

OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE drive of 30,000 logs cut on the Gilmour & Hughson limits on the Gatineau, and to which I made some reference last month, are coming along in fine shape. These logs, it is worth remembering, were cut 200 miles above Ottawa. They average sixteen feet in length and from three to four feet in diameter, the majority not being less than 44 inches in diameter. The average log of this drive, in short, contains a quantity of timber equal to that in five and a half standard logs, the standard lumberman's log being 12 feet long and 21 inches diameter at the top. These enormous Gatineau logs are yellow pine, the very finest timber in the forests, and when sawed will give on the average each 1,300 to 1,400 feet or from \$30 to \$40 worth of lumber. The size of the logs rendered necessary the manufacture of special cant dogs as the regulation size could not open wide enough to handle the giants. Jos. Hawkin, of New Edinburgh, who manufactured these cant dogs, says that in his twenty years' experience on the river he never saw anything to equal these logs for size.

LARGE DRIVES.

The Mattawa is once more clear, the cookery crib, the last of 75 cribs of 1,500 pieces of Perley & Pattee's drive having come to hand. Ten pointers and winch boats were portaged to the station, and with the balance of the outfit belonging to J. R. Booth shipped back to Nonsbosing, for next season's operations. Of Booth's immense drive, 130,000 came down the Sturgeon, crossed lake Nippissing, were lifted by the big mill at Wisawasa and shipped over the diamond to lake Nonsbosing. The following is the Mattawa's contribution to the vast aggregation of logs and timber floating down the Ottawa this season, viz.: J. R. Booth, 450,000 saw logs; McLachlin Bros., 130,000; Buell, Hurdman & Co., 30,000; Perley & Pattee, 20,000; W. Mackay, 2,500 pieces square timber; Perley & Pattee, 1,500 pieces timber. The majority of Booth's logs were of the two year old cut, the high water being favorable for this season's drive.

INDIFFERENT LENGTHS.

The Export Lumber Company will make considerable shipments this year to South America.

The old Perley & Pattee mill, which has been entirely modernized by J. R. Booth, has commenced sawing. About 150 men are employed.

Hale & Booth have purchased a Lake Huron limit of Francis & Carswell, the consideration being about \$25,000. The limit covers a territory of 25 miles, and has never been worked.

The new mill of Gilmour & Hughson, at Hull Point, has commenced operations, and takes its position as one of the finest mills in these parts. The sawing capacity is over 200,000 feet of lumber per day. The dimensions of the mill are 80 x 160. The machinery equipment is very superior.

Shipping from W. C. Edwards' New Edinburgh mill began the early part of the month. The barges as loaded will go down to Montreal. The shipping trade from this mill will, it is expected, continue steadily for the rest of the season. The first part of the year's cut was done for the Sheppard & Morse Lumber Company.

Steps have been taken to secure incorporation and letters patent of a company which proposes to engage in the manufacture of stained imitation of walnut wood. The concern will be called "The American Hardwood Company" (limited): Ottawa will be the headquarters and the proposed capital is \$100,000. These are the promoters: Henrich B. Toobe, Hull, Eng.; Frederick Cerkel, Hector McKrae, Peter McKrae, and Frederick W. Powell, of Ottawa.

The last of the Moore Lumber Company's timber has reached here. These are 171 cribs and the crew numbers about 70, mostly French Canadians and Indians, and all speak both French and English tolerably well. A swarthy pilot asked as to what he did in winter, said "he did nothing but cut wood for his fire—work six months and stay at home six months. He never go to shanty—only run the timber." And the man seemed happy and contented, but doubtless his family cares are not numerous.

The amount of timber which has been cut on the Quebec side of the river during the past winter and has already gone through the Chaudiere slides this season is as follows: Sheppard & Morse Co., 100 cribs, or 2,382 pieces cut on their Kippewa limits. R. H. Klock, 186 cribs or 4,343 pieces from Bear Creek. McCracken & Boyle, two rafts or 6,845 pieces in all. Francis & Carswell raft from the Magnissipi river consisting of 147 cribs or 3,843 pieces. This very nearly, but does not quite, complete the rafts yet to go over the slides.

A considerable part of the square and waney pine, of the Moore Lumber Company, that has been passing down the

Chats and Ottawa, has travelled a distance of 425 miles. With the exception of one raft belonging to Klock Bros., this is the greatest distance yet reached by Ottawa lumbermen. All of this timber was taken from a limit opened up by the late David Moore, the haul being short, from two to five miles only. The towing and floating of the timber began on the 9th May and on the 9th August the last crib had reached Ottawa; and then three or four weeks to Quebec, will make a four month's drive, probably the longest on the Ottawa record in recent years.

OTTAWA, Can., Aug. 25, 1893.

BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

EVER on the watch for fresh fields to conquer the lumbermen of the province are hopeful of new possibilities for lumber in the favor that is accorded what is known as yellow cedar lumber for decorating purposes. Yellow cedar, it is said, is also an excellent wood for carving. This wood is not very plentiful. There is, however, a moderate supply in northern British Columbia.

Some interest is also attached to a recent report of Prof. Fiebing, of Milwaukee, the leading leather trade chemist of the United States. He has reported that he finds on analysis that Washington hemlock bark possesses no less than 20.1 per cent. and spruce bark 18.9 per cent. of tannin, whilst fir bark has but 6.2 per cent., but is, nevertheless, peculiarly valuable for the reasons stated below. Mr. Fiebing says: "I have never before analyzed bark anywhere near so rich in tannin as this, the average hemlock bark not running over 10 per cent. tannin. Spruce bark seems quite as rich in tannin value as your hemlock, and if the available supply is large enough, can certainly be economically utilized. The richness of your bark in tannin properties is astounding and unprecedented."

British Columbia lumbermen argue that in view of the general scarcity of bark for tannin uses in the east that they may expect in the early future to make a large and profitable use of their spruce, fir and hemlock bark. Considering the general resemblance of British Columbia conditions to those of Washington state they think there is ground, in the light of Mr. Fiebing's report, for this hope.

A SOLID TRAIN OF SHINGLES.

The large consignment of shingles, representing really a solid train of shingles, that was shipped recently from Vancouver to Eastern Ontario, by H. H. Spicer & Co., is a significant event in the lumber history of this province. The consignment consisted of about 2,500,000 shingles, requiring about 450 cords of shingle bolts. Messrs. Spicer & Co. were one of the first to introduce Coast cedar shingles into Ontario, and in the face of the depressed condition of the shingle market they congratulate themselves on having developed a satisfactory and growing trade.

COAST CHIPS.

A ship is expected here about the end of this month to load lumber for Australia.

Shipments of finished goods are now being sent to Australia by the steamers of the new line.

Reports from South America are more favorable, and it is to be hoped trade with that country will soon be revived.

The demand for salmon boxes keeps the mills very busy. Their orders are larger for these goods than they have ever been.

A rumor is current here that a new sawmill will be built at Port Moody by Westminster, Victoria and English capitalists. I am not inclined to put much faith in the report, but trust it may be true and that building will shortly begin.

The mill and privileges of the Buse Milling Company, Vancouver, which is in financial straits, is to be sold under a mortgage. The mortgage is said to be for \$26,000, and this amount is not likely to be realized. There are several judgments and some of the machinery is not paid for. The firm is composed of Ernest Buse and John G. Bugbee.

A novel industrial effort bearing an important social aspect is reported from the North, where the Rev. J. B. McCullough, a Church of England missionary, has, with the aid of subscriptions from England, started a small sawmill at Aiyansh. After enough lumber has been sawn to erect a church and mission buildings, the mill will be turned over to the Indians now employed in the industry.

The new match factory on Lulu Island, New Westminster, has made a start. The initial capacity of the factory is 4,000,000 matches daily and several hundred thousand are now being turned out daily towards meeting a demand, which in this Province alone is estimated at 2,000,000 a day. The wood used is British Columbia spruce which burns as well as the cedar used in the California factories, and the labor mostly Chinese.

The British ship Earl of Duncorn, which cleared from San Francisco for Royal Roads, B.C., and instead went to Port Townsend, has been fined \$100 for having voyaged between two coastwise points. The vessel was under charter to load lumber in British Columbia for Australia, but one of the Puget Sound mills was offered the charter provided the vessel could be intercepted outside of Cape Flattery and taken to Port Townsend, which was done.

NEW WESTMINSTER, B.C., Aug. 22, 1893.

NEW BRUNSWICK LETTER.

[Regular Correspondence CANADA LUMBERMAN.]

TRADE with the American markets is showing a very decided shrinkage as a result of the monetary stringency across the border. Shipments of lumber to the British markets evidence some improvement.

The mill of Thos. Burns, at Kingston, recently destroyed by fire, will be rebuilt.

Laths are evidently in large demand in New York, as many as eight million being shipped from here in one week against three millions to all other American ports.

F. Tufts & Co., of this city, who handled over 20,000,000 feet of deals last year, expect to handle over 30,000,000 feet this year. The price paid is about 25 cents a thousand higher than last year.

The Maine capitalists, who purchased a tract of timber land at Keswick, York County, which was supposed to be no good, have cleared this season already sufficient timber to enable them to ship over 1,200,000 maple last blocks to the United States markets.

The Tobique Valley Railway, 28 miles long, which extends from Perth, on the C.P.R., to Plaster Rock, or the celebrated Tobique gypsum deposits, and which was opened during the present month, enters a section of the province, that is admittedly the best district available for the supplying of hemlock bark- cedar, spruce and hardwood.

Currency is given to a rumor that the larger part of the timber on the Swinny pine limit on the Tracadie river, has been destroyed by fire. The limit is owned by a syndicate of lumbermen, of Bangor, Me., and embraces 7,750 acres. The statement is further made that the fire had reached to an adjoining tract of Crown lands, leased by F. E. Winslow, Hon. J. B. Snowball and K. F. Burns, M.P. Definite particulars have not been received at this writing owing to the difficulty of telegraphic communication.

From the port of St. John last week W. M. Mackay shipped 666,047 feet of deals and battens and 25,689 feet of ends to Dundalk; and to Liverpool, 1,670,266 feet of deals and battens, and 131,171 feet of scantling and 142,916 ends. To Fleetwood, Alex. Gibson shipped 1,655,698 feet of deals and battens, 114,011 feet of scantling and ends; and to Drogheda, 354,299 feet of deals and battens and 17,462 ends. Thus the week's total to British ports is nearly 5,000,000 feet. From the port of Pugwash, N.S., there has been shipped to British ports since July 1 almost 9,000,000 feet of lumber.

ST. JOHN, N.B., Aug. 19, 1893.

MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THIS is not the time when the statement of the alarmist should be given any encouragement. The wise business man keeps a cool head and carefully calculates all probabilities. It is from men who view matters in this prudent light that we get the statement that not in thirty years in Saginaw has anything occurred to equal the present business collapse. I now quote the words of Mr. L. P. Mason who has been in the lumber trade here for 30 years. He said he was not buying a board; that lumber, which people 60 days ago would fall over one another to buy, hadn't a friend at present.

This view is not confined to Mr. Mason, nor to Saginaw alone. The piling docks are being uncomfortably crowded and the only source of relief is likely to be found in a shutting down of the mills and curtailment of the cut.

Mill men at Marinette are likely to close down at an early day, if for no other reason than the one that they experience great difficulty in handling their finances so as to permit of the large outlay necessary to a continuous running of the mills.

Of course everyone is hoping that now that Congress has got down to business that the financial stringency will show signs of relaxing and the heavy strain of holding on, that is commencing to tell on the mercantile community, will not be suffered to continue until, with some at least, the break will come. Not any serious trouble will occur if this relief is forthcoming, for lumbermen are cheerful and this cheerfulness is based on a knowledge that lumber is all right and that the present depression has not arisen out of any weakness in the lumber trade itself.