

NOVA SCOTIA LETTER.

[Special Correspondence of the CANADA LUMBERMAN.]

The winter, generally speaking, has been above the average for carrying on lumber operations, although the snow came rather late and went off to soon to suit the most of the operators. The hard weather during December and January enabled lumbermen to make excellent preparations for work, and when the snow did come, about the 25th of January, the quantity was just right for carrying on the work to the best advantage, and there was no lost time on account of broken weather. Every day was such as to permit of work, until the rain came about the 4th of March, when the most of the large operators decided to close the principal part of their operations, and only work a small number of men where they could do so to advantage.

The prospect in the early part of the winter was that considerably more than the usual cut would result, especially if the weather ran pretty well through March, but as the fourth of March nearly closed operations, a cut of about three-quarters is all that can be counted on.

The feeling generally amongst lumbermen is for a fairly good market this season. Some of the principal commission houses of Boston and New York have sent their men through the lumber sections of the province soliciting consignments, and they report the outlook for the year better than for some years past.

The advance in price in the English markets for deals, together with the comparative light supply for the season, prompts the mill men who have gang mills to cut for that market. The old rule in whist, "Lead trump when in doubt," can be applied with a slight change, thus: "When in doubt, saw deals"—they always sell.

The portable saw mills along the line of the I. C. R. from Westchester towards Halifax have been fully employed sawing deals to be shipped via Halifax, which are now being forwarded by rail for early shipment. Below are some of the principal men in this business:

T. G. McMullen & Co., of Truro, ship from twenty five to thirty million feet. This firm built a new mill at Ellershous, on the Dominion Atlantic Railway, last fall. The machinery was supplied and put in by the Watrous Engine Works Co., of Brantford, Ontario; the power is water, and the mill is the celebrated "Allis" brand, with all the modern appliances for taking logs into the mill and hauling the sawn product. The firm expect to have five million feet sawn there this season. Every Canadian Province has its "lumber king," and Mr. McMullen enjoys that title for this province—although it is said he is hard pressed to retain it by several other lumbermen, prominent among whom are J. W. Hickman, Amherst, and E. D. Davison & Sons, of Bridgewater.

W. J. Kent, Truro, ships from eight to ten million feet of deals, sawn principally by portable mills in the vicinity of Truro, Debert and Shubenacadie.

L. R. Rettie, Truro, runs two portable mills in Hants Co., sawing about two and a half million feet.

R. C. Ervin, Shubenacadie, has a portable mill a few miles out, and saws one and a half million feet.

Lantz & Co., with a steam mill at Milford Station which saws, in the summer season, one million feet, also have a portable mill which they run in the winter near Enfield Station. Their cut is about seven hundred and fifty thousand feet in this mill, a part of which is hardwood.

There are a number of portable mills in other sections along the I. C. R. and a few miles back, which also run in the winter, sawing lumber for different parties who sell to the principal shippers.

There is one industry in Truro which it would not be fair to pass with a word, as the firm use a large quantity of logs that is not otherwise of much value. The firm is John Lewis & Son. The principal wood they use is white birch, from which they make shoe pegs, shoe sole stiffeners, lasts, and capsules for bottles, besides a variety of small wares along these lines. The white birch is valuable for spool wood, and a few years ago there were

several mills making spool squares, but utterly the supply was not sufficient to keep the mills going, and they removed to other places. The Messrs. Lewis buy the white birch along the line of railway in small lots from the farmers. They employ about thirty hands, some of whom are girls, said to be better for some of their work than the sterner sex.

The largest mill in this section of country is at Stewiacke, owned by Alfred Dickie. The mill is steam power, gang and rotary, capacity, seventy-five thousand ft. per day of ten hours. Mr. Dickie's intention was to get out twelve million feet this season, but the early breaking up of winter has resulted in reducing it to ten million feet. He cuts deals and ships from Halifax. T. N. McGrath is the superintendent of Mr. Dickie's logging and milling operations, and the results in both branches of the business prove him to be a very efficient man. Mr. Dickie owns



DOUGLAS FIR TREES ALONG BURRARD INLET ROAD, NEAR VANCOUVER, B. C.

large areas of timber land on the Stewiacke river, and keeps adding to it whenever opportunity occurs. The logs are driven about forty miles. The mill is at the head of tide water alongside the I. C. R. The deals are loaded directly from mill onto cars, so the extra handling is saved, and he certainly gets the "maximum of work at the minimum of cost" in his lumber operations.

William Chisholm, of Halifax, has mills at Sheet Harbor, about eighty miles east of Halifax, on the Atlantic coast. He is a successful lumberman. The mill is water power, gang and rotary, and saws principally English deals, ships in schooners to Halifax, thence by steamer or sailing vessel as opportunity offers. His cut this year is about five and a half million feet. He controls all the timber tributary to the East river, Sheet Harbor, and has facilities for dressing lumber for any market. Mr. Daniel Chisholm is superintendent.

Hill & French, Musquodoboit Harbor, thirty miles east of Halifax, on the Atlantic coast, are also good examples

of successful lumbermen. Their mill is water power, gang, with lath, box, stave and heading machines. The output this year will reach five million feet. They, with Mr. L. Hill, formerly owned the Ship Harbor property, but dissolved lately, Mr. L. Hill taking the latter. The mill was burned last summer. Mr. Hill is now cruising the Liscombe lands, and if satisfactory will build a mill there, and let Ship Harbor rest a while.

The Young Bros. Co., Ltd., Parrsboro, purchased the N. L. Todd & Co. property at St. Margaret's Bay, twenty miles west of Halifax, on the Atlantic coast. They are getting out about five million feet there, and will saw for the best market, English, American or South American. They are also logging extensively at River Hubert and Newville, Cumberland Co. Mr. D. P. Young superintends the two latter mills, and Mr. B. F. Young is moving his family to St. Margaret's Bay, and will superintend the mill there.

The Gold River Lumber Co., Gold River, N. S., are putting in about the usual quantity of logs—four million feet. They sawed all their logs out last year and will not start up until the new logs come in, about the 1st of June. Mr. T. G. Nichol, of Mahone Bay, is one of the principal owners and the manager. He has a rotary mill at Mahone Bay, which saws half a million feet, and is also lumbering at Mitchell Brook, Queens Co., N. S., getting out one million feet, with a portable mill to saw it.

E. D. Davison & Sons, Ltd., Bridgewater, are the largest operators in Nova Scotia. They control all the lumber on the La Have River, with two gang mills at Bridgewater, and one gang and rotary mill at Alpena, on the Nova Scotia Central Railway. They also buy lumber from small mills along this line of railroad, shipping their lumber from Bridgewater in the summer and Lunenburg in the winter. They saw largely for South America, Canary Islands and other places not so well-known to the ordinary mill man, and have the reputation of getting good prices.

Lunenburg county has more saw and shingle mills within its borders than any county in the Dominion. A mill owner has been known to take his team of oxen, working with head yoke such as is seen in very few places outside the county, go to the woods, get a log, haul it to the mill, saw it into shingles, load on his waggon, and go to Bridgewater or Liverpool, trade the shingles for a barrel of flour and take it home, taking three to four days' time in the operation. This he would call "business." While it may not be business in the ordinary acceptance of the term, it is getting comparatively quick returns. Lumbermen are proverbially hospitable, and Lunenburg lumbermen are no exception to the rule.

W. J. P.

There is an absolute necessity for advertising; there is great eagerness to compete for attention, and no one gets it unless it is by giving, as it were, so many strokes of the hammer, one after the other, to compel the people to notice what is going on.—W. E. Gladstone.

In New York, it is said, there are 500 men who make a living selling sawdust. They have invested a capital of over \$200,000, and are now doing a business of \$2,000,000 annually. Forty years ago the lumber mills were glad to have sawdust carted away; 25 years ago it could be bought for 50 cents a load; now it brings \$3.50 a load at the mills.

London, England, receives more deals from Sweden than from any other country, and half as many from Russia as from Sweden. She receives more from Russia than from the St. Lawrence and more from Norway than from New Brunswick. More than four times as many spruce deals are shipped to London from the St. Lawrence as from the Lower provinces, while the shipments to London of pine deals from the St. Lawrence is nearly equal to the aggregate of spruce deals thus shipped. London receives two-thirds as many deals from Finland as she does from New Brunswick.