

In writing about Quebec it was mentioned that the deal trade had shifted from that port, and the forest produce that at one time was shipped in the shape of square timber is now sent away from Montreal cut into deals and boards, and it is looked upon as impossible that the trade will ever revert to the old channels. The tendency of modern shipping operations is for vessels to load wherever possible at the head of the navigation, and a hundred miles or so up a good navigable river makes no increase in either freights or insurance. The removal of the deal trade from Quebec was the result of causes already explained, but it was taken away much sooner than would otherwise have been the case, in consequence of the arbitrary and unwarrantable conduct of the stevedores and labourers, who insisted on conditions the shippers were unable to accept, and claimed a higher rate of wages than that ruling in Montreal. Thus they drove the trade away and impoverished themselves.

Some square and waney pine, as well as birch and hardwood logs, are shipped from this port, but to carry on an extensive trade in timber there is not such good or ample accommodation as at Quebec, for there is here practically no rise or fall of the tide.

Montreal is practically a free port for shipping, and frequently lower freights are accepted than to Quebec. The shippers here, too, have a great advantage in being able to contract over the season with the steamship lines to carry sawn timber at a fixed low freight.

At the head of the list of Montreal shippers stands the name of Dobell, Beckett, & Co., and the resident partner is Mr. W. M. Dobell, the son of the senior partner. They were the first Quebec house to open an office here, and they have a timber-piling ground, and sheds for storing lumber under cover, situated on the Lachine Canal. In addition to the large season operations, they receive the bulk of their square timber by rail from Ottawa and the various points during the winter. It is prepared for shipment at their wharf, and stored in "moulinettes" on the ice, to be ready for shipment in the spring, as soon as the weather breaks.

The McArthur Bros. Co., Limited, have an office here in charge of Mr. G. M. Nicholson.

W. & J. Sharples also have an office, which is managed by Mr. Brennan.

The interests of Robert Cox & Co., whose operations in

lumber are well known in the Liverpool market, are attended to here by Mr. S. Barker. The following are the totals of this firm's shipments during the past five years:—

SEASONS 1891 to 1895.		Feet.
1891	...	22,613,387
1892	...	28,081,745
1893	...	20,901,801
1894	...	25,859,909
1895	...	28,499,674
Total	...	125,957,526

Watson & Todd, who are also well known in the Liverpool market, are represented by Mr. Martin Power.

The Quebec shippers, J. Bursall & Co.'s office here is managed by Mr. J. D. Anderson, who has had a long experience in the Canadian timber trade.

Mr. E. H. Lemay has been shipping from this port to England for the past few years. He also ships to the West Indies and South America. Mr. Lemay is a member of the Harbour Commission.

The shipbrokers who most largely handle deal shipments are Elder, Dempster, & Co., McLean, Kenne ly, & Co., and Carbray & Routh. The shipments are made either in the vessels of the various steamship lines or by tramp steamers, and a considerable proportion of the tramp tonnage is loaded by Elder, Dempster, & Co. This firm was carried on under the style of Harling, Ronald, & Co., but last year it was amalgamated with Elder, Dempster, & Co. of Liverpool, and Mr. Harling, who was previously in the Canadian trade in Liverpool, came out to Montreal to work up the business, and this season they have loaded about 80 steamers at Montreal and Quebec, and have probably done the largest shipping business at this port. During the season of 1896 they have forwarded to England 22,500 standards of deals as follows:—10,000 standards to Bristol, 7,500 standards to London, and 5,000 by tramp steamers to various ports. They are agents for the Dominion Line freight boats, which run to Bristol and London.

The view of Montreal Harbour given is taken from the Custom House, and shows Commissioners' Street, in which thoroughfare many of the timber shippers' and shipbrokers' offices are situated.

There is only one export saw-mill in the vicinity of Montreal, the Mona Mill, owned by the Hon. J. K. Ward. It is on the Lachine Canal, about two miles from the centre of the city. Mr. Ward's limits are situated along the River Rouge, a tributary of the Ottawa. The logs are ratted at the mouth of the Rouge in cribs, and come down the Ottawa River to Lachine, being towed down the canal by steamers. The product is disposed of in the United States, British, and local markets. In addition to the lumber manufactured at the mill, Mr. Ward purchases a considerable quantity in the Ottawa district, his annual transactions averaging from 15 to 20,000,000 ft.

The Hon. J. K. Ward was born in the Isle of Man in 1819. He served as a carpenter for some years, and in 1842 emigrated to the United States, and shortly afterwards entered into business at Troy, N.Y., purchasing a planing mill, which he successfully conducted until 1853, when he removed to Canada. After prospecting for a time, he purchased a mill property on the Maskinonge river, in the province of Quebec, where he spent ten years. In 1863 he moved to Three Rivers and took over the property of Norcross, Philips, & Co., which he afterwards sold to an American firm, and commenced business at his present place. Mr. Ward has always taken a deep interest in the question of forestry.

The office of the Charlemagne and Lac Ouareau Lumber Company, Limited, are here; also the offices of the Tourville Lumber Company, and the Export Lumber Company, of New York, who export largely to South America, have a resident agent in the city during the shipping season.

