

NOTES FROM THE EASTERN PROVINCES.

(Correspondence of the CANADA LUMBERMAN.)

The building boom in Sydney, C. B., is causing quite a run of lumber in that direction, but at present it is almost impossible to secure what is wanted at the proper time. At this season the importations by water have stopped, and now none can be obtained by that method from the north shores or Gaspé, nor from the Atlantic coasts of Nova Scotia, owing to the enormous pressure recently placed upon the Intercolonial Railway by reason of the supplies to be carried, not only to the towns and vicinities, but especially to the Dominion Iron and Steel Company, who have to import enormous quantities of building equipment. It is almost impossible to secure anything by rail on time. Stocks in Sydney do not seem to be very large nor at all adequate to the demand, and the consequence is delay and annoyance to the builders while waiting for the receipt of the lumber. Cars are delayed on the road for all lengths of time. One recently received from Windsor, destined to Chappell Bros., came through in the phenomenal record time of six days—the quickest delivery experienced by that firm in their imports here. The freight on this carload was \$60.35; it being a large box car of kiln dried stock. The average shipment from Windsor requires about 15 days, it is said, and one carload took 26 days in transit. The delay, however, must be considered excusable under the circumstances, and the I. C. R. is now placing sidings and improving facilities as fast as possible to meet the requirements of trade.

Another large lumber dealer in Sydney states that cars of lumber destined to him from Amherst recently took between seven and eight weeks in transit. One car from Dalhousie, which left there on October 19th, arrived on December 9th. Considering this delay, the charges for transportation seem excessive. Some of the dealers have stated that the rates are exorbitant. It should, perhaps, be considered that builders in Sydney are making a better thing out of their operations than under old or ordinary circumstances, and in view of the I. C. R. being so over-rushed with traffic, they should be allowed some latitude. The rates, are, however, undoubtedly high. In November they were raised two cents per cwt. between Sydney and Amherst, and now are 10½ cents per cwt. on lumber.

Lumber is brought by rail principally from Colchester, Cumberland and Hants counties in Nova Scotia, and a large amount comes down from Sackville. Up to a few weeks ago, the north shore of New Brunswick supplied its lumber by schooners, and a large amount was brought from Gaspé by water.

It is to be regretted that Cape Breton, which has so many natural resources of all kinds, seems to be so meagrely supplied with merchantable lumber. What is on the island seems to be stubby and stunted, and the country is too rough to allow of its being procured with profit. There are some mills, but the largest dealers say that they have never had any satisfaction in handling Cape Breton lumber. It will not saw up advantageously for trade purposes. At the same time there is reason to believe that the forests have not been properly exploited, and that some trade will yet result. Inquiries made of all the dealers in Sydney result in the information that hardly any C. B. lumber is being used here.

It would seem that the growth is much better adapted to pulp manufacture, being of such short and stubby growth, and it is to be hoped that the pulp mills now projected in the neighboring counties will be built.

A glance at the map shows the possibilities open to lumber shippers in Newfoundland, and it is strange that so little lumber comes from there, only a few cargoes having been received so far. Newfoundland is much nearer than the shores of New Brunswick, and especially the Gaspé coast, and a local trade should be easily worked up. Mr. Reynolds Harrington recently procured a few schooner loads from there and expects to turn his attention in that direction more in the coming season. Other dealers state that prospects are good for lumber trade there. Messrs. Schurman, Lefurgey, Clarke & Co. intend to import from there.

Retail prices in Sydney are high. Hemlock, which last year was worth about \$8, is now selling at \$11 and \$12.50. Scantling ranges from \$13 to \$15. There is not much demand for spruce in boards. Pine can hardly be obtained at all, and is high, varying from \$20 to \$25. What spruce is sold brings about \$12 for rough, and air

dried flooring, edged, brings \$15, matched \$16. Hardwoods are very scarce and can hardly be obtained, though sold in small lots. Birch and maple retails at \$20. Cedar shingles, which come down from Gaspé, Dalhousie and Campbellton by boat, have maintained the same prices all summer—Extras, \$2.60; Clears, \$2.40; 2nd Clears, \$2.00; Clear White, (3 star) \$1.80; Extra No. 1, \$1.40. Spruce shingles sell at about \$1.50 and \$1.60. Last year they were about \$1.25. Laths are worth about \$2; No. 2 pine clapboards, \$12; No. 1 pine clapboards, \$18; Extra No. 1, \$24-25.

Messrs. Schurman, Lefurgey, Clarke & Co., Limited, the well known contractors and builders of Summerside, P. E. I., who have now an important branch in Sydney, are large importers of lumber. They buy largely of the Jardines in Richibucto, N. B. They have been buying pine doors from the Rathbuns of Deseronto, and find they get them cheaper and of better quality than from any manufacturer down this way, the freight amounting only to about 10 cents per door. Reynolds Harrington is perhaps the largest dealer in this line, and does not manufacture in any way. He has a number of vessels of his own in the trade. Besides buying in New Brunswick and Gaspé he gets a large amount from Sheet Harbor, Sherbrooke, Bridgewater and Liverpool, though the bulk of his trade is to the northward, and he brings lumber in by rail from northern Nova Scotia. The rates by boat from the north shore and from the south shore of Nova Scotia vary between \$1.50 and \$2.00. Rhodes, Curry & Co. retail lumber also.

Chappell Bros., who are large contractors and builders here, import lumber largely. They are now forming a limited stock company under the name of Chappell Bros. & Co., the arrangements of which will be completed in a few days. They will go largely into the manufacturing of building material and will begin early in January the erection of a three-story factory about 60 x 100 feet. This is to be equipped largely with machinery from their old factory in Windsor, N.S., but they will put in a new resaw, planers and moulding machinery and an up-to-date sand papering machine. They are undecided whether to buy in Canada or the United States. They will also put in a new engine of about 80 h. p.

John J. Grant has a lumber yard and shops in New Glasgow, N. S., and deals largely in lumber, buying mainly in the county. He imports white fir from New foundland. He does a large amount of contracting and has just completed a contract for building the stations along the new Midland railroad from Truro to Windsor.

The firm of Donald Grant & Sons, also in New Glasgow, have a good reputation as contractors and builders, and run a sash, door and blind factory in which they also turn out house finishing of all descriptions and office and church fittings.

Barry Bros. have a saw mill about a mile outside of Pictou, N.S., both steam and water power, which contains a rotary and shingle machine and a full line of sash and door machinery. As they have to rail all logs they work under some disadvantage and use their mill only for order work. They do a general business in lumber and building material of all kinds.

The Oxford Foundry and Machine Co., of Oxford, N. S., have been doing a good business recently, and apart from their manufacture of railroad switches, marine and electric light engines, etc., have been turning out a large amount of mill machinery. They have a \$15,000 plant and stock, opened up but a few years ago, after a disastrous fire which left them almost nothing. Alfred Dickie is using a mill built by this firm, in his mill at Ship Harbor. They recently shipped an edger to Sumner & Co., of Moncton, which is to be used at Red Pine. They also sent one to Monroe & McKenzer at River John, N.S. Among recent contracts might be mentioned: A portable mill for Logan & Sutherland, Ship Harbor; an engine for the American Furniture Co., Oxford; and an engine of 60 h. p. for the same company. The firm has been employing about 30 hands and has been working night and day since early summer. This factory has an equipment of large machinery, including a three-ton hand-crane, which is most convenient.

Wm. A. Robertson, now in Sydney, C. B., intends to build and equip a wood working factory in Bridgewater, N.S., where he will turn out all lines of builders' supplies and material, making a specialty of doors and sashes. He intends to put in, among others, a new moulding machine, buzz planer, turning lathe, band saw and saw

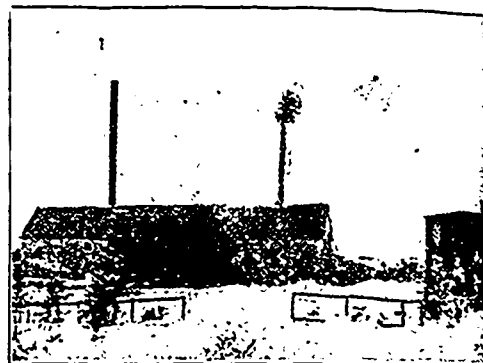
table, and an engine for power purposes. He would be pleased to hear from manufacturers of these goods.

The firm of L. M. Poole & Co., in Charlottetown, P. E. I., handle a large portion of the lumber imported to P. E. Island. They buy largely in New Brunswick, generally keep about \$18,000 worth of stock on hand. At present they say their stocks are low, and that they must buy largely in the spring. They suffered a loss of \$90,000 when the Mary Elder was wrecked in the night of November. M. P. Hogan imports a large amount of lumber from Nova Scotia, New Brunswick and Gaspé, and gets his whitewood, cyprus oak, etc., in the States. His business is largely as a manufacturer of doors, and building materials. He is thinking of retiring his business in the spring and is completing arrangements to dispose of the business, plant and stock. He has been in business for 26 years.

A. P. I.

A LARRIGAN FACTORY.

Our Maritime Province correspondent sends the CANADA LUMBERMAN the accompanying illustration of the factory of Mr. J. S. Henderson, of Parrsboro, N.S., who manufactures larrigans, shoe packs, mocassins, etc., and whose business reference was made in last issue. Some years Mr. Henderson has had a small tannery at Parrsboro, but he only recently went into manufacturing on a large scale. Last summer he enlarged the tannery putting in ten new vats. Two years ago he built a factory and equipped it with modern appliances, but the growth of his business has been such that further additions are necessary and will be made this year.



FACTORY OF J. S. HENDERSON, PARRSBORO, N.S.

Henderson employs about seventy-five hands. He has obtained an excellent reputation and is regarded as second to none in the market.

REBATE ON EXPORTED TIMBER.

THE British Columbia government gave notice August 23rd last that the rebate on all timber exports beyond the limits of the province was discontinued July 1st, 1900. This regulation was afterwards amended so as to provide that the rebate be allowed to and continued from December 31st, 1900, on all timber shipped to foreign ports without the Dominion. The members of British Columbia contend that they would be benefited by this change, as much of the lumber and shingles shipped to the eastern provinces, and consequently not be allowed the rebate. They hold also that the drawbacks surrounding the manufacture of timber in British Columbia are such that the rebate should be allowed heretofore. The representative lumbermen of the province held a conference with the members of the government on December 11th and presented their views. The delegation included: John Hendry and C. M. Beach, of Hastings mills; William Sully, of F. H. Heaps & Co. shingle mill; L. A. Lewis, Brunette mill; J. W. Haddock of Robertson & Hackett; J. M. Poiris, North Pacific Lumber Co.; A. Haslam, Nanaimo; Joseph Sargent, Victoria; E. J. Palmer, Chemainus; J. G. Wadsworth, of Woodville; T. Kirkpatrick, Vancouver; J. A. McHastings Shingle Co.; T. F. Patterson, Canada Pacific Lumber Co.; H. H. Spicer, of Spicer's shingle mill; W. T. Stein, secretary of the British Columbia Lumber & Shingle Manufacturer's Association. The result of the conference has not been learned.

—Henry Lloyd has built a new saw mill at Walker, N. S.