

OTTAWA LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

DURING the past month a new lumber concern has been organized in the Ottawa valley, which will be known as the Hull Lumber Company. It will take over the business now being carried on by the firm of Buell, Hurdman & Co., as well as that formerly carried on by Buell, Orr, Hurdman & Co., of Hull. Application has been made for letters patent of incorporation, the applicants being A. A. Buell, of Burlington, Vt., W. G. White, of Albany, N.Y.; F. W. Avery and C. E. Read, of Ottawa, and J. M. McDougall, of Hull. The capital stock of the company is placed at \$600,000.

The Ottawa, Arnprior and Parry Sound and the Parry Sound Colonization railways have been amalgamated under the name of the Ottawa, Arnprior and Parry Sound railway. The Parry Sound Colonization Railway extended from Emsdale to Parry Sound and is about sixty miles in length. It was built by Mr. J. R. Booth some years before the O., A. & P. S. Ry. was mooted for the purpose of opening up the interior of the Parry Sound district to colonization, and also with the object of giving access to the lumber woods and bringing out the cut of logs from the interior to Georgian Bay, where they are towed to the American markets.

A sawdust explosion occurred under Wm. Mackey's raft of square timber while lying in the Ottawa river at the foot of the Chaudiere slides. Five men were sleeping at the lower end of the raft, which was composed of 95 cribs. The cribs were torn apart, breaking the huge boom chains, and the portion the raftsmen were on was floating down the river. After some difficulty ropes were thrown around posts on the raft above, from which they swung during the rest of the night.

Mr. J. W. Todd, who has been looking after the interests of Messrs. Watson & Todd in the Ottawa valley for the past couple of months, has returned to England.

Mr. J. B. McLaren, the noted lumberman, has been investing in British Columbia mines, having recently purchased 1,300 shares in the Le Roi mine, Rossland, for \$6,500.

The square timber which passed down the Ottawa river en route to Quebec was of excellent quality. Mr. Mackey's raft is from Mattawa and Mr. Klock's from the Quinze.

The lumber exported to the United States during the past twelve months was valued at \$1,835,758.31, as compared with a value of \$1,742,265.84 during the previous twelve months. The figures for the quarter just ended were \$565,361.96, as compared with \$510,683.70 during the corresponding quarter of last year.

OTTAWA, Ont., July 24, 1896.

NEW BRUNSWICK LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

Good progress is being made this season with log driving by Mr. Fred Moores, who has the contract from the St. John River Log Driving Company. About one hundred and fifteen millions of lumber were driven into the corporation limits this spring, and of this quantity about one hundred and twelve millions are in the Fredericton booms. There are still about three millions between here and Grand Falls, which he expects to get in within a few weeks. The boom company has already rafted sixty-seven millions, and will easily accomplish the work within the season if the lumber is forthcoming.

S. H. White & Co., of Sussex, may now be said to be among the largest lumber operators in the province. They have recently purchased the extensive mill and lumbering property of the Alma Manufacturing Company in Albert County, which, it is said, in addition to the fine water power mills in excellent order, contains a large store, warehouse and five comfortable dwellings and thirty-five thousand acres of excellent wood land. The price paid is said to be in the vicinity of \$35,000. Messrs. White & Co. also purchased a short time ago the mill property at Point Wolf, which was owned by Geo. J. Vaughan.

Mr. J. W. Todd, of the lumber firm of Watson & Todd, Liverpool, Eng., was recently in this city. Mr. Todd states that his firm are shipping lumber from Montreal by seven or eight lines of steamers. He was not in a position to say whether they would make any shipments from St. John during the coming winter or not, but if the Beaver line are given a subsidy to come here, his firm will probably ship by way of this port.

BITS OF LUMBER.

The new Purvis mill at St. John has commenced running night and day.

Messrs. Smith & Wright have begun sawing in their new steam mill at Memel, Albert Co.

All the mills at Campbellton are running full time, while K. Shives is running night and day. Mr. Shives has lately added a new boiler, and has electric light for night work.

The exports of lumber from St. John in June was valued at \$333,079, compared with \$528,965, in June of last year, or a decrease of \$195,886. The falling off was in both British and U. S. trade.

E. G. Evans, of Hampton, E. C. Elkin, C. T. Bailey and C. J. Wasson, of St. John, and Mark Gellert, of Waterville, Me., have applied for incorporation as the Cold King Mining & Milling Co., Ltd., with a capital stock of \$500,000. The head office is to be at Fairville.

J. T. Sharkey, United States consular agent at Fredericton, gives the following statement of lumber exports from Fredericton, for the quarter ending June 30th, 1896: Hemlock boards, \$27,242.78; pine and birch boards, \$3,803.29; laths and spruce scantling, \$709.50; shingles, \$35,791.57; hemlock bark and sundries, \$2,230.62.

ST. JOHN, N.B., July 24, 1896.

BRITISH COLUMBIA LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

LUMBER COMBINES.

THE logger's combine of the Pacific coast are considering the advisability of proposing to the recently-formed lumber trust that logs shall not be purchased by members of the trust from others than members of the loggers' association. It is claimed that the small loggers, non-members of the association, are selling at prices so low as to demoralize the trade, and as combines seem to be the order of the day, their claims seem well founded that such combines should enact a reciprocity system. There are only four mills in the Northwest that refused to join the lumber trust, which is effective until January 1, 1897, when the membership is to determine the advisability of perpetuating the trust for a period of five years. The outside mills are located at Shamakowa, Or., Olympia, Moodyville and Chemainus, B. C.

THE BOARD OF TRADE ON LUMBER.

The annual report of the Board of Trade, presented on July 11th, says of lumbering on the coast: There was a steady improvement in the lumber industry during the year 1895, the quantity cut being 112,884,640 ft., or about 40 per cent. more than in the previous year. The foreign demand was more widely distributed than for some years past, but prices were low. The foreign demand has continued to improve during the past six months at advanced prices. A combine of nearly all the exporting mills on the Pacific Coast has been effected and a uniform scale of prices arranged. Attention is again called to the importance of grading all lumber for export. Such specific grading would protect our mill men and simplify the work of purchasers when placing orders. The sawmill being erected at Takush Harbor will be one of the best equipped in the province, and will be occupied mainly in cutting cypress. The cypress is one of our most valuable woods and commands a price almost equal to mahogany.

SAMPLES OF B. C. TIMBER.

The Royal City Mills, New Westminster, sawed recently two beautiful sticks of timber. They were cut by Messrs. Gilley Bros., at their camp on the Vancouver road. These sticks are each 70 feet long, and square 36 inches. One tree was over 160 feet long, and, in addition to the 70 foot timber it produced three logs of 22, 24 and 32 feet in length, respectively. An idea of the very gradual taper in the girth of these trees may be had from the fact that one end of the longest log was about six feet in diameter, and the other end was trimmed off at 50 inches through. In the whole length there was not a single knot.

COAST CHIPS.

The Victoria Lumber and Manufacturing Co. are running their mill at Chemainus night and day.

There are at present loading lumber at the various ports eleven vessels for foreign shipment, having a combined capacity of 99,643 tons.

Forest fires are causing considerable destruction along the Salmon river. At Rossland and Trail Creek the heavy timber has been cut away to save the villages.

NEW WESTMINSTER, B. C., July 20, 1896.

MICHIGAN LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

THERE is little encouraging to write of the lumber trade in the Saginaw Valley so far as sales are concerned. Notwithstanding that some of the mills are closed down, stocks are accumulating and the docks are filled with lumber. The shipments by water from the Saginaw river during the month of June shows the smallest for the same month in the history of the business. The following are the figures. Shipments from Bay City, 8,177,000 feet; shipments from Saginaw, 2,760,000 feet. Political matters are receiving the bulk of attention, as dealers now believe there will be little trade until after the Presidential election.

Logs are coming in freely from the Canadian side. Some of the rafts crossing the lake are having a rough time. Early in July a raft was broken by a gale and the logs scattered for a distance of a mile. Another raft, in tow of the Howard, got into difficulties, and six tugs were sent to her assistance, but their combined power could not cope with the storm. The raft drifted into the mouth of the Kawkawlin river and caught on a cluster of piles without breaking.

R. G. Peters, the Manistee lumberman, whose affairs became involved five years ago, is nearly out of the woods. By clever management he has paid obligations of \$1,500,000, and already the greater part of his business interests have been declared solvent. At the end of this season the receiver, the Michigan Trust Company, will be discharged and Mr. Peters will continue the manufacture of lumber and salt.

The gradual but positive decline of the cargo trade, here as elsewhere on the lakes, is shown by the shipments by water from the Saginaw river during the past five years, up to July 1, as follows:

Year.	Lumber.	Shingles.	Lath.
1892.....	129,673,000	14,309,000	2,430,000
1893.....	75,410,000	10,750,000	5,063,000
1894.....	50,460,000	5,815,000	2,937,000
1895.....	49,231,429	170,000	650,000
1896.....	28,773,117	200,000	

There passed away on the 12th inst. one of Saginaw's best known lumbermen, Mr. Elzear J. King, from apoplexy. Few men in the valley were better known. In 1850 he commenced business as a lumberman in Ontario, removing to Sandusky in 1857 and to Saginaw in 1862. His age was 72 years.

SAGINAW, Mich., July 23, 1896.

LUMBER DEAL AT WEYMOUTH, N. S.

A RECENT despatch to the Halifax Chronicle states that a large lumber deal has taken place, whereby the Stehlin family of New France, Digby, bought the large lumber yards of G. D. Campbell, together with three large new buildings, wharves and nearly the entire south side of the Sissiboo river, which runs through the town. Two years ago the Stehlin family came out from France and opened up a settlement about fifteen miles back of Weymouth, and have named the place "New France." They have built a large saw mill at that place and a number of dwelling houses. Last year an electric plant was put in and now the settlement is lighted by electricity. They have one of the finest mills in the province. This year they applied for a right of way to build a railroad from New France to Weymouth. The road has been surveyed and work will begin at once. It will cost \$20,000. This road will be used for bringing their lumber, etc., to Weymouth, for shipment. They have bought up thousands of acres of woodland in the interior. The land bought at Weymouth will be used as the terminus of the railroad. A number of large wharves will be built in addition to those they already have. This new enterprise will be a boom to Weymouth and will be the means of increasing the shipping of that port. The Stehlins have a large capital at their back and intend pushing their new enterprise for all it is worth.