

THE LATE WILLIAM BEATTY.

We publish herewith a portrait of the late William Beatty, of Parry Sound, Ont., to whose death reference was made in our January issue, and are pleased to give some additional particulars bearing upon his connection with the lumber business. In the year 1863, James and William Beatty, of Thorold, purchased from J. & W. Gibson, of Willowdale, their saw mill and timber limits, and immediately commenced active operations. In 1872 they sold their limits and mill to H. B. Rathbun & Son, who in turn disposed of them to A. G. P. Dodge & Co., who organized the Parry Sound Lumber Company. At this time James Beatty withdrew from the firm, and William Beatty continued as the sole partner. In 1877 he erected the Seguin mill, having a capacity of about six million feet per season. This mill was subsequently sold to J. C. Miller, and in late years Mr. Beatty manufactured but a small quantity of lumber. At the time of his death he owned about 17,000 acres of timber lands in the immediate vicinity of the town of Parry Sound. We are advised by Mr. J. Farrer that his business as lumberman and general merchant at that place is being continued under the old name.

THE NEW STEAMSHIP SERVICE.

The establishment of the new Canadian steamship line from Pasbebiac, Que., to Milford Haven, England, is likely to be of much benefit to the lumbermen of Quebec as a means of shipping their lumber in the winter season. The Gaspesia, from Pasbebiac, which sailed on her second voyage on the 4th of February, carried a trial shipment of about 45 car loads of spruce deals, shipped by Messrs. Price Bros. Despite the lack of wharf accommodation, the lumber was handled quickly, almost as well as it could be in summer with the same facilities. Besides the Price Bros.' shipment, the Rathbun Company, of Deseronto, shipped two car loads of doors, and J. & P. Nadeau, of Grand Cascapedia, Que., a quantity of kiln-dried birch flooring.

The Gaspesia also loaded a large amount of other freight, and although the weather from the time of her entry into the bay till her departure was very severe, little difficulty was experienced in loading. Some floating ice was in the bay, but it was not sufficient to make the vessel slacken speed. Upon her return voyage she was less fortunate, becoming ice-bound, but coming out uninjured.

With proper wharf accommodation at Pasbebiac, which the company will build at once, means will be afforded of shipping lumber in small or large lots the year round. We understand that the freight rates are very reasonable.

The opening up of this new line will develop the hardwood and pulp business on the Baie de Chaleurs and in the counties of Bonaventure to a great extent. By it another link is added to our steadily increasing trade with Great Britain and the more of these the better. The lumber interests cannot look too favorably on the development and success of this new line.

Charles Hannan, of Essex, Ont., is looking for a site for a factory to manufacture butter dishes, using hard maple and black birch as raw material.

CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinion of correspondents.

THE BRITISH COLUMBIA TIMBER REGULATIONS.

The statement having been published that the government contemplated making some changes in the method of disposing of timber in British Columbia, enquiries were made by the CANADA LUMBERMAN from a few of the lumbermen. The answers received are as follows:

NANAIMO, B. C., Jan. 18th, 1899.

DEAR SIR, In reply to your card of the 5th inst., re proposed changes in the B. C. timber regulations, I believe there are no immediate changes contemplated by the Government. I do not know of any changes that could be made that would be more advantageous to the province than the existing regulations. The land is leased to the mill owner at an annual rental of ten cents per acre on a term of from ten to twenty years, and the mill owner pays a royalty of fifty cents per thousand feet on each



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thousand cut for local consumption, and twenty-five cents per thousand feet on all lumber exported to foreign markets. This royalty is paid as the lumber is cut on the claim. The amount of timber land is limited to four hundred acres for each thousand feet of lumber a mill can cut in twelve hours. The object is to prevent large companies from locking up large bodies of timber land at one time.

Faithfully yours,

A. HASLAM.

KASLO, B. C., Jan. 20th, 1899.

GENTLEMEN,—I am unable to give you the information re timber regulations, as I am not aware that anything has yet been published as to the nature of the changes proposed. The government for the last three months has refused to entertain any applications for timber rights. From this fact we infer that some regulations less advantageous to lumbermen than the present ones are contemplated.

We now pay a royalty of 50 cents per 1,000 feet upon all logs cut upon any land held by the government or granted subsequent to 1887. We pay also 10 cents per acre per annum upon timber land held under lease, besides cost of survey, and such areas are only to be obtained now by tender of a cash bonus in a public com-

petition. Licenses may also be obtained by loggers for areas not exceeding 1,000 acres for the sum of \$50, good for one year.

A great deal of the timber lands in the interior is now held by railway companies, to whom it has been granted by way of subsidy. Destructive fires follow the trail of the prospector everywhere in the mountain regions, and the railways will therefore be compelled to market their stumpage with all practicable speed. In the face of their competition, it is difficult to see how the government can increase appreciably the levies they are now exacting.

On Kootenay Lake, we fortunately have two strings to our bow, as the Kootenay river comes to us through Idaho and Montana, and there is a considerable amount of timber tributary to it.

Yours faithfully,

G. O. BUCHANAN.

FROM AN EASTERN MANUFACTURER.

Editor CANADA LUMBERMAN.

DEAR SIR,—We are in receipt of your paper for the last three months, and are pleased to note the progress you are making.

Markets seem to have improved all round this winter, and we have but few inquiries for much more than we could supply, but have only contracted for a small portion of next year's product, and that has yielded us ten per cent. more than last season. While prices seem tending upward, we are in no hurry to take the risk of advanced vessel freights and extra cost of winter work from lack of snow in our forests.

In your last we again meet J. B. Snowball's report of the Nova Scotia export of lumber, with its usual omissions. While the south shore of Nova Scotia sent their stocks to other markets, his report of the Atlantic deal trade was not very far astray, but the export of 1897 and 1898 from St. Margaret's Bay around to Annapolis has always been a respectable proportion of the Nova Scotia export, and has never been reported in his list. Gold River, Lahave, Port Medway, Liverpool, Jordan, Tusket, Yarmouth, Digby and Annapolis, we think, sent deals to England or rather Great Britain and the continent in 1897 and 1898; and anyone PRETENDING to report the whole province should have secured returns from the Customs before falsely sending a part and calling it the full export. Such a large omission only excites suspicion as to the value of the rest of the figures.

This section of the country sympathizes with your version of the lumber tariff question, and unless we get some substantial advantage, we can allow the United States to keep up their protection wall as high as they like. As we met Maine products in England and Scotland last season, it proves their home market is not very profitable to us; and, like other American products, that prices are regulated across the Atlantic. Since we buy two dollars from them for every one dollar they take from us, we prove ourselves the best customers they have, but if this trading is not worth encouraging we can go elsewhere with our products, and perhaps exchange them to quite as good profit to ourselves.

Yours truly,

"MARITIME MANUFACTURER."

William A. Kribs, M.P.P., will probably build a box and wood-working factory at Hespler, Ont.

The lumber firm of Kernohan, Webster & Ferguson, London, Ont., has been succeeded by Kernohan & Ferguson.

The Columbia Lumber Co., of Golden, B. C., have erected a new saw mill about two miles east of Notch Hill.

Kerr & Harcourt, spool and bobbin manufacturers, of Parry Sound, Ont., have built another dry kiln, to enable them to keep up with the increasing orders.

John Carew, of Lindsay, Ont., has purchased a new engine for his mill. It is his intention to rearrange the machinery in the mill, and to add several labor-saving devices. Mr. Carew has made arrangements for a much larger quantity of logs than was taken out last year, and will also cut between 40,000 and 50,000 ties for McCormick & McLeod, of Bracebridge.