

OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE Parliament of Canada has once more been called together for the transaction of business, and the echo of the annual fusillade of opening still lingers around Parliament hill, as I pen these lines. What this session may mean to trade and commerce, the developments of the next month will likely foreshadow. The Premier has, in your own city, outlined the policy of the party in some respects, which is to be a loyal adherence to the N.P., with such modifications of the tariff as time and experience may have made necessary. This is a door that may be thrown widely open, or on the other hand that can be kept about as tightly closed as the most ardent protectionist would wish. A spirit of unrest, deep and strong, however, exists throughout the country, asking for some change. That this is not confined only to those who are opposed to the present government is shown by recent utterances of Dalton McCarthy, Mr. Cockburn and other members of the Conservative party. All of which makes very certain change to some extent along tariff lines. Will any change be made in the tariff as affecting lumber? This most interests LUMBERMAN readers. Mr. Ives is now a member of the Cabinet, and Mr. Ives has put himself on record as asking for the re-imposition of the duty on logs. It is known that the Cabinet are not as enthusiastic on this question as Mr. Ives. Will the responsibilities of office serve to hold the President of the Council down? Rumor says that the lumbermen of the Georgian Bay and other parts will be heard from, with no disposition to have "nay" said, in favor of re-imposition. On the other hand the influence against any change is strong and powerful; and hitherto this influence has prevailed. Thus the situation stands as our parliamentarians take their seats to commence the session's work.

INDIFFERENT LENGTHS.

Bronson & Weston are making extensive repairs to their lath mill.

Mr. J. R. Booth expects to have trains running between Ottawa and Arnprior by 13th Feb.

Mr. Orr, of Buell, Orr & Hurdman, has disposed of his interest in the company, which will be known in the future as Buell, Hurdman & Co. The firm had a good season's trade.

At a meeting of the directors of the David Moore Lumber Co., (Ltd.), capital \$300,000, the following executive officers were appointed: Edward Moore, president and managing director; C. H. Caniere, vice-president and P. Larmouth, sec.-treasurer.

The pending sale of timber limits of the James McLaren estate on the Gattineau has fallen through. An extension of time on the bond was asked by the purchasers, but refused. The limits are now held at an advance of thirty per cent. on former offer by the estate.

The new Thackray mill, on Spark St., is now fully completed and presents a handsome appearance. The amount spent on it and the seven new houses built by the firm this season reaches nearly \$20,000. The firm are busy getting out a lot of stuff for Gilmour & Hughson's new mill at Hull Point.

The shipments of lumber from the district of Ottawa to the United States in bond for export, and for consumption, through the United States consular agencies at Ottawa and Carleton Place for the past nine months were valued at \$1,938,692.74. The shipments from Ottawa since October 1 were valued at \$470,000.

Mr. P. Whelan, manager for Messrs. Shepard & Morse, has returned home after a visit to the firm's shanties on the Kippewa. He says that about six weeks ago a man died very suddenly in one of the shanties from natural causes, supposed to be heart disease. Later another of the men became suddenly deranged, wandered away from the shanty, and although the most diligent search was made for him no trace could be found. It is feared that the poor fellow lay down somewhere in the woods and perished.

A family quarrel in lumber circles has caused some excitement at the capital this month. Mr. W. H. Hurdman, of the late firm of R. Hurdman & Co., has preferred several charges of larceny and embezzlement against his nephew, W. G. Hurdman, who had been chief book keeper in the firm. It is charged that the defendant had, at sundry times, made sales of lumber to various parties, granted receipts for the proceeds, and appropriated the money to his own use. The accused has been committed to stand his trial at the Assizes which will be held at Aylmer in June next. Bail was granted.

The mill of Gilmour & Hughson will contain 1 Wicks gang saw, 2 band mills, twin circulars, 2 double edgers, 2 double trimmers, lath mills and all other adjuncts. They are to be driven by two 30-38 Wheelock engines, being built by Goldie & McCullough at Galt, and the boiler will be an S boiler, 6 feet long by 5½ in diameter. All the log canting will be done by steam, and the log deck, the feeding apparatus, and all the

band mills etc., will be worked by steam. The machine shops, blacksmith's shop, and electric light shops are now running. The work of construction is to be carried on by Mr. Charles Proper, the well known mill-wright who built Messrs. Buell, Orr, Hurdman & Co's new mill on the site adjoining the Table Rock.

An important judgment has been rendered by Justice Burbridge in the exchequer court. H. Bulmer & Co., Montreal, sued the Dominion government in the exchequer court for \$200,000. Bulmer & Co. leased certain timber limits and berths from the government in the district once known as the disputed territory. They built mills and began lumbering operations in connection with these limits. The courts ultimately decided that the territory belonged to the province of Ontario and not to the Dominion, and consequently Bulmer & Co's. rights to these limits ceased. Obtaining a petition of right from the crown they took action in the exchequer court for \$200,000. This was for prospective profits, etc. If the court would not concede this they asked for compensation at all events for the mills they built and other expenses incurred. Neither of these claims have been granted by the court. Judge Burbridge, however, decided that they had a right to obtain the amount of money they had paid over to the crown in the way of ground rents. This amounts to \$5,070, for which sum judgment was given.

OTTAWA, Can., Jan. 26, 1893.

BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

RECENT shipping intelligence as given below furnishes a fairly clear idea of lumber activity in the province. Local trade is not over brisk, but the outlook for the year is good, especially if the anticipated increase of immigration into Manitoba and the Northwest Territories materializes. Our shingle manufacturers are making energetic efforts to place their cedar shingles in eastern Canada. Freight rates are against them, but they believe that the character of the cedar shingle is so much superior to any other shingle manufactured that even at an increased price they will lead the shingle market anywhere. Shipping news is as follows: The British ship County of Yarmouth, 2,154 tons, Capt. Swanson, has been chartered by the B. C. Mills Timber and Trading Co., Ltd., to load lumber at the Hastings mill for Cork, U.K., at 50s. The British ship Abeona, 979 tons, Capt. Black, sailed from Vancouver to Port Pirie with a cargo for the Hastings mill consisting of 775,140 feet of rough lumber. The cargo was valued at \$6,976.30, and the charter rate was 37s. 6d. The Norwegian bark Fritzoe, 1,078 tons, sailed from Vancouver for Callao with a cargo of lumber from the Hastings mill. She had on board 859,532 feet of rough lumber, and 19,728 feet of flooring, making a total of \$79,260 feet. The value is \$8,031.70. The British bark Mark Curry, 1,256 tons, Capt. Liswell, sailed from Vancouver to Queenston, U.K., with a cargo of lumber from the Hastings mill consisting of 923,055 feet of rough lumber. The cargo was valued at \$9,881.95, and the charter rate was 52s. 6d. The British ship County of Yarmouth, 2,154 tons, Capt. Swanson, now at San Francisco, has been chartered by the B. C. Mills Timber and Trading Co., Ltd., to load lumber at the Hastings mill for Cork, U.K., at 50s. She will carry about 1,800,000 feet, and will load some large timber. The German s.s. Katharine, 1,630 tons, Capt. Spille, which was chartered to load lumber at the Moodyville mills for Valparaiso, arrived too late, her charter having expired. She has, however, been re-chartered. The British barkentine Bittern, 399 tons, Captain Stronach, has arrived to load lumber at the Hastings mill for western Australia, on the owner's account. There are now five vessels loading lumber in the Province; two at the Hastings mill, two at the Moodyville mill and one at Cowichan.

COAST CHIPS.

W. J. Snodgrass, who is erecting a saw mill at Okanagan Falls, expects to have it completed in about a month.

Samuel Rathwell, a mill hand at Revelstoke, was crushed to death beneath the timbers of the new saw mill, a portion of which gave way. Deceased was a single man.

The Canada western railway has secured its land grant of 20,000 acres to the mile for 1,200 to 1,400 miles of road. The line will be built from Victoria, B.C., eastwardly through the province, and eventually into Manitoba, and on to Hudson bay. The land grant amounts to 24,000,000 to 28,000,000 acres.

The Hastings mill has been closed down for a few days for repairs. The mill has been running continuously for eighteen months and during that period there has always been a vessel loading. The British barque Highlands, which has just finished loading a cargo from this mill sails in a few days for Montreal. The cargo comprised 896,663 feet of rough lumber.

NEW WESTMINSTER, B.C., Jan. 23, 1893.

MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE lumbermen of Michigan, at least an important section of them, have taken preliminary steps to organize themselves into an association. A meeting was held at Grand Rapids on the 11th inst. The proposed association is not to include retail dealers of the State, nor yet mill men, but only those who are regularly distributing by rail. The object is to protect its members against fraud from unscrupulous dealers, who in some cases make a practice of claiming shortages on lumber received, or raise the objection that the stock is of inferior grade. "Then again," said Mr. W. B. Mershon, who is taking an active interest in promoting the organization, "we have printed on our price lists and invoices our terms are 60 or 90 days from date of bill of lading, whichever the case may be, and yet these people will wait 30 or 40 days after the car has been shipped, and send in a note running 90 days from that time. In other words, steal \$3 or \$4 interest. The amount in dispute is not large enough in any case for a law suit." It is believed there is both the necessity and work for the new association.

THE OUTLOOK FOR TRADE.

Mr. Mershon, in answer to the question, "What is the outlook for trade the coming year?" replied: "My opinion is that we will have all we can do for the first six months at least. It looks to me now as if the dry stock would all be exhausted 30 days before the new cut is ready for market. There is no doubt but what an immense amount of lumber will be manufactured this year, but on the other hand the demand has been so great that the yards are running with very small stocks, and it will take a great deal of lumber to stock them up. The box trade is in a good condition, though prices have not been advanced as much as the raw material has been. After midsummer I look for lower prices than will rule in the spring, though they may not be lower than they are now, as I believe prices will advance between now and the first of May. Our selling prices are on an average \$1.50 a thousand higher than a year ago."

BITS OF LUMBER.

Thompson Smith's Sons, of Alpena, have contracted to cut 12,000,000 feet of Canadian logs that will be towed across the lake.

Liken and Bach, of Unionville, have moved their stave mill from Fairgrove to Winsor, where they have enough timber to last several years.

Temple Emery, who recently returned from the centre of his lumbering operations in the Georgian Bay district, brings news of deep snow and very cold weather.

Loggers are happy, so far as the quantity of snow is concerned, there being over two feet of snow in the woods, but a thaw is very much to be desired to make slipping easier.

Signor Simon Mochre, of Havana, Cuba, who is here for the purpose of purchasing several million feet of lumber to ship to Cuba, is finding it no easy matter to secure the stocks wanted, so scarce is white pine.

At the annual meeting of the stockholders of the Thunder Bay River Boom Company held here on Wednesday last, the following were elected directors: W. L. Churchill, F. W. Gilchrist, Albert Pack, F. W. Fletcher, W. H. Johnson, E. O. Avery, Thomas Collins. The company delivered 1,504,556 logs during the season.

The Saginaw Lumber and Salt Company has extended its corporate existence 10 years, with a paid up capital of \$100,000. The following are the officers for the new year: President, R. A. Loveland; vice-president, Otis Shepard; secretary, R. H. Roys; treasurer, D. L. White, jr.; Board of Directors: R. A. Loveland, Otis Shepard, R. H. Roys, David McLaren, and H. B. Shepard. This company cut 25,000,000 feet of lumber the past season at their mill on Crow Island and 10,000,000 feet at other mills; they also made 42,241 barrels of salt.

During 1892 the Flint & Pere Marquette railroad hauled 124,700,585 feet of logs, of which 71,449,115 feet were brought direct by rail to the Saginaw river. The others were hauled at Midland and Averill, and came through the Tittabawassee boom, and a small quantity were hauled to Flint. The road has hauled as follows:

| | FEET. |
|-------------|---------------|
| 1882..... | 95,294,630 |
| 1883..... | 153,459,353 |
| 1884..... | 131,589,429 |
| 1885..... | 97,712,270 |
| 1886..... | 134,161,236 |
| 1887..... | 215,291,134 |
| 1888..... | 161,737,305 |
| 1889..... | 142,835,198 |
| 1890..... | 123,588,775 |
| 1891..... | 120,413,987 |
| 1892..... | 124,700,585 |
| Total | 1,500,784,902 |

SAGINAW, Mich., Jan. 27, 1893.