

## The Lumber Business

### Headquarters

Jan 6, 1864

#### The New Brunswick and Nova Scotia Land Company

Continue to offer for sale, for actual settlement, many thousand acres of first quality farming land, in and adjoining the thriving settlements of Bloomfield, Stanley, Kentville, Springfield, Douglas, etc., all within a moderate distance of Fredericton and affording better opportunities for advantageous investment to intending settlers in the neighbourhood of churches and schools than can be met with in any other part of North America; over three thousand dollars was expended last year in opening and improving the roads to and through the newly forming settlements; similar expenditure is contemplated during the current year, and **the most eligible route for the Intercolonial Railway traverses the Tract** [the central line]. Price, in lots to suit purchasers, one dollar and five cents per acre, including the survey, payable in five annual installments. A liberal discount allowed for prompt payment.

Wm. J. Berton, Esq., Saint John

John A. Beckwith, Company Commissioner

No. Brunswick St., Fredericton

### Reporter

July 4, 1864

We learn that a Nova Scotia gentleman named Gibson, who has recently purchased the Rankin Mills on the Nashwaak, with extreme reserves of land in that vicinity, is making great alterations and improvements in that locality. He has already built what may be termed a village in the neighbourhood of the mills; is about following his good work with another in the same place. He has also built a very handsome schoolhouse for the use of the inhabitants, and has furnished it with a belfry, etc., with all the conveniences attached to such communities in wealthy communities. This erection has, we are told, cost 250 pounds. Mr. Gibson has also added largely to the working capabilities of the mills and we learn that he is about to place them in a position to saw 15 millions annually. We wish there were many others of his disposition and capabilities in York County.

### Evening Globe

Jan 8, 1866

#### The Wood Trade

All the deals now in this market are held by shippers, two or three of whom hold the greater portion, and we may therefore expect that prices here will remain firm. This fact, with but little tonnage offering, keeps freight rates at a fair modest figure, say to Liverpool, 67s6d to 70s; London, 72s6d; Clyde, 60s; Bristol Channel, 62s6d to 65s; Ireland, 65s to 75s, according to the port.

Between the 5th and 19th of December the total shipments to Great Britain were in 9 vessels, of 7,001 tons, being 226 tons birch, 534 tons pine, and 5,458,000 feet of deals, as follows: To Liverpool, 4 vessels, 3,414 tons, 3,010,000 feet of deals; to Clyde, 1 vessel, 942 tons, 201 tons birch, 534 tons pine, and 352,000 superficial feet of deals; to Bristol Channel, 1 vessel, 683 tons, 576,000 feet of deals; to Ireland, 2 vessels, 1,723 tons, 1,313,000 feet of deals; to "other port," 1 vessel, 239 tons, 25 tons birch, 207,000 feet of deals. On the 19th Dec. there were 17 ships, of 10,833 tons, in port; against 13 ships, 8,420 tons, same date of 1864, of which 4 were loading for Liverpool, against 5 in 1864.

From the 19th to the 31st December, the shipments were as follows: to Liverpool, 2 vessels, 1,316 tons, carrying 1,160,000 feet of deals; to London, 1 vessel, 936 tons, carrying 100 tons birch, and 734,000 feet of deals; to Bristol Channel, 2 vessels, 1,228 tons, carrying 1,034,000 superficial feet of deals; to Ireland, 1 vessel,

392 tons, caring 321,000 feet of deals; to “other port,” 1 vessel, 298 tons, carrying 290,000 superficial feet of deals—making a total of 7 vessels, 4,170 tons, which 106 tons birch, and 3,530,00 feet of deals.

The comparative shipments for the whole year, from 1st January to 31st December, 1865, are: in 1865, 282 ships, 212,419 tons, carrying 9,466 tons birch, 18,415 tons pine, and 159,791,000 superficial feet of deals; against in 1864, 280 ships, 195,147 tons, carrying 11,916 tons birch, 15,521 tons pine, and 150,371,000 superficial feet of deals; and in 1863, 9442 tons birch, 19,164 tons pine, and 187,767,000 superficial feet of deals, carried in 333 vessels of 237,449 tons.

There were in port on 30th December, 10 ships, of 7691 tons, against 14 ships, of 10,716 tons, at the same date in 1864, of which 3 were loading for Liverpool against 6 in 1874.

Reporter

July 17, 1868

Editorial attacking government mismanagement of Crown lands by bowing to the great-fisted few of which lumber barons such as Gibson are the core.

Our Crown Lands

We promised our readers in the last issue of the Reporter, to give them some insight into the management, or rather mismanagement, of our public lands, a promise which we now endeavor to fulfill. Let us bear in mind, in the first place, that these lands belong to the *public*, that they, have not been set apart for the exclusive benefit of the timber or lumber merchant, but that they constitute the chief wealth of our people generally. To protect these lands from devastation, to make them productive to the revenue, a source of wealth to the people, should be the chief aim of those entrusted with their management, and control, and bearing this in mind it is really an astounding fact that for years and years our finest timber lands have been laid waste for the paltry consideration of \$4 per *square mile*. If this were all the lands were able to bear, if our growth of timber were inexhaustible, we might see the force of such magnanimity on the part of successive governments, but knowing full well that the very opposite is the case, then this magnanimity to the lumberer, becomes ruination to the public. Neither has this petty imposition the effect of giving poor and rich an equal chance in lumbering operations, for no sooner does the lumber monopolist set his eye upon a good “chance,” than he brings it to sale, defies competition, and purchases for \$4 for which, dare any of his poorer neighbors presume to oppose him, he would not hesitate to pay \$400. This is the secret of our crown land devastation—monopoly. The poor man has learned by experience that he dare not contend against his rich and powerful neighbor, and therefore yielding the point without a struggle, he is content to take the land *second hand*, and at such an advance as the monopolist chooses to impose upon him. These “big-fisted” lumberers telegraph to their agent at Fredericton, “buy such and such lands at any price,” well knowing that “any price” means \$4 per square mile, for if it ever chances that a “green one” should enter the list and compete, the mirth of the bystanders, who enjoy the contest between “the mouse and the lion,” soon convinces him that he has a hopeless task, and it is now generally understood at the sales that a bid from one of the “big-fisted” is the quietus to any further competition. There is also another evil in the present system. Not more than one half the lands are auctioned at the general sales, the remainder are put up on the special application of individuals, and in ninety nine cases out of a hundred, there is not an individual present but the Clerk who acts auctioneer and the applicant himself.

We might multiply instances to show the hurtful operation of the present system. We know a case in point where a square mile of lumber land, purchased at the upset price or \$4, was sold second hand for *six hundred dollars*, this is not a solitary case by any means. We know also that parties owning private property hold their lands in reserve, preferring rather to operate upon government property which they can purchase year after year for a mere song; thus for instance, Mr. Gibson, notwithstanding his immense personal possessions, during the last year purchased no less than 152 square miles at the Crown Land Office, holding his own in reserve, conscious that in a few years, the present waste continuing, his lands will be of immense value, and he acts and reasons wisely of course.

These are facts to which figures may be added that it shall all appear in the

clearest light. These six gentlemen whose names are mentioned below have monopolized no less than 540,000 acres of the best timber of our public lands, paying \$4000 for demolishing it of its best timber and thus rendering it comparatively worthless:

Richard Muirhead – 161 Square Miles  
R. Hutchinson 157  
A. Gibson – 152  
T. Dowling – 134  
Pickard and Temple – 111  
A. McLaggan – 125  
Total – 844

That is 540,000 acres for which the revenue received just \$4000. Is not this worse than ridiculous. Had these acres been sold outright at the paltry sum of 50 cents per acre, it would have amounted to \$270,000, the very interest on which would amount every year to \$16,200. Now let us put this yearly interest of \$16,200 against the yearly sales of \$4000, and we have in brief the absurdity and ruination of the present management of our public domain. We must not forget that to the above interest money must be added a further sum of \$5,400 which the proprietors would have to pay annually, as road tax if residing out of the parish. Think of it farmers, merchants,, mechanics and laborers. We must not be understood as attaching the slightest blame of censure to these monopolists s far as the mere sales are concerned; they simply respond to an invitation general, and alas too generously given by the government, but we do blame such of them as have interfered with the Executive in their recent effort to improve the condition of things, and protect the interests of the public at large, and we do blame the government who almost servilely bowed to their selfish pressure. They have found and advanced the only remedy—a stumpage duty or in other words direct taxation. Mileage will not suffice, for while one mile may be worth a thousand dollars, another may not be worth over twenty dollars; indeed it might so happen that after the mileage had been paid the purchaser, through a variety of causes, might not be able to operate at all; thus it is a plain case that a duty upon the amount actually cut is the only fair means of meeting and overcoming the difficulty. The New Brunswick and Nova Scotia Land Company readily obtain a stumpage of 50 cents per mile on the Miramichi waters, and 75 cents per mile on the Saint John waters; our very monopolists have no difficulty in obtaining \$1 per mile, and why should not the government of the day, holding these lands in solemn trust, be equally zealous for the rights of the public.

The last receding of the government from their position is evidently due to the combined interests of northern members, and the fact that a few of the “big-fisted” ones have all to say in that section of the province. This combined pressure forced the government to yield, and they have in this instance again shown us that they rule the Province, as they ever have done and will continue to do, while unanimity prevails with them, and difference and disagreement between the central and southern portions of New Brunswick. This is the secret; let us hope it may be useful to use in the future.

Reporter

July 31, 1868

The Executive of New Brunswick will meet in Fredericton on or about the 17th August next, and the Crown Land Sales will take place at the same time. It will afford those in authority an excellent opportunity of witnessing the method by which the public domain is thimble-rigged away to the tune of \$4 per square mile; it will show them the big ones lording it over the little ones; it will show them how paupers are made and families turned out of doors; it will show them how logs are sold at \$4 per mile, and it may show them how they are to be defeated at the next session of the Legislature.”

Reporter

Aug 2, 1868

Intercolonial Route Fixed.

Crown Land Sales. “The annual sale of timber berth is proceeding at the Department

during the present week. The bidding is very tame, notwithstanding a large number of applicants, from the simple fact that the bidding is virtually all done outdoors. Parties get together and discuss their respective claims, agree to some partition of the spoils without bidding against each other, the big-fisted ones take what they choose, the upset price of \$6 per square mile is rarely exceeded, and thus the Public Domain is despoiled and the Province loses a large portion of her national revenue. To prove the insignificance of the revenue derived from this source, it is only necessary to bear in mind that while the public chest receives annually about \$20,000 from the entire Crown Land Department, including sales of both land and timber berths, a private company of undoubted reliability, offered \$100,000 for the timber berths alone. If the government will not take this matter in hand it is time the people should.”

Reporter

Aug 28, 1868

Our Crown Lands

It gives us much pleasure to find that our contemporary the *Morning News* is beginning to discuss the management, or rather mismanagement, of our Crown Lands, and we take this as an earnest of the awakening, not only of the newspaper press, but of the whole public to the importance of the matter thus brought before them. We have in New Brunswick a large public debt, annually increasing with our increasing necessities, but we make bold to say that had the sale of our forest lands and timber berths been properly managed and made such a source of revenue to the Province as nature designed they should become, every farthing of this debt would have been wiped off the sheet of our liabilities. Few persons imagine what a source of wealth our Province possesses in those forest lands; surer and more certain than mines of gold or of silver they stand the every replenishing treasure of New Brunswick; but let us expose them to vandalism or squander them for insignificant returns, and we still remain in need, our debt always in advance of us. Exactly the contrary effect is experienced from what we might reasonably expect from all this natural wealth, since it entices hundreds and thousands to speculate in lumbering operations to whom lumbering is not a legitimate calling. The result is a natural consequence; hundred fail where one man succeeds, and other branches of industry being neglected, we are always experiencing hard time. Let us take for instance the case of the recent heavy failure in Saint John. We all know that the market has been glutted with lumber since the early spring, and our operators could do no better than hand over their transactions to Mr. L.; Mr. L. in his turn *promises to pay*, but he too finds his stock a drug in the market, and he fails, entailing unfortunately serious losses upon hundreds besides. In this way the whole community suffers, as every community must suffer when one branch of industry is prosecuted to the neglect of all others.

The remedy for this evil rests in the Crown Land Office; it is for them to prevent wild and ruinous speculation on the one hand, and our domain from devastation on the other. We have already said that the total revenue from the Province lands amounts to only about \$20,000 per annum, a sum realized under a presumed public competition; but there is virtually no competition in the case. Men meet in the Crown Land Office, or out in the grounds adjoining, and there among themselves portion off the lands previous to the sales, and it is only in the event of disagreement that the upset price, hither \$4 per square mile, is exceeded. Then it is we realize the real worth of our timber lands, when we find, for instance, a party at the recent sale bidding up a single square mile as high as *eighty dollars*—that was real not fictitious competition. Now, it is for the public to remember that hundreds of square miles sold during the last quarter of century were quite as valuable as this mile which sold at \$80. The calculation then becomes simple enough. If during the last twenty five years the sale of timber berths have realized \$20,000 per annum at \$1 per square mile, what would they have realized in the same period at \$80 per annum. Answer: \$100,000 per annum, or in twenty five years \$10,000,000. It may be said at such a price fewer would have engaged in lumbering operations; then so much the better for themselves and the country, and the balance in favor of the Province is equally large.

Those most familiar with the operations of our Crown Land system admit that sales by the acre have proved a failure, and this it was which induced the government to establish the new and better system of stumpage, whereby a lumberer paid for what he got and nothing more, nothing less. Why they ever receded from this regulation is

ne got and nothing more, nothing less. why they ever receded from this regulation is past all human comprehension.

There is another point in connection with the securing of timber berths which needs alteration. Under the present system a poor man may employ himself day after day hunting up an eligible lumber chance, and having found it, is compelled to give notice for its application; this notice is published in the *Royal Gazette*, and a "big fisted" lumberer sees that it is a good chance, bids it in over the poor man's price, and the latter loses all his toil and trouble. Under the stumpage system it would be an easy matter to give this man the land at the upset price, however small, and even under the present system he should have it at a fair advanced price, say \$15 per square mile, without the risk of competition.

When public attention becomes more fully directed to this subject, we are satisfied many radical changes will be wrought in the whole system. The following is the extract from the *Morning News*, alluded to above:

*"This sale should teach the Government and the Legislature a lesson. The idea of our lumber privileges yielding only \$20,000, when five times that amount is not a dollar too much to expect, is an absurdity. The whole crown land system, so far as the timber lands are concerned, requires Government overhauling. The cramping of industrial interests, need not follow as a necessary consequence of readjustment. A more rigid system will simply have the effect of interposing a check against recklessness in the use of our timber lands, and securing a larger revenue than we now derive from whatever is necessary to be used."*

Reporter

May 14, 1969

Our Fisheries:

The day was when the Nashwaak River in our own County teemed with salmon, and the settlers along its banks regaled themselves on this king of fishes; but since the erection of the Mills, now Gibson's, no salmon have been taken above that point, although with strange instinct they have frequently been seen in the season vainly endeavoring to leap the falls. Why the settlers along the Upper Nashwaak submit to this spoliation or deprivation, when a fish-way, constructed at the expense of a few dollars, would remedy all the evil, we are at a loss to determine." As with other similar rivers, government should consider its contradictory leasing policy in this area.

Reporter

July 15, 1870

The annual Crown Land sale are progressing at the surveyor General's office. The better quality of land have all been compacted for by the "big-fisted lumbermen," and sell only at the upset price; while the poor lands being subject to fair completion have realized a handsome sum. This shows the necessity for a total change in the system.

Reporter

Oct 25, 1871

Lumber parties are leaving Fredericton daily for the woods, and judging by appearances the great business of the country is to be prosecuted extensively during the approaching winter. These parties start off usually in high spirits, nothing daunted by the laborious life before them until spring comes round again. One young fellow was seen yesterday most affectionately hugging a young terrier which was to be the companion of many a lonesome hour in the dreary wilderness far away from the haunts of civilization. New Brunswick owes much to these hardy toilers in the woods, much more than we are always ready to acknowledge.

Reporter

Jan 10, 1872

Crown Land Management

So much has been said of late relative to the waste of the timber standing on the Provincial lands, that one would think the Members of the legislature, whether belonging to the government or to the opposition, would set themselves to work to remedy so disgraceful a system as that which allows individuals some of them

remedy so disgraceful a system as that which allows individuals, some of them members of assembly, and some of them members of government, to cut and haul all the timber standing on 640 acres for the paltry sum of 6 or 7 dollars, for it virtually amounts to this. It is true that these lands are offered for sale at public auction, but every one knows that the lumbermen form a compact not to bid against each other, and to such a pitch has this come that it is considered positively disgraceful for one lumberman to bid against another at the public sale of the public lands, and there are very few who do it.

Now we are aware that while various parties logging on Crown lands and paying but 6 or 7 dollars per square mile, Mr. Yerxa and others on the Keswick, and Mr. Gibson on the Nashwaak are paying to the New Brunswick and Nova Scotia Land Company 70 cents per thousand feet, B. M., and as five thousand feet would not be a very large yield to an acre, less than ten acres of the Company's land pays as much as 640 of the Crown land. Why is this? Is Mr. Beckwith, the Company's Commissioner, so much superior to every one else in the province that he alone can manage lands with reasonable prudence. The question may be asked what is the remedy for this gross evil? The answer is quite simple,--a little common prudence in management. Suppose for instance that 50 cents per thousand, B. M., should be imposed, and that carefully collected, something would be obtained, or if lumbermen wish to buy their land let them purchase and pay for it. Farmers land need not be sold, the upset price might be made low, say 50 cents per acre on the North Shore, as we will have no Crown Lands on the Saint John in three or four years at the utmost. Some may say a stumpage would be very difficult to collect; such, however is not the case, there is nothing easier or simpler. It might require a Surveyor General of lumber as in the Western States, and he could appoint his Deputies who would receive from 5 to 7 cents per M. for their services, paid by the Crown, thus leaving a balance of 40 cents or upwards on every thousand to be paid to the Government. On the return of the Survey to the Surveyor General's office, parties under pain of forfeiture should be requested to deposit securities that they would pay for the stumpage on such lumber when the same was sawn. In Quebec stumpage at the rate of 50 cents per M. is charge, and leases for a term of years given. It would be much better for all parties were such to be the case here. Let 21 years leases be given at a bonus, and \$6 per mile yearly paid therefrom, and let any lumber cut thereon be subject to the payment of fifty cents per thousand to the government; lessees could then spend money on the streams in improving them by dam building, etc., and thus shorten the haul of logs and consequently cheapen their rice at the sea board.

Date January 15 1872

County Saint John

Place Saint John

Newspaper The Daily Telegraph

About the middle of last month the woodboat schr. "Marysville", belonging Messrs, John WILLIAMS, Joseph WILLIAMS and James WILLIAMS of Westfield (Kings Co.) left St. John for Boston with a load of lumber shipped by Messrs. Jewett Bros. The persons on board were Capt. John WILLIAMS and Benjamin HENDERSON, Mate of Westfield, George WHELPLEY, Portland (St. John) and James ERB, Kingston. (see Wreck of the "Marysville")

Standard

May 15, 1872

By a special telegram from Fredericton we learn that Mr. John A. Morrison's lumber mills on the St. John River, about a mile from that city, were burned to the ground on Saturday. These mills have been for a long time engaged in sawing for Alexander Gibson, and their destruction at this time is particularly unfortunate.

**[this is the property that Alexander Gibson acquired the lease on and for it and other properties in the same area took out the \$19,000 loan in 1865]**

Reporter

Aug 14, 1872

Crown Land Sales

The sale of Timber Berths on the Miramichi. as advertised in the Roval Gazette. took

place in front of the Crown Land Office yesterday forenoon. Notwithstanding the recent advance on the upset price the bidding was of the most spirited character, exceeding anything ever yet witnessed in the history of that venerable institution. From the contested blocks along a sum of nearly \$5,000 was obtained, one of these reaching the unprecedented figure of \$305 per square mile. This shows the actual value of our public lands which for the last half century the government has been selling at the rate of \$6 a mile. Were the upset price fixed at \$20 it would not make the slightest difference as to the disposal of desirable berths, those not desirable always receiving "no bid."

In ordinary cases the competitors form an outside "ring" among themselves, when the block is sold to the highest bidder, the proceeds being divided among the other members of the ring, instead of finding its way into the Provincial treasury.

Reporter

Sept 11, 1872

Crown Land Sale

An ordinary Crown Land sale took place at the Office this morning. It was extraordinary, however, as involving portions of the land in dispute between the Rivière du Loup Railway Company and private applicants, the latter appearing in force to urge their respective claims. In addition to the grounds which have been surveyed by the Company and reserved by the Government, there is a further survey of lands which the Company is determined to secure, and as private individuals could have no hopes of contending against them they will no doubt obtain all that they desire. Objections not unmingled with threats were urged against this procedure, and we fear the government have yet an unsolved problem demanding their most serious consideration. The applicants, however, should not be unreasonable. They must know that **there is no provision whereby members of the Company in their individual capacity can be or should be prevented from bidding in any lands offered at public competition; neither is it unreasonable that the Company should seek by every legitimate means to secure these lands before they are stripped on all that is valuable. We cannot have the road and the lumber too, therefore our agreement with the Company should be carried out honorably according to the letter and the spirit of the law. This they have a reasonable right to demand, but nothing more.**

Reporter

Sept 24, 1873

Alexander Gibson of Marysville, has purchased the Woodstock Iron Works, with lands belonging to the same for the sum of \$24,000. We have heard that Mr. Gibson plans the erection of a steam mill on the grounds, for sawing up the lumber, which will then be transported to the terminus of the Rivière du Loup Railway.  
[perk of the Rivière-du-Loup railway]

Reporter

June 3, 1874

Those Crown Lands

The voters in this County will not be gulled by the delusive clamour of one of the opposition candidates, to the effect that the public lands have been sacrificed by the present Government to "**Gibson and the Rivière du Loup Railway Company.**" In the first place, we hold that the lands have not been "sacrificed," they have been well applied towards the accomplishment of a grant commercial enterprise; and in the second place, they were not so applied by the present government or the late House of Assembly, the Act having passed prior to the existence of either.

Freeman

Aug 1, 1874

The Lumber Lands and Stumpage

The government are displaying unwonted zeal in protecting those lands which the Rivière-du-Loup company have selected, and of which they intend to become owners

as soon as possible. Trespassing should always be prevented, but we heard of no efforts to prevent it until it became necessary in order to prevent the cutting of the lumber which the government resolve to protect for the benefit of their masters of the Ring.

The same person is employed by the government to run lines and protect government revenues, and by the Rivière-du-Loup Company to look after their interests, and the best way to look after them just now is to protect the government reserves most rigidly. The Messrs. Morrow lumbered largely for many years and we never heard of their having poached before, but now a million of their logs have been seized in the boom, and these will be sold unless they pay a dollar thousand stumpage because it is alleged, they were cut on one of these Ring Reserves. Mr. Forbes, of Victoria, had half a million seized for the same reason or on the same pretext, and probably several other seizures have been made of which we have not yet heard. The lumber trade is prostrate just now; the most prudent operators will be delighted to find that they have not actually lost on the year's transactions, and this is the time the government have selected to put the whole lumber trade of the province at the mercy of the Railroad Ring and that other Ring their masters. No wonder that the indignation is wide-spread and deep.

Reporter

Nov 24, 1874

No more Sawdust

It is announced that the Premier will introduce, at the next session of Parliament, a stringent measure to prevent the throwing of sawdust and other mill refuse into the rivers of Canada. We hope Premier will not overlook the river Saint John.

Reporter

March 31, 1875

Timber Lands of New Brunswick

We have received a copy of this new work compiled by Thomas G. Loggie, Crown Land Office, and published by Walker and Miles, Montreal and Toronto. To every person who is interested in lumbering operations we strongly recommend this work, and also to the general public. This Map clearly shows the blocks and ranges of the principal timber Lands of New Brunswick, the outline of the granted and located lands, with a general view of the topographical features of the country. For sale at Cropley's Book Store and the Crown land office.

Reporter

Nov 10, 1875

Our Lumber Lands

The lumber lands of our Country today are forming the greatest national resources to our revenue if not in a direct way to our Provincial Treasury, still this article of trade is producing the greatest monetary results of any of the manufactures of our Province. The government of New Brunswick are fast awakening to the fact and the regulations put forward by them during the last year are only a commencing as to what will be done in the way of preserving the lumber supply of this Province. **During the past years the figure of mileage was so low that even the poorest lumberman was induced to speculate and the result was of course an overstock in the ?, and a low price paid to the operators by their contractors. Nearly 4000 square miles of timber land were sold from the Crown Land office during the fiscal year of 1873, and only realized \$41,000. During the same term last year only 2,500 miles were sold, the stumpage of which, after deducting the mileage, amounted to over 50,000.** This of course shows a great change for the better, and considering **the great depression of lumber trade this year**, the government of New Brunswick may consider they have done well in fostering our lumber lands, and as soon as the foreign markets are brought to a proper standard we may expect still greater benefits. In the meanwhile our lands are to a great extent being reserved in comparison with former years, the result of which will prove remunerative to the Province.

Reporter

Nov 17, 1875

The Freeman in reply to, or rather an attempt to criticize an article published in the Reporter last week regarding the policy of the government and the Stumpage Regulations pours out his usual petty revenge against the government and uses some statement which only the Freeman could be ignorant of. It would be useless we presume to tell the Freeman that **the policy of the Government has nothing to do with that of the Railway Company he speaks of**, and we will try and make it believe that our assertion is right. When the rate of mileage was fixed at \$8 per square mile to cut and carry away lumber **without an additional stumpage**, the result was a very large amount of lands sold from the Crown Land office and an additional large amount of lumber exported at a very low rate without much general good to our Revenue. The government finding no general increase from year to year, but rather a falling off in some cases in the receipts from lumber, and that as timber was in a manner being very much diminished in quantity, resulting in an overstock in the market, concluded that if a Stumpage Bill was introduced it would have the effect of bettering the receipts of our Treasury and an establishment of a higher rate in foreign markets. Too much lumber had been cut, in fact the mileage was so low that lumbermen could make a winter's operation on 2 square miles of land which was sold at the upset price of \$16. **Will the Freeman prove its statement when it says the Stumpage Regulations are obnoxious?** The lumbermen are quite satisfied to pay the **60 cents per thousand**. Is it not right they should give a fair return to the quantity of lumber cut? The rate of stumpage in this Province is much lower than in the other Provinces of Canada, and if the Freeman was are of this, probably he would not make the assertion.

**In reference to monopolies** the Freeman is wrong in saying we are in favor of any such thing. What we meant is that the poorer lumberman would do much better by improving his farm, or other employment in winter months, than engaging in lumber pursuits where it is found in nearly every case not a paying speculation.

In regard to the \$9000 in our Revenue which the Freeman thinks a trifling fact we have to say that hardly two-thirds as much lumber was cut and hauled during the fiscal year ended 31stOct., 1875, when the increase was made, than in the preceding year.

St. Croix Courier

Jan 27, 1876

The Lepreaux Saw Mill Burned

The water power saw mill of Mr. W. K. Reynolds, at Lepreaux, was totally destroyed by fire on Saturday evening. The origin of the fire is unknown. It was discovered about 9 o'clock and when noticed had made such headway that nothing could be done to stay the progress of the flames, and they continued their course until only a heap of ashes was left of one of the finest mills in Canada. There was no opportunity to save even a belt or a saw. The mill was built by Mr. Reynolds in 1854, and was then leased by Messrs. King and Gibson, and subsequently by Alexander Gibson, Esquire, who left it to establish operations at the Nashwaak. During the continuance of the lease it performed some remarkable feats of sawing. On one occasion it sawed with one gang 67,000 feet of long lumber in ten hours, the logs being taken from the pond without being sorted for the purpose. It is believed that this, taking everything into consideration, has never been beaten.

Since Mr. Gibson left Lepreaux, the mill had been run at different periods by Mr. Nathan Short and Mr. Reynolds, but it had not been in operation during the past season. IT was built with great care, and the water power, as is well known, had few equals on the continent. The cost of the mill was about \$20,000, and it was in good order and condition at the time of its destruction. It was insured for \$6000 in one of the Saint John offices. The public will be sorry to learn that a gentleman of such enterprise as Mr. Reynolds has suffered so great a loss.—Telegraph [Weekly Telegraph]

Reporter

March 8, 1876

## The Lumber Trade

The Lumber trade has ever been an important branch of Canadian industry, and multitudes have obtained steady and remunerative employment from those who have been engaged in carrying it on. Our forests have yielded a rich and abundant supply of various woods of the finest quality, and our facilities for manufacture and exportation being exceedingly favorable, we have been able to compete with any other in the business, in the market of the world. For several years following the abrogation of the old Reciprocity Treaty with the United States, the demand was great, prices were high, and the business was carried beyond its legitimate bounds. The consequence was the markets were glutted, a large amount of capital invested in this way became locked up in unremunerative stock, immense quantities of lumber had to be held over from year to year, and the issue was the failure of a number of leading firms in different parts of the Dominion. As all the industries of a country are intimately related, and are more or less dependent for success upon each other, the crippling of one, necessarily interferes with all the rest, and every public interest is damaged thereby. Very few have made anything in this business for the past two or three years, and to have escaped absolute failure may almost be regarded a success.

But the long dark day is drawing to a close, the worst is over, and things are beginning to wear a more encouraging aspect. Trade is undoubtedly reviving in the United States, and there is some considerable improvement in the foreign markets. Prices have gone up in England, and a further advance is confidently expected. With the old stock greatly diminished, with a less amount manufactured in the Upper Provinces, and with the cost of production much less than in previous years, the spring opens upon our lumber merchants more hopefully than might have been expected at the close of last year. And we shall not be surprised to hear when the operations of 1875-6 are correctly estimated, that as good a business has been done, as when times appeared to be a great deal better.

## Carleton Sentinel

April 20, 1876

There were cut on Crown Lands last year woods of all kinds equivalent to about one hundred and ten million feet. This season the yield will probably be one hundred million feet.

**The New Brunswick Railway Company (popularly known as the Rivière-du-Loup Company) last season had cut on their lands logs and lumber equivalent to thirty-six millions feet. This year there will not be more than twenty million feet taken off their lands, the greater portion of which is cut on their territory on the South West Miramichi, where their best timber land is situated.**

We understand that the cost of collecting stumpage cut on Crown lands last season amounted to ten and two fifths cents per thousand feet board measure, and scaling and the salaries and travelling expenses of the timber agents. An interesting feature of the expenditure under this head was the fact that the agents collected enough from trespassers to pay their salaries and all office and travelling expenses, with a considerable surplus to the good. In this connection the public may be interested to learn that the price paid for scaling alone, on the United States side of the Saint John this season, is eight cents per thousand feet, B. M. so that the cost of collecting the revenue from Crown Lands cannot be much reduced. The larger the quantity of logs hauled, of course, the less will be the cost of collection.--Watchman

## Daily Telegraph

April 24, 1876

Shipping Notes

“Prince Waldemar”

This fine vessel, which will be launched from Mr. Jos. K. Dunlop's yard, Courtenay Bay, tomorrow morning, is one of the largest, handsomest and most expensive ships which has ever been built in Saint John, and one of which both the owners, Mr. James H. Moran, and the builder, Mr. Dunlop, may justly be proud. The vessel is being rigged on the stocks, and when launched, will be ready for sea. She is to be under the command of Capt. Henry Smith, well known as an efficient navigator, **and will be**

**loaded by Alexander Gibson, with lumber for Liverpool.** Approaching the ship from the yard, her beautiful model is instantly observable, while the tall, tapering masts and graceful yards, finish the picture of this "thing of beauty and joy for" -- years. To entitle her to the highest class, no expense has been spared, and the cost will exceed \$100,000. She was modeled by the builder, Mr. Dunlop, and Mr. John Dunlop has been the foreman and master builder. The Prince Waldemar, named after the heir-apparent to the throne of Denmark, brother-in-law to the Prince of Wales, was begun in August, 1875, and since that time sixty men have, on average, been employed in the yard. The carpenters tonnage is 1749 tons, the registered tonnage without reductions being 1728 tons. the extreme length of keel is 222 feet 4 inches, 240 feet over all, the breadth of beam 40 feet, depth of hold 24 feet; the height between decks making spacious and airy room for stowage. Some 50 tons of ballast have been put in the hold to counterbalance the weight of the masts and rigging on launching. The copper fastening is very thorough, extending up 24 feet, and all iron work above this, and indeed throughout the exposed portions of the ship, is galvanized, the keel, stem and stern-post, knight-heads, cavils and bitts are of oak, fore and mainstay bitts of white oak. The kelsons, of which there are four tiers, boxed in and salted, are of 17 inch pitch pine, with yellow metal fastenings through the keel. Five streaks of the bilge, 15 inches thick, are also of pitch pine, which valuable wood has been used unsparingly in this ship. The clamps, stringers, waterways, upper and lower deck beams are all of this pine of the largest dimensions. On her topsides and wales are 18 streaks of pitch pine. The lower deck floors are of spruce, 3 ½ inches thick, laid and caulked, the upper deck of spruce 4 ¾ inches square, planed and oiled. Between decks are four tiers of waterways all pitch pine, bent round, some lengths being 50 and 60 feet. the upper deck beams are hachmatac. The iron knees are very heavy, being 4 ½ x 3 ½ inches, rolled at the Cold Brook Mills, and shaped by Messrs. Jones and Emery. A chain locker reaches from the upper deck, forward of the forecastle house, to the hold, a patent gipsey winch being used to raise and lower it, thus keeping the deck clear. In the lower hold, the iron riders are unusually heavy, running to within five feet of the keelson. They are 4 ½ inches thick, and are each fastened through the side by fifteen bolts of yellow metal, 1 ¼ inches in diameter. The pointers are of oak, secured by crutches; there are five forward and four aft. The mast steps on the keelson are very heavy oak timbers. The waterways are all secured by 1 ¼ iron bolts. The stanchions are strengthened by knees which reach from the upper deck to within five feet of the keelson, and are there secured to the lower knees, thus fastening the decks well together. The "steeling" is from 10 to 14 inches in depth. Locust treenails are used throughout. On the upper deck, the main and rack rail, and sperketing are of pitch pine, the latter timber being 18 x 9 inches. The masts, bowsprit and yards, made by Mr. Robert Ewing, are fine specimens of his work, they are all of pitch pine, and are made on the most approved principle. The running rigging has been made by Mr. Webb, at Millidgeville. The rigging is being done by Mr. William Finn. The figurehead, a fine carving and good likeness, and the coat of arms of Denmark, with the rest of the carving on th ship is well done by Mr. Robert Graham, who is scarcely excelled in his line. The painting was done by Mr. Isbister, and like the joiner work by Mr. Andrew Myles, is first class. The blacksmith work is by Foley Bros., the work on the tiller being very well done. The castings are from Messrs. Allan Bros. Aft, there are three of "Owlton's patent" capstans, double action; and forward, six sets of iron bitts, with patent pumps from Fraser, Fair and co., Liverpool. The hatches are of oak, plated with galvanized iron. Four hawser-pipes have been put in the bow, the two extra being to save trouble in putting out hawsers. The accommodations are excellent. In the forecastle, 43 x 19 feet, are two divisions, with bunks for ten seamen each. In the same house are a carpenter's shop; a spacious cook's galley, grained in oak, and with a tiled floor; a sail room, cook's room, coal bunkers, and an engine room; the engines will be used for hoisting purposes, like those on steamships.

Amidships is an extra house 16 x 12 feet, with accommodation for twelve men.

The cabin is finished on the outside in ash and walnut. The combings of the houses are pitch pine, the forestays come to large oak bitts, instead of being attached to the masts as usual, this in case of loss of the bowsprit securing the foremast. Forward are lockers for stowage of sails, etc. The cabin is very comfortable and is elegantly furnished. The captain's room is large, and contains a walnut bunk

elegantly furnished. The captain's room is large, and contains a walnut bunk, secretary, book case, and closets. The mates' rooms are neatly arranged and are entered from the foot of the companion way. The forward cabin is 18 x 12 feet, off it is a pastry room, oil room, locker, and a spare state room. The after cabin is 16 x 13 feet, finished in walnut and pine, in gothic style; carpeted and furnished in velvet. Off of it are a spare state room, bathroom and lavatory, with handsomely fitted medicine closet, etc., in walnut. The cabins are lighted by dead eyes, which, with all brass work, was manufactured by Mr. Harry Allan. Thus, it will be seen that this fine vessel is nearly all of domestic production, and one which will add to the ship building reputation of the province wherever she may sail.

Miramichi Advance

May 12, 1876

Deck Loads

In the [British?] House of Commons on Monday night of last week, a new clause was added to the Merchants' Shipping Bill, imposing a penalty of 500 pounds on the master, or owner, of any British or Foreign vessel, sailing between Oct 1<sup>st</sup> and March 26<sup>th</sup>, which shall arrive with heavy timber on her deck, or deals, or battens, exceeding three feet above the deck.

Carleton Sentinel

Sept 2, 1876

Communicated

Mr. Editor,

By remarks of X in your last, there seems to be a screw loose, between the railroad company and our government, concerning the Woodstock bridge. the way I look at agreements, the railroad has stole the march on the government; by agreeing to except the casualties of ice or freshets, which exonerate the Company from erecting a scientific, substantial structure to resist ice, etc. Our King and ruler is supposed to be invincible and has done some wonderful things. I agree with X it seems to be a fair open document, almost too open and fair for the public good, eh will find. **I can't but say if the government has shown so much imbecility by giving \$25,000 on an agreement with such a clause**, there can be no fault with a company nowadays to take advantage of it, as traces of honor are not to be found in our government, nor could it be expected of others. So if the government wants a bridge to resist ice and freshets, they must build it; and I fail to see what object the government has in view, to give \$25,000 towards **a public bridge** that would not resist the ice and freshets. In this upper county we re more interested and suffer more, than any county, to have a catch-penny bridge erected at Woodstock, as it cuts off Woodstock, St. Andrews and St. Stephen from us, and confines our trade to Fredericton and Saint John, which will close York and St. John's mouths, to the detriment of Charlotte, Victoria and Madawaska. Now our County is filled to overflowing with all sorts of farm produce, and we see no chance to get any price for it; hundreds of tons of hay will not be cut--not worth the making. **And the railroad Company has got all our wilderness lands locked up. What is not granted to them they have a reserve of, under a pretense of giving us an outlet. So here we are in a fine fix--lands all gone, a catch-penny bridge at Woodstock, and no railroad.**

**Already the railroad Company has collected stumpage, and calculate to collect from the reserve. Now, what right has our government to give reserves of our lands, and lock them up against us, by any Company, until their agreement is carried out?** the government will look after the back settler, and seize lumber, cut in order to keep soul and body together, if they do not happen to have a grant of these lands, and now the railroad Company has done the same in this county on settlers who supposed they owned the lands now claimed under the reserve (who keeps the reserve fund). it seems to be the general opinion here the railroad Company and the government goes shares, and see how much they can gull and swindle the province out of and are backed up by their lackey politicians, who are willing to pocket all affronts if well paid for it, and so much we pocket all impositions, and when we get a slap on our cheek turn the other also, so long as there is so much government wool floating and flying in the atmosphere to blind our eyes.

Yours truly

1000, 1000,  
P. O. B.  
Madawaska, Aug 25, 1876

Carleton Sentinel

Sept 26, 1876

Item on prices of Saint John spruce and deals from Farnworth and Jardine annual circular.

“Saint John spruce and deals of similar quality were sold in the spring from the yard on a basis of about £8 15s per standard; ex quay sales were made at £8 10s.p ex quay at the commencement of the this import season, but gradually declined to £7 15s in the month of October and November; since which, however prices have recovered, the latest sale being at £8 2s. 6d. per standard. Lower Port cargoes have generally ruled about 5s to 10s below Saint John’s. Pine deals ruled low early in the season, but latterly have been in getter request at improved prices.

Carleton Sentinel

Sept 30, 1876

The Timber Supply Question

Long article

Carleton Sentinel

March 9, 1878

Crown Land Report

Detailed on land vacant, granted and sold, stumpage etc. By County. York leads in granted and sold.

NB Reporter and Fredericton Advertiser

April 24, 1878

Alexander Gibson

Immediately opposite Fredericton the St. John River received the waters of a small tributary—the Nashwaak. Following up the course of this stream about three miles, the traveler comes to the picturesque village of Marysville. Nothing remarkable in that, you say, but have patience. That village has a history, and that history centers around the person of the one man whose name appears at the head of this sketch, and from whom the village is named. Not many years ago, there lived in the vicinity of St. Stephen in this Province, a man “to fortune and to fame unknown,” who was content to earn his bread by the sweat of his brow.” An energetic, hard working man with nought to cheer him on the way, but the poor man’s blessing—a large family. He laboured on, and as his own toil, accumulated for himself a little capital; he invested it in the lumber business. These small beginnings led to greater ventures, and after a time he purchased a saw mill on the Nashwaak, and removed thither. Since that time fortune has smiled upon him so kindly that, now beside owning an immense mill property on the Nashwaak, and the village which bears his name, **Alexander Gibson, the quondam day labourer, has a controlling interest in the man lumber trade of our Province, is the largest shareholder in the River du Loup Railroad, and owns large tracts of wild land as well as property in other securities. He is probably the wealthiest man in the Province, and many be fitly termed the Prince of New Brunswick lumberers.**

The village of Marysville is situated on both sides of the Nashwaak, but the two divisions differ widely in appearance, though it is difficult for the observer to determine which affords the more pleasing scene. On the left bank, and occupying a low flat close to the stream, are the dwellings of the mill employees with the village store rising in their midst. The dwelling, numbering about thirty, are all alike in plan and colors, and each is arranged for the occupation of two families. That part of the village on the right bank presents a more imposing appearance. It comprises the splendid residence of Mr. Gibson himself, those of two of his sons, and of the head officers in his extensive business, the parsonage, and last but by no means least, “Gibson’s Church,” as it is popularly known. The residences would all do credit to any locality, but the church deserves more than a passing notice: it is octagonal in

any country, but the common belief is more than a passing fancy, it is a genuine form, surmounted by a lofty steeple, and painted a plain white, the ornamental work on the exterior is very tastefully executed and produces a fine effect, within the building the same taste is displayed; the furnishing are expensive and comprise one of the finest organs in the Province. The congregation is ministered to, and the parsonage occupied by, one of the Methodist denomination; but we understand that no one but Mr. Gibson has any claim on either church or parsonage. **That gentleman may generally be seen at service seated in the family pew. He cordially welcomes strangers, not infrequently conducting them to seats himself.** *In appearance and habits Mr. Gibson is quiet and unostentatious, but his face is marked by the energy and determination which have characterized his life.* professing no particular religious belief, **Mr. Gibson is celebrated for his magnificent donations to all religious and charitable institutions which come under his notice.** Though universally esteemed and respected by all who have had the pleasure of his acquaintance, **his retiring habits have prevented his fame from reaching far beyond his own business circles.** But certainly the record of his life is the most remarkable instance of a successful financial career in the annals of our Province and perhaps of the Dominion.

Reporter

Jan 15, 1879

Wood Trade Circular

We are in possession of a copy of the Miramichi Wood Trade Circular for 1878, published by J. B. Snowball, M. P. this circular contains much valuable information concerning the lumber trade of the Province, as well as a detailed statement of the shipments from Miramichi. Mr. Snowball is the largest shipper, having loaded 56 vessels, (representing a tonnage of 29,839) with 26,502,447 sup. Feet of deals and 75,471 palings. Buy Bevan and Co. loaded 53 vessels; W. Muirhead 45; R. A. and J. Stewart 24; Alex. Morrison 22; D and J. Ritchie, 20; Gilmour, Rankine and Co. 12; Hamilton and Fish 6; George Burehill 6. Total amount deals 105,759,792 feet.

It will be seen by the above figures that an extensive export trade is done on the Miramichi, and the shipments of 1878 were 30 percent, less than that of 1877.

Reporter

Oct 15, 1879

The Saint John River

Mr. Edward Jack of the Crown Land Office has been visiting St. Andrews and has lectured in Stephenson's hall in that town, his subject being "On the Upper Saint John River." We should judge by the accounts contained in the press of that town, that the lecturer was both instructive and interesting. Among other things Mr. stated (we quote the Pilot) that in the year 1763 the first permanent settlement on the Saint John river was made at Maugerville, by about 800 men, women and children, under the guidance and superintendence of Mr. Israel Perley, grandfather of the Hon. W. E. Perley.

Says the Pilot: "the lecturer described the geological formation of the banks of the Saint John river, which he said comprised the older rocks at its mouth, north of these came in the coal formation, which bore the poorest land in New Brunswick, above this came the upper Silurian, on which rested the richest and most fertile soil which is similar to the productive districts in Western New York, and of which **the New Brunswick Railway Company own nearly a million of acres.** The projector of this railroad Company, **Mr. Alex. Gibson, is a native of St. Andrews,** and he is a man of which any town may feel proud."

"The lecturer exhibited a Geological map of New Brunswick, on which he pointed out the lines marking the bounds of the different geological formations. He then introduced a transparency, showing the splendid forest growth on the upper Silurian formation in new Denmark, which Settlement he said was much indebted to the persevering labors of one of Charlotte County's representatives, the Hon. Benjamin Stevenson. A number of transparencies of scenery on the upper Saint John and its branches, many of them very realistic and beautiful, were introduced, and were deservedly admired by the audience. For the amusement of the young folks several comic transparencies were show, and were admired by all."

These transparencies were the work of Mr. George Taylor, of this city, and were prepared by photographs by himself. They were exhibited by aid of a Magic

Lantern and Oxi-calcium Light, and are spoken of as highly respectable.

There is nothing more interesting or entertaining than a reproduction of reminiscences of the early days of our country, and we have few gentlemen among us as capable of presenting them to the public in a true and pleasant manner as Mr. Jack, who we hope may be induced to appear before a public audience in this city, and favor them with his lecture.

Reporter

April 7, 1880

Lumbering

. . . During the month of March, Mr. Alex. Gibson, of Marysville, shipped to Great Britain from the port of Saint John, 8, 229, 662 feet of spruce. The next largest shippers during the same month were R. A. and J. Stewart, who shipped in deals and boards 2,117,647 feet. . . .

Reporter

April 29, 1880

The Mills at Work

Morrison's mill has resumed work again affording employment to a large number of men who have been idle for many months.

Mr. Gibson's mill at Marysville has been doing big work and numbers of woodboats will soon be supplied with paying cargoes.

Estey's West End Mill which has been running for several weeks, continues to make things look lively at the upper end of the city. The prospect for good times looks encouraging.

reporter

July 28, 1880

The "Telegraph's" Views on the Effect of the Tariff on Lumber.

Long article

Reporter

Oct 6, 1880

Our Lumbermen

The Windsor Mail in an article on the growth of our industries under the fostering care of a protective tariff, remarks as follows:

"We are told, however that this prosperity is one-sided: that it has been induced at the expense of the many and by the oppression of certain interests which from their exceptional position could not be protected. The largest and most frequently cited business of this kind is the lumbering trade. Lumbermen, it was said, had to pay higher for their supplies, and as it was impossible to provide for a corresponding advance in the price of their product, because their market is a foreign one, the National Policy must seriously cripple the trade. The argument sounds well, but it is not borne out by the facts. The lumber interest still survives; it showed a slight improvement last year, and the prospects are now brighter than they have been for many years. Millions of feet of old lumber have been sold or contracted for at high prices, and the demand is so brisk that the operations in the woods for the ensuing winter promise to be on an unusually large scale. With a few more industries stimulated like the lumbering one the country could endure even the N. P."

Lumber has not ruled so high for many years as at the present time. The prospect for a heavy winter's business is also in store, and it is expected that the next summer will be the liveliest we have had for many years.

Reporter

Nov 10, 1880

Our Timber Lands

The preservation of our timber lands is a serious question, demanding the attention of the Government. Our intelligent fellow citizen, Edward Jack, has written and spoken

upon the subject frequently, and no man in the Province is better acquainted with the character and value of our lumber lands than he. His views upon the subject are sound, and the time has arrived when the Government should deal with the question in the interest of the whole people. **The old excuse of the depression of business, is gone, trade is reviving**, and people are going into the woods as usual to cut down and carry away the pick of our forests for **eighty cents a thousand**. *The American lumbermen get from one dollar and fifty cents to three dollars a thousand for logs cut on the streams flowing into the Saint John river; proprietors of land all over the country get from one dollar and fifty cents to two dollars per m; and the New Brunswick Railway gets one dollar and fifty cents readily.* Why then should the government not get the same? There has always been a cry from the northern sections of the Province for low stumpage, but we are informed that lumber is really worth more there than on the south side of the Province, the chances for lumbering being better, as it has not been worked so much. *It is said that a large operator has offered the New Brunswick Railway one dollar and fifty cents per thousand for their lumber on some of the small branches of the Restigouche.* Now it appears to us that the government has a plain duty to perform in the interest of the whole people north and south; that they should lay off the lumber lands which are adapted solely to timber purposes; that they should allow no squatting or partial granting; that they should reserve it for the purpose of lumber and protect it by regulations in charge of vigilant officers, and in any other way possible; **fix a minimum price of one dollar and fifty cents per thousand**, and thus secure to the country a permanent revenue. If less lumber be cut so much the better, as it will increase in value by annual growth. Enough will be cut every year for the purposes of trade, and the absurd spectacle of disposing of the public property at half the value will cease to exist.

Reporter

Jan 5, 1881

Lumber Shipments

We are in receipt of Mr. J. B. snowball's Miramichi wood trade circular for 1880, a paper full of interesting statistics regarding the shipment of lumber from the various shipping port of New Brunswick. Mr. Snowball is one of the largest exporters of lumber on the Miramichi. During the year he shipped 32,607,000 sup. Ft. deals besides a large quantity of birch and pine timber, palings, and laths. Messrs. R. A. and J. Stewart shipped over 33 million feet deals in addition to other lumber, and Buy Bevan and Co. over 274 million feet, while W. Muirhead, D. and J. Ritchie and Co., and other were also large shippers. From the port of Miramichi alone 349 vessels were loaded, and in deals alone 185,004, 559 feet of deals were shipped.

This circular also furnished a detailed account of the shipments made from other ports in the Province. **From Saint John there were 338 vessels loaded, and from this port 215,485,000 feet of deals were shipped, of which enormous quantity Alex. Gibson shipped 75,355,000 feet.**

The stock of sawn woods on hand at this time last year was heavy, but the improvement in the European market as well as our own markets during the year stimulated shipments and the yards here are now almost bare.

The season of 1881 must commence with an entirely new stock, the volume of which will depend largely on the character of the winter for lumbering operations.

A lower freight prevailed during the year than ship owners first expected, the early chartering being from 65 to 67.6, the summer rates from 60 to 62.5, and the fall again advancing to 65. These rates averaged about 5 higher than those of the year previous.

The total stock, round and sawn, wintered last year on the Miramichi was 70,000,000 superficial feet. The stocks held over this season is about 16,000,000 feet.

Reporter

April 4, 1883

Lumber Notes

The St. John News has been making a review of the lumber operations carried on during the winter and reports that operations on Provincial waters about Grand Falls, on the Tobique, and scattering lots down the main river, will reach a total of 40,000,000, or only two millions short of the cut on the same waters last winter. On the Tobique it is less by 8,000,000 feet than was anticipated but fully up to the average, as more men and horses were put in. Much of the cut, furthermore, was made by the contract, so that the quantity approaches estimates very closely, while the loss resulting from heavy expenses of operation fall upon the contractor. The above total of 40,000,000 of course does not take in the Nashwaak logs which are isolated from all others, being all driven, boomed, sawed and shipped almost entirely on the Nashwaak—excepting a few million which are rafted across the main river from the mouth of the Nashwaak and sawed at Morrison's mill. **Mr. Gibson's cut will not exceed 20,000,000, but he has such a fashion of scooping in the stock of small operators that he may command forty or fifty million feet before the season is over, to say nothing of the amount he has wintered over.** that the estimated cut on the Aroostook (36,000,000 feet) having dropped down to 28,000,000, and that of the Upper St. John from 50,000,000 to 40,000,000, it is apparent that the falling off on the American side will fully equal 25 percent. From Mr. McLellan, MP, we learn that the cut of pine timber on the Aroostook River has been twice as large as last year—which will be good news to our sash and door factory men, who were compelled to handle small and inferior grades of stock last year, and to pay a very fancy figure for the prime article.

Reporter

April 14, 1883

The Lumber King

**Last January when Mr. Gibson took stock of his lumber at the various mills in St. John, he had a total quantity available for shipment of 40,000,000 feet. Besides that he had 10,000,000 feet of logs frozen up in the ice on the Nashwaak River. This winter Mr. Gibson's cut, as estimated previously by the *News*, will reach a total of 26,000,000 feet. Add to this 10,000,000 feet cut on Grand Lake waters by Messrs. Tapley, which are under contract to the nabob of the Nashwaak, and the total quantity of lumber, exclusive of possible purchases, that Mr. Gibson will control this year,, amounts to 86,000,000 feet. - *News***

York Gleaner

May 9, 1883

Our Mills

St. John owes so much of its prosperity to the manufacture and shipment of lumber that anything relating to the growth of the industry cannot fail to be of interest. If one could get all the principal facts relating to this trade, a valuable contribution could be made to our provincial history: but the people who settled the province, and especially those whose energy and enterprise have made it worth living in, were not careful about leaving any other behind them than that which their strong hands have made upon the hills and vales of our farming sections, or the wharves and buildings of our cities. Therefore of what might have been a very interesting chapter in provincial history we have nothing but fragments, often unreliable and generally vague and disconnected. **Who was the first miller in the St. John valley? We do not know, but we do know where his mill was. On a very old plan, which appears to have been made about 1765 by some persons from Massachusetts, who intended establishing a colony to be called Newton, a short distance above the mouth of the Nashwaak, there is laid down a saw mill upon the very spot where the Marysville mills, owned by Mr. Gibson, now stand. This would seem to be a remnant of the days of the French occupation, or it may possibly have been built by the Maugerville settlers who came to the Province a few years before. However this we do know, that before Parrtown had an existence, before the first gun of the Revolution had been fired at Lexington and while yet the Indians had, their council house at Aug-ko-pa-hag and divided the river and its tributaries between the families of the tribe, the waters of the Nashwaak turned the wheels of saw mills. In this pretty valley, where the rows of cottages adorn the river**

**bank, and the mansion of the owner at one end of the village and the elegant church and commodious school-house at the other, look down upon the cluster of mills and their busy crown of workers, and where the lofty walls of a factory will soon be raised we find the beginning of the great milling interest of New Brunswick. How it has grown since the first log was sawn there, either for the French fort below, or the settlers' houses of Maugerville would, as we have said he had an interesting story to tell, but unfortunately it must remain for the most part untold.--Telegraph**

Reporter

May 23, 1883

Old Landmark Gone

Mr. William Richards arrived in the city of Saturday from a visit to the site of the Chatham mill recently burned. It was owned by Himself and Guy Bevan and Co.. The Advance says it was built by Messrs. Gilmor, Rankin and Co. in 1829. The walls were of stone and the roof slated, with lead hips. A good deal of the stone and frame work were prepared in England and brought to Miramichi to be set up. The first water wheel was of twenty feet diameter, and was of wood and iron. It was replaced in 1853 by an iron wheel of twenty-five feet diameter, which gave greater power and increased the mill's cutting capacity. The lumber cut in the river when the water mill started, in 1830, was pine exclusively and the "feed" then thought sufficient was one eighth of an inch to each stroke of the saws. Up to that time deals were cut by hand in the saw-pit or by single saws in small water mills, and the new Gilmor and Rankin mills was looked upon as a very long strike in the advance of the times. Its work became the envy of the rival Cunard firm on this side of the river, so, six years later, the Cunard steam mill—which at first ran five gangs, and was burned in 1880—was built. About seven years ago the water mill was sold to William Richards, and at the time it was burned was owned by that gentleman and Messrs. Guy, Bevan and co. We understand that it was insured for \$12,000.

Reporter

April 2, 1884

The Lumber Trade

Advices from all points in the Province show that the falling off in this season's cut as compared with last year will amount to about fifty percent. It is to be hoped that this reduced production will effect an improvement in the markets. Like some other industries, that of the lumber trade has been seriously affected by over-production. Those who engage in the business have the remedy in their own hands.

Late British Circulars says there is an good demand for birch, and that prices are well maintained. Prices range from 17d to 18d per foot. Spruce deals from 5 pounds 15 s. to 6 pounds 18s per standard. Scantling and boards from 6 pound to 6 pounds 5s. Not much demand for palings.—Advocate

Reporter

Aug 6, 1884

Rafting Operations

The operations of the Boom Company this seaside have been carried on more successfully than for a number of years past, and the prospects now are that by the 1st of September, all the booms will be cleared of logs. The skilful arrangement of the boom officials has contributed largely to this result. The quantity of logs handled by the company this season amounts to nearly seventy millions feet. The quantity of unrafted logs now in the booms is about ten million. It was expected that the Glasier boom would be closed to day and the work finished with the Douglas and Mitchell booms. The little steamer employed by the company this summer has proved a very great convenience to the officials in visiting the different operations.—Capital

York Gleaner

Sept 3, 1884

Lumber Operations

Mr. Lynch, who has been a heavy lumber operator on the Miramichi, states that the

Mr. Lynch, who has been a heavy lumber operator on the Miramichi, states that the outlook for the coming season is very poor. He is not aware that any preparations whatever have been made yet for the woods. Everything at present points to a very dull season. Last season there were only about one-half the amount of lumber cut of former years on the Miramichi; and this winter's campaign will fall far below that of last season. Mr. Lynch has several million feet of lumber harbored near the mouth of the Miramichi which he summered over from his operations last year.

Mr. Gibson is getting parties ready for the woods.

Reporter

March 21, 1885

Manufacturing Interests of York County

. . . Not so far from the city's limits, however, there are several industrial institutions of which any city or any country might justly feel proud. Specifically noticeable in this connection are the cotton mill and lumber works of Alex. Gibson at Marysville, and the hames factory of W. McFarlane, at St. Mary's. The cotton mill has not yet been put in operation, but it may be as well to state that in its construction during the past year and a half, and its equipment this fall, steady employment has been given to large body of people. The tabular statements, bearing upon the industries of Marysville, especially will prove an interesting study.

The following table contains a statement of the total number of hands employed in certain industries of York County in 1884, together with the total average weekly wages paid:

Place	Employed in 1884	Weekly Wages
Fredericton	503	3712
Marysville	1642	12871
St. Mary's	9	81
Gibson	18	113
Nashwaaksis	9	55
Douglas	5	30
Benton	10	66
Canterbury	80	600

The following table contains a statement of the several industries in the County of York together with the number of persons relatively employed therein, and the total weekly wages:

Marysville

Cotton Mill

Carpenters	30	288
Painters	8	72
Bricklayers	12	216
Machinists	24	288
Plumbers	4	55
Laborers	18	126
Brick makers	20	180

Sawmill men St. Mary's	1426	11646
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Confectioners	3	14
Harness Makers Gibson	6	63
Furniture and Leather Manufactured	8	38
Saw Millmen Nashwaaksis	10	
Carriage Manufactured	6	36
Tanners Douglas	3	19
Grist and carding Millmen Benton	5	30
Tanners Canterbury	10	66
Mechanical operatives in York Co.	345	2367

The Millmen of Fredericton are in the van, both in force and cash. In 1878 the mills have employment to 172 hands, whose weekly wages amounted to 1164; and in 1884 to 153 hands, the weekly wages being 1137. The number of hands and the weekly pay roll would be greater in the latter year but for the stoppage of R. A. and I. Stewart's

ron would be greater in the latter year but for the stoppage of R. A. and J. Stewart's mill, owing to the low price ruling for deals. The foundry and machine industries had, in the six years from 1878 to 1884, made marked advances in force, in wages and in machinery, the weekly wages having increased from 323 in 1878, to 554 in 1884, and the force from 46 in 1878 to 66 in 1884. Other industries have made progress, but none of them so rapidly as the foundry and machine works of McFarlane, Thompson and Anderson.

The districts in York county outside of Fredericton help the record wonderfully. Marysville leads off in men and wages in both periods, the total weekly pay, even without the cotton mill running, being 13,802 in 1884, and the working force correspondingly large. The Advance on 1878 us quite marked in certain lines.

Reporter

July 18, 1885

Another Enterprise

Mr. Gibson is erecting a mill at Marysville for the manufacture of laths, shingles, and other small lumber and will have it in running order in a few weeks. Heretofore the slabs and edgings from the saw mill fed a continuous bonfire in the village, but this waste will now be stopped.

Miramichi Advance

April 1, 1886

Sale of Valuable Properties

The following properties are offered for sale:

Timber lands – 3080 acres timber lands situated on Mullin's stream in the Parish of North Esk, well timbered with spruce.

Saw mill property: the water-power saw mill known as the Baker Mill the land and buildings in connection

Also the Steam Tug "Loyalist" and four decked scows

The above properties, if not sooner disposed of at private sale, will be sold at auction in Newcastle in the county of Northumberland on Wednesday the 14<sup>th</sup> of April next.

For particulars apply to John McLaggan, Newcastle.

Saint John Sun

Sept 30, 1886

Northern and Western Railway

. . .

**Last winter Mister Gibson brought down nearly two million feet of logs, and to a lesser extent Mr. Snowball utilized the line in the same manner at the eastern end.**

Miramichi Advance

Jan 20, 1887

**Timber Trade Statistics, condensed from J. B. Snowball's Miramichi Circular**

The business of the past year has been on as restricted a scale as was predicted, but although the export from the principal spruce ports has been curtailed, still it is worthy of note that from Nova Scotia, as well as from the smaller ports in New Brunswick, (places not having our heavy stumpage tax to contend with) the export has been increased. This has brought the total exports nearly up to that of last year. The business, however has not been profitable, and although freights inched lower than in any previous season, the consumer, and not the producer, received the benefit, and it may be said that a feeling of depression still hangs over the trade here.

. . .

The shipments from this port, were, this year, less than half of what they were in 1877, 1880 or 1883, and the smallest since 1870. We do not, however, expect a further decrease, in view of the fact that the sawing power has been doubled, since the latter date and half that power has been idle during the past season.

Last year, I referred to the heavy tax-imposed by the province of New Brunswick on all wood cut from the Provincial, or Crown Lands. No reduction has so far been made, although, individually, members of the Local government promised a rebate previous to the last general session.

To show the inequality of this tax I may state that in Nova Scotia there is no direct stumpage charge levied by the government. The timber lands there are largely owned by the operators; any lands owned by the government are sold to the first applicant for forty cents per acre, giving an absolute title. That province sold in 1883 35,000 acres, 1884 37,000 acres, 1885 13,700 acres.

In the Province of Quebec there is a lease charge of two dollars per square mile for each mile of timber limits held by the operator, and a stumpage tax, in addition, of six cents on each spruce log cut down. A log is computed to be 13 feet long; this brings the tax to about 50 cents per thousand superficial feet.

In the Province of Ontario timber lands are leased the same as in Quebec, at two dollars per square mile, the bidder, having a continuous lease--as in Quebec--without fear of molestation, as long as the annual fees are paid. The stumpage in Ontario is ten cents for 200 feet board measure, or 50 cents per thousand superficial feet, the same as in the province of Quebec.

In New Brunswick, timber lands are leased at eight dollars per square mile and four dollars per mile for subsequent annual renewals, and these renewals are limited to ten years from date of lease. The first cost is, thus, four times and renewable double the rates of the highest of the other provinces, and a stumpage tax of \$1.25 per thousand superficial feet is collected, against 50 cents, the highest in the other provinces.

In Quebec and Ontario the quantities on which dues are payable are ascertained at the place of sale, while, in this province, the scaling is done in the woods, thus subjecting the operators to all losses contingent upon transit. The operator in New Brunswick has, also to board and lodge the government scalers and their assistants free of charge, an imposition unknown elsewhere in Canada; and while payment of timber dues is required in New Brunswick on August 1<sup>st</sup> each year, the time of such payment in other provinces is 30 November, a difference of four months.

The trade justly complains of the inequality of the government charges on this staple industry of the province, and the severity of the timber regulations in other respects - the main features above stated indicating the disadvantages resulting therefrom to New Brunswick operators - conditions which there is reason to believe will be somewhat modified in the near future.

The stocks of both manufactured and unmanufactured woods on hand are estimated at 25 millions superficial feet, against 17 millions last year; 26 millions in 1884 and 40 millions in 1883.

This winter's operations on the forest are on quite as restricted a scale as those of last year. Last winter and spring were very favorable, both for logging and brook-driving, and all the stock got out came to market. Unless this season is equally favorable, we will have a smaller shipment.

Miramichi Advance

July 14, 1887

The Northern and Western Railway

For the Globe

...

At Boiestown the right kind of energy would soon make a second Marysville. There is no method of approximating the value of the lumber yet uncut upon the Miramichi and its tributaries. For the growth will, under any sensible management, be almost, if not quite equal to the annual cut. It may be fairly said that for practical purposes the supply is really inexhaustible. **Of cedar, the quantity is prodigious and the quality the very highest. Spruce, hemlock and hardwood abound, and there is yet considerable pine, especially of a class suitable to be manufactured into short lumber It is worth remarking in this connection that of the great area drained by the South West Miramichi a large part is practically unknown.** At present the local government have a surveyor inspecting the land and timber in a part of this section and his report will be looked forward to with great interest. Enough, however, is known to warrant the statement that no more promising field is open to a smart business man with some capital than is afforded at Boiestown. This opportunity is commended to some of the younger men of Saint John who can command means, and who have had some practical experience in business. Such person will find in the

Northern and Western Railway and **Mister Gibson good friends, who do anything which can be asked in reason to assist in the establishment of any industrial enterprise along the line of this railway.**

Gleaner

Oct 15, 1887

The Railway Bridge

The stone work on the railway bridge was commenced a month ago yesterday, and today all the piers but one are above the water; some of them being built to almost their full height. The caisson for the last pier—the pivot pier—is being filled today, and will be above the water by Wednesday next. This pier will be circular, and the work will necessarily proceed more slowly than on the others. Since the accident, by which the electric light wires were destroyed, there has been only a small night force at work on one pier by the light of torches. After next week night work will be dispensed with altogether, as the work will have been so far advanced as not to require it. Mr. Hogan will have no difficulty in finishing his contract within the specified time, some time about the twentieth of November. This will certainly make the quickest job ever done in this part of the country.

Marysville Sparks

What is Going On in the Nashwaak Town

The Handsome New Brick Store—the Storehouse

Work in the Factory and Mills—Big Work in the Lath Business

What may or may not be doing in other parts of the world, the Marysville industries continue aglow with life and activity, and the operations to grow and expand. The town goes on to improve and enlarge, and on every hand are evidences of progress.

The handsome new brick store with its mammoth plate glass front is now completed, ready for occupancy. The rear of the store is at present lumbered up with dry goods, clothing, etc., which are being marked by Mr. Murray ready to be placed on the shelves and counters. In a few days the new store will be opened to the public. It is needed much, for every department in the old store is over-crowded with a stock that is necessary to carry to meet the demands of the immense trade of the Nashwaak. The new quarters are being stocked with dry goods, clothing, boots and shoes, hats and caps, and will be reserved for these goods alone. In the old store and the storehouses will be kept the groceries, hardware, etc.

A Look into the Brick Store

The brick store is eighty feet deep and thirty feet wide. It is divided into two apartments on the ground floor, the front retail store being about fifty feet deep. The store is finished in pitch pine and ash, and is very neat and attractive. Two long side counters, finished in ash, run the whole length of the store, with tables in the centre. The office desk is an arched recess in the rear of the front store. The large plate glass front of the store gives it a decidedly fine and attractive appearance. As before stated the plate glass is larger than any to be seen on Queen Street, the dimensions of the glass being ten by twelve feet. Large plate glass panels also form the sides of the recess entrance. A cellar runs the whole length of the building, in which has recently been erected a large furnace, by which the whole store is heated. The second flat of the brick store is not yet quite completed. The upper flat will be fitted up for a tailoring and a millinery establishment—new branches of business for Marysville. These departments will probably not be occupied before spring. Here will be a good opening for parties in these lines of business. The new brick store is in every way a fine addition to the growing town of Marysville.

Building a New Storehouse

Opposite the new brick store, excavations were begun yesterday for the erection of a new wooden building, an addition to the storehouse. The building will be 45 x 36. This addition will be put up this fall. When completed, the store accommodation at Marysville will altogether be greatly improved and enlarged. The old store is at present a great business mart. The business that has been done in this store during late years has undoubtedly exceeded that of any other one established in the province.

At Work in the Saw Mill

The Saw mill is still running in its full capacity, giving employment to sixty men at present. A constant stream of cut lumber runs down the Nashwaak from the mill. At the mouth a large crew of men are at work loading the vessels.

#### Making 120,000 laths a Day

The three-gang steam lath mill has been doing an immense business this season. From the first week in June to the present time, the average daily output of laths has been 120,000. We have yet to learn of a lath mill doing a bigger business than this anywhere in America. Forty-five men are at work in the mill, and it is a regular hive of industry. The laths have been turned out here so fast, and in such large quantities, that difficulty has been experienced in getting vessels to carry them away. These laths are said to be the finest of any that enter the New York markets. The manufacture of singles will be begun at the mill in the early part of December.

#### The Spinners at Work

The number of hands employed in the cotton mill is increasing. The number now reaches 350, and will be over 500 before many weeks, as a large number of additional looms and other machinery which arrived this year are now nearly in running order. In addition to the 600 horsepower engine that moves the machinery now in operations, a second engine of equal power will be set in motion when the new machinery is ready for operations.

#### Marysville Notes

The cotton mill was closed down on Thursday for the want of raw cotton. A carload, however, was landed at Marysville by special on Thursday night, and the mill began operations yesterday.

Sandy Robinson, who ran the cotton special train on Thursday night, tells of an encounter with a bear on the road between Blackville and Doaktown. As soon as he saw the bear on the track, a short distance ahead, he threw open the throttle valve at full, and sent the engine along at dashing speed, but the bear jumped the track just in time to save its hide. A few feet from the track the bruin turned about composedly and watched the snorting engine and train pass by.

The new three story brick hotel opposite the cotton mill is completed and will soon be occupied. The hotel will be kept by Mr. Thomas Morrison, who has been in Mr. Gibson's employ for some time. The hotel has 27 sleeping apartments. It is finely fitted up and the boarding accommodation afforded the cotton operative here will be all that can be desired. This addition to the lodging accommodations of Marysville is greatly needed at present.

Close beside the new hotel two story brick double tenement houses are being erected which are nearly completed. There is now twenty-four brick dwelling houses on the eastern side of the river, besides the hotel, the factory, dye-house, and the storehouses of brick.

The Marysville brass band offer a cheap excursion to Chatham and Newcastle on Tuesday next over the Northern and Western. The excursion will, no doubt be well patronized by the city fold as well as by Maryville and Gibson. The trip down the Miramichi at this season of the year will be a most delightful one.

On Sunday week, 23rd inst., Dr. Sutherland will preach in the Marysville Methodist church in the morning, and the native Japan missionary will officiate in the evening.

#### Gleaner

Nov 19, 1887

#### The Lath Mills

The lath mills at Marysville have been shut down for the season. The quantity of laths turned out has been enormous. The machinery will now be taken out and replaced by machinery for the manufacture of shingles. The shingle sawing will continue all the winter.

...

#### Marysville Saw Mills

Owing to the closing of the Nashwaak, the Marysville saw mills were shut down for nearly a week, but since the reopening of the river have been humming away as busily as ever. The season's cut has been a remarkably good one, something like 29,000,000

feet. This is better than average, although the cut has reached 32,000,000 some seasons. This season's cut would have been still larger had it not been for the unusually low water.

Gleaner

Nov 22, 1887

From the Lumber Camps

St. Pamphil, Quebec

Weather pleasant with one foot of snow, which makes good working in the woods. A number of men and teams arrived today from Fredericton, by train over the N and W. R. R. to intercept the I. C. R. by which they came to St. Jean Port Jole, whence they traveled to this camp – more are expected in a few days. D. P. Gilman is still in Fredericton engaging men and teams. The crew that have just arrived were detained a short time just below Campbellton by the snow plow being derailed, but they were transferred to another train and proceeded without much loss of time. The horses were detained a little longer, but arrived on good time and in good condition, being none the worse of the trip. They appear to be as comfortable and quiet in the cars as if standing in a stable.

Gleaner

Dec 3, 1887

Marysville Industries

The shingle mill will be ready for operation early next week and the sawing of shingles will be continued throughout the winter. A large quantity of shingle stuff is on hand ready to begin operations. The cotton mill has now a big supply of raw cotton on hand and the mill is running in full blast. Mr. Gibson imported \$3,195 worth of mill machinery during November as against \$18,994 last year. The machinery for the cotton mill has now mostly all arrived.

Miramichi Advance

Jan 5, 1888

Snowball's Timber Trade Circular

We have to chronicle, for the year just closed, a still further decrease in the exports from most spruce ports. Although it was supposed last year that we had reached about a minimum, production, we now add that the exports from this province have fallen off 26 million superficial feet, while Nova Scotia shipments also show a decrease of 4.3 million feet. The total export of square timber from New Brunswick has also been cut one half that of last year.

A noteworthy feature in the exports from this province is that, **for the first time, the United States has taken the larger portion of the wood goods shipped from the port of Saint John.** The total export from that place for the year ending the 30<sup>th</sup> of September last was, in round numbers, 300 million superficial feet, and of that 170 million went to the United States and only 130 million to Europe and other destinations. The export of wood from other portion of the province to the United States has also shown a gradual increase, whilst the export to Europe is diminishing.

Exporters find it difficult to make ends meet at **present low prices**, and although freights have continued to fall all through the season, consumers have received the only benefit arising therefrom.

Fairly cheap labour and cheap provisions - the principal factors in procuring cheap wood stocks have been in favour of producers for the last few years, but these advantages have been more than overbalanced by the low prices realized in Europe, and the exports have, of necessity, declined under the continued pressure of non-remunerative ?

While we are unable to speak very favourably of the result of last year's transactions, there is a more hopeful . . . for the future, not that the present discloses anything positively promising, but the depression has last so long that producers hope, with the generally brighter outlook in this country, the timber trade may receive some benefit by reason of the better feeling in prospects.

This winter's production is on a very restricted scale, and cannot, under the most favorable circumstances, exceed that of last year; and should the winter prove

unfavourable, it will be much less. Besides the general curtailments, a number of our principal operators have gone entirely out of the business.

Gleaner

Jan 14, 1888

Spruce log containing 1648 feet cut down in St. Croix lumber camp. Largest log this season.

Gleaner

Jan 17, 1888

Crown Timber Lands

Licenses issued to Lumbermen During the Past Year

The total number of crown timber licenses issued during the past year up to the present date, is larger than for several years past, with a corresponding larger mileage. The number of new applications made were 126, and the whole number of licenses renewed was 989, making a total of 1113 timber berths under rental for last year up to the same date.

The lumber firms in the province who have taken out licenses for 50 square miles and over, by renewals or otherwise, are as follows:

J. B. Snowball, 424 miles

N. B. Trading Co., 304

John McLaggan, 268

K. F. Burn, 212

George K. McLeod, 206

Alan Ritchie, 167

Hugh McLean, 147

West Richards, 134

C. F. Todd, 121

Scott Fairley, 96

Edward Walker, 77

John Sadie, 75

Robert Swim, 72

George Burchill, 70

G. G. King, 55

Alex Morrison, 55

Miller Extract Co., 54

John O'Brien, 53

Reporter

March 7/1888

A Big Deal

The *St. John Globe* says that Mr., Alexander Gibson has purchased nearly all the available deals along the port for early spring shipment. His purchase includes the deals at Kirk's, Clarke's, Baynhill's, Randolph's and Murray's Mills, besides a quantity from small mills along the line of railway. In all he will have between **fifteen and seventeen million feet.**

Gleaner

April 7, 1888

Shipbuilding at Gibson

The Gibson Ship Yards have been the scene of a great deal of activity for a few months past as a result of the enterprise of Mr. John Gibson. About thirty men have been employed in the construction of a large schooner which Mr. Gibson has built during the last few years. As soon as it is launched the men will be put to work on another and larger one, the lumber for which is being hauled to the yards. This one will be a three-masted schooner.

Gleaner

Gleaner  
May 10, 1888

#### Mr. Gibson's Schooner Launched

Mr. John Gibson's new schooner was successfully launched at the mouth of the Nashwaak last evening, and now lies at the Northern and Western wharf, where the builders are busy completing her. The masts have yet to be erected and the finishing touches to be applied. When completed she will be a very pretty vessel. A large number witnessed the launching last evening. The name of the new schooner is the "Galatea."

Gleaner  
July 12, 1888

#### Marysville and Some of its Industries as Seen by a Correspondent of "The Gleaner."

An idea of the work done in the saw, shingle and lath mills.

Perhaps the readers of The Gleaner would be pleased with a few words from Marysville regarding the industries of this rapidly growing town and the immense amount of lumber-sawing and other work done by Mr. Gibson and his men. To the casual observer a great work is going on; but when one is brought face to face with figures and realizes their significance, the observer is filled with feeling of astonishment.

I have collected some facts and figures which I present to the public with the only remark that these facts *are facts*.

Take first the saw mill with its five gangs and gang-edgers and other belongings. At the present time, with a low head of water, it is turning out 30 thousand feet of lumber per hour, making 300 thousand per day. These figures may not convey a good conception to one not skilled in the lumber business. Let us put it this way: if the trees sawn in a single day were placed ten feet apart, so that branch touch branch, they would form a row reaching from Marysville to Saint John, and there would still remain enough to extend the row around Partridge Island and back to the main land. In one month enough is sawn to make a line (still ten feet apart) reaching to California, or taking it to the eastward, and supposing the trees stood upright on the Atlantic, a bear would have a dry road to London. The deal placed end to end would form a bridge extending from Saint John to Constantinople and back, while the trees sawn in a season would form an avenue round the world.

Perhaps our farmers would understand it better in this way: if the trees stand so that every 20 square feet of surface contains one tree, a farm of 100 acres can be completely cleared in two months. Remember these figures are only taken from the ordinary rate of sawing.

As a sample of what can be done taken this: a few days since, No. 1 gang cut 7 ½ thousand feet in one hour, with only a fair head, and the ordinary run of logs. The men are positive that she can cut with good water and picked logs, 10 thousand feet in one hour. This is driven by Mr. John Downing who has been in Mr. Gibson's employ, at this particular work for 33 years [since 1855, so he came with him probably from Lepreau]. I need only say: he knows his business.

Now let us see what is being done in the lath mill. It is under the management of D. Alexander and sons of St. Stephen, and averages 41 thousand of laths in a day to each machine during the season. With good lumber and high water so that a supply of slabs can be had, the machine runs up to 45 thousand a day and have made 273 thousand each for a week.

Perhaps my readers may not be posted in the lath business, so if you please we will pace the laths so they are put on a wall, and we find that a week's work would cover 10 square miles or 64 one hundred acre farms. In 6 years they would cover York County and in 60 years the whole province of New Brunswick could be made ready for the mason.

In the winter this mill saws shingles using the Dunbar machine made by McFarlane, Thompson and Anderson, Fredericton. The average cut of shingles to each machine is 13 thousand per day, but one machine in 9 ½ hours cut 20 thousand. Putting the work at a fair estimate, it makes 17 thousand per day to each machine, or 68 thousand as the daily output. If these were placed on the ground on top of each other, bunch upon bunch, they would form a column 300 feet high, while the year's

one, bunch upon bunch, they would form a column 500 feet high, while the year's work would total height among the clouds of 21 miles, or 7 times the height of the Rocky mountains.

At present this mill employs 52 hands. William Alexander is filer and Hugh Alexander millwright. The engine is run by William Atkinson, with Horatio Clayton as fireman.

Now let us cross the river and pay a visit to the carpenters and brick layers. They are busily at work putting up 8 brick buildings, each 44 by 22 feet, with 2 stories and a basement.

The cellar walls are 2 ½ feet thick at the bottom and 2 feet at the top, built completely with stone and mortar with six brick columns to support the sills. The top rows of stone are cut from the Marysville freestone. The brick work is done by John Kelly, while all the work is superintended by Samuel Butler Jr. There are 27 employed and a house is built complete in a week. Mr. Butler is well qualified for the position, as he has had a good mechanical training from his father, who, I need only say, built the church. Don't get uneasy, I will stop in a minute. The brick works are running and with 3 men and a boy to a machine turn out from 14 to 15 thousand per day to one machine. With all 5 machines running this give 73 thousand in a day, making about one million in a fortnight, which would build a solid brick sidewalk 4 feet wide for nearly 11 miles. There are other industries which I will write about if I find time, but should I forget come and see them.

--A. H.

Gleaner

July 31, 1888

Temiscouata Railway expected to open in 2 months.

Lumber Cut on the Saint John

There is an immense quantity of lumber in the booms and along the shores in the vicinity yet unrafted. The lumber cut of this season is far in advance of last year and for several years previous. The estimated cut for eh Saint John this year is placed at 140,000,000 feet, which is some forty millions in advance of last season. When Connor's big drive reaches the booms all with the exception of few millions of this large cut will be in. The work of rafting is proceeding with vigor at the booms at present.

Huge pulp mill going up on Chatham.

Gleaner

Oct 6, 1888

Maritime Pulp Factory of Chatham nearing completion.

Mr. John Gibson's new schooner, the Galatea, arrived in port the other day with a cargo of coal from New York, and is now at the wharf unloading. Capt. Coombes reports an unusually rough passage. The schooner left New York on the 14th of last month for Fredericton. On account of the continued stormy weather she was compelled to lay over in Vineyard Haven for eight days, which is the cause of her being so long over due. The vessel has been coasting since she left here last year, and has been doing a good business. **She will return to New York in a few days with a cargo of laths from Gibson's mills.**

Gleaner

Oct 30, 1888

Lumber carried Away

During the gale yesterday morning a raft of logs, belonging to Tapley, Bros., broke away from near the Douglas booms. Twenty one cribs of logs also, belonging to Mr. Gibson, broke away from the Gill boom belong the mouth of the Nashwaak. Babbitt Bros. has several joints carried away from their mills at Gibson.

Gleaner

Nov 3. 1888

Mr. Gibson's saw mills at Marysville shut down for the season yesterday. The employees will start for the woods shortly. An immense quantity of lumber has been cut in the mill this season.

Gleaner

Nov 6, 1888

The Saw and lath mills shut down – the Season's cut – Shingle Sawing for the winter  
The Marysville saw and lath mills are idle at present, both having shut down for the season. The latter will be operated during the winter manufacturing shingles, and the machinery is now being got ready for that purpose. Mr. Alexander, the foreman, hopes to have everything in readiness for shingle sawing next week, when work will be resumed and continued until spring. It is expected that about 500,000 feet of cedar will be sawn up during the winter, over 300,000 feet of which is now on the ground and ready for the mill. Four machines will be run steadily, giving employment to about twenty-five hands.

During the season there were 16,550,000 laths sawn. This is about one million and a half short of last year's cut. Had it not been for the freshet carrying away a large quantity of lumber the season's cut would have amounted to about 21,000,000, and been the largest on record at Marysville.

The cut at the saw mill is not so large as usual, which is also due to the freshet, over 3,000,000 feet of logs having been carried away. The lumber carried away is being sawn at Saint John.

Gleaner

Dec 13, 1888

Lumber handled the Past Season

The Saint John River Log Driving Company has handled during the past season 150,334,572 superficial feet of lumber. Of this amount 92,000,000 sup. Feet were driven from Grand Falls; 3,500,000 from the mouth of the Salmon River; 48,200,000 from the Aroostook Falls; 6,700,000 from the mouth of the Tobique river, and 170,000 from the mouth of the Beraguimic . Messrs. Moore and Giberson were the contractors for the season just closed, and so far as can be learned they have performed their work in a very satisfactory manner. The Fredericton Boom Company rafted about 132,000,000 sup. Feet of lumber during the past year. About 10,000,000 feet of this however, has been frozen up in the Douglas boom.

Gleaner

Jan 8, 1889

A Warning to Mr. Gibson

Says the Sussex Record: Mr. Hunter of Sussex, and Mike Purtle of South Branch, are both off to Apple River, NS, with their crews of men. But the most extensive operators are Messrs. Luther Wallace and Jesse Myers of Shepody Road, who are operating on Little Salmon river, and contemplate cutting twenty five million, weather permitting. Mr. Myers is a great chopper; he can average his thirty-five logs per day, and he has one of the best teams in the province. He bought of Nelson Alton, the famous Percheron mare, who is reckoned to be one of the best draught horses in this section. Her colts took the first prize at the exhibition held at Fredericton last fall. They have a fine lot of experienced hands at work, and want more. They have a double camp and two efficient cooks, and pay the highest wages ever known on Salmon river. The motto over their camp is "We shall beat Gibson yet."

Miramichi Advance

Jan 7, 1889

Snowball's Timber Trades Circular

The past year's business has been on a moderate scale compared with that previous 1885. The shipments show an increase from Miramichi and Saint John over those of year, and a decrease from nearly all the other New Brunswick ports, the total shipments from the province to transatlantic ports being 277 million superficial feet, and from Nova Scotia 85 million superficial feet.

The production for the present winter will be about the same as last year. The season, so far, has not been favorable, but the prospects at present are more encouraging for a fair winter's work. The large advance in value of provisions and a corresponding advance in the labor markets are making stock cost more than for some years past. The general business outlook for the country appears good and business people, as a whole, are more hopeful.

The year has not been an eventful one in the timber trade of the province. The great advance in freights, coming, as it did, so late in the season, fortunately found the bulk of the contract cargoes delivered. The loss to shippers was therefore, much less than might have been expected, still it has been severe enough to make them very cautious about cost and freight sales for the coming season.

**the export to the united states has been large and the demand for South American unusually active.** A number of f.o.b. shipments have been already placed for South American and full prices are being offered for further business.

Gleaner

Jan 12, 1889

Lumbering on the Nashwaak most favorable in a number of years. Gibson and others doing great business.

Miramichi Advance

Jan 17, 1889

The Stumpage Question

...

Mr. Snowball to Mr. Blair:

We can prove that on the North Shore our business has become very diversified; that few, if any, that have prosecuted the timber business on the North Shore have prosecuted it as their sole business. Business on the North Shore in the timber trade, until a few years past, was always connected with the building of ships, which, at that time, was a profitable business. It was conducted by people who had branch houses in England, and the branches houses in England were able at that time to conduct the business of their houses here, not only to negotiate the transactions of buying and selling the ships which they manufactured in this country, and which was a profitable business, but they loaded the ships here and so got the benefit of the freight and they supplied this country with the goods that were consumed in the forest before the manufactures here became general. They had a large profit, no doubt, in these various ventures. They not only conducted their ship building business the timber business, the shipping business, but they did a general business and in mostly all cases carried on a business in spirituous liquors, which is supposed to be profitable at all times. Exempt these people, who, with these advantages in a few instances made money and left the country, and name one man, if you can on the whole North Shore of New Brunswick, that has made money by the lumber trade--**while we name one right at your own door**, a glaring case staring the Executive in the face.

Mr. Blair:

Mr. Gibson's case is exceptional. He used his money at the outset judiciously by investing it in land when it could be cheaply obtained. He has a river to himself and the circumstances of his case are entirely different from those of any others that can be named. (A general discussion followed relating to Mister Gibson's success in the lumber trade, which Mr. Burns observed only went to prove that where the industry was not burdened with an excessive tax, money could be made. Mr. Blair pointed out that Mister Gibson had obtained a very small portion of his lands from the government.)

[Snowball replied that there has been a "gradual impoverishment of the timber shipping interests of New Brunswick for the last 13 years," but this burden has fallen especially hard upon the Miramichi. Of the \$87,155 collected in stumpage the last year, \$40,864 came from Northumberland alone. Though the timber exports of New Brunswick the last year were 250 million feet, Miramichi, which paid almost all the stumpage for Northumberland, exported only 68 millions.]

Gleaner

Feb 7, 1889

Alex. Gibson and Sons (Limited)

Mr. Alexander Gibson is about having his extensive lumber and cotton business incorporated, and a notice of application for that purpose appears in yesterday's Royal Gazette. The name of the Company is to be "Alexander Gibson and Sons (Limited)." The capital stock is three million dollars. The incorporators are Alexander Gibson, Alexander Gibson, Jr., James Gibson, John Gibson, John McConnell and Charles H. Hatt, the first three named forming the first board of directors. Mr. Geo. F. Gregory's name appears as solicitor for the partners.

Gleaner

Feb 16, 1889

Lumbering on the Nashwaak

Mr. John McConnell of Marysville is engaged in a large lumber operation. He camps at the Chain Lake and hauls into the Nashwaak. He employs quite a number of men and is doing good work, although he has a long road.

\*Gleaner

Feb 19, 1889

Lumbering on the Machias

How Some York Co. Operators are Making Out in Maine

Gleaner

Feb 28, 1889

The Lumber Cut

Mr. Robert Connors was at the Barker House last evening. He says that the total lumber cut on the Upper St. John and the Aroostook this season will be 20,000,000 short of last season's. His own operation on Cabano lake is progressing favorably, although the depth of snow in the woods since the last week of January has proved quite a draw-back to hauling. In the section in which he is operating there is about five feet. At present Mr. Connors has over three hundred men in the woods, but the number is being decreased every week, and will continue to until the crews break up.

Gleaner

March 5, 1889

Lumbering on the Miramichi

Mr. M. Welch, lumber operator of Glassville, was at the Barker House last evening. He has just finished his operation on the north branch of the Miramichi, and reports the season a very favorable one. His cut will amount to about 2 million, the same as last year. He says the other Miramichi lumbermen are also well satisfied with their operations, and have got out about the same as last year.

Gleaner

March 7, 1889

Our Edmundston correspondent tells us that Mr. Robert Connors, who, as noted the other day, has at present about three hundred men in the woods, pays expenses amounting on average to about \$10,000 a month during a season's operations.

Gleaner

March 16, 1889

Editor feels that if stumpage rates are problematic for lumberers in the northern part of the province, "greater industry and economy" might answer for their problems.

\*The Stumpage Matter

Gleaner

March 19, 1889

### Mr. Gibson's Lumber Cut

The most of Mr. Gibson's lumber crews have come out of the woods after a successful season's operations. This year the cut will amount to about the same as last, something like 21,000,000. The season proved very favorable and no complaints are made by men of the weather.

### Gleaner

March 26, 1889

The World says that Mr. Edward Jack has just completed, on behalf of Mr. Alex. Gibson, the purchase of the Scott Fairley mill and residence at Blackville, and the Fairley lumber land and leases, for \$22,000. It is the old McLaggan mill at the mouth of Bartholomew river, and is capable of cutting one million a month. The residence is one of the finest in the village. The land consists of 6000 acres, and the leases cover 101 square miles, all on Bartholomew River. The river is 30 to 35 miles long, and one of the best spruce rivers in the province. Mrs. John Fairley had a third interest in the property.

### Gleaner

March 30, 1889

#### Preparing for a Big Cut

Mr. T. Lynch of this city, who has leased from the New Brunswick railway company the timber lands on the head of Clear Water, one of the larger tributaries of the south west Miramichi, is preparing to cut 15 million feet of spruce logs on or near that ground, next winter. He has already stored on the banks of this stream 6,000 bushels of oats, 100 barrels of flour, 70 barrels of pork and a large quantity of hay. These articles have been hauled in on the snow, owing to the want of summer portage roads. There has been little or no logging done before where Mr. Lynch intends working, but as the spruce trees stand here largely on the edges of the stream, much work will be done during the autumn and early winter. One or more men will be employed at Mr. Lynch's depot camp, during the coming spring and summer, whose sole business will be the watching of this large lot of food and the protection of the same from the attacks of bears and squirrels, as well as from the effects of fire.

### Gleaner

April 11, 1889

#### Marysville Saw Mill

The Marysville saw mill has been running for some days past, **cutting up the lumber brought down by the Northern and Western.** Two gangs are in operation. It will not be long now before the full force is put on, and the five gangs running full blast.

#### The Nashwaak Open

The Nashwaak has been open since Monday, and the driving crews have gone up to begin operations. It is not often that the river is clear of ice so early in the season. This year the ice did not run at all, but melted away with the heat of the sun.

### Gleaner

April 20, 1889

#### Penniac

The lumber operators of this thriving section are at present busily engaged in driving their winter's cut of lumber to the mills of Nashwaak's lumber king.

### Gleaner

April 27, 1889

#### The Marysville Saw Mill

The Marysville saw mills have been shut down all week on account of the high water interfering with the machinery. It is expected that work will be resumed on Monday morning. It won't be long now before the drives down and all the gangs running full blast.

### Gleaner

May 4, 1889

May 4, 1889

All the Mills in the city and vicinity have been shut down the last week. Now that the water is falling so rapidly it is expected that Estey's and Babbitt's mill, and the Marysville mill will be able to resume on Monday or Tuesday. Morrison's mill will begin sawing again, as soon as rafting is begun, and the timber brought down from the booms.

Gleaner

May 14, 1889

The Marysville lath mill

The lath mill at Marysville has been started for the season and everything is now on the hum. The usual number of men are employed, and the laths are being turned out in quick style. There is a larger quantity of lumber handled in this mill in a day than in any other mill of the kind in these parts.

Gleaner

May 28, 1889

Boiestown

Mr. Wm. Richards has purchased the John Fairley farm on the Taxis river near here, and has in contemplation the erection of a mill there. Our people earnestly hope that Mr. Richards will build; and that it will not be long before he begins operations. As soon as the driving season is over, Mr. Richards intends to erect a large store near the station house here. It will be stocked with general merchandize, lumbermen's supplies, etc.

The Lumber Business

The great bulk of Mr. Gibson's lumber will soon be in the deeper water of the Nashwaak. He has now at work a large force of men along the stream who are pushing things lively. At the head of the lake Mr. Gibson is having the old dam rebuilt.

The lumbermen along the Miramichi have this year been pretty fortunate in their driving operations, although if they had got to work a week sooner it would have been better for all concerned. Messrs. Lynch and Welsh have their lumber all out of the streams now and in the hands of the corporation, of which Mr. Wm. Richards has charge.

Mr. Charles Smith is about the only unfortunate on the Miramichi this year. He has about a million hung up on Rocky and Trout brooks.

It is said, the cut on the Miramichi this last winter was something over forty millions.

On the Restigouche the lumbermen were not so fortunate. About two-thirds of this whole cut is hung up. Among the quantity high and dry is about two and a half millions belonging to Wm. Richards. The balance is the property of George Moffat, J. P. Moffat, Henry O'Leary, and others. The cut on the Restigouche, all told, is said to be about fifteen millions.

The lumbermen along the St. John and the Miramichi had bright faces in the early hours of this morning over the heavy rain of last night, which they were hoping would continue for a couple of days. However, although now clear, the fall of last night will have done a great deal of good.

\*The Lumber Business

The Chatham Pulp Factory

It was intended that operations should commence at the Chatham Pulp Factory this morning, and doubtless the work is now under way. The company have made arrangements with Mr. Snowball for all the wood he can supply for pulp purposes, but, as his supply will be limited owing to the magnitude of the operations, the company are forced to seek other sources of supply as well, and until they are secured, the mill will not be run to its full capacity.

Gleaner

June 1, 1889

June 1, 1889

The Galatea, Mr. John Gibson's new schooner, is lying near the Union Line wharf laden with coal from Cape Breton for the Gas Works. She will begin discharging her cargo on Monday. Capt. Williams is in charge of the vessel. She has been doing a good boasting business since here last summer.

June 4, 1889

The Lumber Business at Springhill

So far this season there have been over 3200 joints of bank logs received at Springhill, a larger quantity than has been handled there so early in the season for years past. These logs are picked up for their owners along the shores from Grand Falls down, made into small rafts and floated down to Springhill, and are sent from there by the freighters down the river to the mills.

Gleaner

June 18, 1889

The Drives Again

Robert Connors' drive got out of Lake Temiscouata on Saturday, and is now coming slowly down the Saint John. Notwithstanding the low water Mr. Connors has been far more fortunate this year than last in his driving operations. There is as yet no change in the condition of the other drives reported hung up, and not likely to be, unless there comes a great rise of water.

Gleaner

June 25, 1889

North and Grand Lake Drives

The lumber drives of Mr. George Bubar and Mr. Harry Dunlap, while crossing North and Grand Lakes, were detained for several weeks by contrary winds, thus entailing on the shore operators a large amount of additional expense, probably from \$700 to \$800 each. These drives comprised from seven to eight millions of lumber. Mr. Bubar's drive is now close to Forest City. Mr. Dunlap has got about one half of his into Vanceboro. The other half is at the thoroughfare between North and Grand Lakes.

Gleaner

July 18, 1889

Driving Operations Suspended

Mr. Welsh, the well known Miramichi lumberman, was in town Tuesday. He came down from up-river last week. Mr. Welsh reports that driving operations on the upper Saint John and its branches have been wholly suspended. There is not a single driver at work on the upper Saint John at present. Robert Connors' drive is hung up in the main river below Grand Falls within the corporation limits.

Gleaner

Aug 1, 1889

Mr. John Gibson has begun the construction of another schooner at the mouth of the Nashwaak, and has a large crew of men engaged at the work under the direction of Mr. Tenant of Saint John. The vessel will be a large three master, and Mr. Gibson expects to have her ready for launching by the spring. This will make the third schooner built here by Mr. Gibson within a few years.

\*Gleaner

Aug 24, 1889

The Lumber Business

\*Gleaner

Aug 27, 1889

The Lumber Operators

Gleaner

Gleaner

Aug 31, 1889

Lumber Notes

The Corporation making slow progress. 50,000,000 to remain locked up all winter. The corporation drive is now about Bath, but is making very unsatisfactory progress owing to the lowness of the water.

On Thursday a raft of lumber for Messrs. Bill and Berry, coming down from Pokiok, grounded at the Grand Pass, about opposite Springhill, in eighteen inches of water. If the corporation drive should manage to get all the lumber now in their hands to the boom's quarters in time to be of service this fall, there will be 50 million of last winter's cut locked up, this amount not having been got within the corporation limits. It will be next spring before this lumber yields a copper.

Gleaner

Sept 17, 1889

About the Mills

The Marysville saw and lath mills have been shut down four or five days for lack of lumber, and cannot resume until a rise of water comes. The other mills in the vicinity of the city are still running, but it is expected that Morrison's and Babbitts will be forced to close down also in a week or two unless we get rain enough to send some more logs down. R. A. Estey's mill at West End is well supplied. The proprietor says he has sufficient lumber to keep the mill in operation all fall.

Gleaner

Sept 24, 1889

Driving Operations

The recent rain has greatly facilitated the lumber interests. The rise of water in the Saint John was sufficient to start down all the hung-up logs in the main river. The corporation drives are hard at work, and expect to get all this lumber into the booms before the end of the week. The Douglas Boom is already full, and the logs are now being driven into the upper boom at Keswick. Rafting operations were begun at the Mitchell boom yesterday, and will start at the Douglas boom tomorrow. None of the lumber hung up in the Aroostook was got out with the rise of the water.

Gleaner

Sept 26, 1889

The river and the logs

The water is falling rapidly, but most of the lumber hung up between here and Grand falls has been got into the booms. As stated in a previous issue none of the lumber hung up on the Aroostook was got out on the present rise. The rise in the Nashwaak was not sufficient to bring down Mr. Gibson's hung up logs, and the mills at Marysville are still idle. Rafting operations are in progress at all the booms.

Gleaner

Sept 28, 1889

Working at the Logs

Thursday night's rain has had little effect on the Saint John river. In the Nashwaak there has been a slight rise. Mr. Gibson has a gang of drivers at work, and it is expected that they will be able to get down a portion of the hung-up logs—perhaps 3 million feet of them. The corporation logs have nearly all been got into the booms.

Telephonic communication between Saint John and Fredericton now in place.

Gleaner

Oct 1, 1889

The Rain and the Lumber

Heavy rains at the head of the river have swollen the Saint John and its tributaries to such a level that the lumbermen are now hopeful of getting their hung-up logs out of the Aroostook, and with today's downpour the prospects of their succeeding are very encouraging. The Florenceville has been able to resume her trips and went up the Woodstock this morning with a good load of freight. The condition of affairs on the

Nashwaak is encouraging also and there is little doubt that Mr. Gibson will now be able to get down a large portion if not all of his hung-up lumber.

Gleaner  
Oct 8, 1889  
Nashwaak

A heavy rain here all day yesterday with a cold north-east wind. Mr. John B. Young and Thomas Fraser and Co. intend starting with a crew of men to the lumber woods the first of next week. They will operate on the Arnold Brook this winter. Men are scarce at present and wages range from \$20 to \$24.

Mr. Gibson's drive moved along quite lively all last week. Mr. Pond has started down with a small drive, and Mr. John McBean is coming down with the main drive. If the water should continue as it is for a week or two, the lumber will all be got down in good time.

Running Again

The Marysville saw mill resumed operations this morning and will continue sawing until the close of the season, the recent rains having swollen the Nashwaak sufficiently to start down all Mr. Gibson's hung-up lumber.

Gleaner  
Oct 22, 1889  
Rafting Operations

Rafting operations are being vigorously pushed at the Mitchell and Douglas booms, and if the weather continues it is thought that all the lumber now in will be rafted in three week's time. At present over a million is being rafted per day.

Gleaner  
Nov 9, 1889

Mr. Alexander, who runs the Marysville lath mill, is doing all possible **to saw into laths the immense quantity of slabs and edgings sent down to him from the mill up stream.** Carloads of laths are being constantly brought down to the wharf at Gibson for shipment.

The recent rise of water has brought a large quantity of additional lumber down to the booms, and it will be impossible to get it all rafted before the close of navigation. Operations, however, are being pushed with all vigor and an immense amount of work is being done. Over 1600 joints are being rafted per week.

Gleaner  
Nov 19, 1889

Mills Closed Down

The Marysville saw and lath mills closed down this morning for the season. Since the drive came down some weeks ago about 7 million have been sawed.

Gleaner  
Dec 3, 1889

About Robinson's Mills

This neat little village of some fifteen families situated about five miles from the city on the eastern side of the river, was once the scene of a lively business, but since the saw mill has closed down, there is very little doing except at the boom in summer. A great many have left, and the place is proverbial for its dullness.

\*Gleaner  
Dec 20, 1889  
Lumbering in Quebec

Gleaner  
Dec 26, 1889

A large number of the young men of Nashwaak returned from the lumber camps

Saturday to spend their Christmas at their respective homes.

\*Gleaner

Dec 28, 1889

Lumbering in Maine

Miramichi Advance

Jan 9, 1890

Snowball's Timber Circular

The winter of 1890 was a favourable one for logging operations, and all the cut in this section came to market early. In this respect we were much more favoured than other timber districts. Considerable Saint John stock only arrived at market about the close of the season, and driving expenses were excessively heavy.

**The shipments from this port were the largest since 1883** showing an increase of 37 million superficial feet over last year, the larger portion of which is compensated for by reduction in the stock being wintered, which is the smallest on record, and the stocks at outports are almost nil.

The total export from the province was 92 million superficial feet more than last year, the largest since 1883. The exports from Nova Scotia ports also show a small increase.

The stock wintering at Saint John is computed to be 15 millions superficial feet, a little over half of which is manufactured. 30 million superficial feet was the stock at same date last year. Of the 180 million feet exported from Saint John to Europe the past season, 45 million came from Nova Scotia, and 35 million from New Brunswick Bay of Fundy ports, leaving only 100 millions for the production of the Saint John river and its tributaries and the contributing districts which send their deals to Saint John by rail.

The direct export from Nova Scotia to Europe was 92 millions, and adding the 45 millions shipped via Saint John, bring the total to 137 millions - a formidable showing - and as Nova Scotia has a better West India and coastwise trade than New Brunswick, her export of wood goods generally, compared with her timber area, largely exceeds that of New Brunswick.

The development of Nova Scotia's trans-Atlantic deal trade is much more recent than that of this province, and its forest area is, therefore, inviting to operators. Its government has no stumpage system, such as prevails in the other provinces of the Dominion, but sells its timber lands on the first applicant, at 40 cents an acre. The sales thus made, in each year, from 1883 to 1888, inclusive, were 35,000, 37,000, 13,700, 36,766, 25,995 and 27,7809 acres, or 176,000 acres in the six years. The returns for last year are not yet made up, but it is officially stated that the sales of 1889 were much larger than those of any of these years.

The operations in the forest this season are larger than present prospects justify. Shippers are all anxious to curtail, but operators getting logs for the market, elated by last season's success, have increased their productions and - forcing beyond their facilities - are working at an extra first cost, which they are not likely to realize.

The export for next season will probably be not any larger than it was this, as an average winter stock held for 1890 will more than take care of all the surplus.

The substitution of steam for sailing vessels is not looked upon with much favour by shippers or buyers of cargoes; still, steam is likely to monopolize the future trade. There were 27 steamers loaded at this port last year, against 18 in 1888 and 7 in 1887.

**There has not been any reduction in the stumpage tax referred to so fully in my circular of 1887, Jan 3<sup>rd</sup>. This tax, with mileage charge added, amounts to one dollar and fifty cents per 1000 superficial feet, or 12/ sterling per St. Petersburg standard - a tax altogether out of proportion to the value of the wood - and until this tax is reduced there will not be any honest vitality in the timber trade of this Province.**

Gleaner

Jan 20, 1890

## A Marysville Story

A short time ago, Mr. John Blair, of Marysville, accompanied by his son, Stewart, and Burnie Hallett, took a cruise into the woods back of that place in search of kindling wood. They had not gone far when they came upon a big pine stub, a relic of by-gone days, with the top broken off about 40 feet from the ground, but sublime in its decay. It stood a Goliath among the denizens of the forest. . . .

\*Gleaner

Feb 10, 1890

The Stumpage Question

The Herald

Feb 10, 1890

La Grippe Hits the Lumber Camps

La Grippe, which has spread over the country with wonderful rapidity, has at last passed the bounds of civilization, and entered the lumber woods of the province. What effect this may have on this important enterprise of the province can hardly be estimated. The lumber camps of Robt. Connors and David Richards have been stricken and demoralized. Mr. Richards, who was in town on Thursday, received a telegraph stating that the men in his camps were all down with the distemper, and that operations were practically suspended. There not even men to look after the teams. The effect on the lumber industry at this time of year is very disastrous. The men, exposing themselves before they are really well, suffer relapses, and are disabled for the remainder of the season. News from all over the province indicate that the lumber industry is beginning to suffer severely from the effects of la grippe.

Gleaner

Feb 12, 1890

York Co. Men in the Miramichi Woods

Messrs. Coburn and Robinson, of Harvey Station, who are operating on Stewart Brook, expect to get out in about six weeks. Their first team was brought out last Thursday, and yesterday another team, with men, came out. There are now two teams at work with about 4800 pieces to come off the yards. This firm will get out about 900,000 all told. Mr. Hurley, of Stanley, who has a crew in about four miles above Messrs. Coburn and Robinson, does not expect to get out till about the last of next month.

Gleaner

Feb 15, 1890

Estimated Lumber Cut

This year on the Saint John and its Tributaries

It is estimated that the lumber cut on the Saint John, the Aroostook and their tributaries, this year, will be 150,000,000, which together with the lumber hung up last year will give 200,000,000. Of this latter quantity 125 million is American cut, the remaining 75 million provincial. This latter figure also includes the Quebec cut which comes down the Saint John.

The Herald

Feb 17, 1890

\*The Stumpage Question

[Northumberland up in arms still]

\*Gleaner

Feb 22, 1890

The government and the Stumpage

Gleaner

Feb 27, 1890

The Cut on the Miramichi

About 70 million this year. Some of the Operators

The estimated cut on the Miramichi this winter is about 70 million. It was thought early in the season that about 80 million would be got out, but la grippe had taken possession of the men in the camps for a time and they were not able to overtake all of the work mapped out for them. Among the operators on the South-West are Mr. T. Lynch, whose cut will probably reach 10 million; William Richards, between 8 and 10 million; R and A. Ritchie, between 5 and 6 million; Mr. Walsh, about 5 millions, H. Turnbull, about 2 millions, and James Robinson, about 2 million. Messrs. Burchill and Son will get out about 3 millions on the North West, Of last year's cut there was about 2 and a half millions hung up.

Gleaner

March 4, 1890

The Victoria Mills

Messrs. Hale and Murchie, who recently came in possession of the Victoria Mills were registered at the Barker yesterday, and last night were engaged in the consideration of matters connected with their property. The mill is to be put in thorough repair at once, and then into operation. Mr. A Hale will have charge, and he intends to make things lively about the mill this summer.

Gleaner

March 7, 1890

Commenced Sawing

One gang of the saw mill at Marysville began sawing deals on Wednesday. Another one will be put in operation next week. A supply of logs arrives daily by the Northern and Western.

The Herald

march 10, 1890

In the lumber Woods

The Present Contrasted with the Past

The lumber season is about drawing to a close. For the most part the winter's operations have met with average success. The cut in the various sections of the province is equal for the most part, to that of previous years. On the whole the winter has been favorable to the great industry of our province. There have been a few drawbacks, not the least of which has been the ubiquitous grip, which penetrated the remotest depths of the forest, and laid its frigid hand on the woodsman. The present heavy show storm, following so closely on that of last week, will considerably impede the work of hauling lumber from the yards to the brows, but wit these exceptions, the people of the province will be pleased, to learn that the great industry of New Brunswick which gives employment to so many men, and which keeps alive and prosperous so many other lines of business, has not been retarded by any calamitous drawbacks, and that the cut for the winter is satisfactory to the various operators.

"Speaking of lumbering," said a prominent lumberman the other day, "there is no business in which the advance and improvements over the old plans and methods have been more rapid and complete than in the lumbering operations in the woods. Why, said he, it is only a few years, since the man who went into the woods in the fall, saw no signs of comfort until he came out in the spring. The accommodations were all of the most rude and primitive character, the camps were generally built after the men went into the woods, and were mere protections against the weather, the men laid down at night on some boughs, with such covering as they might happen to bring into the woods with them; the fare was the most common kind, being chiefly port and fish—none of the present comforts being heard of in those days. It was on the streams that the men suffered most. From long before daylight in the morning until after sundown at night the men drove the lumber down the swollen streams, and often drenched through at night by an accidental bath in the cold water, or by a bearing rain, they laid down on the cold ground without covering of any kind and slept until morning. they always laid close together and built a huge fire, which two men of the party, in turns, kept blazing all night long, and by the time the men were ready to turn out they were pretty well dried, provided it did not rain during the night. Now these things are all changed and the old pan of getting along in the woods, has given way to

th progressive spirit of the times, and the man who goes into the woods for the winter very often goes to a house far better than the one he left his family in at home, and almost always more conveniently appointed. The lumber camps of the present day are substantial and commodious, are fitted up with all the modern improvements. A good cooking range and a good cook are the first essentials. The sleeping accommodation around the sides of the camp are well supplied with straw beds, and plenty of woolen blankets. The "grub" is of the best quality and the most nutritious that the country affords. Beans and port and hot buns form the morning meal, a dinner of cold meat and bread is carried to the men in the woods, while a hot supper of fresh beef, potatoes, and some kind of a pudding or perhaps codfish or soup, awaits them on their return to the camp in the evening. The evening hours are spent in various ways, some of the men grinding axes, others mending socks, moccasins or show shoes, others reading a book or a late paper sent them by their friends at home, while another plays a=fiddle or entertains the company with a song. **No card playing is ever seen in a well regulated lumber camp.** A bundle of papers or books from the regions of civilization is looked upon as a great treat, and goes the rounds of all the men, who read everything, even to the advertisements. The old method of driving is improved on, the men being well fed and sleeping in tents each night. taking everything into consideration, the life of the lumberman of the present day is a comfortable and healthy life."

Gleaner

March 10, 1890

To Have Another Mill

Mr. R. K. Jewett, of Keswick, is to commence the erection of a rotary mill near government house shortly after the opening of navigation. The building will be of about the same size as the Estey mill, and probably of like capacity. The lumber for the frame is now out, and as soon as possible will be sawed at Jewett's mill, Mactaquac. The machinery, supplied by McFarlane, Thompson and Anderson, is now about ready.

Gleaner

March 15, 1890

\*Mr. Blair and the Stumpage

\*The Local Legislature. Mr. Blair Asks the House to Reduce the Stumpage

Gleaner

March 19, 1890

\*Full issue on the stumpage question.

Gleaner

March 20, 1890

\*Long articles on the stumpage question.

Gleaner

March 21, 1890

The Vote Last Night

The government have succeeded in carrying their resolution for a reduction of the rate of stumpage by a vote of 24 to 16, thus clearly showing that the vote of the Northumberland four, with whom they made the infamous deal of a few weeks ago, was essential to their existence as a government. . . .

\*Twenty-Four to Sixteen

The Lumbermen

Mr. Robert Connors, the well-known lumberman St. Francis is at the Barker. Most of the crews, he says, at the head of the river, are still at work, the snow not having driven so many out as reported. He expects that all the operations will be finished in about ten days. The season has been very favorable. The cut, Mr. Connors says, will with the old logs, hung up last year, reach about 175 million—about 25 short of the

with the old logs, nung up last year, reach about 175 million—about 25 short of the estimate.

Gleaner

March 22, 1890

The Road to Ruin

Editor bemoans the loss of revenue by the stumpage reduction.

Gleaner

April 2, 1890

The Champion Load of Logs

Charles Underhill, of Blackville, who, with John Cooney, is operating on the Dungarvon, claims to have hauled the champion load of logs this winter. The load consisted of 12 pieces of green pine, scaling a little over 1,600 feet, and was drawn by a team of four-year-old horses, neither of which exceeds 900 in weight. Let us hear from any who can beat this.

The Log Driving Sale

This is the day of the Saint John River Log Driving Co's annual meeting and sale, and the town is full of lumbermen. . . . The sale took place in front of the court house at three o'clock. The drive was sold to Robert Connors at the following rates, there being no competition:

Grand Falls 24 cents

Aroostook Falls 24 cents

Salmon River 18

Tobique River 18

All points below 10

Gleaner

April 5, 1890

Heavy Tax on the Lumber Industry

The lumbermen all over the maritime provinces are up in arms against the new tariff in its relation to beef and pork, which they use so largely. It is claimed that the increased duties on these articles will mean a loss of \$2,000 to the average operators, and from \$6,000 to \$8000 for the large operators.

Gleaner

April 26, 1890

Mr. Gibson's Schooners

Capt. Stewart of the schooner Genesta has been promoted to the command of the new three-masted schooner now being completed for John Gibson at the mouth of the Nashwaak. Capt. Reid of the schooner G. Walter Scott, has taken command of the Genesta.

Gleaner

April 28, 1890

The River

The steamboat and river men were surprised this morning to find the water thickly covered over with running ice and lumber, and could not understand where it was coming from. The marks on the logs, however, showed that they were from away up at the Seven Island. In consequence of this, navigation has been suspended today, and all work on the booms. . .

Gleaner

May 3, 1890

The Marysville Mill

The Marysville saw mill, which was stopped by the back water last week, has been running all this week, the water having fallen considerably. The logs are coming down slowly. The lath mill began operations yesterday.

slowly. The saw mill began operations yesterday.

#### The Driving on the Nashwaak

A citizen who was at Blackville yesterday, says that the driving on Cross Creek, a branch of Nashwaak, is excellent, and that the logs which are coming down that stream are of large size. He says that the now does not appear to be deep in the woods, as seen from the cars, and that it has disappeared from the cleared lands between Fredericton and Blackville almost entirely, only a few banks being seen here and there. Some of the new logs are also coming down the Nashwaak, a considerable number having passed the covered bridge. Blackville mill has been overhauled and put in first-class order. Among other woods, the is mill has been turning out some excellent hardwood plank from birch logs, which were hauled from the stump directly to the mill. Yesterday a special brought over from Blackville some deals as well as a quantity of hardwood edgings, which will no doubt be quickly disposed of here.

Gleaner

May 7, 1890

#### The Freshet on the Nashwaak

The water in the Nashwaak which began to fall a little yesterday is rising today. The logs are coming in rapidly. It is to be hoped that the rise may not continue, otherwise the jam might be forced over the piers and carried past the mills.

Because of the freshet, the logs are coming down thick and fast, and jamming into the booms in great style.

Gleaner

May 15, 1890

#### Shipbuilding on the Nashwaak

Mr. John Gibson's new schooner, being built at the mouth of the Nashwaak, will be launched in a few days. She will be rigged and fitted out here, and as soon as she is off Mr. Gibson will lay the keel of another on the same blocks.

Gleaner

May 16, 1890

#### The Lumber Business

##### The Season's Cut on the Saint John and Its Tributaries

The total amount of lumber cut on the Saint John river and its tributaries and expected to be got out this season is considerably larger than last. This year's cut including pine, spruce and cedar will amount to over 150 million feet. Of the total about fifty-five million is province lumber, while the rest was cut on the American side of the line. The heavy rains the past few weeks are keeping all the streams so well up that the prospects now, are that in addition to this year's cut all the lumber hung up last year will be driven out, amounting to some forty-five millions. Seventeen millions of this was hung up in the province and twenty-eight millions on the American side. Logs are coming into Springhill very fast, most of them yet being bank stock. Upwards of a million came in there Wednesday making 250 joints. The amount of pine and cedar lumber cut this year is about 10 million feet, much more than last year's cut. About 13 million of cedar will be got out.

Gleaner

May 21, 1890

#### The Water and the Mills

The water fell about two inches yesterday, and today it is about at a stand still. It is two high yet to allow the mills to start. The owners have had a long wait of it, and some of them are getting discouraged. Mr. Estey's mill, at the West End, has been idle for fourteen working days now.

Gleaner

May 27, 1890

#### The Mills

Estev's Mill at the West End started sawing yesterday, and also the Victoria Mills

below town.

#### Rafting Operations

Rafting operations are progressing rapidly at the Douglas booms. Between 160 and 170 joints are being rafted daily. Everything is about ready for the commencement of operations at the Mitchell boom. The Sterling boom will be ready in a few days.

#### Gleaner

May 29, 1890

Mr. Gibson's drive has come in and the men dismissed after a run of twenty-nine days.

F. S. Williams of the Gibson Cotton Mill, has returned home from a tour of the Western Provinces.

#### Gleaner

May 31, 1890

\*The Drives

\*The "Arthur M. Gibson"

Mr. John Gibson's new Three-Masted Schooner to be Launched on Monday

#### Gleaner

June 3, 1890

#### Launch of the New Schooner

Nature had put on her loveliest yesterday, the green fields, the gay sunshine, and the pure azure of the sky lent a charm to the proceedings at the head of the Nashwaak. At about 4:15 Mr. John Tennant released the upright, and without a cant, the Arthur M. Gibson, with colors flying, and salvos of cheering, glided gracefully into the water. A cargo crowd was present to witness the launch, Mr. Gibson included. Capt. Stewart broke the traditional bottle over the bows, the schooner, was taken in hand by the steaming "Dirego," and towed into the wharf. It will take 10 days to rig her, when she will be ready to load ice for the New York market. (There was much in the new last four months about the ice business.)

#### Gleaner

June 6, 1890

#### Lumber in the River

There is now in the booms a larger quantity of logs than there has ever been before at one time. It is estimated over 100 million. Rafting operations are progressing rapidly. Yesterday a great day's work was done at the Douglas booms, 232 joints being rafted. Mr. Randolph's Tobique drive reached the main river yesterday.

#### Gleaner

June 25, 1890

\*The Lumber Situation (Editorial)

#### The Herald

June 30, 1890

#### Gibson's Blackville Mill

Gibson's saw-mill at Blackville during the past week has been cutting **birch logs** and a large force has been employed. Mr. Gibson, having purchased the logs put into Bartholomew river last winter by Messrs. John McLaggan and Jas. Robinson, will have a total of over five millions of manufacture at this mill, which will probably occupy the whole season.—Globe

#### The Herald

July 7, 1890

#### Crown Lands Commissioners

The government have appointed Hon. A. F. Randolph and Messrs. F. H. Todd and

Allen Ritchie a commission to inquire into the administration of the crown lands. D. G. Smith, of Chatham, will act as secretary to the commission.

Gleaner

July 7, 1890

The Corporation Drive

The corporation drive at last accounts was at Woodstock, and is expected to reach the booms in about two weeks. It comprises all the lumber cut last winter not already down so that the river will then be completely cleared. Mr. Charles Richards has arrived in town for Mr. Connors, to await the arrival of the drive, when he will pay the men off for the season.

Work at the boom

The rafting operations at the Douglas and Mitchell boom this year are being carried on with remarkable rapidity. Last weeks' work was the quickest ever known, the previous record at each being surpassed by three or four hundred joints. At the Douglas boom in the seven days, 1661 joints were rafted, and at the Mitchell 1400, making with the 735 joints which were rafted at the Sterling about 3300 joints for the week at the three booms.

Gleaner

July 10, 1890

Mr. Ruel is still **shipping his ice** from the Lincoln stack. Five schooners, the Arthur M. Gibson, the Galatea, the Genesta and two others have already loaded, and another is expected on Saturday. There were 600 tons in the Arthur M. Gibson's load.

Gleaner

August 2, 1890

Fredericton Exports

The value of goods exported from Fredericton during the month of July amounted to \$25,573, an increase of \$16,466 over the value of the exports for the corresponding month last year. \$18,290 worth of shingles were exported by Mr. Morrison during the month; \$3098 worth of deals by Hale and Murchie; and \$2527 worth of laths by Mr. Gibson. \$1064 of ice was shipped during the month.

Gleaner

Aug 22, 1890

The Lumber Cut

It is estimated that in all between 175 million feet of logs were rafted down the Saint John river this spring. Of this quantity, it is stated, fully 50 million feet were old logs hung up, and there were between 125 and 130 million of this season's cut.

Gleaner

Sept 10, 1890

Jewett's Mill

This handsome new mill will start sawing operations this morning. The machinery from the New Brunswick foundry has been placed in position. Mr. Jewett has engaged a crew of men, and will commence work at once.

Gleaner

Sept 11, 1890

\*Sale of Timber Lands

(Gibson mentioned for South of Penniac tract)

The Herald

Sept 15, 1890

Crown Land Sales

The annual sale of timber lands took place at the crown land office on Wednesday. All the berths were sold at the upset price, the berths and bidders being: Main NW Miramichi, Paul Kingston; Fork Brook, Little River, Thomas Fulton; end of Turtle

Creek, William Ricker; Little River, Sunbury, S. Ferguson; NW Little River, Thomas Fulton; black River, Northumberland, P. and T. O'Donald; NE Little River, William Fulton; Swan Creek, E. Williams; S. of Penniac river, Alex. Gibson; Little S. E. Upsalqualitch, George Moffatt; E. Restigouche, George Moffat.

The Herald  
Sept 24, 1890  
Scowing Deals

As navigation is expected to close in a few days the owners of the **woodboats** have put their vessels into their winter quarters. Mr. Gibson having a large quantity of deals has been obliged to hire a large number of scows. **The deals came from the Blackville mills.**

Gleaner  
Oct 3, 1890  
Mr. Gibson in England

The Liverpool correspondent of the London Timber Trades Journal says: "Within the past few days we have been visited by **Mr. Gibson, the most prominent of the shippers of spruce deals, who is upon a short business journey to his brokers, Messrs. Farnworth and Jardine.** The two steamers Avonmore and Camro, with cargos of Mr. Gibson's shipment, are now nearly all out. These have not been placed upon the market, but are being piled on the shipper's account on the Hornby storage ground. With the three cargos recently yarded there they will amount to about 4,000 standards. This indicates that at any rate Mr. Gibson has faith in the future of these goods; and we may perhaps see at no distant date that some of the clever country buyers have missed their opportunity."

Gleaner  
October 15, 1890

Blair is taking a lot of heat for, supposedly, selling out to Northumberland lumber interests. This issue has a speech made in Marysville hall on the subject. Contains some figures on the lumber business.

\*Marysville  
Something About New Brunswick's Hive of Industry  
(excellent article)

Gleaner  
Oct 16, 1890

More heated articles on the stumpage question as elections loom.

Gleaner  
October 21, 1890

The steam saw mill at Grand Falls, the property of the late Fred Brown, was put at auction on Wednesday but did not sell

Gleaner  
Oct 27, 1890  
Marysville

Mr. Charles Fisher has had a number of building lots surveyed, and several more fine residences will grace the water front.

A very large quantity of laths is lying at Gibson wharf awaiting shipment, while the Blackville mill is sending over six cars each of lath and deal daily.

Gleaner  
Oct 28, 1890

The Marysville Saw Mill

The saw at Marysville is to undergo a thorough repairing this winter, and a vast quantity of timber has been got ready. The intention is to make the mill as substantial as possible and to entirely rebuild the foundation.

Gleaner  
Oct 31, 1890  
Blackville Mill

Mr. Gibson's mill at Blackville will close down in about a fortnight as the logs will be sawn by that time. A large crew was sent over from Marysville about a month since and they have been running the mill by night. A fine lot of deal has been manufactured and put out in good condition.

Gleaner  
November 13, 1890  
Shut Down

Ritchie's and Sargeant's mills, Miramichi, closed down for the season on Saturday last. The mill of Messrs. Richards and Hickson is still running, but will close as soon as hard weather freezes up the logs in the boom. Fiett's mill is still running.

Gibson's mill, Marysville, has a crew at work repairing. His shingle mill has got all the machines at work, and will do a good winter's work as there is plenty of cedar on hand.

The Herald  
Nov 17, 1890  
\*The Cruise Lumber Lands  
A trip Through a Magnificent Stretch of Country  
[Gloucester County]

Scowing Laths to Saint John

D. F. George has about two million laths over at Gibson which he will have to send to Saint John by scows. Ten of these conveyances will arrive today (Saturday) in tow of the tug Norman and they will return to Saint John as soon as they can be loaded. This not a very profitable way of handling laths, but Mr. George has to choose between it and piling his laths at Gibson until spring opens, and this with the loss of the sale would probably amount to more than the extra freighting.

Gleaner  
November 19, 1890  
Boom Work Closed

The work at the booms is approaching a close. That at Sterling boom is finished. The number of joints rafted last week at the Douglas was 576, and at Mitchell 708. The rafting is through at Douglas, but the joints have not yet gone down river. All the logs will be taken care of by the end of the week. This has been a very favourable season and more logs have been handled than for any year since the company took charge.

Gleaner  
November 25, 1890

Long article on explosion of mill at South Bay, near Saint John. Six men killed. Mill was built in 1869, one of the finest in the county.

Gleaner  
November 29, 1890  
Closed for the Season

The Victoria Mills, owned by Hale and Murchie, at the lower end of the city, shut down for the season yesterday. This summer they have handled there about seven millions of lumber. All the English deal were taken by boats to Saint John and some of the American also, but during the fall a branch ? put in to the mill from the railroad and the American lumber has gone that way since. Some logs remain at the mill, and it is intended to make a thorough repairing this winter and begin early in the spring. This has been the best season's cut at this mill for many years.

Gleaner

Dec 20, 1890

Lumbering

Although the cry has gone forth, that the supply of logs would be curtailed this winter, yet from the number of men and horses lately taken from here the output will be little, if any, reduced. On Tuesday last, two large teams and men left for the Quebec woods, to work for Robert Connors.

The Herald

Dec 22, 1890

Made His Teeth Chatter

An amusing incident occurred a few days ago at the Marysville shingle mill. One of the workmen, whose special vocation was to sap, that is remove bark from the logs, once neglected his duty, and presented himself at the machine with a partially stripped log in his arms. This was too much for the chief, who rejoices in the singular appellation of Whisperer, he made a dart for the offender and shook him so heartily the log fell from his arms into the machine. His teeth began to chatter, and to add to his discomfiture, the chief ran him out into the yard, gave him a sound rating, and left him to muse over the vexations and trials connected with shingle mills.

Gleaner

Dec 27, 1890

\*Editorial on present depressed state of lumbering business

Lumbering

There is at present about three feet of snow in the Miramichi woods, and yarding is about finished. Lynch, Richards, and several other extensive lumbermen are now taking on more teams to haul in to the streams. There is a great demand for oats. Several parties have visited Carleton Co., and find that hay is very plentiful and therefore cheap, but that oats can not be purchased. The woodsmen are now turning their attention to cracked corn. Wm. McOlhakey of Boiestown has some hundreds of cords of hemlock bark piled beside the railway there waiting for shipment to the States. He does a great business in this line. Some parties are talking about leaving the forest as snow is getting deep, and the price of food for men and horses getting too high in price. Some Toronto oats come into Boiestown, but there is a very poor chance there to take care of them on arrival, and the cars cannot be loaded.

Miramichi Advance

Jan 1, 1891

Snowball's Timber Trade Circular

The export from the Province is 38,000 St. Petersburg Standards less than last year and 9,000 standards below the average of the last ten years,

The decrease has been general from all New Brunswick ports, excepting Richibucto, but the large falling off has been, at Saint John 24,000, and Miramichi 11,000 St. Petersburg standards.

The shipments from Saint John to Liverpool fell off 45 percent and from Miramichi to Liverpool 63 percent, while those to Irish ports are up to last year's and to continental and other ports they are largely increased.

On account of the heavy tax imposed by the government, the province of New Brunswick is fast losing the monopoly it so long held of the best of the spruce trade, and while our export has so largely decreased, the trade of Nova Scotia and Quebec shows a marked increase for the past seven years.

There is being wintered here 10,000 St. Petersburg Standards of merchantable deals, and equal to 5,000 standard in logs. The winter operations in the forests are small and the estimated production will not exceed two thirds of last year's.

The stock now being held at Saint John is about 10,000 St. Petersburg Standards, in sawn woods, and 14,000 standard in logs, a portion of which is for the South American markets.

The total export of spruce for the year from New Brunswick amounts to 203 million superficial feet; from Nova Scotia 90 million, from Quebec 100 million

million superficial feet; from Nova Scotia, 90 million, from Quebec 109 million.

Gleaner

Jan 2, 1891

\*the Wood Trade

J. B. Snowball's Annual Circular – The Business of the Miramichi, etc.  
(Should collect these)

\*The Lumber Cut

The Herald

Jan 5, 1891

Miramichi Wood Trade

The export from the province is 38,000 St. Petersburg Standards less than last year and 9,000 standards below the average of the past ten years. The decrease has been general from all the New Brunswick port, excepting Richibucto, but the large falling off has been, at Saint John 24,000, and Miramichi 11,000 St. Petersburg Standards.

There is being wintered at Miramichi 10,000 St. Petersburg standards of merchantable deals, and equal to 5,000 standards in logs. The winter operations in the forest are small and the estimation production will not exceed two thirds of last year's. The stock now being held at Saint John is about 10,000 St. Petersburg standards, in saw woods, and 14,000 standards in logs, a portion of which is for the South American markets. The total export of spruce for the year from New Brunswick amounts to 293,364,928 superficial feet; from Quebec, 109,328,340 superficial feet. The above statistics are taken from the wood trade circular by J. B. Snowball of Chatham, New Brunswick.

Gleaner

Jan 9, 1891

\*The Lumber Camps

To Run full Blast

Morrison's Mill below town which was shut down before Christmas will start up again on Monday next. It is the intention to turn out as many shingles as possible and this will be no small quantity as the very best machinery is used.

Gleaner

Jan 10, 1891

The Woods

Who are getting Out Lumber and Where – The Snow and Crust

Albert Ferguson, government scaler of Sheffield has just returned from one of his trips, and has visited Evans and Aitkens on the Nashwaak; Walker and Donalds on Penniac; T. Fullerton, G. Hunger, Bailey Bros., G. T. Bailey, Wm. Fulton, Ferguson and Gallagher and R. McGill on Little River; J. Miller, N. Nightingale, C. H. Miller, E. Wilken on Newcastle river; and J. Long, J. Hargrove and H. Holland on the Burpee mill stream. These parties will put in from one million down to one hundred thousand. All of them haul off crown land. If the snow, which is now about two feet, increases for the rest of the winter in the proportion that it has so far, many parties will have to come out, as there will be possibility of filling their contracts. Those who have not large yards, will come out early at any rate. The crust on the snow is one inch and a half thick, and in the open woods, the plains and the burnt regions will carry a man readily. It has to be cut up with axes, and thrown out when swamping as the horses will not attempt to break it out. He saw traces of caribou on the Newcastle plains of Little river and a very large deer yard on the Burpee mill stream, about four hours journey from this city. It takes him about one month to make a trip visiting all these camps and surveying the lumber.

Gleaner

Jan 12, 1891

Always Humming

Always Humming

The mill at Marysville has undergone considerable repair this winter, a crew of about ten men being at work since the first of December. They will now go Blackville to make some repairs on Mr. Gibson's mill there, and then return and finish this job. It is expected, that the mill will be in better shape for cutting, than in the past ten years. One of the gangs is now cutting deal and box boards, the latter to be used in the cotton mill to ship the cotton in. Another gang will start in a few days.

Gleaner

Jan 13, 1891

Board of Trade considering using waste lumber products such as sawdust in manufacture. At present presence of small knots makes sawdust unusable for pulp. Also looking for partially manufactured hardwood as potential market.

Gleaner

Jan 14, 1891

Dam Building

Alexander Gibson Jr. has a crew of men at work on the Nashwaak, repairing the Barker dam, the principal dam on the river. They also built a camp to be used by the river drivers.

\*The Lumber Cut

Gleaner

Jan 19, 1891

High water has suspended repairs on the Marysville mill.

Gleaner

Jan 28, 1891

Mill Work

The extensive repairs to the Marysville saw mill are completed, Richard Staples, foreman of the work, has had a crew of ten men employed since early in November, and a great amount of work has been done. Three gangs have been completely rebuilt from the foundation, and a complete new frame has been put in under the working floor. Mr. Staples is the best workman for this business that can be found in New Brunswick. He goes tomorrow with a crew to Blackville, to rebuild the underworks of the mill there belonging to Mr. A. Gibson.

Gleaner

Feb 4, 1891

The Lumber Supply

Our lumber operators have strong faith that prices for this commodity will advance in the early spring, and are pursuing the work of getting out logs despite the great depth of snow and strong crust. Some of the small operators, who work when there are no other teams to keep the main roads open, have had to give up; but the larger concerns are doing fair business. Although at present appearances are against them, yet everything promises an advance in the price of lumber; and the stream driving will be but a small item of cost, as the abundant snow will give a rapid and continued rise in the streams. All the lumbermen speak of the difficulty of getting out lumber at present, but complain more of the lowness in the price. Should better figures be offered, teams and men will remain in as long as possible. About all the lumber in the streams last year was brought to the mills, manufactured and shipped, leaving little, if any, for the spring's work, so that with a scarcity the price must advance. Many statements have been made that the output this winter will be far below the usual cut but many parties have gone in since Christmas, and with improve facilities and a better knowledge of the ground gained from past experience, the shipping will be little lessened if any.

The Herald

Feb 9, 1891

The New Brunswick Lumber Commission

Messrs. Frank Todd, of St. Stephen, Allan Ritchie, of Miramichi, and A. F. Randolph, of this city, with secretary D. G. Smith, have determined on a course of action with reference to the enquiry they have been appointed to make into the question of stumpage. The new Brunswick lumber commission will take the evidence of lumbermen at meetings to be hold during the next few months in different parts of the province, and, from these, with what further information they may be able to obtain by means of circular and otherwise, to frame their report, which will, in all probability, be submitted to the legislature during the session of 1892.

Gleaner

Feb 6,, 1891

Wheel Burst

Yesterday, while the filers in Morrison's mill below town were getting their saws in shape on the emery wheel, it burst, throwing the fragments in all directions. Burt Hall, a man standing in front of the revolving stone was struck by a splinter on the left hand, and the member was badly crushed. Pieces of the stone were found sticking in some of the timbers where they had gone in almost out of sight. There is no more dangerous thing in any mill than an emery as it must revolve at a very rapid rate to do its work, and is then almost certain to fly to pieces. Where it not that it breaks into very small pieces, death should be often the result. More care should be required in the inspection of these articles and the rate of speed should be limited.

Gleaner

Feb 7, 1891

What will be Done

Work is going on respecting the Keswick lumber lands, lately purchased by an American firm. The 50,000 acres are well stocked with all varieties of lumber and machinery will be put up by Mr. Bennet, a great American orange box manufacturer for that manufacture, Mr. Kilpatrick, one of the syndicate will take two or three hundred cars of lasts yearly, while Mr. Gilman also of the firm will pay attention to the hemlock bark for tanning purposes.

Gleaner

Feb 11, 1891

\*New Industries

Pulp and Spool Wood Flourishing in Northumberland. Details

Gleaner

Feb 12, 1891

\*Lumbering

Gleaner

Feb 20, 1891

\*Shipping Lumber by Rail

(re CPR and Saint John)

The Mill

One of the gangs in Mr. Gibson's mill at Marysville is busy cutting boards for cotton boxes. Another will start in a short time on the general manufacture of lumber, and a month will likely bring again the hum of renewed energy in the busy town.

Gleaner

Feb 21, 1891

Avery's Portage

. . . Robert Hanson's sons are doing a large stroke of business in the spruce log operation for A. Gibson, hauling to Arnold Brook.

Gleaner

Feb 25, 1891

\*The Lumber Woods

Gleaner

March 7, 1891

Operations will Soon Begin

Saint John. Cushing's mill and Miller and Woodman's mill at Milford, Lancaster, will start sawing next week, also Stetson and Cutler's mill at Indiantown. The Stetson and Cutler Mill and Pleasant Point and King's mill at Kingville, have been working this week.

Gleaner

March 12, 1891

From the Woods

There were many men from the lumber woods on the streets today. The hotels are beginning to fill up, and an old time appearance is presented. Many of the woodmen will remain till the river opens when they will once more go to the forest for the stream driving.

The Herald

march 30, 1891

Provincial Crown lands

The thirteenth annual report of the crown land department is of unusual interest to the general public as showing that **the reduction in stumpage made very little difference in the receipts**. In 1889, the total receipts from all sources were \$149,573.01, and in 1890 \$140,857.44, a shortage of \$8,715.57. Concerning this surveyor general Tweedie in his report says: "During the past year very little land was disposed of at public auction and the receipts from that source about \$2,400 less than in 1889. On the sales of timber licenses there has also been a perceptible decrease.

Notwithstanding the reduction of stumpage of spruce land and pine logs from \$1.25 to \$1 per thousand superficial feet, the net receipts from this source for 1890 are within \$2,500 of those for 1889. During the year several tracts of land were surveyed and set apart for settlers, and hon. Mr. Tweedie recommends a reasonable annual expenditure with a view of satisfactorily establishing these important matters of survey.

The Herald

April 20, 1891

**Building Scows**

**The Latest Idea of the Marysville Lumber King**

Now that the river has opened the prospects of the summer trade form the universal topic among the shipping fraternity of this bustling little city. The rates of the railway, the competition offered by the river boats, and the new Star line are among the freshest terms discussed. The question of the importance of the woodboat trade ahs excited great attention during the past week. it is an open secret that some parties view this important river industry with some alarm, and think that the prospects of the woodboat owners are not very bright this season. Word has been received from Upper Gagetown that contractor Coy with others are busily engaged upon the construction of **twelve scows for Alexander Gibson, of Marysville. These scows are intended for the carrying of laths and deals from the mills to the port of Saint John, and will be put in operation shortly. They will, when completed answer all the purposes they are intended for, and will command a large share, if not the whole, of the business from Marysville. The placing of these scows upon the river will divert a large quantity of trade from the wood-boat owners, and as is natural has caused a large amount of discussion in the busy circles of that community.** Competition however is the quintessence of business, and doubtless the owners of the woodboats will find a way to command some share of the rapidly growing carrying business of the river Saint John.

The Herald

May 4, 1891

### The Lumber King

Mr. Gibson has thirty million feet of lumber in his drive this season, which is fully up to the standard of the other years. Owing to the falling of the water, the driving has been somewhat hindered. The mill at Marysville is now running night and day.

### The Herald

May 16, 1891

\*The Raft Pilot

Something about the Hardy Voyagers who Ply the Sweep Upon the River Saint John. Their Labours and their Hardships.

### Gleaner

March 26, 1891

Leaving the woods

Connors and Morrison, two of the principal contractors on the river are beginning to break camp and will soon close up their winter operations. Fifty two men left their camps, between the Big Rapids and Big Black River, on Monday last. Some of them came to the city. Mr. Morrison intends to pasture his teams, of which he had in the neighborhood of thirty in Maine, near the scene of his lumber operations instead of bringing them home and paying the duty on both sides. The up river loggers have as a general thing done a good winter's work and have fulfilled their contracts.

### River Breaking Up

Reports from the river districts are to the effect that the water is rising and the ice being broken up rapidly, where there is a quick current, and in the vicinity of islands above and below this city the ice has been swept out, and the running water is seen. Talk as to the going out of the main body is beginning to start and the period of the complete breaking up is set at from April 19th to about May 10th. With slush and pure ice there is a thickness of over three feet and should it move with a rapid rise of water it must cause much damage. The snow is going away very fast, and lumbermen say that although it was of great depth in the woods, yet it was as a general thing light with the exception of two falls of hail and rain that formed a crust. It is to be hoped that the rise of water will not be rapid as in case it is much damage must be the result to wharves, bridges and farms.

### Gleaner

March 28, 1891

\*Bills and Petitions

(Contains news on Crown Land Sales and Stumpage)

Marysville contributed 360.00 towards the Springhill Mine Relief Fund

### Ready for Work

The saw mill at Marysville has been got ready for a start as soon as the weather gets more moderate. There are enough logs, brought by the train, to begin with, and the mill can be supplied by rail till the river is free. The lath mill has ceased sawing shingles as all the cedars have been cut and now waits the starting of the lumber mills to get material for lath manufacture. The new mill, as it is generally called is undergoing repairs. A crew are at work shingling the roof and otherwise improving it. The Nashwaak is rising rapidly but the ice above the dam is holding fast, that below the dam has broken up and swept down to the bridge.

### Gleaner

March 31, 1891

River Driving Sale

The sale of the driving of lumber will take place here on the 4th of April. It is expected that there will be considerable competition. Lumbermen seem divided in their opinions as to whether the year will be a good one for stream driving or not. This of course will affect the bids in some degree.

Gleaner

April 2, 1891

Rumoured that roller skating will be in vogue at the Marysville rink next summer.

The Lumber Woods

The crews are out of the woods on the Nashwaak, and all the operators have fulfilled their contracts. This can be said of the loggers on no other stream this winter, the cause is in the more systematic planning of the business, the better roads, thorough knowledge of the land and the experience gained from long years of training. In many parts of the province the country is so broken, and covered with ledges or rocks, that no effective hauling can be done till there is two feet of snow, and even with this there must be a great amount of skidding and bridging. it will make a good summer's work at the mills and a benefit to the whole country.

Gleaner

April 3, 1891

Joseph Allen with a crew of carpenters have finished shingling the roof of the mill and is now at work repairing the parsonage. The ice above the dam is ready for a move at any moment, and the water is rising fast. A crew of men went to work today to cut the booms clear so that there will be free passage for the ice, and that the booms may not go with it, as they would do if frozen in. Everything is ready for a start, and a rushing summer's work will be done.

Lumber Reports

All the lumber operators are out of the woods; and now are waiting the breaking up of the river. The winters output compares favourably with that of several past seasons although the winter was one of heavy snow. It of course tended to drive out the small loggers who were working on small contracts, but although these gave up and came out yet they invariably went back again as sub-contractors or wage earners for the larger operators. Where a large force of men were on there was no difficulty in handling logs, and the greater number of teams kept the main roads in good condition. On the Aroostook, the snow was very deep, but light so that horses could break through it readily. On the upper Saint John waters the winter was a good one in every respect, and large work was done. On the Nashwaak as much lumber was put in as for any former winter considering the number of camps. The only poor reports are from Miramichi where the crust was heavy and retarded the work very much. Should the stream driving be good as that most of not all of the lumber be brought out there will be a sufficient supply for the mills.

Gleaner

April 11, 1891

River Driving

Robert Nobles, one of the best "boss" river men goes up to his winter quarters on Monday next to begin the spring's operations. he will hire 35 men at Grand Falls and will run his lumber to the mouth of the Allegash, where it will be taken charge of by the Madawaska log driving company. The men are now paid off at the Falls, where last year a force of twelve hundred men received their wages for the spring's run. This in old times was usually done here, and allowing \$50 to a man means \$60,000 dollars that now passes by the city.

Gleaner

April 13, 1891

The Lumber Cut

Mr. Robert Connors, the well-known St. Francis lumberman, says the cut of the present winter on the Saint John river and its tributaries will not exceed 150 million feet, and unless the freshet is very heavy it is doubtful if all of this comes out. This shows a falling off of about 25 million in the average, but more than that quantity is now held over in Saint John, so that if the demand is brisk there will be plenty of lumber to ship. Last year more than 180 million passed through the Corporation

boom, but fully 50 million of this was old lumber, so that the cut was about an average one. The river is now entirely clear, as the high freshet last spring brought everything down and only about 1 million feet remain in the boom to be rafted.

Gleaner

April 20, 1891

River, Mills and Drives

Mr. Alexander Gibson Jr. started to the head waters of Cross Creek with a crew of men to begin stream driving. H. Clayton will be foreman. Some logs are coming in from the Penniac, but the water is rising rapidly and the mill will not be able to saw, with the exception of one gang. The mills below the city are running full blast. Everything is in shape at the booms for the logs. The tugs are beginning to open up on the summer's work. The Fredericton Boom Co. have all their booms, booms and eating houses repaired, and the tugs are busy putting them in place. The river here has risen rapidly since Saturday night and it is now thought that the water will be very high.

Gleaner

April 24, 1891

Saw mill at Marysville shut down due to high water.

A number of men under the charge of William McGinn went by the Canada Eastern yesterday to stream drive for William Richards on Miramichi.

Timber Shipment

Mr. Gibson is having a large quantity of **hewn birch** brought down from the **upper Saint John by the CPR**, and unloaded at the Gibson wharf, where it will be put into boats for shipment to Saint John. Two carloads were taken through to that city by rail. The timber averages fourteen inches on a face, is free of knots and is allowed to be very fine ship timber.

Gleaner

April 25, 1891

The Coming Summer

The Victoria, Morrison, Estey and Babbitt's saw mills, although shut down for a few days from high water, are working at full pressure. The different carriage factories, and sash and door factories, are busy, the Marysville factory and saw mills have opened up in full blast as usual, and should the season be one beneficial to the farmers the merchants will not be able to complain.

Gleaner

April 27, 1891

A New Departure

The Carrying of Heavy Freight on the River

Last night the tug G. D. Hunter arrived at the mouth of the Nashwaak with seven scows of 110,000 carrying capacity to load deals for Mr. A. Gibson. They were not ready to start from Saint John till late on Saturday evening and it was a hard pull for the tug as the current was very strong. At Gagetown a stop was made, where four more scows were to be in waiting, but one only could be got. **The scows will interfere with the work of the woodboats, and will do the work if not cheaper, at least more quickly. They can be loaded and unloaded in far less time than by boat and the lumber will be left in the scows till a ship is ready to receive it.** The work will go on briskly today. **A locomotive is in waiting with a train of cars and will place the deal on the wharf beside the scows as fast as it can be handled.** It is expected that there will not be the least difficulty for the scows to pass the Oromocto shoals, as being flat on the bottom, they do not draw much water. The Hunter will start tonight for Saint John with the fleet and a ship is there to be ready to receive the lumber. She was cabled to arrive on the 28th inst., will take a day to unload cargo and will then proceed to taking in the deal. **It is expected that this departure will revolutionize the whole business in heavy freighting on the river.** There will be far less cost of repairs, and less cost too in transportation, as also in wharfage in Saint John, as the deal can be ready when the ship is in shape to receive them. It would be possible to take the scows up to the

snip is in shape to receive them. It would be possible to take the scows up to the Marysville saw mills and load the lumber from the piles into them, but there is danger of the boats being grounded on some of the many bars and there would be a difficulty in getting them past the bridges as the Nashwaak bridge draw is out of order, and the bridge at the mills is without a draw altogether.

Gleaner

April 28, 1891

The first raft of logs went through the draw this morning in charge of the tug Hero. It was of hemlock. Another birch timber with joints of spruce as floaters went through at noon.

The river fell about a foot and a half yesterday and the Marysville saw mills have started sawing again. Many complaints are now made as to the low water as the stream driving is very poor, and the snow is only going off by degrees instead of in a rush, thus making no head of water. Should the weather continue as at present, the driving will be the worst for many years.

Fatal Accident

A Blackville correspondent writes, that a fatal accident occurred on Gibson's Bartholomew river drive on Thursday evening, 23rd inst., by which John Kennedy, of Blackville, lost his life. A double landing of logs was to be put in, and when the first log started, the whole lot went. Poor Kennedy was caught between two logs and jammed across the stomach. He lived some three hours after the accident. The funeral took place Sunday, and was largely attended.

Gleaner

April 29, 1891

The Booms

How Lumber is Handled on the River

The Capacity and Extent of the Holding Boom

The Special Work of Making up a Raft

When the "Booms" are spoken of little if any thought is taken as to the vast business that is carried on under the above title. Even our own citizens have little idea of the immense quantity of lumber that is rafted at our very doors, unless their business is in some way connected.

The work of rafting logs is done by a company of which Messrs. Randolph, Jewett, Dunn and William Murray are the leading shareholders. The company use for their work three booms two on the eastern side of the river the Sterling and Douglas and the Mitchell on the other side. The Mitchell boom and Sterling are each about one mile long and one hundred and fifty yards wide at the least width. The Douglas boom is nearly two miles long extending up behind the islands. Then there is the Sugar Island holding boom which has capacity for 25,000,000. The logs are detained here till there is room for them at the other booms.

When the drives begin to come in the patent sheer booms are set, and turn the logs into the holding booms. At the down river end of these there is a narrow space called gap, through which the logs pass and their marks are examined; and each mark is kept by itself, till seven and up to thirty bearing the same private mark are got. These are then fastened together with dog lines, and dropped down to the loading round where they are fastened together with small poles by means of pins. Then by aid of teams other logs are loaded on these bottoms, and they go then to the bracketing round where they are surveyed and made up into joints and rafts by means of short poles pinned across them. They are then taken by the tugs to the mills at Saint John.

The freighting, as the work of the tugs is called, is done by Messrs. P. Glassier and A. Tapley, the latter having Mr. Emery Sewell as foreman. The Dirego, Fancheon, Lily, Ada, Hero, Admiral and some smaller tugs are busy during the season.

the work last year employed five hundred men and the vast quantity of 180 million was rafted. The average year's work is about 150 million. The labor of the rafting has been much simplified by the use of better apparatus, especially the improved sheer booms which do away with the heavy work of towing in. This took

improved sheet booms, which do away with the heavy work of towing in. This took quite a force of men in row boats, whose work was to catch all logs outside the booms and tow them into the hold.

The men have good comfortable quarters on the shore, near the scene of their labors, and good cooks are provided and food put up in the best shape. In fact, some of the camps at meal time resemble in appointments the ordinary hotel.

Gleaner

April 30, 1891

Millions of Logs

Messrs. G. Conliffe and John Sweeney came in last night from the upper waters of the Saint John. They report 70 millions above Grand Falls and 27 million on the Aroostook. There are 50 of the 72 millions above the Falls, from the American side. Mr. Sweeny has finished his drive on little Black River, this drive entering the main Saint John, three miles above the mouth of the Allagash. George W. Brown of Southampton got out his drive of 6000 pieces to the main river on Saturday.

Gleaner

may 2, 1891

River so low the tugs can pass under the bridge without using the draw.

John Gibson of Marysville is improving but slowly (from bout of La Grippe, which has hit many lately).

Gleaner

may 4, 1891

**Steam lath mill at Marysville** started work this morning. It has been thoroughly repaired since shutting down after the winter's shingle sawing and will do a larger season's work than ever before.

Gleaner

May 5, 1891

Lumber Coming

The hot sun of the past week has taken an effect on the snow in the woods, and the river has risen., bringing down the logs, which went past the city yesterday and today in considerable numbers. The Nashwaak drive of thirty millions is coming along briskly as the stream is on the rise. There will be no trouble in keeping the mills supplied.

Gleaner

May 11, 1891

Nashwaak Drives

In spite of the extremely low water the Nashwaak drives are moving along quite rapidly. the running drive with A. Gibson Jr. in command is in. John McBean, who has the main drive, is down to the Nappadoggan, twelve miles above Stanley. Lud. Young has his drive out of Arnold Brook into Cross Creek, and the main Cross drive is doing well. The river has been so well prepared by means of dams, and the taking out of obstructions, that the logs can be brought with very little water.

Gleaner

May 12, 1891

A Staunch Old Vessel

The topsail schooner, A. C. Watson, Capt. Sprague, was towed from the anchoring ground below the railway bridge to Estey's mill this morning by the tug Eva Johnson. The old vessel is getting the worse of the wear, but yet presents a good appearance. She came from Saint John without cargo, and is now taking a load of hemlock boards for the Fall River market.

Fires in Michigan and Pennsylvania, two largest lumbering states, mean decreased production and higher lumber prices.

Gleaner

may 13, 1891

The Best Run Yet

Although the **driving** has been very poor so far as water is concerned yet the Nashwaak drive was never brought in so early as the present has been. Alex. Gibson, Jr. who took the running drive put in only about 18 days, and some of these were spent in preliminary work. Although it is **his first attempt at the work** he appears to have the necessary ability and knowledge, to overcome all difficulties incident to the work and to rush the logs along.. There will be “hang up” on that stream this year.

Gleaner

May 15, 1891

Babbitt Bros.’ mill at Gibson had to shut down for repairs yesterday afternoon. Something went wrong with the boilers, and it was decided to have them repaired before they became dangerous. The mill will start in a few days. [the mill disaster in Saint John earlier in the year was caused by an exploding boiler]

The Herald

May 16, 1891

\*The Raft Pilot

Something about the Hardy Voyagers who Ply the Sweep Upon the River Saint John. Their Labours and their Hardships.

Gleaner

May 16, 1891

The Expedite Rafting

A New Contrivance that is Being Built for the Booms

The Fredericton boom company have about completed an ingenious contrivance to be used for the purpose of expediting the loading of rafts. It is a work of much labor and employs several hands in taking the boom poles, used on bracketing, from the water. This machine is intended to do that work. it was designed and is being built under the supervision of Charles H. McClusky, who is well know all over the province as a mover of buildings, and as a wrecker on the river and coasts.

A frame is placed on a raft bearing a horizontal shaft. On this shaft are two toothed wheels about twelve feet apart. “Over each of these wheels passes an endless slot chain, with claws fastened to the links at intervals of two feet. These chains work ver pulleys at the end of inclined planes under water. The boom pales are floated to the side of the raft, and come directly over the chains, which as the wheels revolve carry the poles up on the raft. It is a new style of elevator and pretty costly, but will very much lessen the work in labor and expense. All of the booms will be furnished with the machines.

Gleaner

may 18, 1891

Woodboats Arrived

The woodboat Water Lily, Capt. Waters, arrived yesterday and anchored below the bridge. She carried a load of lime and oil. The Eila F., Capt. Nobles, of Newcastle, is anchored beside her, unloading coal for the city.

Gleaner

may 21, 1891

Mills Will Resume work

The water fell rapidly last night, and it has been falling all day. It is thought that by Monday, the mills will be able to resume operations at Marysville. Few logs have passed the city today. There are many coming down river but most of them are caught at the Douglas boom.

Gleaner

May 30, 1891

Marysville

This Usually Busy Town has Opened Up in Full Blast

Now that the logs have come in, the town of Marysville has put on its stirring manufacturing appearance, and the hum of noise and bustle is heard on every side. Workmen are seen moving in all directions as the demands of their occupations call them. It would be needless to go into details. The cotton mill has all its departments running, and orders are in for all the goods that can be made. Carpenters are at work repairing and improving houses and fences, and it takes quite a force to keep the town in its always neat and trim condition. **The new mill had a general overhauling last winter**, and can cut logs far faster than ever before. With improved machinery amid a perfect knowledge of the business, it is no trouble to supply the fleet of **boats and scows** that wait eagerly for the deal. The lath mill is the largest and best equipped in the province, and can turn out an enormous quantity of laths every day. **Freight trains always loaded are arriving and departing at frequent intervals**. No idlers are seen in the hive, every one has his own line to follow, and feels responsible for it. The brickyard is beginning to be put in shape for the summer' work, and in a short time the foundation of the custom house and post office will be laid, and another important addition made to the town.

Gleaner

June 5, 1891

No Work for Them

**This will be a very poor season for woodboats, the great supply for them has been cut off as Mr. Gibson ships his deal by scows.** The coal business will not pay them, and there is little on the river to employ them. There are five in port today, one loading hardwood deal from Estey's mills for American markets.

Gleaner

June 17, 1891

**Will Saw One Hundred Thousand**

Some mill owners have denied the statement that the Marysville saw mill cut with one gang on trial last week, 87,183 feet of spruce deal in ten hours. As soon as the hemlock that now occupies the pond can be got out of the way, the gang will be sent for a ten hours cut and will put out 100,000 if not 110,000. Old experienced millmen say that it can be done. it is no use for jack knife mills to talk about sawing, they don't understand the business.

Gleaner

June 23., 1891

Mill Broken Down

One of the gangs of the Marysville saw mill started up again after a cessation of a few days. The sweep strap, that holds the sweep or connecting rod to the gang and crank pin, broke just after the water was turned on and for a few moments there was great crashing. When it broke the gang fell to the bottom of the styles and the crank pin coming round struck the broken sweep battering it to splinters in no time.

Gleaner

July 3, 1891

On the River

Tow boats are beginning to be plentiful, and it looks as if a return to the old regime was contemplated. There are three of these universal carriers of merchandise at the wharf today. A woodboat made its appearance last night and is anchored I mid steam below the bridge. A fleet of scows are loading at the mouth of Nashwaak with deal for Mr. Gibson.

Gleaner

July 4, 1891

Vessels Arrived

A schooner arrived last night and anchored at Phoenix square wharf. A Grand Laker

came in with a load of gravel for the city, and woodboat for lumber also reached this port last night. There is a rush in the two boat business.

Gleaner

July 6, 1891

#### New Mill to be Built

It is reported that Mr. Gibson contemplates the erection of a large shingle mill on the western side of the Nashwaak, just above the old bridge. It will contain machinery and apparatus for eight shingle cutters and will be driven by steam. There is a **forest of cedar** on the Nashwaak and tributaries that would supply all the shingle mills in the province of years, as the quantity of this valuable lumber is almost endless. This will be another impetus to the growth of this busy town. Its growth equals that of the boomed western cities.

Gleaner

July 7, 1891

#### \*The Strike

(on the Saint John millmen strike)

Gleaner

July 9, 1891

#### Shipping Lumber

A woodboat went out last night with boards from R. A. Estey's and a woodboat and schooner are loading today with deal from the same mill. It all goes to the American markets. This is one of the city's best industries.

Gleaner

July 11, 1891

#### Awaiting Shipment

Two large rafts of deal from up river mills are lying in the river opposite the city hall, awaiting a woodboat. It is likely that the boat now unloading gravel for the city will have a return cargo to Saint John of this lumber.

Gleaner

July 17, 1891

at Marysville

#### A very Successful Year in the Lumber Manufacture

The Marysville saw mill is making the best cutting this summer that was ever done there, and that is the same as saying, the most work for the time of any mill in Canada. The late showers that were lost in the Saint John, raised the Nashwaak to a roaring pitch, and the mill is getting the benefit. One of the gangs yesterday was fitted with an iron sweep or connecting road and could not be driven as fast as usual, but the others were making up for it.

The lath mill which has to manufacture all the slabs and edgings sent to it from the lumber mill, is having a busy summer, as the supply of material is large and must be manufactured.

Several houses are going up on the eastern side of the river, below the cotton mill, and this end of the village is growing rapidly. The farmers are busy at haying, and this crop as well as all others look well. Should the weather prove favorable from this forth, the harvest will be a very good one.

Gleaner

July 18, 1891

#### Woodboating Declined

Another Grand Lake dredger is at the wharf unloading gravel for the city. The load will bring about thirty dollars delivered on the wharf. This is very small pay for bringing it here and shows how the boating business has declined on the river, since the shipment of deals from the Nashwaak in scows has commenced.

The Mill Strike

The Messrs. Randolph received word from their mill at Fairville yesterday saying that the fight was remaining about the same. It is the opinion among mill men that the strike would not have adopted the serious turn it has, had not the men been encouraged by the press and platform of Saint John. It is probably, however that work will be resumed in a month or two.

Gleaner

July 24, 1891

\*Jewett's Mill Burned

His Loss an Extremely Heavy one – Half Insured

Gleaner

July 27, 1891

Cars of Lumber

There are about **thirty cars of laths and deal, the former from Marysville and the latter from Mr. Gibson's Blackville Mill**, at the Canada Eastern wharf waiting shipment. The scow flotilla does not have to wait for a lead, the only difficulty is to get the lumber away fast enough.

Great Sawing Season

**The present season has been one of the best ever known at Marysville in the history of lumber sawing.** The constant showers keep the water up to a freshet pitch and very few break downs, and these of a trivial nature, have occurred. The season will be short but the cut will not fall far, if any, below the average.

Gleaner

July 28, 1891

Millmen's Strike Ended

Nine Hours and Old Wages Adopted

Special in Gleaner

Saint John, July 28. Representatives of the millmen's union met Messrs. George Barnhill and W. H. Murray, mill owners, this morning. The latter submitted a proposal to the representatives that if the men returned to work the old hours and wages would be adhered to, and that should a reduction of wages be necessary at any time it could not be more than six percent or ten cents per day. This proposition was signed by all the parties present and will be submitted to a meeting of the Union this evening. Being accepted by the Union's representatives in all probability the proposition will be accepted by the Union and if so the men will begin to work at these two mills immediately. This would virtually mean that the strike of 1,500 men is over and **the nine hours system is adopted.**

A Valuable Cargo

The wood boat, Queen of Clippers, has completed unloading her cargo of salt, molasses and other heavy groceries for Jas. Hodge and is now taking in a load of **three and four inch birch plank** of the best quality from up river, mills. it will be trans shipped at Saint John for Boston. It is a valuable load.

striking Millmen

A citizen who has just returned from Saint John says that the millmen are determined to hold out for the nine hours day and no decrease of wages. They are firmly banded together and are quiet but resolved. Many of them have secured work at other employments so that their families will not suffer. He said that the other laborer's unions are strong in their support of the millmen and that it is only a question of a few days before the **ship laborers will refuse to load vessels with lumber from the mills that are working the ten hours at Saint John.** A strike has also taken place at Snowball's mill, Chatham, caused by the refusal of the owner to employ more men on the deal pile, the piles being so high that the men could not get the deal in place. They asked for help and being refused struck work. A meeting was held today at which arrangements were made between the men and owners which may lead to an

agreement.

Gleaner

July 29, 1891

Big Lumber Purchase

Fred W. Hill, Dr. Baster, Charles D. Stamford, Frank Gilman and S. H. Maling of Bangor, recently purchased 10,000 acres of land in Gloucester county. There is on the land 40 million feet of pine lumber which will be **manufactured at Newcastle or Chatham and shipped as green lumber to Boston and New York by rail**, and as **dry lumber to these and foreign ports by water.**

Gleaner

July 30, 1891

Will Carry Deal for Mr. Gibson

Tug Storm King towed the giant ship Canada to this port from Kingsport yesterday. The vessel naturally attracted much attention and admiration. Her gross tonnage is 2,316, her length 275 feet, her beam 45 and her depth of hold 27. It cost \$111,000 to build her. **She will load deals here for Liverpool, Mr. Alexander Gibson furnishing the cargo.** The Canada is commanded by Capt. Munro, late of the ship Karoo, and is consigned to Messrs. William Thomson and Co.—**Telegraph**

Gleaner

July 31, 1891

The Mill strike

Only One Mill Going as Yet, as the men are not Satisfied.

George E. Barnhills mill is the only one of the sixteen mills at Saint John shut down by the strike, that has resumed work. The men have been idle for a month, during which time a large amount of money has been lost to the city. Although W. H. Murray's mill is ready for work yet there is a difficulty that prevents starting. By the conditions of the agreement signed by the representatives of the strikers, there could be specified reduction of wages. It appears that the reduction is to take place after the first pay and to this the men will not submit. it is a bad state of affairs, as the loss is felt not only by the resisters of Saint John but by lumbermen in all parts of the province especially on the Saint John river. It may however be the beginning of a better understanding between employers and employed.

Gleaner

Aug 8, 1891

\*Lumbering

How the Business is Carried on in British Columbia

Gleaner

Aug 13, 1891

Lumbermen beginning to prepare for the winter's operations. David Richards of Boiestown was here yesterday hiring men. He goes on Monday to the Restigouche. The stream will be cleared out and camps built before the regular work of getting logs begins. He will put in about a million.

Gleaner

Aug 14, 1891

\*Logging

\*Big Sawing

(re Snowball)

Gleaner

Aug 19, 1891

Great Sawing

Getting Ready to Beat Their Best Record Soon

Preparations are being made at the Marysville mill for a great days sawing should the water allow. ~~The ponds are full of hemlock and cedar and these will have to be~~

water allow. **The ponds are run of nemiok and cedar and these will have to be cleared out before the spruce can be handled** as fast as the gang can saw them. it is expected that **one hundred thousand feet will be cut, but competent judges say that one hundred and twenty-five will be nearer the mark.** This means the work of one gang for ten hours. **The Nashwaak spruce is more firm and durable than that of any other part of the province. This makes it harder to cut but enhances the value, the deals from this stream always commanding the highest price in the English markets.** The determination is to put the record up so high that there will be no attempt for years to equal it.

Gleaner

Aug 20, 1891

Mill Broken Down

At Marysville mill yesterday the water wheel of no. four edger went to pieces. The buckets had been rusted out by the action of the water which in this stream has as much effect on iron as does that of sea water. It is reported that a spare wheel at Blackville mill will be put in at once and the gang started as soon as possible.

Gleaner

Aug 21, 1891

A New Track

Recalling Old Times

The St. David correspondent of the St. Croix Courier writes: Mr. Christopher Robinson, of Marysville, spent two days last week with his old friend, Mr. John Boyd. Messrs. Boyd and Robinson were partners in the lumber business for over twenty years, in the employment of Mr. Gibson. The two gentlemen enjoyed recalling scenes on the Lepreau and Nashwaak river, where they spent so many winters.

Gleaner

Aug 26, 1891

\*Our Forests and the Revenue  
(Mr. Edward Jack speaks Out)

Gleaner

Aug 29, 1891

At the Wharves

Five woodboats are now lying at the wharf, the greatest at any one time since the season opened. Their cargoes were coal and gravel. **A large schooner is lying at the Canada Eastern Wharf loading shingles from the Marysville mill for the American markets.**

Gleaner

Aug 31, 1891

Ready for Business

The new wheel for the Marysville mill has been received from Blackville and the work of sawing is again going on with a rush. The water is up again and **the scow fleet is not able to take away the output.**

The Big Ship

The big ship Canada, clears from Saint John tonight with a cargo of about **two millions of deals for Alexander Gibson.** She goes to Liverpool. As this is her first trip and as she is **the largest that ever carried deals** her arrival will be closely watched.

Gleaner

Sept 3, 1891

Spool Wood Mills

Jr. John C. Risteen who has been in Miramichi for several weeks looking after spool wood in the interests of an American firm, informs us that he has decided to locate two mills this fall possibly three. Just where they will be placed will depend largely on the desire of birch owners in and about the sugar. As the establishing of these

on the desire of their owners in and about the sugar. As the establishing of these mills means a good many thousand dollars in the pockets of our people we hope this new enterprise will be received by all in a spirit calculated to help along such an enterprise.—Advocate

Gleaner  
Sept 7, 1891  
\*The Winter's Cut

Gleaner  
Sept 8, 1891  
Freshet Height

It was thought that the mills at Marysville would have to shut down this morning owing to the very high water. The Nashwaak has been at a great pitch all summer, in fact it has been the best average summer for water in the history of the mill, and the downpour of last night made a freshet at once. However the sluice gates were hoisted and the flood let away. An inch or more would stop the mill. Should the Saint John rise a foot or more the backwater from it would compel a shut down.

New Mill  
the syndicate lately formed at Black Brook, for the purpose of building a small rotary mill for the manufacture of dimension lumber, is progressing favorably, and they expect to have it in operation in a very short time. The company is composed of Messrs. Russell, McDougall, Daly and Co., and their intention is to manufacture boxes of all sizes and sorts, in addition to other kinds of small articles that may be required.—Chatham Advance

Gleaner  
Sept 16, 1891  
\*The Miramichi Cut

Gleaner  
Sept 17, 1891  
Best Season's Cut

**The season's cut at the Marysville mills has been a great one. More deals, laths and shingles have been shipped than ever before in the history of the mill,** and now that the time for low water has past, the remainder of the autumn will see a large quantity of lumber turned out. the sawing has been reduced to a science and every improvement taken advantage of.

Gleaner  
Sept 18, 1891  
Closing the Season

The 20th of October will see the season's sawing about closed at the Marysville mills. Then a night crew will be sent to Blackville to hurry on the work of finishing up there, which will take to about the middle of November.

Gleaner  
Sept 25, 1891  
Burns sawmill in Bathurst burns, Details.

Gleaner  
Oct 17, 1891  
Sawing Completed

It is expected that the cut of spruce at the Marysville mill will be finished tomorrow, and **then two of the gangs will begin sawing hemlock** which will keep them busy till the river closes. It is expected that a crew will go to Blackville to run that mill by night so that the logs may be completely sawn before the ice forms.

### The Lumber Cut on the Restigouche

The lumber cut on the Restigouche this year will be between four and five millions of spruce, and about five and six millions of cedar. **The cut of spruce will therefore be much smaller than last year, and that of cedar very much larger.** The manufacture of shingles has become quite an industry on the North Shore.

Gleaner

Oct 19, 1891

### New Shingle Mill

This morning Mr. Gibson, at Marysville, began getting out the lumber for a **new shingle mill** that is to be located on the west side of the river, just above the old dam and in the vicinity of the blacksmith shop. It is to be one hundred feet long and sixty wide, with **an engine of one hundred and sixty horse power.** There will be space for twelve shingle machines, but eight will be all that will be set up at present. This will require the labor of fifty more hands and as there is no work for boys in a mill of this kind, the hands will be men, and accommodation for these will have to be found so that several houses will have to be erected. **There is no limit to the quantity of cedar on the stream and the supply along the railway is almost inexhaustible.**

This morning a crew left Marysville to run Mr. Gibson's mill at Blackville by night so that the logs may be cut before the ice impedes the work. This mill is turning out quite a large amount of lumber, **some of which is being scowed to Saint John** and there is a quantity being piled on the Gibson wharf here, as the cars being more than the scows can take away.

Gleaner

Oct 21, 1891

The blacksmith shop and boat house at Marysville are being removed to a new site so that the foundation of the new shingle mill may be laid at once. Like all others of Mr. Gibson's undertakings, the mill will be on a large scale. It will almost equal in size to the old saw mill, one of the largest structures for the purpose in the province. The timber is now being sawed for the frame and a faint idea of the cost may be got from the immense pondful of logs that are to be made into timber for it.

Gleaner

Oct 24, 1891

### Cedar Industry

\*A big Rush in the Business has Set in During the Past Two years.

Gleaner

Oct 28, 1891

### The Mills

Messrs. F. H. Hale and J. G. Murchie of the Victoria Mills, were among the arrivals at the Barker last night. They are to close their mill down for the season next week. R. A. Estey's mill at the west end will continue sawing long lumber and shingles until about Christmas time. Mr. Morrison will keep his mill running all winter as he did last year.

Gleaner

Oct 31, 1891

### To Build Another Schooner

Mr. John Gibson, of Marysville, intends to build his new schooner at the mouth of the Nashwaak this winter the lumber for which he had ready to be worked up last winter. **Mr. Gibson has made quite a shipyard of the property at the mouth of this important tributary of the Saint John,** and his enterprise has been rewarded with success.

The Herald

Oct 31, 1891

#### Marysville's New Mill

Another stirring industry is to be added to those which have made the town of Marysville famous as one of the greatest hives of manufacture in New Brunswick. A shingle mill, 100 feet long by 42 feet wide, is to be erected on the western bank of the Nashwaak, just above the dam and close beside the Canada Eastern Railway. The mill proper will be built of wood, the frame alone, which is to be of spruce and hemlock, contains 45,000 feet. The engine and boiler houses will be of brick, 250,000 of these being required. A large furnace will also be built for the burning of sawdust and refuse. This will be separate from the chimney proper, not as in the case of the Morrison's mill furnace, a part of the chimney. About thirty men are now at work excavating, laying the foundation and shaping the frame work. A large wharf, about 200 feet long, will be built along the water front so that teams can drive all around the building. A large boat house has been torn down to make room for the mill, and the blacksmith shop will be moved to the lower side of the old bridge. The mill will be equipped with ten Dunbar shingle machines manufactured by McFarlane, Thompson and Anderson of this city. Several of these machines have been used in the lower mill and have given such good satisfaction that there was no hesitation on Mr. Gibson's part in making a choice of machines for the new mill. A siding will be run in close to the building from the Canada Eastern track, so that by means of an elevator the manufactured product can be at once put on the cars for export. **The lumber will be brought by rail and by water, Mr. Gibson's lands along the river and along the route of the railway being well stocked with cedar, in fact the lands are allowed to be almost inexhaustible.** The mill will employ about fifty hands. Several new houses will have to be built in the spring to afford shelter for this addition to the population. Richard Staples is the builder, one of the best construction mechanics in central New Brunswick. It is expected that the mill will be roofed in three weeks, so that the work of putting in the machinery may go on at once and the mill be ready for work as soon as possible. **The motive power will be a 150 horse power engine, the style of which has not as yet been decided on.**

#### Building Dams

James Humble, with a strong crew, goes on Monday to Ryan Brook on the Upper Nashwaak to build a dam. There are three dams already on this stream, which is full of rocks and falls, but the fourth dam is necessary to insure the running of the drive. The brook is well stocked with spruce and cedar and there will be a heavy cut of these the coming winter.

#### Gleaner

Nov 6, 1891

Mr. Chase's new mill, at McKinley's ferry, Kingsclear, was destroyed by fire at an early hour yesterday morning. The mill, although not quite completed, had been running for about two weeks or so. About four o'clock yesterday morning the engineer put on his fire and then went to breakfast, leaving no one in charge. On his return the mill was in flames, and beyond saving, the fire having caught from the furnace. It was just in about this way that Mr. Chase lost his other mill about a year ago. As the property was not insured, Mr. Chase's loss will be a serious one.

#### The Herald

Nov 7, 1891

Work at the new mill [Marysville] is booming. Men are as plentiful as bees in a hive which they somewhat resemble as they rush in all directions, hurrying the work along. The chimney is built about eighty feet high. The foundation of engine and boiler house has been completed and the brick work begun. There are five teams employed hauling stone. **The mill will be larger than first intended; there is to be room for sixteen machines instead of twelve.** Only ten will be put in at present. Mr. Gibson is watching the construction of the building closely and there is no delay. A. G. Robinson has charge of the crew that are hauling and handling the lumber, brick and other building materials.

Gleaner  
Nov 9, 1891  
On the River

The woodboat Water Lily arrived yesterday afternoon in charge of the tug, Eva Johnson, who brought her from Oak Point. She is discharging a general cargo at the wharf above the highway bridge. **The tug Hunter also arrived Saturday afternoon, with scows to load deal for Mr. Gibson.** The scows were well loaded with general merchandise for Marysville.

Gleaner  
Nov 10, 1891  
\*Increase in the price of deals

Loading for Saint John  
The Water Lily is loading deals for R. A. Estey, and the River home is loading for Hale and Murchie. Both cargoes will be consigned to W. M. MacKay, Saint John.

Gleaner  
Nov 18, 1891  
\*The Lumber Trade  
(Editorial)

Gleaner  
Dec 3, 1891  
Mr. Gibson's Deals Adrift  
A deal laden scow belonging to Alexander Gibson broke adrift from the "bed room" at Carleton on Tuesday night and went through the falls. She grounded just above the bridge and was considerably damaged. The Maggie M. Towed it off.—Sun

The Herald  
Dec 12, 1891  
Marysville Notes  
Mr. Gibson's new shingle mill at this town is by far the most slightly of his many mills. It has been planned with a view to present a good appearance as well as to be compact and commodious. Richard Staples, the maser builder, has so laid out the interior that there will be ample room for the sixteen machines while there will be none of the mill unoccupied. The large chimney towers above the hill [sic] and passers by are attracted to it to view the mill below. The engine and Dunbar machines are being pushed along as rapidly as possible by Messrs. Thompson, Anderson and McFarlane and will be the best put out by this enterprising firm.

The new hall at Morrison's mill will be opened by the Tilley branch C. of E. Temperance society on Monday evening, the 14th inst.

Miramichi Advance  
Jan 14, 1892  
Snowball's Timber Trade Circular

The export of wood from this province again shows a large falling off being 20,000 St. Petersburg standards less than last year and 58,000 less than 1889. Every shipping port in the province shows a marked decline in business, but the largest decrease is from Miramichi, where the export was 8,000 St. Petersburg standards less than last year and less than half the export of 1883.

The export of Spruce from Quebec, New Brunswick and Nova Scotia for this season was 199,806 St. Petersburg Standards, against 256,217 last year, showing a falling off of 56,411 standards.

The stock wintering here is 11,000 St. Petersburg standards in merchantable deals, against 10,000 standards last year; and 2,000 standards in logs, against 5,000 standards last year. The stock at Saint John is computed to be 6,000 standards of deals, etc., against 10,000 of last year, and 2,500 standards in logs, against 14,000 last season. The stock at Nova Scotia ports is almost nil.

The winter operations in the forests are lighter than last year and to date we are without snow, and have had but little frost, but as both are fairly sure crops in this part of Canada but little uneasiness is yet expressed on that account.

The stumpage tax levied by the government of New Brunswick continues to be about double that charge on spruce by other provinces of Canada which compete with the products of this province. **The effect has been a gradual decline of the New Brunswick spruce trade**, and a corresponding increase up to last year of that of both Quebec and Nova Scotia. The output of the latter province under the stimulus of its cheap stumpage advantages, in competition with this province, has had an exhausting effect upon its limited timber areas, and the maximum of its capacity to produce spruce deals appears to have been reached in 1890, when its export of Europe was 99 million sup. feet against 69 sup feet in 1884.

**The Crown timber lands of New Brunswick are chiefly in its northern portion** where owing to the high altitude and in many cases mountainous nature of the country, and consequent excessive depth of snow, coupled with long rocky and difficult streams to drive, make it both tedious and expensive to get logs to the mill.

The Crown Land Commission appointed last year under an act of the Legislature to make a thorough investigation of the whole subject of administration of New Brunswick Crown lands, is still conducting its enquiries, and it is hoped these will result in the government adopting a more broad and equitable stumpage policy, and that New Brunswick will be put on an equality with the neighboring provinces as regards the stumpage tax.

The Herald

Jan 23, 1892

For Marysville Mill

Work on the engine and other machinery for the Marysville shingle mill is being pushed along at McFarlane, Thompson and Anderson's with all speed consistent with good results. Several of the patterns for the engine, which is to be of 160 hp. are completed and casting will commence as soon as the other patterns are ready. Gordon Kelly, master mechanic, has planned the engine and will superintend its construction and the placing it in the mill. It will be ready it is thought by the first of April. It is designed with special regard to power, the necessity of getting a maximum of power from a minimum of fuel is not required as the mill will make more fuel than can be used. This will be completely fitted with machinery by this enterprising firm and will be the **most complete shingle mill in the province.**

Gleaner

Feb 5, 1892

\*Big Timbers

The Herald

Feb 6, 1892

New Mills

The Sanson Brothers' new mill at Greenhill, Stanley, started up this week, sawing shingles. the mill is a large one and has room enough for four or five machines, but at present only two will be used. These are Dunbars, manufactured by McFarlane, Thompson and Anderson, of this city. The engine is a heavy one, the boiler being of 60 hp. It is intended, that should the business require it, another boiler will be put in. The output will be hauled to Cross Creek station on the C. E. R. for local trade boards and lumber of all dimensions will be sawn a neat rotary being put in position for this work. The proprietors are to be commended on their enterprise.

Hay's mill, at Williamsburg, Stanley, is turning out a big lot of shingles. The mill though small, has a first class machine and turnout work at a rapid rate. These two mills keep the parish well stocked with sawn lumber of all kinds, besides shipping a fair amount to points along the C. E. R.

Gleaner

Feb 6, 1892

Feb 6, 1892

The Lumber Prospects

There is Yet a Great Surplus of Deals in the British Markets

. . . So far as the supply from New Brunswick is concerned, for next summer's trade, if the weather continues as favorable as it is at present, the cut will be much larger than many were inclined to anticipate, and this will not tend to better the condition of the trade. It will not be a wise policy to build much just now on the hope of the trade increasing in the spring.

Gleaner

Feb 8, 1892

Sanson's Mill in Stanley

Totally Destroyed by Fire on Sunday Evening

Messrs. J. E. and R. Sanson's new steam mill at this place was destroyed by fire early yesterday morning. The origin of the fire is not yet definitely known. There was nothing saved in the mill but a little belting. A car load of shingles, ready for shipment, went up in smoke with the other stuff.

Gleaner

March 12, 1892

\*The Lumber Cut

The Herald

Feb 15, 1892

Marysville Notes

One of the gangs at the saw mill is cutting **four inch birch and spruce deals for the French market.** This lumber is all bright and new, the logs from which it is sawn being standing trees but a few weeks since.

The Herald

Feb 27, 1892

Lumbering

Notwithstanding the prophecies of a diminished lumber cut in the province this winter, the lumbermen will equal if not surpass their efforts of the past few years. The lumber cut on the upper Saint John and its tributaries, will this season reach the total of between 120,000,000 and 130,000,000 feet. Among the principal operators are the following: Dunn Brothers, about 6 million feet; Hale and Murchie, about 8 million; John A Morrison, who is putting in a large amount of cedar, about 5 million feet; W. H. Cuncliffe about 5 million; Nixon Bros. about 3.5 million; Kilburn and McIntosh about 5 million. The Nashwaak drives will total over 22 million feet, while the cut on the Miramichi and tributaries will fully equal that of last year. [Nashwaak at 22 million about two-thirds of operators listed here]

The Herald

March 12, 1892

\*Lumber Commission

Recommendation as to New Brunswick Timber Lands

[Todd, etc. committee referred to earlier]

The Boss Mill

The new shingle mill at Marysville, built by Mr. Gibson, is about ready for work and is superior in all respects. A gentleman, who is an authority on mills says, that this one is the best in the province for this particular manufacture, and classes the builder, Richard Staples, as among the best master builders in Canada. He especially referred to the arrangement of the machines, so that, although everything is convenient, there is no loss of space. **The machinery for conveying the refuse blocks and saw dust to the furnace, the new features in connection with the large cut-off saw are all carefully planned and are inventions of Mr. Staples.** The equipment of the mill is being fast put in place, all the machines, including engine and boiler, being from the New Brunswick foundry. About fifty men will be employed when the mill is in full cutting capacity, and the output will equal if not surpass any similar mill in Canada.

cutting capacity, and the output will equal if not surpass any similar mill in Canada.

The Herald  
march 26, 1892  
All Year Round

No industry in the province, perhaps, goes along so quietly and with so little friction as that conducted by John A. Morrison at his mills below town. A large crew are kept at work the year round sawing shingles and other lumber which is loaded on the cars in winter and shipped by boat during navigation. Mr. Morrison possesses the tact to get over all difficulties quietly and does not give up when circumstances are against him. This business is a great help to Fredericton as it brings in considerable ready money. The big lot of cedar that covered the river bank for a mile is about all cut and the mill will be shut down a few days for repairs, when the summer season will open with its usual rush and bustle. Fredericton would be the better of several such industries as this, there being good sites and privileges that should be taken advantage of.

Gleaner  
April 13, 1892  
Penniac

The weather, which continues cold has brought the streams to low water mark, rendering it quite difficult for the Penniac operators to drive their lumber into the Marysville boom. The cut on the Penniac, during the past winter, was unusually large, and although the average diameters do not range high, yet, after they are manufactured, they are pronounced by Mr. Gibson to make a **first class article for the Liverpool market.** Beside the large operation of round logs which lay in the Penniac port, the railroad yards are completely blocked with cordwood, bark, square and waney timber, which goes to show that they have not spent the winter in idleness. James Gibson, of Marysville, ran a very successful operation near Mauger Town on the Nashwaak, where he handled an immense quantity of cordwood. Enough to supply a small town after it is manufactured in stove lengths.

The Herald  
April 16, 1892  
Marysville Notes

**Alex. Gibson Jr. will look after the new shingle mill as well as attending to the large lumber mill.** Sandy is not afraid to work, but will find with these industries about as much as one man is capable of looking after.

The road between this town and Fredericton is a terror to beholders. The heavy teams and the busses have a sad time of it. Many prefer to walk instead of risking the danger of an upset. **This road will have to be macadamized. It has almost as much traffic as Queen St., Fredericton.**

Gleaner  
April 21, 1892  
Will Start Again

The Times says: Two of the largest mills—those of the St. Lawrence Lumber Company, at Bathurst, and of George Moffat and Co. at Dalhousie, were destroyed by fire last fall, have been replaced by new ones, and are now ready to start.

The Herald  
April 23, 1892

**William McCulloch, of Nashwaaksis, who has been in the employ of R. A. Estey, Fredericton, for twelve years, is going to Marysville to take charge of the new shingle mill.**

Gleaner  
MAY 4 1892

May 7, 1892

Fire at Victoria Mills few days back. Rubble being cleared away.

Gleaner

May 6, 1892

The Drives

Mr. Gibson's drives are getting along rapidly. It is certain that all of his cut on the Nashwaak will be brought down safely. The men say that there will not be a log hung up.

The Herald

May 7, 1892

Stanley

. . . This is a cold spring for driving and the snow is wasting away and the rains so far do not appear to make much water; the streams are very low and only by the flood from the dams on the various streams can the men work to advantage. Alexander Fraser, Gibson's foreman on the South Tay stream, has eighty men to work on the drive, and three million and a half of lumber. They expect to be out in the main Nashwaak on the 10th of May. Young Bros. on Cross Creek have seventy-five men to work on the drive, and expect to start the rear Friday, May 6th. James Humble's drive on Ryan's brook is hung up for want of water, but his drive on McLean brook will be out Monday, May 9th. John Angus McBean, Gibson's foreman on the main Nashwaak, will start the rear of his drive from Governor brook dam on Monday, May 9th. Jeremiah Bell has a crew at the Narrows camp. John Green's drive on the Dunbar stream has reached the Nashwaak. Crotty and Malone's drive is out of Jewett brook into the main Taxis river. Buchanan's drive is hung up.

Some Mistake

The Advance says: "Mr. Gibson seems to have found that he cannot operate his Blackville mill on the Bartholomew river to advantage. He has, therefore, sold the stock of logs which he intended to manufacture there, to William Richards, who will, no doubt, saw them at his Chatham mill. These logs, about four millions feet, will be a valuable addition to Mr. Richards' stock for the season, especially as the outlook for driving is so very poor, and they will lessen the Saint John shipments to a corresponding extent." There appears to be some mistake about this, as the mill has been thoroughly refitted and made ready for a big summer's work.

Gleaner

May 11, 1892

Will Not Hang Up

Nearly all of the Lumber on the Saint John and Miramichi will Come Out

Today's news from the scenes of the driving operations is encouraging. It is now believed that nearly all, if not all, of the operators on the upper Saint John and its tributaries will get their winter's cut out safely, and that it will not be many days now before many of them have their logs within corporation limits. All of A. F. Randolph and Sons lumber is already where it can reasonably be considered sure to get out, D. H. Keswick on Grand River, Mr. Beverage on the Tobique and Salmon Rivers, and Mr. Lawrence on the Keswick are all within the limits. Mr. John A. Morrison's cut is all safe, and some of it is now passing the city.

It is said that the smaller drives down river, on the Grand Lake and Oromocto, are likely to hang up on account of the low water, but there is not a large amount of lumber in these.

On the Miramichi and Taxis, Mr. Wm. Richards has all of his cut out of the streams and into the main river where there will be no further difficulty in driving. Mr. Lynch on the Clearwater is getting along well, and expects to be safe in a few days. Mr. Welch is in like position on Burnt Hill. Others on the Miramichi are reported to be pushing the drives well.

Gleaner

May 12, 1892

Will Saw Two Million Feet of Lumber

Brewer's steam saw mill on the Keswick is being put in order to saw nearly two million feet of hemlock logs this season. These were cut by Gilpatrick and Co. when engaged in peeling bark. The boards to be sawn from these logs have already been sold at a very remunerative price to parties in the United States. **This is a very strong argument against the government's ruinous policy of allowing parties to cut down the hemlock trees on the crown lands for the bark alone, and leaving the trees to remain in the woods to rot.**

Gleaner

May 14, 1892

\*The Lumber

. . . All of Mr. Gibson's cut on the Nashwaak is out of course. Mr. Gibson's lumber is never hung up.

At the Hub

The Marysville brickyards are being opened up again this spring, and in a few days a force of thirty and forty men will be at work there. The yards are situated in the town of Marysville, a short distance above the cotton mills, on the same side of the river. Part of the output this summer will be used in the erection of new tenements as there are not enough dwellings now to accommodate all the employees, and some of them are compelled to live at Gibson and St. Mary's.

The total number of workmen now in the employ of Alexander Gibson in his cotton and lumber business reaches about 1,280. Of this number 500 are engaged in the cotton mill, 65 in the lath mill, 40 in the shingle mill, 90 in the saw mills, 30 in the brick yard, 380 on the lumber drives, 25 on booms on the Nashwaak river and some 30 or 40 at his Blackville mill. Mr. Gibson has now been in Marysville about thirty years and in that time has manufactured there about 600 million of lumber, all of which has been cut on the Nashwaak waters. **A remarkable fact in this connection is that in all those years his lumber drive has not once been hung up over the season in the stream. He attributes this fact to the extra care he has paid to the stream in providing driving dams. In this item along the cost of driving has been reduced from \$1.50 to fifty cents per thousand.**

Gleaner

May 23, 1892

The New Shingle Mill at Work

**Mr. Gibson's new shingle mill was started for trial on Saturday** when the engine and his ten new shingle machines gave highly satisfactory results. Mr. Gibson expects to have everything ready for a permanent start on Wednesday. The engine and machines were manufactured at the establishment of Messrs. McFarlane Thompson and Anderson and do great credit to the skill and workmanship of this enterprising firm.

Gleaner

May 25, 1892

\*One Third Cut Hung Up

About 50,000,000 of logs Will not Reach the Booms

A Loss to the City of \$50,000

The Great Jam at Aroostook Falls—30,000,000 Behind

Lost Three Toes

Phillip Monroe of Marysville met with a serious accident in the new shingle mill yesterday morning. About 7:30 just after the mill had started he was sawing shingles, and the guard being off the machine, he pressed his foot on the saw, with the result that the toe of his boot and parts of three of his toes were taken off. Dr. Shaw attended.

Gleaner

May 28, 1892

The Lumber

. . . The low water of this spring has made the driving on the tributaries of the Saint John and Miramichi a very expensive operation, the cost being in the vicinity of one hundred per cent more than last year. The average price per thousand last year was about 57 cents. This year it is 1 dollar.

Herald

May 28, 1892

\*The New Mill

The Latest Addition to Mr. Gibson's Industries

Gleaner

June 2, 1892

The Morning's Fire

This morning's fire, by which Victoria Mills were totally destroyed, is the most disastrous which has visited this city for some years. The loss is not along in the destruction of the mill, with its machinery and some of the lumber round about, which is serious enough. The number of industrious, sober and deserving men whom the fire will throw out of employment must have results which will greatly effect some hundreds of people, and in some measure the business of the city. It is to be hoped that Messrs. Hale and Murchie will rebuild at once, and thus in a measure relieve the needs of those who were depending on the work which the mill afforded them. The Victoria Mills is one of the city's leading enterprise, and our people would miss it greatly if it were not re-established.

\*Today's Blaze

(Long article on Mill fire; built 1845)

Gleaner

June 4, 1892

The Work of Rebuilding

Victoria Mills will be Commenced on Monday Next

Messrs. Hale and Murchie will begin the preparatory work of re-building on Monday morning, and in eight weeks time they expect to have ready for operations one of the most complete mills on the Saint John river. The mill will be somewhat larger than the one destroyed on Thursday last, and will be supplied with a rotary as well as a gang. Shingle and clapboard machines will also be put in.

The Messrs. Murchie are in Saint John today in connection with the business of rebuilding. It appears that the boilers and the chimney of the old mill are all that will be of any service in the new establishment. All other machinery, shafting etc., is a total wreck. Many parts of this old machinery were melted and run together as if it were so much lead.

Gleaner

June 9, 1892

Marysville Notes

One of the machines in the new shingle mill sawed 13,000 shingles one day this week. The average cut on a machine is 10,000. This not too bad for a beginning.

Men are at work on the mill dam.

The work of repairing the Marysville road has at last been commenced and it is hoped that due attention will be given to it, **as there is more traffic on this than on any other highway in the country.**

Date June 11 1892

County Saint John

Place Saint John

Newspaper The Daily Sun

Alexander GIBSON began his life without any capital, other than a sturdy constitution, a strong will, a great capacity for work and an eminently keen and practical mind. Some 30 odd years ago, Mr. Gibson removed from Lepreau River to the Nashwaak. All of those who had operated in lumbering at Lepreau before his time

had made a failure of the enterprise, but Mr. Gibson won success and retired from that river with a large amount of money. Prior to his coming to Nashwaak, the property there was owned by Robert Rankine & Co. They sold the mill and property around the present Marysville, including 7,000 acres of timbered land to Mr. Gibson. **On taking possession of the river, Mr. Gibson saw at once the very first requisite, the lack of which has caused the former operators to lose money and had greatly depreciated the value of the property. This was a first class boom held by a mile or two of piers.** The Rankin firm had been driving logs all summer having no place to hold them; consequently their river driving, instead of costing them 50 cents per thousand, really cost \$1.50 or more, and the logs frequently remained in the stream throughout the season, the firm being unable to get them down to the mill. **Mr. Gibson, by building dams and improving the streams increased the river driving facilities of the Nashwaak so much that no drive has ever yet been 'hung up' on the stream since he took possession.** On coming to the Nashwaak he had the lands carefully explored and surveyed. Some of these he purchased at public auction and others he bought for the New Brunswick & Nova Scotia Land Co., **thus acquiring all the most valuable lands, nearly 170,000 acres on the river.** (see original)

Saint John Daily Sun

June 11, 1892

Fredericton and Marysville Supplement

...

Some 30 odd years ago Mister Gibson removed from Lepreaux river to the Nashwaak. All of those who had been operating in lumbering at Lepreaux before his time had made a failure of the enterprise, but Mr. Gibson was a success and retired from that river with a large amount of money. Prior to coming to the Nashwaak, the property there was owned by Robert Rankine and Co. One of the members of this firm told the Sun's informant that the property had cost them \$130,000. They sold the mills and property around the present Marysville, including 7,000 acres of splendidly timbered land to Mr. Gibson. On taking possession of the river, Mister Gibson saw at once that the very first requisite, the lack of which had caused the former operators to lose money and had greatly depreciated the value of the property. . . . had been driving logs all summer, having no place to hold them; consequently their river driving, instead of costing them about 50 cents per thousand, really cost \$1.50 or more, and logs frequently remained in the stream throughout the season, the firm being unable to get them down to the mill. Mister Gibson, by building dams and improving the streams has increased the river driving facilities of Nashwaak so much that no drive has ever been "hung up" on the stream since he first took possession.

On coming to the Nashwaak, he had the lands carefully explored and surveyed. Some of these he purchased at public auction from the crown, others he bought from the New Brunswick and Nova Scotia Land Company, thus acquiring all the most valuable lands (nearly 170,000 acres) on the river. **So little was known about the best timbered lands on Nashwaak that St. Mary's Lake on the head of that river was found to be a mile and a quarter wrong in position on the plans in the crown land office.**

An interesting anecdote is told concerning this lake, which, though it does not relate to Mister Gibson, is worth introducing in this narrative. A few miles below the lake a small tributary joins the Nashwaak from the west. It is called Governor's Brook. Edward Jack, C. E., Mr. Gibson's surveyor, when asked the origin of this name, stated that a number of years ago Lieut. Gov. Gordon employed Sachem Gabe to guide him up the Nashwaak by way of St. Mary's Lake and across to the Miramichi. He was very anxious to see St. Mary's Lake. But when the party reached the mouth of this brook Gabe became suddenly bewildered. He appeared not to know on which branch of the stream the lake was, and climbing a tall tree did not enlighten him. Just at this point Fairley's portage road to the SW Miramichi left the Nashwaak. It was an excellent road. The result of Gabe's apparent lack of knowledge was that they took their packs and went by the portage road to meet the rest of their party on the Miramichi. Mr. Jack says that, knowing Gabe well well aware of the location of the lake, he accosted the schemer one day and remarked the Gov. Gordon had written in his book that Gabe could not find St. Mary's Lake. Gabe's sententious rejoinder was

comprised in an expressive grunt and the word: "Didn't want to." The secret was that the way to the lake was through dense thickets and over much wet ground, while Fairley's portage was smooth and easy. In this incident is the origin of the name "Governor's Brook," which is on Mister Gibson's property.

Mister Gibson, in carrying on his lumbering operations, cut his lands carefully, and it would be well if the government of the province adopted the same system of conservation that he has pursued. **Since he began operations he has cut fully 600,000,000 feet of logs into deals on the Nashwaak river.**

He also has a mill at Blackville, on the Canada Eastern Railway, that employs 30 men and cut about 5,000,000 feet per annum. This property was formerly owned by **Alex. McLaggan, who made a fortune there.** His heirs sold to the Messrs. Fairley, who in turn sold to Mister Gibson. Bartholomew's River, which supplied the mill, was well spruced, and there is still plenty of wood along it. **As it is so near the railway, the cost of portaging, log hauling and river driving will be probably less than on any branch of the Miramichi. The deals are brought by rail to Gibson, at the mouth of the Nashwaak, and there with the product of the Marysville mill are placed upon lighters which Mister Gibson had specially built for the purpose, and towed to Saint John, whence the long lumber goes to the English markets.** The singles and laths from the Marysville mills are in the summer season loaded on schooner at Gibson (at the mouth of the Nashwaak) and shipped direct to the United States market in that way. In winter they are forwarded by rail.

In his lumbering operations Mister Gibson employs at Blackville 30 men, and at Marysville the following: saw mill, 90 men; lath mill, 65 men; new shingle mill (one of the finest in Canada) 37 men; at the boom, 25 men; and on the stream this spring he employed no less than 380 men. The mills are equipped through with the most modern and improved labor saving machinery. **In addition to his own cut, Mister Gibson is a very large purchaser of other provincial lumber for shipment to the English market, and in connection with this business he has an office in Saint John.**

The Phoenix Mill [rising from the ashes, as it were]

One of the most Important Industries on the river Saint John

Thirty-two years ago [1860] John A. Morrison bought out the Morrisey and Shives mill, that stood where the present Phoenix mill stands, on the shore of the river one and a half miles below Fredericton. That mill and two others that followed it fell victims to fire, the last one in 1885. In every case anew structure was promptly erected and the business has gone steadily and successfully forward. Prior to 1885 the whole cut was long lumber, **but the total output of the present mill is in the form of cedar.**

The Phoenix mill turns out a large quantity of shingles, as it runs throughout the year. The mill contains two sapping machines, 16 shingle machines, and two bolters for bolting the logs into lengths for shingles. There are two file rooms, with automatic emery sharpeners. Power is furnished by a pair of engines, 320 horsepower, with eight boilers. The fuel used is the waste of the mill, and all the waste not consumed in that furnace is consumed in another one especially put in for that purpose. The premises are thus kept constantly neat and clean, and **no waste material or sawdust goes into the river.** One hundred men are employed at the mill and steam piler and, including those employed in the woods and on the steams, the number total not less than 350. It is not necessary to dwell on the importance of an industry that furnished a means of livelihood for so many men and their families. The mill has a capacity of forty to fifty million of shingles per annum. The logs used are all cedar, and the product is nearly all sold in the American market, all the logs being cut on the Maine side of the Saint John river and on its tributary streams. The mill is lighted throughout by electricity by their own plant. The water service is complete. There are two pumps, one to serve the boilers and the other in reserve for use in case of fire. There is about 1,000 feet of pipe traversing the premises, with convenient hydrants, and in addition there is a hose cart with 600 feet of hose. The steam pump will easily throw two streams from an inch and a quarter nozzle all over the mill and grounds; the fire protection service is therefore of the very best kind. All the logs cut in the mill are floated down the Saint John river. The logs for winter use are piled along shore in summer by means of a steam piler of 15 horse power, operated on a large scow. Ten

or twelve men are thus employed all summer, and the logs are hauled on the ice to the mill by teams in the winter as they are needed. About 4,000,000 feet of logs are cut each year. There are large sheds on the premises with a capacity of 7,000,000 shingles, and these are sometimes stocked to their full capacity. The facilities for shipment are admirable; a vessel may be loaded beside the mill, and the railway runs to the door on the other side, with siding that afford capacity for ten cars at once, and, as they run close beside the sheds, the shingles have only to be carried by hand from the one to the other. Everything about the mill is fully up to the best standard. There are five neat tenement houses for the accommodation of the employees, in addition to other buildings. The foreman at the mill is James Maxwell, who has held that position for six years. Mr. Maxwell is a native of Saint John, and for some years managed the Victoria Mill (a short distance below the Phoenix mill) for R. A. and J. Stewart, and is therefore thoroughly familiar with every detail of mill work and lumbering in general.

Date June 11 1892

County Saint John

Place Saint John

Newspaper The Daily Sun

Alfred ROWLEY, one of the member of the Marysville (York Co.) town council, is the **head book-keeper of Mr. Gibson's lumber offices**, having been in **Mr. Gibson's employ for 26 years**. He is a native of Hammond (Kings Co.) and **Mr. Gibson's employ at Lepreau, where the latter was still carrying on business at that time and where Mr. Rowley had been teaching school for some three years**. Mr. Rowley is also a member of York County Council, a position he has held for six years; and for one year he was a warden of the county. He was appointed a coroner for York in 1882, but has never acted in that capacity. He has been in the town council since its organization, has been a trustee and secretary of the school board since 1870 and has been recording steward of the Methodist Church.

Gleaner

June 25, 1892

**Work has been commenced on the large shingle shed.**

Work being pushed along on the new Victoria Mill. Foundation completed and frame going up. To be ready in August.

Date July 5 1892

County York

Place Fredericton

Newspaper The Gleaner

Yarmouth, N.S., July 4 - The saddest disaster that has happened on our shores for a number of years occurred Sunday eve. and was accompanied by a terrible loss of life, no less than seventeen persons finding a watery grave thereby. The supposed scene of the terrible shipwreck is Gannet Ledge, a dangerous ledge that runs out from Gannet rock, which is situated about four miles from Chebogue Point and ten miles from Yarmouth, over which the turf breaks with almost unabating fury and which in stormy weather is a most dangerous place. The British ship "Peter Stuart", Capt. HUGHES, left St. John Wednesday afternoon and since that time had made but little headway, experiencing nothing but head winds and dense fog. On Sunday, the captain thinking he was clear of all headlands gave the order to put on all sail. They were sailing along at the rate of 12 miles an hour when suddenly they heard the surf and struck with terrible force on the ledge, knocking a hole in the vessel's bottom. The waves rolled with terrific force on the unfortunate bark, completely sweeping her decks and in less than half an hour she began to go to pieces. The only hope of safety lay in an endeavor to escape, which they undertook on boats and rafts. The captain's wife and boy were put into the boat which capsized, and they were swept away in the darkness and never again seen. The same experience happened again and again, each time resulting in the death of some poor sailor. The raft on the way to the shore began to break up and when the boats got to its rescue but three were left on it. As they came within a short distance of the shore again the boat upset and the others went down to a watery grave. As they gathered on the shore bruised and completely undone, they found that the captain's wife and child and fourteen sailors had been drowned. Eleven

round that the captain's wife and child and fourteen sailors had been drowned. Eleven had arrived safely on land. All the men are being cared for most kindly by the people at Chebogue Point. Those drowned are all foreigners, as is also the captain, who is considerably bruised and broken down by the severe loss that has overtaken him. The "Stuart" was bound from St. John to London with a load of deals. She was an iron vessel of 1,447 tons register, built in 1868 at Dumbarton, Scotland and was owned by Stevens of Liverpool. **Her cargo consisted of 1,111,196 feet of deals, 69,552 feet deal ends and 89,490 feet scantling etc., shipped by Alexander GIBSON.**

Gleaner

July 9, 1892

Lumber Notes

Messrs. Glasier and Sewell have about 30 men employed at Springhill scaling logs. Yesterday there were upwards of 100 joints brought from up river. After being scaled the rafts are taken to Glasier's by tugs, here they are made into larger rafts and towed to Saint John.

Gleaner

July 14, 1892

New Victoria Mills

The engine for the new Victoria mills arrived yesterday, and is being placed in position. The framework of the mill is now completed. It is a two and a half storey structure with a frontage of 147 feet, and extends back 40 feet. Besides this there will be an extension for the manufacture of clapboards. Messrs. Hale and Murchie expect to have the mill in full operation in six weeks.

Gleaner

Aug 4, 1892

At Victoria Mills

The new engine at Victoria Mills was started a day or two ago and gives good satisfaction. The new rotary has arrived and is being placed in position. It is expected that the mill will be in full operation by the last of the month.

Gleaner

Aug 10, 1892

The Record Smasher

The Work in the Old Stewart Mill in Gloucester county

To the Editor of the Gleaner:

Sir, Will you kindly publish in your paper for the information of the readers of Progress, Beacon and Herald the enclosed facts as published at the time by the Saint John Globe. By so doing they will the readers will learn that **Gloucester County holds the record for big sawing which to date stands unbeaten. The filer who filed for this gang is Mr. Robt. Gamble, now in the employ of Mr. Alexander Gibson, of Marysville.**

Yours truly

Log Cut

In the absence of elections, boat racing, and other exciting contests, the mills at Bathurst have started a **lively competition among themselves and other mills.** At present the Stewart mill (the Ferguson mill) is away ahead. When Sheriff Temple bought this mill its running capacity was 34 M. to 28 M. per day. Mr. Fred Hilyard, who was put in charge, has since been continually at work improving the mill, and the improvements have been continued under the present owners. On Saturday last it cut with one gate 81,329 superficial feet, and on Monday 84,703 feet. In four hours and twenty minutes on Saturday it worked out \$40,800 superficial feet. At half-past three o'clock one that day it had 65,000 out, but the circular belt was not in good order and its soon gave out altogether. If the belt had held out 86,000 feet would have been cut. Mr. Burns' mill had cut 77,000 feet in one day, but this leaves him far behind."

Herald

Oct 1, 1892

Marysville saw mill has closed, all logs having been cut; shingle mill will run for some time yet.

Gleaner

Oct 14, 1892

Beats the Record

One Gang of the Marysville Saw Mill

Cuts One 144,603 Feet of Lumber in Ten Hours

A Big Day's Work at the Lath Mill

One of the largest day's cut of lumber ever recorded in this province, or perhaps in Canada, was made at Mr. Alexander Gibson's saw mill at Marysville on Tuesday last. In ten hours 144,603 feet of lumber passed through one gang and at 6 o'clock was piled up in the yard dressed and ready for the market. The larger part of this cut was made in the afternoon, there being only 59,000 feet cut at noon, thus showing that the mill was not running at full capacity. **After dinner, of that day, Mr. Alexander Gibson Jr., who was in charge, had more power put on, being determined to put up a record for fast cutting that would stand for some time to come.** The Chatham Advance claimed that Mr. Snowball's mill, at Chatham, held the record last year for fast cutting, it having cut 93,000 feet of lumber in one day. **Mr. Gibson's mill on Tuesday afternoon in five hours almost cut as many feet of lumber as Mr. Snowball's mill did in one whole day.** The workmen in the mill naturally feel delighted over their large cut, and say that they are prepared to put their record against that of any other mill in Canada. Mr. Alexander Gibson, Jr., has been in charge of this mill for the past ten years and states that a more energetic and faithful lot of men were never in his employ. To his executive ability and exceptionally good management, and his knowledge of human nature, can be attributed much of the success of Marysville's great saw mill. Much credit is also due the millwright, Mr. Richard Staples, Mr. Hugh Titus, the filer, and Mr. Samuel Stafford, the gangman, all of whom are worthy of special mention.

In the lath mill, on the same day, 80,000 laths were cut by one lath machine. A gentleman who was present states that in four minutes five bunches of laths were cut and bunched ready for market. This is another record which is worthy of that thriving hub.

Gleaner

Oct 15, 1892

Phoenix Mills

The Phoenix mills owned by Mr. John Morrison will cut shingles during the winter months. The mill turns out about 212 m. per day and this from sixteen shingle machines.

Gleaner

Nov 11, 1892

Tug Storm King arrived from Saint John yesterday afternoon with a lot of scows for Hale and Murchie.

Gleaner

Nov 21, 1892

Mr. Alexander Gibson Jr. started this morning with a large crew of men to commence operations at Forbes' Siding on the Canada Eastern Railway. Mr. Gibson intends clearing a large block this winter.

Gleaner

Nov 29, 1892

Fire at South Bay

Dunn and Gregory's Mill Goes Up in Smoke

Loss estimated to be About \$20,000

(Short distance from Saint John; Details)

#### Lumber and Shingle Mill

Mr. William Richards intends running his mill at Boiestown all winter. The mill is adapted for the cutting of spruce lumber in summer while in the winter months it is converted into a shingle mill.

Gleaner

Dec 5, 1892

Prolific Splurge

Maine Timber Lands a Constant Source of Wealth

The St. Croix river, has for many years been the scene of great lumber activity. Millions upon millions of feet of lumber have been shipped from Calais by the enterprising lumber manufacturers of that section. Year after year it has been predicted that the lumber of this section would be exhausted. Yet the principal manufacturer at Calais produced about 25 million feet of lumber this year, and the second largest operator about half that amount. It is true that the St. Croix waters cannot now furnish logs of the size which they used to cut in years gone by, but still a certain amount of lumber can be produced each year almost from the natural growth of the forest. The three largest owners of timber land in these waters at the present time are H. F. Eaton and Sons, F. H. Todd and Sons and C. F. Todd. These three concerns practically control the timber lands and forests of the St. Croix.—Bangor News

Gleaner

Dec 9, 1892

Messrs.. Hale and Murchie's mill will down for the winter on Monday or Tuesday of next week.. They have had a fairly successful season since the rebuilding of the mill after the fire.

Gleaner

Dec 14, 1892

Making Shingles on the Upper Saint John

**The manufacture of shingles has become a very important industry on the Upper Saint John.** There are now nine shingle mills between Salmon River, just below Grand Falls, and Upper St. Francis, Mr. Robert Connor's mill with its six new machines and one lath machine, being the last completed. It is estimated that the output of those nine mills next season will be fully 125 million of shingles. These enterprises employ a large amount of labor the whole year round.

#### 20 Million of an Increase

This season's cut on the Saint John river and its tributaries will probably be twenty millions greater than the cut of last year. Including that portion of last year's cut hung up and about one hundred and forty millions of lumber will come into the corporation drives next spring if driving is at all reasonable. The great proportion of this cut, in fact it may be said nearly all of it, is American lumber. The reason for the increased cut this year lies in the fact that contracts for spring and summer delivery have been made, and it is understood can still be made, at very remunerative figures. The prices are much more satisfactory than those which prevailed last year, with an encouraging future.

Gleaner

Dec 19, 1892

Mr. John Gibson's new schooner, which is on stocks in the course of building at the Nashwaak, is rapidly assuming shape and quite a large number of hands find employment about the yard.

Gleaner

Dec 22, 1892

Miramichi Advance

Jan 12, 1893

Snowball's Annual Miramichi Wood Trade Circular

The past season proved a fair average one for winter operations and procuring logs. The spring was cold and late, with a much less quantity of rain than usual; consequently, the brook driving was slow and expensive, which added largely to the cost of logs.

the export from this port for the past season was 95 millions superficial feet, being our largest shipment since 1889. The merchantable stock wintering at this port, however, is only about 7,000 standards against 11,000 standards at the corresponding date last year, and, in saw logs, 3,000 standards, against 2,000 standards the corresponding date last season. The stock wintering in other portion of the province is computed to be not larger than last season's; most of the outports having shipped all their production.

The export from Nova Scotia although slightly larger than last season, was duly an average one, and appears to be about the full capacity of export from that province.

Shippers anticipate an immediate improved demand from the United States and South American markets, and if their expectations in this regard are fulfilled, the trans-Atlantic export from the province will probably show a considerable decline. The winters in this section of the province appear to be changing rapidly, but operators in the forest are adapting themselves to the changed modes of getting logs. We have not had any snow to date, and but little frost.

The output of logs on the Miramichi, it is estimated, will be 104 short of last season's and then with the small stock wintering, would denote a reduced export; it is yet early, however, in the season to make any definite predictions as to the output of logs, as it depends so largely on the character of the winter.

The demand for laths and that class of stock has been better in the United States market than for years past, and the prospects for next season are considered good. If this is realized, the manufacture of palings and staves for the European market will be discontinued, as the present low prices of these articles in Europe would not justify their continued production.

**The New Brunswick Crown Land Commissioners**, to whose appointment and enquiries I have referred in previous annual circulars, completed their labors in March last, when they submitted their report to the government of the province, which body now has it under consideration. The extent to which the suggestions of the Commissioners will be adopted by the government and Legislature will, of course, not be known until after the approaching session of the latter body, but the general impression is that they will substantially approved. The Commissioners **emphasize the discouraging condition of the British and Continental wood markets, and the disabilities under which the New Brunswick trade labors by reason of the excessive stumpage tax imposed upon its raw material. They, however, anticipate the diversion of a great proportion of our future business in wood goods to the United States, which will, if realized, render us less dependent upon the trans-Atlantic markets. The recommendations made favor - amongst other thing - greater permanency in the tenure of timber land holdings by operators; a law to encourage the improvement of streams for timber driving purposes; increased precautions for the protection of our forests from fire and the discontinuance of the abuse of our liberal free grant laws, by which many settlers have, in the past, obtained free lands mainly for the purposes of denuding them of the valuable timber, etc.**

The heavy import duties imposed by France on all woods have seriously interfered with our trade with that country. Those duties are of two classes, designated as with favored and unfavored nations, and while the United States, Great Britain and the North of Europe are classed as favored, Canada is placed under the unfavored clause, and our trade is consequently almost prohibited. the effect of this

discrimination against us is shown in the fact that while our shipments to French ports last year were carried in 378 vessels aggregating 25,646 tons, those of this year required only 17 vessels aggregating 10,776 tons.

Gleaner

Feb 2, 1893

\*Rev. Payson Up River

What He is Doing in Lumber Camps, and What he has Seen There

Gleaner

Feb 9, 1893

\*The Local Government and its Lumber Deal

. . . "The Sun has been informed that a scheme is being quietly promoted for the purchase of the lumber lands of the province by a combine of the leading lumbermen, and that it will be introduced at the approaching session. The lumbermen have taken the hint from the Nova Scotia coal deal, and are now said to be pressing their views, upon the attention of the executive."

Gleaner

Feb 14, 1893

The Galatea Ashore

Mr. John Gibson's schooner, the Galatea, Capt. Martin in command, bound from New York for St. Andrews with fertilizer, went ashore off Campobello Saturday in a dangerous place, but was successfully hauled off into deep water on Sunday and towed to St. Andrews, where she now lies at the wharf. The Galatea's rudder was unshipped and broken, and part of her keel was broken. She was leaking some, but was able to be kept free by her own pumps. The extent of her damage cannot be ascertained until she is discharged. **The schooner is 122 tons register and was built at Gibson in 1888.** She is insured.

Herald

Feb 18, 1893

Damaged

The schooner Galatea, owned by John Gibson, Marysville, was driven on the rocks at West Quoddy on Friday night of last week in a storm. she is badly damaged and the cargo is in a bad condition. The schooner has been towed into St. Andrews where she will be repaired. Her rudder was unshipped and keel knocked off and she is leaking very badly.

Gleaner

Feb 25, 1893

The Disabled Galatea

Mr. John Gibson's schooner, the Galatea, which has been lying at St. Andrews wharf, disabled as a result of running ashore some days ago, was towed to Saint John yesterday by the tug Storm King.

Gleaner

March 11, 1893

Hard on the Lumbermen

This gradual melting away of the snow and ice from the wooded hills, that border our river and her tributaries is going to be hard on the lumbermen when the time comes when a big spring freshet is necessary to carry the logs out of the small streams and into the grand thoroughfare of the Saint John river. A big rain is the only thing that can save the lumbermen in this year of little snow and that rain to be of any value must come before the frost goes out of the ground.

Gleaner

March 16, 1893

### The Lumber Prospects

Advices from the head waters of the river are not very encouraging from the lumberman's point of view. The scarcity of snow and the thickness of the ice in the streams . . . as it will, a large body of water to raise it—make a very poor prospects indeed for stream driving, and the lumbermen fear that a great quantity of their logs will again be hung up. Yarding operations are finished at most places and the men are now coming out in large numbers.

### Gleaner

March 20, 1893

Schooner Purchased

**Schooner River Home was recently purchased by St. Martins parties from Mr. John Gibson of Marysville. She will load lumber at Saint John for Boston at \$2.25.**

### Gleaner

March 24, 1893

The Government's Lumber Policy

\*The resolutions passed by the government last night is but another illustration of the deadly grip which the Northern lumber dealers have on the throat of the province.

**The extension of the term of the lumber lessees to twenty-five years will have the effect of crowding out all small independent lumber operators and make them hewers of wood and drawers of water for a band of monopolists that shall sap the life blood of the province. . . .**

\*Twenty-Five Year Leases

(details on above)

### Gleaner

April 21, 1893

\*In the Lumber Market

### Gleaner

April 22, 1893

All Ready for the Logs

The saw mills at Marysville have closed for a few days, having finished the lumber received by the Canada Eastern. They will soon start up again as the river is about clear of ice and the prospects for driving on the Nashwaak are reported good, a before many days the logs will begin to pour into the booms.

### Gleaner

April 24, 1893

Loading Already for Shipment

The tug G. D. Hunter arrived on Saturday with **nine large scows in tow for Mr. Gibson, and landed at the Canada Eastern Railway wharf.** The deals were in readiness, and the men are now as busy as bees loading the scows for Saint John where the deals are transhipped for Liverpool. **The Nashwaak is well lined with rafts of deals** which would indicate that Mr. Gibson at least is in a position to take whatever advantage there may be in early spring shipments.

### Mr. Gibson's New Schooner

Work is progressing rapidly on Mr. John Gibson's new schooner at the mouth of the Nashwaak. The planking is almost completed and the caulkers are following up their work with activity. Mr. Gibson expects to have everything in readiness for launching about the middle of May.

### Gleaner

May 2, 1893

Hayes Mill at Millville destroyed by fire. Article

Gleaner

May 8, 1893

Lots of Logs running in the Nashwaak

Mr. Gibson's mills at Marysville began sawing this morning, and will go right along now at their summer's work at full blast. There are lots of logs in the pond, and lots are running free in the Nashwaak. The drives are coming along splendidly. There is method and comfort in the operations. Everything is free from confusion. Arnold Brook and Cross Creek drives will be in clean and clear at the end of this week.

Gleaner

May 29, 1893

\*Mr. [John] Gibson's New Schooner

(problems in launching it; 425 tons, built of birch and tamarack; largest ever built at this port)

Herald

May 20, 1893

Shingle Freight

The shingle manufacturers are sending their output by schooner, instead of by rail, on account of the recent increase by the Canadian Pacific Railway on this class of freight. [Canadian Pacific Railway owns the Fredericton Branch Railway, and New Brunswick Railway to McAdam.]

The rate from Bay of Fundy ports to Boston stands at 33 ½ cents per thousand, from this city it is 40 cents. The Clifford C took away a large load of shingles on Friday for R. A. Estey. **Mr. Gibson is employing schooners to carry the shingles manufactured on the Nashwaak.**

Gleaner

May 21, 1893

The Galatea in Port

Mr. John Gibson's schooner Galatea is in port. She came from New York with 222 tons of coal for E. H. Allen and Co., and made the voyage from New York to Saint John in the splendid time of four even days. Capt. Peatman is in command, and since his arrival here has lent valuable assistance in the attempt to get the new schooner off the ways at the mouth of the Nashwaak. The Galatea will probably sail for Saint John tonight, going thither without a cargo. From Saint John she will return for New York for another cargo of coal for a local dealer.

Gleaner

June 5, 1893

Mr. Gibson's Schooner

The men who were last week engaged at the attempt to float Mr. John Gibson's new schooner were discharged Saturday night and the job is abandoned for the present season at least as impossible. The vessel was raised two feet by means of the scows which were sunk under her stern but this would not bring her off the ways. It is said that the attempt to float the schooner so far have cost \$600.00

Herald

June 10, 1893

The saw mills are cutting fast and bid fair to break all previous records. The gangs are provided with self oilers and no time is lost in oiling. Other improvements have been made largely increasing the cut.

Gleaner

June 23, 1893

Mr. Gibson's Shipments

It is understood that the fire at Gibson will not affect materially the shipments of Mr. Gibson's deals to this port. **The vessels Mr. Gibson is loading here require about a million feet of deals a day to keep them working.**--St. John Sun

Gleaner

June 28, 1893

Mr. Gibson to the Rescue

The Way he Settled a Ship Laborer's Difference in Saint John

As mentioned in Monday's Globe, the difficulty regarding the wages of some of the ship laborers was settled by Mr. Alex. Gibson coming to the rescue and paying the men. Yesterday morning the men returned to work and everything is now moving on in the even tenor of its way. The association have no fixed matters as to prevent an occurrence like that which took place on Saturday. Regular forms will be made out and the captain or owner of a vessel will be required to sign it as a guarantee that the laborers will be paid. In other words, the men will hold a kind of lien on the ship for their pay. The committee of the association who had Monday's affairs in hand spent a long time with Mr. Gibson at his office, and fully explained the matter. Mr. Gibson listened attentively to the committee and then drew his check for the amount due the men. He also promised to look further into the matter of loading ships, and startled President Burns when he said to him to "tell Jim Brickley that he (Gibson) had settled the matter of the men's wages". This, no doubt, was the finishing stroke.

After the men received their money they subscribed 25 cents each towards the relief fund of Gibson fire sufferers.

Gleaner

July 31, 1893

Penniac

. . . The Nashwaak drive has not reached the limits of the boom yet. It is reported that below Stanley the bed of the is full for nine miles, the estimated amount behind being fifteen millions, the most of which are quite low and will come in on the first raise. Mr. Gibson has five hundred thousand hung up on the Penniac. [so it's not true that Gibson never got hung up in his drives\

Gleaner

Aug 29, 1893

\*The Crown Land Sales

[Gibson not mentioned; Americans looking to buy New Brunswick land; sales inventory next issue]

Gleaner

Aug 30, 1893

Details on who paid what at the recent Crown land Sales. Gibson mentioned various places. Many other well-known names such as Snowball, Todd, etc.

Gleaner

Aug 31, 1893

Fire at Blackville

The Lumber Yard in a Blaze, but the Flames Were under Control at 2 O'clock Blackville, New Brunswick. Aug 31. Mr. Gibson's lumber yard here is all in a blaze. Flames are gradually working up nearer the saw mill. There are hopes of saving this unless the fire, which has caught under the grist mill, is carried by the wood work up into the dam.

\$73,000 the Total

the Crown Lands Sales Concluded Today

Lively Competition Yesterday. \$1,878.00 the Dearest Block

\$301 a Mile the Highest Price Paid

The land sales are concluded and the excitement has about subsided. The keenest competition of the sale was yesterday afternoon, when Mr. T. Lynch was forced to pay \$1878.00 for an eight and a half mile block--\$321 a mile. Mr. Lynch was also required to pay \$1,214.00 for a six and a half mile block--\$173 a mile. This morning Mr. E. E. Winslow paid \$301 a mile for four miles or \$1,204 in all. The total of the three days' sale is a fraction under \$73,000. This includes the new and the old lands.

Gleaner  
Sept 2, 1893  
Blackville  
Aug 31st.

A little after 10 o'clock this morning smoke was seen issuing from under a pile of deal in the yard of the Gibson mill and on examination the wharf beneath was found to be on fire. A strong northerly wind was blowing and the wharf was dry as tinder. In consequence the fire soon communicated with two adjacent piles and in spite of all the efforts of the mill hands the whole was soon in flames. An engine from the station saved two loaded cars which were standing in the yard. One untouched pile of deal alone separated the flames from the mill some forty feet to the westward while they were connected by the elevated deal road used for carrying away the lumber. Here for three hours the men carried on a desperate fight with the fire, some endeavoring to hold it in check while others removed the deal out of its path and hewed down the burning elevated road. While the issue was yet in doubt the wind carried the sparks across the river to the old grist mill setting fire to its roof and the pile of dry rotten logs leading from it up to the bridge, which crossed the river and communicated with the saw mill. The situation was now critical and it looked as if the mills could not be saved. About 1:30 pm however, the men succeeded in checking the advance of the fire, and by three o'clock they had it well under control. How it originate is not known but it is supposed to have been caused by sparks from a locomotive which was in the yard a short time before the smoke was noticed. The loss is estimated at about \$3,000.

Gleaner  
Sept 12, 1893

This winter's cut will be below the Average  
The prospects are that the lumber cut in New Brunswick this year will be very much **below the average**. Lumbermen, who have reason to know whereof they speak, say that on the Saint John river the cut will be very little, if any, more than one third of last year; and on the Miramichi it will not be more than one half. On the Restigouche the operations will not be as large as usual; the cut will probably be about three quarters that of last year. At that rate the demand for men for the woods will not be nearly up to the average, and the wages will therefore be considerably below the average, for where there is a surplus of men the regular rate of wages is never paid.

Herald  
Sept 30, 1893  
Marysville Notes

The saw mill is cutting very fast, one gang going by night. The past week has been one of the best on record for the output of deals from the mill.

Gleaner  
Oct 12, 1893

Talk of new pulp mill for Chatham.  
Scott Fairley's health uncertain, though doctors hope for the best.

Herald  
Oct 14, 1893  
Marysville Lumber

All the drives have got in and the water is up to a good pitch for sawing. There will be logs enough to run the mill till late in November for or the river freezes. It has been the best season's work in the three mills that has ever been done. The work all through the town has been pushed and it is without doubt the busiest summer that the town has had with the exception of the year the factory was building.

Gleaner  
Oct 14, 1893  
Smart Villages

Three Prosperous Places – Boiestown. Doaktown. and Blackville on the Canada

Eastern

...

Blackville is also booming and its people are well satisfied with the prospects. It can be said that this prosperity is due in a large measure to the liberal and sound business policy of the present manager and the superintendent of the Canada Eastern Railway. [Mr. Gibson and Mr. Hoben]

Gleaner

Oct 23, 1893

The Lumber Cut on the Miramichi

Mr. M. Welsh, a well-known operator, who was at the Barker House on Saturday, says he will not be surprised if this year's cut on the Miramichi does not reach one-half the cut of last year. As yet very few men are in the woods, and the operators will not be in any hurry in putting men in because of the very unsatisfactory outlook. The number of men employed will be less this season than any winter since he, Mr. Welsh, has been in the lumber business. Last winter the rate of wages paid was from \$22 to \$26; this winter the men will be required to work from \$15 to \$18. The cut on the two branches of the Miramichi will probably reach about 40,000,000 unless the snow interferes with the operations—25,000,000 on the south branch and 15,000,000 on the north.

Gleaner

Oct 24, 1893

British Lumber Market

From what appears in the last issue of the Timber News, dated Oct. 14th, the lumber season will close quite satisfactorily as far as British trade is concerned. The following extracts tell the tale:

“Liverpool. The arrivals are now commencing to lessen, but of course this is usual at this time of year; the docks and quays are full and present a busy appearance, but we do not hear of very many cargoes, to arrive. With one or two exceptions the stock compares favorably with that held here about the same time last year. There is still a quantity of pitchpine on the quays ex vessels reported in our last, but we have no fresh arrivals to name. **New Brunswick and Nova Scotia spruce deals are in good demand**, and prices are on an upward tendency, and we expect to see these good remain firm during the winter season. Birch timber from these ports is steadier, and the prices that are now being obtained show a better demand, and the stock is favorably decreasing, although it is still heavy. Three cargoes of Quebec timber have arrived; a large and fine parcel U.S. oak is being yarded by the brokers, vis: Duncan, Ewing and Co. The demand for pine deals is good, the better qualities especially realizing good prices, and we expect to see these advance in value during the winter months. One or two of the Liverpool merchants who handle birch pretty largely expect stiffer prices for that wood in the log, as the stocks in the Liverpool district are very moderate, and as but little is expected during the winter to be felled in the Canadian forests. **Lightbound, Rigby and Co. have on passage the Karoo, from Saint John, with a cargo of Gibson's spruce deals of capital specification and excellent manufacture.** The Ulunda, from Halifax (spruce deals mostly gone into consumption), Venus, from Bay verte (spruce), Johanne Marie, Pugwash, (spruce), Gordon and Karna from Miramichi (spruce), Ossuna, Richibucto (spruce and birch) were among the recent arrivals. On the 20th Oct., the spruce deals and birch timber ex bark Lennie from Saint John are to be sold at auction. The birch is a very fine parcel.

Gleaner

Oct 25, 1893

Details on who is cutting what on the Upper Saint John. Not much in every case.

Gleaner

Oct 26, 1893

Lumber License in New Brunswick

A Large Lumber Concern in Ontario have Applied  
For Two Hundred and twenty-Four and a half Miles  
Of Lumber Limits in New Brunswick

On the eighty of November net there is to be sold at the Crown Land office in this city licenses to expire on the 1st day of August of next year for a large number of timber limits, upset price eight dollars per square mile. Of these limits the Muskoka Mill and Lumber Do., an Ontario concern, have applied for two hundred and twenty-four and a half miles. The blocks are as follows: . . .

It is said that the Muskoka Mill and Lumber Company are to go into lumber operations in New Brunswick on a large scale, and that they will run up several mills and purchase others for the purposes of their business.

Remains of late Scott Fairley interred at Boiestown.

Gleaner

Nov 3, 1893

Timber Limits Sale Next Wednesday

The sale of the timber limits applied for by the Muskoka Milling and Lumber Company takes place at the Crown Land office on Wednesday next. The plans, or purposes of this company, which is said to be a strong concern, are unknown to our provincial lumbermen, who are not just now taking any particular interest in its schemes. The land applied for is far distant from any of the limits held by our provincial men, and until the company come uncomfortably near the local reserves the provincialists will not seek to interfere with it. It is said that Mr. Brad. Winslow will represent the company at the sale on Wednesday, and that there will not be any competition.

Herald

Nov 4, 1893

Senatorial Timber

Gleaner

Nov 6, 1893

A Pulp Mill

There is a gentleman now in Saint John who is said to be looking for a site upon which to erect a pulp mill. If this gentleman represents a syndicate of men of means whose object is to establish a paying enterprise he will come to Fredericton, Gibson, Marysville or some other section along the line of the Canada Eastern Railway, where can secure on the spot all the advantages necessary to make a success of pulp works. In Saint John he will be required to go a great distance from his factory for their wood or water. If he build within the limits of the water supply system he will be obliged to go a long distance, at considerable expense, for his wood. If he should locate on a site within easy reach of the wood, he will be obliged to spend thousands of dollars to lay pipes to carry the necessary supply of fresh water to the factory; salt water cannot be used in the manufacture of pulp. Here he can have wood and water at the door of his factory. He can have these also at Gibson, at Marysville, at Boiestown, at Doaktown, and other places on the Canada Eastern. He can erect and equip a mill here fully thirty-five percent cheaper than in Saint John; he can operate his enterprise here at a figure considerably less than in Saint John. Perhaps the manufacturers' committee of the Fredericton Board of Trade may see the advisability of giving this matter some attention.

Gleaner

Nov 7, 1893

Limits on the Restigouche

Sale at the Crown Land office tomorrow-The Muskoka Company and their Plans  
The two hundred and twenty-four and one half miles of timber limits on the Restigouche applied for by the Muskoka Lumber and Milling Company of Ontario will be put up for sale tomorrow at the Crown Land Office. There is yet a little anxiety in lumber circles as to the plans of the company, and while it is stated by those who profess to know that the Ontario men are coming into the New Brunswick field solely because they believe it to be ground for profitable, operation, and are to work on friendly terms with our provincial operators, there is still in the minds of

many much uncertainty as to what the future will bring forth. Mr. Brad Winslow, who is acting for the company here, is credited with saying that the concern propose not only to get out logs, but to manufacture also. This will involve either the erection of a new mill or two at Campbellton, or the purchase of one or two now there. It is hinted that the company may proceed with their operations this winter and get out in the vicinity of six millions of spruce. A gentlemen well acquainted with the business on the Restigouche says that there is no doubt that the Muskoka Company will not go in for hard wood but will confine their energies altogether to spruce. The bottom seems to have dropped out of the cedar business on the North Shore as well as on the Saint John. There will be little or no cedar out this winter, and on the Restigouche one or two of the shingle mills are now being fitted up for sawing long lumber.

Gleaner

Nov 8, 1893

Today's Timber Sales

Muskoka Co. Get Their Lots Without Competition. F. Lynch Again

There was considerable interest taken in the timber limit sales at the Crown Land office this morning, although there was competition on two lots only. Messrs. George Moffatt, A. Alexander, and David Richards, operators on the Restigouche, were on hand last evening to interview Mr. Bishop, representing the Muskoka Lumber and Milling Company of Ontario, who were the applicants for the principal portion of the lands sold today. The Muskoka Company had made application for about all the vacant lots on the Kedgewick and thereabout. If they became the lessees of all this vacant land the blocks of some of the present operators would be seriously hemmed in, and these operators would be at the mercy of the Muskoka folks. It was to avoid this possibility that Messrs. Moffatt and Alexander were here. In their interview with Mr. Bishop last evening they found him willing to agree to any reasonable arrangement. It was thus agreed to swap leases so that the operators interested would have their lands together in blocks and thereby go on with their work independently of one another. This having been arranged the Muskoka Company had no competition tis morning. Of the 225 miles applied for they took 210, and allowed the other 15 miles to go in Mr. A. E. Alexander's name. There were about 275 miles sold altogether, and on only two blocks was there any competition. . . .

\*Gleaner

Nov 14, 1893

Busy Marysville

The Marysville lumber and lath mills have been running night and days for some weeks and will continue to do so until the river freezes over in order to cut out all the lumber in the Nashwaak stream.

Gleaner

Nov 22, 1893

Export Duty on Logs

An Important Interview with Hon. Mr. Foster

The Government Considering the Question

What Will the United States Do? The Depletion of our Forests

Ottawa, Nov 21. The question of the reimposition of the export duty on logs is again attracting attention in the public prints. The other day The Empire correspondent had an conversation with one of the most influential lumbermen in the Ottawa valley on this subject. It is well known that the strength of the feeling against an export duty on logs has always found its home in this vicinity, inasmuch as the Ottawa lumbermen export large quantities of sawn lumber to the United States and fear that by the reimposition of the duty their market for this commodity will be crippled. The Gentlemen referred to, after fully discussing the question in all its bearings, admitted that from the standpoint of self interest he was desirous of having the present position of affairs continued, but from a national standpoint he confessed that it would be better if an export duty on logs were reimposed. Several reasons operated powerfully in this direction, first, the rapid depletion of our forest demanded attention, second, the increasing scarcity of the raw material for our own lumber mills, and thirdly, the

desirability of affording work to our own people. An admission of this kind, coming from a man occupying a very influential position in the lumber world, but whose name I am not at liberty to disclose at present, is very significant. Yesterday there came under my observation another phase of this question upon which little or nothing has been said in the newspaper press. A prominent official of the government recently returned from a visit to fishing stations along the north shore of the Georgian Bay and Lake Huron. He informed your correspondent that he had noticed tows of logs covering 20 or 30 acres in extent traversing the waters of the Georgian Bay bound for Michigan. The rough usage to which the logs are subject to in towing strips the bark from the logs. The bark then sinks and does great injury to the whitefish on their spawning grounds. Moreover, these tows often pass in the close vicinity of important fishing stations, bark from the logs is carried by wind and wave shoreward until it becomes entangled in the meshes of fishing nets, and it is reported that thousands of yards of nets are annually rendered useless from this cause. . . .

#### Blackville

The Mill About Finishing the Season's Work.

It is expected that the Gibson mill will finish cutting the logs on hand in a day or two. It will not get through any too early, for the pond is firmly frozen over and considerable difficulty is experienced in getting the logs out of the ice. **The cut for the season is probably the largest in the history of the mill, being about 6 million.** The firm has about the same number of men in the woods as last winter, but the output is not expected to be so heavy, that of last year being much above the average.

#### Today Sales

There were 362 ½ square miles of Crown Lands sold at this morning's sale. Of this 280 were at the upset price, 159 to David Richards. 80 ½ miles to George Moffat, and fifty miles to A. E. Alexander. . . .

#### Gleaner

Nov 30, 1893

#### Mr. Gibson's Deals at Saint John by Rail

**About two hundred million feet of deals in rafts belonging to Alex. Gibson were frozen up at the mouth of the Nashwaak when the river closed.** Mr. Gibson has vessels chartered from Saint John, which makes it necessary for him to get this lumber there at once. **He has now a large crew of men and horses at work hauling the deals out of the river and loading them on cars. It will require nearly 200 cars to haul this lumber to Saint John.**

#### Mill Employees Wages Reduced

The employees of Morrison's mill have been notified of a reduction in wages, which it is proposed shall go into effect tomorrow and continue during the winter at least. The mill has been sawing shingles exclusively and has now employed about 110 men in all. The sawyers' pay is to be reduced from \$1.75 to \$1.50 per day; the cut-up, men's from \$1.00 to 90 cents per day; the bunchers, who have been getting all along 11 cents per thousand, will under the new rate receive only 9 cents. The wages of all other employees will be reduced, in like proportion. The likelihood is that there will be a general strike, and that, unless the proprietors reconsider their decision in the matter, they will have to close the mill down for the winter or find other hands. The depressed state of the shingle market is the pretext assigned for this reduction.

#### Gleaner

Dec 1, 1893

#### The Mill Men Strike

As intimated in last night's Gleaner would be the case, the sawyers and bunchers employed at Morrison's mill refused to go to work this morning on the reduced wages; and as a consequence the mill is now closed down. The sawyers and bunchers number thirty-two. There are about seventy other employees, including cut-up men, carriers, etc., whose wages were also to be reduced in like proportion to the sawyers and bunchers wages; and whether or not those men are willing to work at the reduced

wages is immaterial so long as the sawyers and bunchers remain out and others cannot be got to replace them, for all other employees are dependent for their work upon the sawyers and bunchers. Last night some of the employees got drunk on the head of the notification of reduced wages and made things lively about the mill. They fired shingles, ticks and pieces of boards into the mill building. No damage, however, was done. It is not known, just what action the proprietors propose to take; but it seems that they will have to do one of two things: reconsider the decision to reduce the wages or close the mill down for the winter.

Gleaner

Dec 5, 1893

Work Resumed

Phoenix mills resumed work yesterday afternoon, quite a number of the men having agreed to return to work at the reduced rate of wages. Those of the men who held out after noon of yesterday are now arranging to go away. One has already secured a place in Bangor. When it was known in other cities that the strike had taken place, telegrams from shingle sawyers and bunchers were sent in to the mill office from all quarters, offering to accept work at the reduced rate, and the full number of men will, therefore, be put on in a few days. Mr. Murchie thinks that the men made a great mistake in striking as the great majority of the mills are closed now and there is no demand for men. He thought that the men, who knew that the shingle market was in a very bad state at present, would have agreed to accept the reduction until spring, when it is likely that the old rate will be restored.

Beacon

Dec 7/1893

**It is said that Alexander Gibson's shipment of lumber from Saint John this season amounted to 62,000,000 feet.**

Gleaner

Dec 26, 1893

Lumbering on the Nashwaak

A great many of the men of Mr. Gibson's lumbering crew came out of the Nashwaak woods for Christmas and will return to their work today or tomorrow. The operations are progressing well, though the great depth of snow has retarded them somewhat. The crust is not so bad in the Nashwaak woods as it is in the vicinity of the city, but there is nevertheless a crust which the horses don't take to very kindly.

Miramichi Advance

Jan 11, 1894

Snowball's Annual Miramichi Wood Trade Circular

The winter of 1892-3 proved the most favourable for log-getting of any we have had for many years, consequently we had an much larger output for the force employed, than was anticipated. Spring freshets were poor, and driving expensive. About 10 millions superficial feet of logs were left in the brooks.

Notwithstanding the favorable season the export from this port fell off 12 millions superficial feet from last year. And while the exports from Saint John were ten millions more than in 1892, still the exports for the province show a decrease of 13 millions. The increased export from Nova Scotia is caused by the excessive quantity of birch deals shipped from that province.

The present winter is the most severe experienced here for 20 years. Snow is now deeper all over Eastern Canada than at any time last winter. Operations in this district were entered into on a limited scale, and with an anticipated production of 25 percent less than last year, but the severe weather is likely to reduce the production below this estimate, and next year's export from this must be small.

The proposed United States tariff, if adopted for wood goods, will have an indirect beneficial effect on the trade of this section of New Brunswick. Freight rates from Eastern New Brunswick to United States ports are so high in comparison with those from Saint John and Bay of Fundy ports, that our trade in that direction is about

nose from Saint John and Bay of Fundy ports, that our trade in that direction is about nil, excepting in laths and shingles, but under this proposed tariff the export of a considerable portion of the southern and western portions of this province is likely to be attracted to American ports, leaving more of a the trans-Atlantic trade to be supplied from this section.

France, Spain and Mediterranean ports have taken a larger portion of our exports this year than formerly, and if the "favored nation" treaty is ratified, as it will probably be at once, between France and Canada, a larger portion of our export is likely to go to that country, to the great relief of the English market, and with a fair prospect of better prices for spruce.

The stock of merchantable deals wintering here is 7,600 St. Petersburg standards, against 7,000 standards last year and 11,000 in 1891. Logs are 4,000 standards against 3,000 last year.

Gleaner  
Jan 30, 1894  
Saint John Lumber Cut  
Details

Gleaner  
March 7, 1894  
J. B. Snowball's Purchase  
He Takes the Old Sweeney Mill at Tracadie  
Held Under Lease by the Bank of Montreal  
Hon. J. B. Snowball has bought the old Sweeney mill at Tracadie, and he has also become the purchaser of all the leases, held by the Bank of Montreal on that and adjoining streams, amounting to about sixty square miles. The amount paid for the same has not yet transpired.

Gleaner  
April 16, 1894  
The Freshet

The ice in the river opposite the city commenced to move shortly before noon today, and ran about two hundred yards when it jammed up somewhat between the bridges. The start this year is made about one week earlier than last spring, when the ice ran out on the night of April 23.

Since Saturday night the water in the river had risen about a foot and a half, and was still on the rise this morning. It is probably that either tomorrow or Wednesday will see the river clear of ice here. The long bar at St. Marys has been submerged in water, and at the mouth of the Nashwaak Mr. A. Gibson's schooner, which was grounded on a bar, has floated off and has been taken into the Nashwaak river.

From the mouth of the Nashwaak to Robinson's Mills, a distance of six miles, along the eastern shore the river was open yesterday, and from the mouth of Oromocto down past the Burton Court House, about two miles, the river channel was clear of ice. The ice in the Oromocto has run out.

Both this spring and last have been devoid of that excitement which prevails when a high freshet is in progress. The ice last year simply rotted out, and floated away in the middle of the night. This year the water has not risen sufficiently high to submerge the crib at the Water Works station under water, while at the high freshet some years ago, it was shelved feet beneath the surface of the water, when the freshet was in progress.

The river is now clear of ice from the iron bridge down to Barker's Point.

At Marysville

The sawmills at Marysville started operation this morning with a full crew of men. They will be kept very busy this summer, on account of the logs cut on the Nashwaak. The ice is all run out below Penniac, and no inconvenience is anticipated from that source.

Gleaner

April 23, 1894

The Spring Freshet

. . . Since Sunday the river has swelled to an enormous extent, and the effects of this can be seen from the large amount of driftwood and lumber that are being varied down stream. Between 4:30 and 7:30 this morning, over one foot was added to the height of the water, and all the guard piers to the bridge as well as the crib and pier at the water works have been submerged. The water in the river is as high at present as at any time during the freshet of last spring.

The effects of the heavy rain of yesterday have probably not been felt to any extent as yet, and it seems possible that a freshet equal to those of a few years ago will yet be experienced. Mr. Michael Welsh, the well known lumberman, received a telegram yesterday to the effect that at Grand Falls the water had risen over four feet in twenty-four hours.

The first steamers arrived from Saint John yesterday morning, being Maggie M. And Dirigo; the Hero also arrived yesterday from Sewell's booms. The Maggie M. Conveyed a fleet of scows for Mr. Alex. Gibson, and the Dirigo will be here for a few days, doing some work for the Fredericton Boom Company. On account of the rise in water of yesterday, the tug boats Eva Johnston and Ernest were obliged to go to Douglas to attend to the laying out of the booms at that place.

The Star line steamer Olivette is expected here this evening from Saint John, and the David Weston will probably arrive tomorrow night. Yesterday's rain was felt considerably down the river, and what little ice had not previously run out was given a start by it.

The logs which are running so thickly past the city today are those of Kilburn and McIntosh's drive of last year, which were hung at the Rapids. There are also some of Robert Connors' last season's cut, which have come all the way from the Seven Islands, Mr. Connors having got a very early start.

Gleaner

April 27, 1894

The Clapboards Industry

Mr. Donald Fraser, of River de Chute, was in town yesterday completing arrangements for the purchase of the property on the bank of the river above Government House, formerly used as a mill property by Mr. A. Jewett. Mr. Fraser will commence in a few days the erection of a large mill on the site of Jewett's mill, which was destroyed by fire a few years ago.

The machinery will comprise rotary and gang saws and clapboards machinery. Mr. Fraser intends to go into the manufacturing of clapboards extensively and will saw the greater part of his lumber, hitherto handled altogether at his mill at River de Chute, into clapboards. The latest improved machinery will be used, and Mr. Fraser hopes to be able to compete successfully with other manufacturers.

Work on the mill will be started in about two weeks and pushed along rapidly until the building is completed.

Gleaner

may 5, 1894

Miramichi Lumber

the logs on the North and South west Miramichi will all come this year; all are now about in safe quarters, and the greater number within the corporation limits. It is estimated that thirty-five millions will pass through South-west booms this year, and twenty through the North-west. Of the latter twelve millions were hung up last year; the property of Messrs. Richie and Mr. Burchill.

Gleaner

May 9, 1894

Lumbering

Bank logs, which were cut along the Saint John river between Fredericton and Grand Falls, are arriving at Indiantown. A gentleman who possesses a pretty good idea of the lumber business as carried on along the Saint John and its tributaries told a reporter

yesterday that the cut last winter had been nearly 50 percent less than the previous year's.

Gleaner

June 8, 1894

### **The Fred H. Gibson**

Mr. John Gibson's New Schooner [the one that was grounded on the blocks?] will Sail from Saint John Today or Tomorrow

Mr. John Gibson's new schooner Fred H. Gibson, now loading deals at Saint John port for Dundalk, Ireland, will be ready to proceed on her maiden voyage either today or Saturday. The Globe has the following description of the vessel. She is a fine three-masted schooner of the following measurements: length **143 feet; breadth, 33.6 feet, depth 12.4 feet, and registers 418 tons.** She was built at Gibson by Mr. John Tennant, of Saint John, who has constructed some splendid vessels, both large and small. She is well built in every particular and is fitted with patent windlasses and all the latest improvements. She is also a remarkably strong vessel. Her keelsons are of pitch-pine and hachmatac. Her waterways, which are extra large, being 12x13, are also of pitch-pine, the spirketing is hachmatac and her stringers are of pitch-pine, tailed out with hachmatac. Her bitts, rails, etc., are also pitch-pine and there is a good deal of hardwood used in her construction. She is fully iron-kneed and extra copper fastened. In fact, everything around the hull partakes of strength. She has a nice model, with fine lines. Her mizzenmast is pitch-pine, and the other two masts are fine sticks of native pine. The comforts of her officers and seamen have not been neglected. The forecabin and galley are quite roomy and nicely fitted up. The cabins are convenient and very large for a schooner. The forward cabin is finished in imitation oak, with walnut pilasters. The panelling is in imitation of birds eye maple. Off the forward cabin is the mates' rooms, store rooms, etc. The after cabin is finished in clear white.

This cabin is nicely furnished. A Brussels carpet covers the floor. There is a nice oak escritoire of the use of the captain, and the other furniture is in keeping. The captain's sleeping apartment is separated from the main cabin by portiers. Off the cabin are also clothes presses, etc. The after companion way is also finished in oak, and off of it is situated a large bath and toilet room. There seems to be nothing wanted for comfort. The Fred H. Gibson is commanded by Capt. William Finley, who is now the commodore of Mr. Gibson's fleet. Mr. John McKelvey furnished the ironwork for the new schooner, Mr. D. Dearness rigged her, and Mr. George Holder supplied the sails.

Another Mill

To Saw 4,000,000 Feet of Hemlock Logs per Year

To be Started on the Line of the Canada Eastern

Hundreds of Millions of Feet of Hemlock on the Miramichi

Another milling enterprise that will be of great benefit to New Brunswick and indirectly to Fredericton, is about to be inaugurated. Mr. Elisha Gilpatrick and other American gentlemen purpose erecting **a large mill somewhere along the line of the Canada Eastern Railway.** In this mill it is proposed to make use of **hemlock logs. These logs will be sawn into boards. The boards will then be planed and dried, and shipped by rail to the United States market.** The drying process will occupy about six weeks, and after they have been dried for that length of time the weight will be much less, and the expense of shipping will decrease accordingly.

The capacity of the mill will be about 4 million feet per year. **The undertaking is under the auspices of Mr. Alex. Gibson, the lumber king of the Nashwaak. Mr. Gibson is the first person to show the lumbermen of the Miramichi how to utilize the hemlock logs. There are hundreds of millions of feet of these logs rotting in the Miramichi woods, and this enterprise will mean the saving to the province of thousands of dollars per year that would otherwise be an utter loss.**

Gleaner

June 18, 1894

Hemlock Lumber

Of Importance to the Lumber Interests of Canada

(Monetary Times)

So abundant has pine wood been in Canada, and so accustomed have we Canadians become to using the smooth grained, delicately colored wood for a great variety of purposes, that we have treated with disproportionate neglect, not to say contempt, minor woods. This journal has frequently urged the claims of hemlock to recognize as a valuable woods, combining the qualities of strength and durability with comparative lightness. And it was long since pointed out in our columns that Pennsylvania hemlock was coming into use in the United States as a substitute for pine in bill-stuff for cheaper jobs.

**We now learn with interest, therefore, from the Fredericton Gleaner, that Mr. Alexander Gibson, the distinguished lumberman of New Brunswick, has been urging the dwellers on the Miramichi river to some purpose with respect to the utilization of this wood, which is so plentiful in their forests. The paper mentioned says . . . . It is thus evident that if our own people have overlooked the claims of hemlock trees, and have forgotten that pine, at the present rate of consumption, cannot last forever, other people beyond our borders have been neither forgetful nor careless.**

Gleaner

July 12, 1894

it is claimed by an evening journal in Saint John that our lumbermen will not find any advantage in the French minimum tariff on lumber secured to them by the French Treaty, as our lumber is handled by English middlemen. The fact that our products exported to France before the prohibitory tariff was adopted were handled by English houses does not by any means make it necessary, under the recently changed condition of things, to now ship through English dealers. Canadians will ship direct to France, as they ship direct to England for consumption in England, and will of course reap all of the advantages that are to be had in an admittedly fairly active lumber market.

Gleaner

July 14, 1894

Mr. Upham's New Mill

Mr. George W. Upham, proprietor of the new saw mill on the other side of Boundary Line, Carleton County, on the Gibson branch of the C. P. R., has leased the mill pond owned by Rev. Benj. Jewett, at the mouth of the Guirmier. Mr. Upham intends to build a new steam mill there, and to remove the machinery from Boundary Line to his new mill.

Mr. Donald Fraser's mill at the upper end of town is nearing completion, and it is expected will be ready to make a start with the season's work on Monday, the 23rd inst. Mr. Fraser will have one of the best mills on the Saint John river. Mr. Welsh, the well-known lumberman, who spent an hour or so in it on Thursday, says it is one of the most complete and best arranged mills he ever saw.

Gleaner

July 21, 1894

Mill News

the present widespread dullness in business has had its effect on the lumber market, and as a consequence one at least of the Fredericton mills has been compelled to stop sawing. Hale and Murchie's mill, two miles and a half below the city will close down tonight, and will not start again for at least a month. The closing is caused, entirely by the extremely poor demand for deals and the low prices obtainable. The closure of the mill will add quite a number of names to the list of the unemployed around the city, and increase, to some extent at least, the dullness now felt in the city.

Morrison's Mill Sold

According to advertisement, Morrison's mill was put up at auction the other day to satisfy the claims of mortgage held by the claims of the late John Fairley and Mr. E.B. Winslow. The total amount of the mortgages was \$14,250. **The property was bid in for the amount of the mortgages by Mr. J. Murchie, who has been**

**operating the mill for some time past. Mr. Murchie will continue to run the mill up to its present output.** It was reported that this mill would close down for the summer, but the report is authoritatively denied.

Gleaner

August 6, 1894

Phoenix Mills To Close in the Month of November

(at such time as all of the cedar on hand will have been manufactured) In other years the Phoenix mills were operated summer and winter, but last year the usual supply of cedar had not been got out, owing to the dull prospect of the market. Some of the men employed in the mill, however, will be given work in getting out cedar into the woods for next season's operations, so that the shutting down in November will not be a very serious loss.

Gleaner

Aug 7, 1894

Steam Turned On

Donald Fraser's New Mill is Ready for Work

The Engine tested last night and worked satisfactorily

Steam was turned on in Donald Fraser's new mill on the old Jewett Mill site above town last night. At about 7:15 o'clock the last nut was tightened on the engine, and the last oilbox filled with oil. Fires had been built in the furnaces during the day, and a good steam pressure was had when everything was ready to start.

At the signal from the builder of the engine, Mr. Dunbar, who had been superintending its erection, the valve was turned and gradually the steam forced its way into the engine. Slowly at first, and then faster and faster the wheels revolved, the piston rods shot in and out, until speed of about 200 strokes per minute was reached. Beyond this the governor would not allow the engine to go. After a thorough test at this speed, and after everything had been found satisfactory, the governor was altered, and the speed increased. When the mill is in operation the engine will run at the rate of about 275 strokes.

The engine of the mill is a 265 horsepower double automatic engine, and was built by Mr. Dunbar of Woodstock. The two boilers are of the same power and were made by James Fleming of Saint John

The mill is not yet fitted up with machinery as it will be before it can be said to be running to its full capacity. At the present time the machinery comprises a rotary, edger, and lathe machine, and the necessary trimmers, etc. The capacity for sawing deal is at present about 40,000 per day.

Mr. Fraser has on hand about 2 million feet of logs, and he has about 500,000 feet more that have not yet been delivered at the mill. He will cut this amount this fall, probably sawing until about October 15th, when the mill will close for the winter. About twenty-five or thirty men will be employed this fall and as new machinery is added next spring the number of men employed will increase.

The mill started up today, and a few logs were sawed up to make lumber for immediate use. Tomorrow a few more will be sawn, and on Thursday the mill will probably start sawing to its full capacity.

**Mr. Fraser has already sold his entire cut for this fall to Mr. Alexander Gibson.** This lumber will be taken to Saint John for shipment. Mr. Gibson's scows will be towed up to Mr. Fraser's mill and loaded with deal, and then towed to Saint John.

Mr. Fraser expects next spring to build several cottages for the employees of the mill, and is planning to erect at once a large boarding house. The mill will run on full time during the day for the present, but no night gang will be put on unless the sawing is behind the present calculations when nearer the end of the season.

Gleaner

Sept 6, 1894

Another New Mill

Preparing at Boiestown for a Brisk Season Next Year

Mr. Jas. S. Fairley, the well-known lumberman of Boiestown, is anticipating a brisk

season in lumber next year. He is now erecting a fine new mill a few miles from Boiestown, and will be all ready for active work with the opening of the spring. The mill will be equipped with a rotary, planer and two shingle machines.

Gleaner  
Sept 8, 1894  
Busy Blackville

...  
**Blackville is to be benefitted by the building of a second mill, Mr. Gibson having decided to erect one for the manufacture of hemlock boards.** In the past millions of feet of this class of wood, felled for the sake of the bark, have been left to rot in the woods. The new mill will be a boon to the place, preventing this wholesale waste, besides giving employment to a large number of men. The people of the place appreciate highly the new enterprise of Mr. Gibson and hope to see their little village become a second Marysville.

A large quantity of hemlock bark will be exported this year. It is computed that about 4,000 cords will be shipped from the village siding alone, besides a large quantity from the station, Keenan's siding and other points between Upper Blackville and Indiantown. The principal market is the United States.

Of Interest to Lumbermen

Washington. The secretary of the treasury having received official information that Canada imposes no import duty and discriminating stumpage duty on either lumber, logs, timber and articles mentioned in the free lumber schedule of the new tariff act, has instructed collectors of customs to admit such articles free of duty when imported from Canada.

**Black Brook**  
**Some of the Benefits from Canada Eastern Extension**  
**How It will Affect Fredericton's Business Relations**  
**Black Brook as a Summer Resort**  
**Boom in Property**

It is doubtful if any piece of railroad in Canada has been pushed to completion as quickly or with as much energy as has the Black Brook extension of the Canada Eastern. The last week in June it was announced that a subsidy had been granted for the road and work was commenced about July 1st. Tonight the rails will be laid from Chatham to Black Brook, a distance of over five miles.

Not only has the construction on the road been pushed, but the station at Black Brook end will soon be erected. It is being framed and partly built in Marysville, and will be shipped from there by rail to Black Brook and will be put up at once. The management of the Canada Eastern have shown what energy and good management can do in the way of building railroads.

Black brook is a busy village. There are several important industries in this place, chief among the being the canning business of Messrs. A. And R. Loggie. This firm does a large business in canned fish, probably the largest in the province. Besides this they also can blueberries and other fruits. Their blueberry pack this year was very large. In all they put up 800 tons or 1,600,000 pounds of blueberries, paying for them 1 1/2 cents per pound or \$24,000, which was distributed among the people in that vicinity. These goods will be shipped largely to the American market and will be a source of revenue to the Canada Eastern.

The opening of this branch of the Canada Eastern will be directly beneficial to the merchants of this city. Hitherto Black Brook has had no railway connection and all their goods had to be bought delivered at Newcastle from when they were taken by water to Black Brook. Now that the railroad is built to the village, the supplies will naturally come in that way.

The wholesale merchants of Fredericton can buy goods just as cheaply as can those of Saint John. The freight rates from the upper provinces to Fredericton are the same as those to Saint John, and our merchants can get a cheaper rate of freight to Black Brook than can possibly be obtained by Saint John merchants. In the latter case the goods will have to go over two railways, from Fredericton they go over only one.

When Sir W. C. Van Horne went down the Miramichi river not long ago, he said of Black Brook that it was one of the prettiest places he had ever seen. The new railway runs into the village at an elevation that gives a magnificent view of the river. The beaches just below the village are good for bathing and the water in the river is salt.

Property in Black Brook has taken a sudden boom, and is rapidly increasing in value.

Continuing problems with the electric street lighting.

Mr. W. S. Loggie, the well known Chatham merchant and lobster packer, is in financial difficulties. He has suspended payment and a meeting of his creditors is called to consider the situation.

Gleaner

Sept 11, 1894

Off for the Woods

the work in the lumber woods will commence very soon. This morning gangs of men started for the Upper Saint John, and some of the Miramichi. Mr. John A. Morrison, left by Gibson branch train this morning for the Upper Saint John, having with him 22 men. He is to cut for Murchie Brothers, and expects to get out between 2 and 3 million feet.

David Keswick, who is to cut for Randolph and Sons, left on the same train with 8 men, and J. Hale was also on the train with 8 men. Keswick expects to cut between 4 and 5 million feet, and Hale about 3 million.

The work in the Miramichi woods is also commencing this month. This morning a number of men went out on the Canada Eastern train, bound for the woods to cut to Mr. William Richards, and a number also went out to cut for Mr. T. Lynch.

Gleaner

Sept 12, 1894

Woodstock. The water in the river here has risen a foot since the recent fall of rain. Fred Moore, the well-known millman, is looking for a further rise in the near future. There are now about 11 million feet of logs hung up in the Saint John river above Woodstock. These will probably come down at the next rise in the river.

**Fred Moore is preparing to saw for Alexander Gibson, for the English market. The news has been heard with great delight by his men.** They have been idle for some months and are glad to get work again.

Gleaner

Sept 15, 1894

Lumber

**It is believed that the lumber cut of this winter on the Saint John river and its tributaries will not exceed the cut of last season**, which was in the vicinity of 80 millions, and below the average fall and winter's work. It is the opinion on the North Shore that the cut there will not be any larger and probably not as large as last year's. Mr. Gibson who is the chief dealer of lumber in the province, will of course get out just as many logs as he did last year, if not more. **The ups and downs of the market do not appear to affect his operations.** Later advices from the British market may possibly induce the operators on the Saint John and North Shore, or those for whom they are cutting, to enlarge their operations but this is not profitable.

It has been thought by many that the placing of lumber on the United States free list would make a big boom here; that a much larger number of men than the average would be taken to the woods, and that operations generally would be on a huge scale. But the American market is overstocked, the prices are comparatively low, and the future promises but little. At best, however the United States needs are comparatively trifling, and those who look for fortunes in the lumber markets of our neighbors will be disappointed. **It is to the British market our people must look for any substantial revival in lumber.** At present the outlook there is not encouraging, and great caution is therefore being exercised in the preparations for the coming

and great caution is therefore being exercised in the preparations for the coming winter's operations.

Gleaner

Sept 17, 1894

### **New Mill at Blackville**

A Steam Dryer contemplated at part of the Plant

The new mill which Mr. Alex. Gibson is building at Blackville is to be a large one. The site has already been located, and work on the building is progressing. Mr. F. P. Thompson, of the firm of McFarlane, Thompson and Anderson of their city, was over the Canada Eastern with Mr. Gibson the other day and examined the site. This firm are now making the castings for the furnaces of the new mill, and are negotiating about the rest of the machinery required.

The mill is to be 120x60 feet, with engine house of 60x40 feet. The mill will be a gang mill. **Mr. Gibson is contemplating a steam dryer, the building for which would be 85x50 feet. This would enable Mr. Gibson to have the lumber cut one day, put in the dryer, and the next day it would be dried ready for shipment thus saving much time in the lumber reaching the market.**

Gleaner

Sept 27, 1894

The Nashwaak and Miramichi

A Prosperous and Enterprising Section of the Province

That section of country along the line of the Canada Eastern is undoubtedly one of the most promising sections in the province. Along the Nashwaak a busy, prosperous and contented people are working their farms scientifically, and with ambition, and with confidence in the future. They lose no opportunity to turn their commodities into cash profitably. If one might judge from the number of car standing on the sidings loading and waiting to be loaded, the farms of the Nashwaak are big shippers and good patrons of the Canada Eastern. There is quite a stir at Cross Creek, where the people of Stanley do business with the road. Boiestown and Doaktown are going ahead fast. Six or seven new buildings of fine appearance, and commodious, at once attract the eye in the first mentioned place. Milling is the principal industry and a large business is done in hemlock bark and sleepers. Doaktown has some thirteen or fourteen new buildings, and five or six factories and mill of difference kinds. Mr. Harvey Doak is now strengthening the foundation of his mill and making other improvements that will give him much better facilities for his ever increasing business. **At Blackville, another important station on the line, and one of the best feeders of the road, men are at work excavating for Mr. Gibson's new mill, which will be erected next spring to saw hemlock boards.** Mr. Gibson is getting out a large quantity of hemlock bark, and the logs from which this bark is taken will be sawed at the new mill. At Black Brook, which must eventually be one of the most important, if not the most important station on the Canada Eastern, the Stewart Mill is being put in readiness for operation, as stated in another column; and Messrs. A. And R. Loggie are doing an enormous business in shipping fish and other canned goods to the United States.

The section through which the Canada Eastern runs has great resources, and as long as the people continue, with intelligent industry and enterprise, to develop these resources they will be prosperous.

Gleaner

Oct 13, 1894

Canadian Lumber

Washington Views as to the U. S. Free Market

An Interesting Article from Mr. Edward Jack

As Taken from the Canadian Gazette of London, England

Details

The Corporation Drive

The corporation drive is expected to reach the Fredericton Boom Company's booms in about a week and the river will be then entirely clear of logs the 10 million feet

about a week, and the river will be then entirely clear of logs, the 10 million feet which were hung up above Woodstock being all in this drive. Some of the logs passed the city yesterday.

Gleaner

Oct 25, 1894

Keeping the Men at Work

Since the closing of the Marysville saw mills on Saturday last, thirty of the men employed in the mills have gone to work on the Nelson Branch, and eight of them are working on the new mill being built at Blackville. They lost nothing by the mill at Marysville being close.

Gleaner

Nov 16, 1894

Mills Closing for the Season

Morrison's Mill has finished its season's work and the machinery will stop tonight for the winter. The Aberdeen mill, owned by Mr. Donald Fraser, will close down tomorrow for the winter. The cut at the Aberdeen mill, which did not open until August, has been about 3 million feet.

Gleaner

Nov 17, 1894

The Lumber Cut

It will Likely be Larger this Year than Last. A larger number of Men Employed  
Mr. David H. Keswick, who is quite an extensive operator, thinks that the lumber cut on the province side will be larger this year than last. He says that on the Tobique Hale will cut between six and seven millions; Baird, three millions; Beveridge, three millions, and McNair, two millions. On the Saint John he will himself cut three or four millions; Nexon three; Purvis two or three; Sawyer, five millions on the Becaguimac; Burgess three millions for George Barnhill; Page and Malcott, two millions for Randolph and Baker; Connors, four or five millions; Dickey, two millions for Hayford and Stetson; Noble, three millions for Cushing; Mclean; two millions for Miller and Woodman; Gilman Brothers, five millions for Murray; Burt, two millions for Randolph and Baker. Mr. Keswick cuts for the last firm, which will get out about twenty millions altogether.

It is now believed that the cut on the Miramichi and on the Restigouche will also be larger this year than last. The men are later in going into the woods, but the crews in most instances are larger than last year. Nearly every young man in the country districts who is old enough to handle an axe, and who wants to go into the woods has found employment of the winter. The wages are not any higher, if as high in some cases, as last; nevertheless when the boys return to their farm work in the spring they will have plenty of means with which to go about it.

Boom Company's Operations

For the Past Season. The Amount of Lumber Rafted  
the Fredericton Boom Company have completed their rafting for the season. During the past year there were rafted 513 tons and 18 feet of timber. Of cedar 4,641,130 feet; pine, 5,616,350; spruce, 98,011,697 feet. These figures are about 30 million less than last year. There is but little left behind this year. The river is reported to be cleaner than for years past.

Gleaner

Nov 20, 1894

The St. Croix Lumber Cut

Last year's cut 50,000,000 feet; this year's not expected to top 30,000,000.

Gleaner

Nov 21, 1894

Provincial Lumbermen meet at Moncton

Agree that sawdust may be dumped in areas where navigation, fishing or private property are not affected.

Gleaner

November 24, 1894

Sawdust in Streams

A Petition to Have the New Sawdust Law Amended

The lumbermen of New Brunswick and Nova Scotia are cooperating to try and have amended a law passed at the last session of the Dominion parliament relating to sawdust. The law enacts that any person who causes or permits lime, chemical substances, poisonous matter, dead or decaying fish, mill rubbish, sawdust or any other deleterious substance in waters frequented by fish will be liable for a first offence to a fine of \$20 and costs; for a second offence to a fine of \$40 and \$10 for each day the nuisance continues; for a third offence, \$100 fine and \$20 a day. This law comes in force on the 1st of May next and Mr. J. W. McCready, acting for the Nashwaak and North Shore Lumbermen, is cooperating with others in petitioning parliament to place discretionary power in the department of marine and fisheries as to the enforcement of the law. A petition is to be placed in the Barker House for signatures. In the petition it is claimed that the law would almost entirely destroy the business of some of the lumbermen and mill-owners, as it would be impossible for them to get rid of the sawdust.

Gleaner

Jan 14, 1895

**Special Log Trains**

**the Canada Eastern is kept very busy these days. Every day now a special log train brings in from twelve to sixteen cars of logs from points west of Boiestown to Marysville. These logs will be sawed in the early spring before the regular drive from the headwaters of the Nashwaak reaches there.**

Gleaner

March 23, 1895

Liverpool Wood Markets

The returns of consumption and stocks of wood goods in Liverpool on 1st instant are not encouraging. Only 2,833 standards of New Brunswick and Nova Scotia spruce and pine deals were consumed in February 1895 as against 3,531 standards in 1894, while the stock on hand, 28th February, last was 16,001 standard against only 11,919 standards on the corresponding date last year.

Large Bark Shipments

**There is a very large quantity of tan bark piled along the Canada Eastern for transportation to the Boston market during the coming summer.** Conservative estimates show that the bark shipments, over **the Canada Eastern, will average seven cars per day from now until the 17th of September next.** The Canada Eastern runs through one of the richest sections of country to be found anywhere, and their business is increasing in volume every year.

Gleaner

March 28, 1895

Long article on Muskoka Lumber Company, with its lands along the Restigouche and Kedgewick rivers, set to manufacture 10 million feet of clapboard and various dimensions stuff, and make Fredericton a manufacturing point.

April 10, 1895

The extensive saw mill of A. Cushing and Co. At Union Point, a short distance above the suspension bridge, Saint John, was burned down at an early hour this morning. The fire started at about 3:30 o'clock and it was no time till the mill was in ashes. The flames then spread to the large lumber piles on the wharves adjoining the mill. It will be a very heavy loss for the owners, and over one hundred of Fairville's inhabitants will be thrown out of employment. The mill, which was built many years ago, had from time to time had its machinery added to and improved till it became one of the finest properties in the province. Since the death of Andre Cushing the business has

been managed by George S. Cushing under the old name. The mill cut between fifteen and twenty millions of lumber every year, chiefly for the American market.

Gleaner

April 23, 1895

The Blackville Mill

The Blackville saw mill began operations yesterday with a large crew of men employed, and will saw continuously during the rest of the season. Mr. Gibson accompanied by Supt. Hoben, went down to Blackville on a special train this morning to look over the business there. They will return this evening.

Gleaner

April 30, 1895

The Sawdust Question

Americans across the River allowed to dump their sawdust in the river.

Gleaner

May 8, 1895

Lumbering in Canada

In the course of his lecture before the Natural History Society of Montreal, Hon. J. K. Ward gives some interesting details of the lumber industry in Canada. The figures as to area and quantities are approximate, as it extremely difficult to estimate the quantity of good timber on such a vast territory as Canada.

There are about 6,000 sawmills in the Dominion, employing during the season, say, 150 days, not less than 15,000 men in and around the mills, sawing, piling, shipping, etc. In the woods during the winter, getting out the logs, and timber, and river driving, there are about the same number. Six thousand mills, averaging 400,000 per season, makes up the apparent output of all the mills. This quantity is sawed in a single day by some of the larger mills, while many of the smaller mills do not turn out 200,000 in the season. The difference the apparent output of the mills that is 2,500 million—that that returned as cut on public lands is made up as taken off private lands and the Crown Lands of Nova Scotia, of which we have no returns.

Gleaner

may 16, 1895

The Marysville Electric Light

**The new saw mill at Marysville is now running by night as well as by day. In the evening the mill is illuminated by arc lights, the current being generated by a large dynamo placed in the mill.** The light is a very steady one, burning constantly throughout the night without a flicker. The lamps are placed at convenient points about the mill, affording a light that makes it just as pleasant to work by night as day.

Gleaner

June 5, 1895

**Alex Gibson has decided to make some improvements in the furnaces at his mills at Marysville, so that he will be able to use for fuel the large quantity of saw dust that now does to waste, and Michael Mooney of Saint John has been engaged to do the work. The changes will effect a large saving and prove a benefit besides, as much of the waste sawdust has heretofore gone into the Nashwaak stream.**

Gleaner

July 4, 1895

New Hotel for Young Men

A new hotel is being built by Messrs. Donald Fraser and Sons, owner of the Aberdeen mills above town. The site chosen is close by the main road, just near the entrance to the mill yard. [mill one of the largest owned by company; built for employees]

Gleaner

July 16, 1895

## A Big Blaze

A saw mill belonging to John McAdam, situated a few miles above Millville, on the line of the Gibson branch railway, was completely destroyed by fire Saturday night. . . . Mr. McAdam carried out extensive operations at this mill, shipping his lumber by rail to various points, but mostly to St. Stephen.

## Gleaner

July 17, 1895

### Very Fast Sawing

Some rapid sawing was done at the Aberdeen mills Monday and yesterday. On the former day 44,000 feet, mostly scantling for the American market, were turned out, yesterday they cut 46,500 feet, and would have turned out 50,000 had they not been compelled to shut down an hour for repairs. As previously stated most of the lumber manufactured was scantling. With deal the amount sawn would have largely exceeded 50,000. The average cut per day is about 38,000. The Aberdeen mill is splendidly equipped and when necessary can turn out an immense amount of lumber.

## Gleaner

Sept 24, 1895

### The New Chatham Pulp Mill

The work of construction on the Masterman pulp mill at Chatham is progressing rapidly, and it is now expected that the mill will be operating by the first of next year. Since the work on the mill was started the wages have averaged \$3,000 per month.

## Gleaner

Oct 2, 1895

### Mr. Blair's Record in Crown Lands

Mr. Blair claims, as one of his reforms, that he has "caused the Crown Lands, which were depleted, to be conserved." A more untruthful claim was never advanced. First, there is no evidence of what Mr. Blair seeks to imply, that our forests were being depleted under the late Government. Second, the methods recently employed by Mr. Blair's Government and officials in the administration of the Crown Lands has contributed more than any other agency to the wholesale destruction of our forests.

IT is well to recall the facts. **Mr. Blair has been completely in the hands of the lumber lords of the North Shore since the general elections preceding those of 1892,** and his policy from that date to the present has been one of surrender. In that election his Government were defeated, and instead of accepting the defeat as honorable and self-respecting men would have done, he set about to purchase the support of their Northumberland representation through the lumber kings, at the expense of our forests and exchequer, to retain power, and succeeded. **He reduced the stumpage to a dollar a thousand as demanded by Miramichi lumbermen,** and agreed to pay, and did pay, what he himself admitted to be a spurious bridge claim of \$10,000, made by two persons in the combine, who were then also representing Northumberland in the Legislature. But this is not all. The lumber lords of the North were not to be satisfied with the concessions they had already secured. They were into the combine for blood. Without their influence Mr. Blair and his Government could not retain power. Such an influence they claimed demanded a high price. **We find the lumbermen of the North Shore cutting, on the average, one third more stumpage annually than they were asked to pay for.** Some were enabled to get off with more than one-third, some a trifle less, and so on; the matter of influence alone seemed to settle the question of the extent of the exemption. This privilege probably demanded some measure of the quid pro quo. To pocket one half or thereabouts of the stolen stumpage, and to pay the balance into the election funds every three or four years would be an arrangement which would provide, from the people's money, a big election fund, and at the same time give an enormous profit to the big lumbermen of the Miramichi. **At any rate one-third of the stumpage of the Miramichi has been stolen from the Province by the men in Northumberland, who were the principals in, and the parties to, retaining Mr. Blair in power.** Under such conditions is it not consummate impudence in Mr. Blair to tell us that his policy has had the effect of conserving the forests? It is not possible to conceive of other

methods that would lead quicker to certain depletion of the Crown Lands of the country than those employed under the present administration. But the Miramichi monopolists were not even content with the concessions that had been made. The reduction of the rate of stumpage, and the semi-official legalizing of the stealing of one third of their annual cut were not enough for a concern which held the government, as well as the leader, completely under control. They must themselves own and monopolize the lands of the province during the balance of their active business lives at least. They had the power to enforce any will, and the government must yield to conditions that would ensure the keeping out of the lumber business all such young, active, and ambitious men as the monopolists desired to keep out. **The lash of the whip was snapped and Mr. Blair answered by putting up the Crown Lands for sale for a quarter of a century in such lots and under such terms and conditions as would positively exclude young men who were not wealthy, but whose activity and ambitions had a right to consideration, from participating in the business.** Such conditions are unprecedented in the politics of any other country in the civilized world. The impudence of the instrument who has given force to them, in setting himself up as a conservator of the people's rights, is unparalleled.

Gleaner

Oct 24, 1895

Accident to a Tug

Tug G. D. Hunter, with four deal laden scows from Gibson, broke down at the Devil's Back on Tuesday. Her machinery was so badly broken that she will not be able to repair it for some weeks. The Storm King took the Hunter and her tow down to Indiantown. The Neptune will handle Mr. Gibson's scows during the remainder of the season.

Gleaner

Nov 1, 1895

Our Lumber Mills

Larger Cut than Last Year

Unless the rain, which set in this morning, has the effect of raising the river to a sufficient high to bring down the stranded portion of the corporation drive, the lumber mills of the city may be said to have now practically finished their season's operations. If the rain has this effect, which the lumbermen so earnestly hope for, Victoria and Aberdeen mills will be enabled to continue sawing until the close of navigation; other wise they will be shut down tomorrow night for the winter.

Notwithstanding the delay caused by the unprecedentedly low water the saw mills of Fredericton have, taken altogether, sawed more lumber this year than last, and the mill owners have all obtained very satisfactory prices for their produce, higher somewhat, than those obtained last year.

The Victoria mill, owned by Hale and Murchie, leads off of course with the largest cut. During the season this mill, which saws long lumber exclusively, but no less than ten million feet of logs—a slight increase over the amount cut last year. Most of the product has been shipped by rail to St. Stephen, whence it was re-shipped to the American market.

Next comes the Aberdeen mill, owned by Donald Fraser and Sons. This mill was only started last summer quite late in the season, so that the present summer and fall have been its first full season, and it has been a most satisfactory one, about six million feet of long lumber having been cut. **As in the case of the output of the Victoria mill, the greater portion of the Aberdeen's lumber has been shipped to the American Market.**

R. A. Estey's mill at West End, has sawed steadily all summer and fall. It has cut between three and four million feet of long lumber and six million shingles—about the same cut as last year. This will close down on Tuesday, the 12th instead, during which time a new and improved engine will be placed in position, by which the capacity of the mill will be considerably increased. The new engine is a Wright Automatic purchased by Mr. Estey from the Lawrence, Mass., Woollen Mills Company. After the engine shall have been placed in position the mill will resume operations and continue sawing all winter.

Morrison's Mill saws shingles exclusively. Curing the season it has cut about thirty million, slightly less than last season. The proprietors have sufficient cedar down to enable the mill to run all winter, and, if they can get this lumber out of the water and piled up on the river bank before the river freeze, and it seems as if they will have no difficulty in doing so, the mill will be kept in operation the whole year round.

The city steam power mills, as intimated above, have suffered little from the unprecedentedly low water, excepting the running short of lumber at the present time. Not so with the water power mills up river. Never before since their establishment has low water so much interfered with them. The mill at Shogomoc, owned by F. P. Thompson, D. F. George and R. A. Estey of this city, has not been in motion since July, and there is not lying in the mill pond there over 1.5 million feet of logs, which it was intended to saw this season, but which will now have to remain over until next.

Hill and Berry's mill at Pokiok has also been shut down since July for lack of water-power and one million feet of lumber will remain in the mill pond till next spring.

Gleaner

Nov 5, 1895

Lumber Cut by Mr. Fairley

Mr. Jas. S. Fairley, of Boiestown, starts to the woods today or tomorrow with a crew of twenty or twenty-five men. Heretofore he has lumbered on the Dungarvon, but this winter his operations will be confined to the districts along Rocky brook, Fall Brook and the Sisters. He expects to get out in the vicinity of four million feet this season, which will be a little in advance of last year's cut.

The Miramichi Drive

The Miramichi Corporation drive which has been hung up all summer was landed safely in the booms on Thursday last. A crew of about 100 men are now engaged getting the logs rafted, which it is expected will be finished on Saturday. The lumbermen, who were interested in this drive, and congratulating themselves that the logs did not get caught in the ice, which, it was feared at one time this fall, would be the case.

Gleaner

Nov 9, 1895

This Year's Lumber Cut

It is estimated that the lumber cut on the Saint John river this year will reach 115 million. Last year 107 million were cut, between 20 and 25 million of which are still hung up. This year's cut will be one of the largest on record, being exceeded by that of a few years ago when a cut of 120 million was made.

Gleaner

Nov 15, 1895

Restigouche Lumber Cut

Will be about 12 to 14 millions, slightly short of last year.

Gleaner

Nov 19, 1895

The Pulp Mill

Estimate of Costs and of the Profits

To be put up below Hale and Murchie's Mills. Supposed capacity of 25 tons of chemical fibre per year. Details

The Drive Coming

The rear end of the corporation drive was at Newburg, about six miles above Woodstock, this morning, and it is expected that by tonight it will be at least three miles below Woodstock. There has been a rise of about two inches in the water at Woodstock since last evening. It is estimated that the rear end of the drive contains about 10 million feet, and that after today the work will progress with greater rapidity.

about 10 million feet, and that after today the work will progress with greater rapidity. So far about 5 million have been run in the Douglas booms, and possibly 1 million in the Mitchell booms below. This would leave about 4 million in the river, between Mactaquac and Woodstock all of which is now regarded as quite safe.

Gleaner

Nov 28, 1895

A Big Project

(Grand Falls wants to incorporate as Town) "thereby empowering them to give the Grand falls commons to the Grand Falls water power and boom company, so that the work of utilizing the falls might be commenced early next season. . . . Large saw mills and pulp mills will be built, the motive power for which will be supplied by the falls, and negotiations will then be started for the building of an electric railway from Grand Falls to Saint John via Fredericton, the motive power to be generated at the falls, with power stations at different points along the line, one of the, probably at Fredericton." Details

Herald

Nov 30, 1895

Mr. Todd, a big lumber dealer of Liverpool, G. B., is in Saint John buying lumber for shipment by the Beaver Line from that port, and gives a report encouraging to the trade. He says that the supply of lumber in England now, is not nearly up to the quantity on hand at this time, last fall. The demand is on the increase, and stocks being light, he does not see why the price should not go up.

Gleaner

Dec 6, 1895

Remember our Lumbermen

Any families having magazines, journals, or good literature, of any kind, such as would be calculated to brighten the long evenings for our lumbermen in the camps, will please leave them at the Coffee Room, where they will be forwarded as often as opportunity occurs. The W. C. T. U. Are making up packages continually during the early winter.

Gleaner

Dec 19, 1895

New Mill on the Nashwaak

Mr. Donald Fraser of the Nashwaak is erecting a new mill near the covered Bridge to manufacture lumber for the American market. The mill will be a first class one, and will probably be ready for operation in February, and no later than March next. It is not unlikely that Mr. Simmons, brother of Mr. A. E. Simmons, barrister in this city, will also interest himself in the enterprise and for a partnership with Mr. Fraser.

Miramichi Advance

Jan 3, 1895

Snowball's Miramichi Wood Trade Circular

In presenting my annual report of the wood trade of New Brunswick and Nova Scotia with trans-Atlantic ports for 1894 I have little that is encouraging to state respecting the operations of the past season.

The year's business opened under the conditions existing for some time previously, and which were by no means encouraging because of **the continued general depression of trade in Great Britain and on the continent.**

The advance of prices which usually accompanies the fall increase of insurable rates, was not realized on account of the heavy failures in the trade in England, which caused several cargoes to be forced on the market and sold at prices even below current values.

The winter of 1893-4 was the most severe on record for forest operations in New Brunswick. The result was a comparatively smaller output than that of last season was anticipated when operations were begun in the woods, the output depends largely on the continuance of favourable weather

largely on the continuance of favourable weather.

The present stock of merchantable deals and logs on hand, on the Miramichi, only 4,200 standards, is the smallest we have ever had, and less than a third of an average stock. If we have any revival of River Plate and United States business, it will leave the stock to be placed in the European markets in very moderate compass.

Two cargoes were shipped from this port to Rio Janeiro the past season, and several enquiries are now in the market for cargoes for next season's shipment.

A few cargoes of spruce deals, chiefly 9 x 3 and 11 x 3, were lately shipped from Saint John to United States port, and produced a much better result than trans-Atlantic shipments. **This was brought about by the recent abolition of the United States import duty on lumber.**

Twelve cargoes were shipped from this port to France during the past season - all to Marseilles - in the face of the disadvantage we were under as regards the import duty; but now that Canada is about to enjoy the favored nation clause under the recently ratified treaty, a large revival of our exports to that country is looked for.

In the exports from this Province, there is an increase this year over last of nearly fourteen million sup. feet - Miramichi, Dalhousie and Moncton show increases; Saint John, Bathurst, Richibucto and Shediac show a market decrease, while Sackville and outports remain stationary.

In Nova Scotia the export has decreased about three millions feet. St. Mary's River and Liscomb have more than doubled their exports, while every other port in the Province shows a decrease. of the export from Halifax three and a half million sup. feet was hardwood.

The stock of merchantable deals wintering here is 3,600 standards, against 7,600 standards last year and 7,000 standards in 1892. The stock of logs is only 600 standards, against 4,000 standards last year.

#### Miramichi Advance

Jan 1, 1896

#### Snowball's Miramichi Wood Trade Circular

The year just ended has show very little improvement to shippers over 1894. A few early sales to United States ports were made at fair prices, but later sales were hard to make, and prices did not leave any margin of profit. The advance in price in the European markets came late to be of any benefit, as the extra rates of freight and fall insurance were not balanced by it. A much firmer feeling is however evinced at all spruce producing points, and stocks, whether new or old, are held at firmly advanced prices.

The winter so far has been the most unfavourable for logging for the past twenty years, a cold, wet disagreeable fall followed so unusually dry summer, snow came without frost in the ground, and low lands, which have been the stay of operators for the past few years, are not accessible, while late extensive thaws and the disappearance of snow, combine to make operations more difficult and expensive than for many years.

The export from Miramichi has been 82 millions superficial feet, against 96 millions in 1894, which is 5 millions below the average of the past twelve years; that from Saint John, 126 millions against 153 in 1894, or 19 millions less than the average of the past twelve years. The total shipment from the province of New Brunswick for the year was 291 millions superficial feet, against 326 millions feet in 1894. The reductions were from Saint John, Miramichi, Richibucto and Sackville.

The stock of merchantable spruce deals wintering here is 6,630 standards, against 3,600 standards last year, and 7,600 standards in 1893, the average for the past 10 years being 8,580 standards.

South American business has slightly increased this year, and results were satisfactory. There are several order already in the market for next season's shipment, and this business will be largely increased as soon as our shippers understand it, and feet over existing prejudices. The size of each cargo is from 350 to 450 standards, and the stock must be fairly weather-seasoned.

The export to France increased in anticipation of the import duty being reduced in that country. The minimum tariff on Canadian products only came into fore on the 14<sup>th</sup> October of this year, so that the trade on this side has not benefitted much by it. but a more extended business is looked for next season.

Operators in the province of Nova Scotia, being exempt from crown land or stumpage tax, find more profit in their business than do the producers from the New Brunswick forests, and although the quality and specifications of their exports are generally inferior to ours, still their stock finds a steady market at a price, and they, for years, had been forcing their production to its utmost limit.

Gleaner

Jan 14, 1896

A New Mill

Mr. J. F. Richardson's new mill, on the Nackawick, which was started last summer has just been completed, and started sawing yesterday. All of the machinery, which includes a planer, rotary, clapboard machine, etc., was imported from Ontario. The total cost of the mill, including the machinery, was in the vicinity of \$6,000. A shingle machine will be put in shortly.

This mill is six miles from the Gibson branch railway, and is connected therewith by a siding, so that the manufactured lumber can be loaded on to the cars right from the yard. Mr. Richardson's house, which is between Hartland and Newburg, has been connected with the mill by a splendid portage road, making the distance between these two points only six miles, so that the proprietor is in close touch with his home.

Sawing operations were started yesterday with a million logs, and eight teams will be kept constantly hauling from the woods to supply sufficient logs to keep the mill sawing the year round. There is not only a large forest of spruce surrounding the mill, but there is also an almost inexhaustible supply of rock maple and yellow birch, and the probabilities are that Mr. Richardson will engage extensively in the manufacture of birch lumber, as well as of spruce. Neither is it unlikely that he will shortly equip his mill with machinery for the manufacture of last blocks out of rock maple. In short, Mr. Richardson has located in a most favorable place, and being a man of enterprise he will make use of the facilities that are within such easy reach.

Gleaner

March 11, 1896

**Mr. Thomas Flanagan, the engineer in Mr. Gibson's lath mill at Marysville, has just completed an apparatus by which the steam pump can be manipulated to fill the boilers.** It has been a great inconvenience, especially during the busy season, to refill the boilers, which operation required about 15 men to perform, whereas by Mr. Flanagan's invention, this work can be done by one man in one half the time. Mr. Flanagan is justly proud of his effort, which gives entire satisfaction and he thinks he deserves a patent.

Gleaner

March 12, 1896

North Shore Lumber

Mr. Kilgour Shives, Campbellton, was in the city today. He says all lumber on the North Shore will be hauled to the brows by the last of the month. The prospect in prices for manufactured lumber next season are only fair. This is caused by the large number of portable mills at work through the province during the winter.

Gleaner

April 1, 1896

The Lumber Cut

the past winter has been very favorable for lumber operations. The total cut on the Saint John river above the mouth of the Nashwaak was 128,000,000, 110,000,000 of which was spruce, 6 million pine, and 12 million cedar. The total cut on the Miramichi is 100 million. On the north shore the total cut is about the same as last year, which was 70 million. Messrs. Burns and Sumner alone cut about 14 million at Bathurst, and on the Restigouche the operations were very extensive.

The Victoria Mill

the Victoria Mill is undergoing considerable repair for next season's operation. A new

planer has been put in, and other improvements will be made. The mill will be started just as soon as navigation opens. The cut will be about the same as last year, which was in the vicinity of 10 million.

#### Stanley Lumber Mills

Sawing operations have been commenced at the Stanley mills. **Three million shingles have already been sawed at the Cross Creek mill, and will be shipped to the American market.** All of the lumbermen operating in the vicinity of Stanley have finished for the winter, and are preparing for driving, the prospects for which are good.

#### Gleaner

April 2, 1896

#### Boom Operations

The Fredericton Boom Company are actively engaged in making preparations for the season's operations. The work of making pins for rafting purposes was commenced today, and everything will be ready for booming operations as soon as navigation opens. The company expect to raft about 130 million logs this season.

#### Gleaner

April 7, 1896

#### Logs to be Rafted

About 5 million of the corporation drive logs passed through to Saint John last fall, and men are now being engaged to raft them. Quite a number will go from here tomorrow to take part in the work, for which \$25 per month is offered. Men are scarce now, and most of them being required for driving. When rafting in Saint John has been completed, the boom operations will have commenced so that steady work will be afforded to men.

#### Gleaner

April 22, 1896

**Stream driving wages this year from \$1.25 to \$2.00 a day.**

#### Gleaner

April 23, 1896

#### Schooners on the Way

Several schooners have been chartered to come here and load lumber, and are expected to arrive here from Saint John in a day or two. One of them, the Oseola, is now on the way. The schooner Mary George was at Sewell's a short distance below the city, this morning, loaded with salt for different merchants here. She will probably be loaded with lumber by Mr. R. A. Estey. Six scows loaded with lumber, including 1,100,000 shingles for J. Willard Smith, Saint John, will leave here tomorrow, the first shipment of lumber by water from here this season.

#### Gleaner

April 27, 1896

#### Big Shingle Shipment

**Tug G. D. Hunter has arrived down river with the first fleet of Alex. Gibson's scows laden with lumber. They brought 1,070,000 shingles for J. Willard Smith, the largest consignment ever brought here at one time.--Saint John Sun.**

#### Gleaner

May 2, 1896

#### Blackville

. . . Mr. Gibson's Bartholomew river logs, of which, including hemlock and spruce, there are about 12 million, are beginning to come into the mill pond. **To handle the increased output a rotary mill is being put in in addition to the gangs already in use.** Only the water mill is sawing at present, but by the beginning of next week all the machinery will be in motion. The manager, Mr. DesBrisay, is bringing his family

to Blackville, and will occupy the house lately vacated by Mr. L. Robinson.

Gleaner

May 15, 1896

A Busy Mart

Gibson Wharf the Scene of Great Activity

Schooner Genesta, owned by Mr. John Gibson, commanded by Capt. Publicover, is loaded at Gibson wharf, and will clear today for Boston with a **cargo of hemlock boards from Alex. Gibson's new mill at Blackville. Schooner Lynn, Capt. Calhoun, arrived at Gibson railway wharf last night, and will also load hemlock boards for shipment to some American port by the same shipper. A large quantity of square birch timber is going forward from here in scows to Saint John to be loaded for Liverpool.**

**The site of the old Gibson tannery has been converted into a lumber yard and drying ground for boards and other lumber not sufficiently dry for shipment, and already piles as big as a house show up on the breastwork along the bank.**

**When ready for shipment runs will be arranged so that the boards can be run into the hold of the vessel from the pile a hundred and fifty feet away.**

**Another advantage of this scheme is that vessels can begin to load immediately on arrival at the wharf without having to wait for cars to arrive or to be shunted.**

**Being on the point between the Saint John and Nashwaak this piece of land makes the best drying round for lumber to be found anywhere.**

Gleaner

May 22, 1896

Blackville

. . . Mr. Gibson's drives on the Upper Bartholomew are coming along very slowly. The one called the "lower drive" can be brought out with hard work, but the upper one will not come without rain; that on the Otter Brook has been out for some time, and the hemlock being on the lower part of the river is safe. The new mill shut down today for repair one of the boilers; it will likely start again in a day or two. [various drives have been hung up this spring for lack of rain]

Gleaner

June 12, 1896

The Lumber Cut

Mr. Edward Jack says that as near as he can find out **the total cut of spruce, pine and cedar on the Saint John river this year will be 130 million feet; 5 million will probably be hung up.**

Gleaner

Sept 2, 1896

Big Lumber Firm

Heavy Contracts Entered Into With Mr. J. R. McConnell and Others

Ten wealthy gentlemen in Bangor have formed themselves into a joint stock company for the purpose of carrying on an immense lumber business. The capital stock is \$100,000, divided into shares of \$10,000 each. Mr. W. R. Lowell, a lumberman of Ashland, Maine, is manager of the firm. The company are erecting large mills on the Machias, and expect to manufacture from 23 to 25 million logs per year, all of which will be cut on the Aroostook and headwaters. Mr. Fred Moores of Woodstock, has taken a contract to get out 10 million for ten years for the company. Mr. J. R. McConnell of Marysville, has also contracted to get from 5 to 15 million per year for the next decade, and left this morning to cruise on the Aroostook waters accompanied by Mr. Elias White of Marysville. He expects to cut about 3 million this year, and will probably increase the output largely next and following seasons. It is considered among lumbermen to be a great move for Mr. McConnell. The same company wanted Mr. Kilburn to cut 10 million per year for them but he has all he can attend to now.

Nashwaak Drives are In

The Nashwaak drives, with their twelve millions, were below Durham at noon today, and this evening will see all of the logs on the Nashwaak safely in the booms. The mills at Marysville are cutting at a lively rate, and **the “hub” is today the most active spot in Canada.**

Gleaner

Nov 3, 1896

Narrow Escape

Charles Green, who works at the Victoria Mill, very nearly lost his right arm this morning. It looked like a special providence that it was saved. He was working at the edger when the roller caught his hand and in a moment the hand and arm were rolled in towards the sharp whirling saws. But very luckily for Mr. Green his hand came to a saw which was wide, being used for cutting wide deal, and into this space went his hand, so he was saved from having the arm cut off, but he was still in danger of having it crushed by the rollers, but a fellow workman named Bonar lifted up the rollers and relieved Green from his perilous position.

Gleaner

November 5, 1896

S. W. Miramichi Lumber

The Estimated Cut for the Season of 1896-7

Each of the older operators will probably cut less than last season, though the total cut will remain the same.

William Richards 9 million

T. Lynch 8 million

M. Welch 4 million

Jas. S. Fairley 2 million

Jas. Robinson 1 million

Vaughan 5 million

Ernest Hutchinson 4 million

Smaller Operators 5 million

About 6 million of Mr. Richards and 3.5 million of Fairley's cut last year are still hung up.

Gleaner

Nov 9, 1896

The river has risen three feet in a few days and is afloat with runaway logs, but it is thought by owners that it would cost more to have the boom companies intercept the logs than the logs would be worth.

bookmark

Gleaner

November 10, 1896

The Canada Lumberman's Special Edition for November

**[the special yearly edition with a section on Gibson appeared in February 1896; this article is a second appreciation; the 1897 issue on the Wood Industries of Canada would be the 3<sup>rd</sup> piece to take notice of Gibson]**

New Brunswick's Lumber King

**The Canada Lumberman in its special November number gives particular attention to the chief lumbermen of the country from the Atlantic to the Pacific and their operations. Mr. Gibson of course takes first place in the New Brunswick and Nova Scotia division of the number.** The portrait is a little dark but the features are fairly well brought out. The Lumberman then goes on to say:

“Mr. Alexander Gibson, of Marysville, whose portrait we **again** present, is known as the lumber king of New Brunswick. His mills are situated on the Nashwaak river, near Fredericton. Mr. Gibson is the owner of thousands of acres of timber lands, five saw mills, a large cotton mill and the Canada Eastern railway. He is the shipper

annually of upwards of one hundred million feet of lumber to different markets, **chiefly to Great Britain**. Over a thousand persons are directly in his employ in summer, and upwards of two thousand in winter, in connection with his lumbering operations. Six hundred men are employed stream driving in the spring, and about the same number in the cotton mill constantly.

At Marysville he owns three saw mills, one cutting long lumber, another shingles and another lath. 1. The spruce is cut into deals for the **English market**, being towed down the Saint John river to the harbour of Saint John for loading on steamers. 2. a. The cedar logs are cut into shingles, the clears and extras for the **United States market** and 2. b. the other grades for the **provincial market**. 3. The laths and hemlock also go the **United States market**.

He has two mills at Blackville, one cutting **hemlock** and the other spruce. Last year the cut was 5 million feet each of spruce and hemlock, and about 3 million feet of cedar. Besides the cut of his own mill **Mr. Gibson buys large quantities of lumber for shipment to the British market**. His cut averages about 40 million feet annually, while the amount of his shipments to the British market alone exceed 80 million feet per year. Since he began operations on the Nashwaak he is said to have marketed fully **a thousand million feet of lumber from his own mills there and in Blackville**. Like many other men who have been eminently successful, **Mr. Gibson began life without any capital, working with his axe for the ordinary woodman's wage. Afterwards he commenced business at Milltown**, and later on removed to Lepreau, **where he acquired a small fortune**. Not feeling satisfied he removed to the Nashwaak, where he laid the foundation of the extensive establishment which exists today.

Gleaner

Nov 12, 1896

The Rafting Season

A Maugerville correspondent writes: Emery Sewell put up 53 rafts containing 22,533 joints for the Tapley Brothers tug boats. Also about 1,500 joints of cedar, which was towed by his own tugs to Morrison's mill, making in all about 56,000,000 superficial feet. D. D. Glazier and Son very successfully handled and freighted 29,000 joints, containing 81 million superficial feet, making a total of upwards of 137,000,000 feet. The season has been more than ordinarily favorable for the work.

Gleaner

Nov 12, 1896

The Saint John Lumber Cut

Estimated to be 130 million or about the same as last year.

W. H. Murray's parties 25 million

G. F. Woodman's parties 20 million

F. H. Hale 12 million

Cushing's parties 7 million

D. Fraser and Sons 6 million

Hilyard's 6 million

Nixon and Tidley 4 million

Keswick 4 million

R. A. Estey 4 million

Barnhill's parties 4 million

Jewett's parties 3 million

John Morrison 3 million

Dickey 3 million

Beveridge 2 million

Marquis 2 million

Other parties 25 million

Gleaner

Nov 21 1896

Lumbering on the Ottawa

A Life of Great Hardship and Exposure

(article)

(arucie)

Gleaner

Dec 4 1896

Lots of Lumber

Alex. Gibson has piled up in and about the city 6 million feet of lumber for shipment this winter. **He has some 3 million feet at Gibson, which will be brought down here by rail for export before spring.**--Saint John Sun.

[importance of Fredericton branch and Western Extension; the railway allowed winter transport]

Gleaner

Dec 10, 1896

Prosperous Marysville

What a Sun Man Learned on His Visit Last Week

The Remarkable progress of the Nashwaak Town

Mr. Gibson's Lumbering Operations – the Reproductive Power of Spruce

A Sun man who called at the cotton mill at Marysville on Saturday learned that the six hundred persons or thereabout, who are employed there, make an average of \$1.14 per day for each. Thus from the cotton mill alone the daily wage is \$600 or more.

While chatting in the Queen Hotel at Fredericton the same day, the Sun man was told by a commercial traveller that **he (the traveller) sold a larger proportion of high class goods in Marysville than at any other town of nearly the equal size in the province.**

Still another gentleman ventured the opinion that **nowhere would one find a better dressed congregation than that to be seen at church in Marysville on Sunday morning.**

One thing the visitor will always see at Marysville, and that is **Mr. Gibson, going about as cheerfully with his burden of over 70 years as most men at fifty, with an eye to every department of his business.** Mr. Gibson will have some 38 million feet of logs out this winter, for his three mills at Marysville and two at Blackville, and has a large quantity held over from last winter's cut. Speaking of spruce trees, **Mr. Gibson states that he has had proof in his own experience on the Nashwaak that a spruce will grow from a bud to a tree yielding a saw-log in thirty years.** While cedar and hemlock once cut out will not grow again, the productive power of spruce is remarkable, and a timber berth from which every log up to ten inches at the top has been taken, can be gone over in ten years again and from the former small growth a fine lot of logs secured.

Gleaner

Dec 22, 1896

Our Lumber Trade

The Monetary Times of this week has an interesting and timely article on the lumber and timber trade of the Canada. . . .

Gleaner

Dec 30, 1896

Land Sales Today

Eight berths of lumber lands were sold at the crown land office at noon today, one of which, a 5 1/2 mile tract on Bartibogue, applied for by R. B. Bennett, brought \$190 per mile, the highest price per mile that has been obtained since the inauguration of the 25 years lease.

Miramichi Advance

Jan 1, 1897

Snowball's Timber Trade Circular

Last winter was a favorable one for logging operations, but the spring freshets were poor and a large portion of the stock was late getting to market. Early sawing was consequently retarded and shipments were forced into the later months of the season when higher freights and fall insurance took from or entirely wiped out profits

when higher heights and rain insurance took them or entirely wiped out profits.

The present winter has been so far favourable, and the prospects are that the output of logs will be an average one for the force employed, which is not larger than last year.

There are two pulp mills in operation here that use about 15 millions sup. feet of spruce logs annually in the manufacture of sulphite pulp.

The government of New Brunswick now have 4,536,320 acres of timber lands under license against 2,780,800 acres in 1892. **In the Miramichi section nearly everything available has been taken up that lands so poorly wooded that they would not be looked at a few years since are now early sought for. Fifteen years ago logs brought to market were not considered of fair quality of it took over eight pieces to make a thousand superficial feet of deals, etc. Now sixteen pieces to the thousand superficial feet is considered fair stock. This, taken with the reduction in our export referred to elsewhere of 27 percent, looks as if our forests were overworked,** I consider the above remarks applicable to all of New Brunswick and Nova Scotia, and that present prices do not bring an adequate return for the forests depleted.

the stock of merchantable spruce deals wintering here is 6,000 standards against 6,630 standards last year. The stock at present at Saint John is estimated to be 20,000 standards.

The export of wood goods to France under the new tariff has hardly come up to expectations. There was shipped from this province this year to France and French Algerian Ports 15 cargoes containing 12.3 million superficial feet, against 16 cargoes last year containing 10,240,000 superficial feet.

The general depression in business in the United States last year about stopped shipment to that country, and put a large extra quantity on the British market. As there are signs of business confidence being restored there, we may expect a renewal of shipments, particularly from Saint John and Nova Scotia ports, to the relief of other markets.

Gleaner

Jan 16, 1897

Sale of the Jack Timber Lands

The interest of the late Edward Jack in 17,000 acres of timber lands on the South West Miramichi and Taxis rivers was sold today at public auction, under a decretal order of the Supreme Court of Equity, by Auctioneer Hatt. The undivided one-third part of 7,000 acres was bid in by Hon. A. F. Randolph at \$3,000 for the People's Bank, and the undivided half interest in 10,000 acres went for \$3,090 to the same parties.

Gleaner

Jan 21, 1897

His New System of Logging

Coun. Eales of McAdam, that prominent lumberman on the St. Croix operating for Jas. Murchie and Sons, has evidently discovered a new system of logging. He claims that he can haul with one team 100,000 feet in six days, and that 41 of his trees will make 1000 feet. He employs five choppers, two chain tenders, and he puts the spots on the trees himself. Coun. Scott, who has lumbered for Jas. Murchie and Sons for many years, is quite taken aback to find that in his operations he is so far behind the age.

Gleaner

Feb 17, 1897

Crown Land Sales

Two berths of crown lands were sold at the Crown Land Office today. One of them, a two-mile block at the North and South Branch of the Bartholomew River, applied for by George I. Vaughan, was bid in for Alex. Gibson at **\$130 per mile**. The other, a two-mile berth on the Northwest Nackawick, went to the applicant, Charles E. Palmer, at the upset price.

Gleaner

Feb 18, 1897

Lumbering Prospects

On the North Shore

It will take about to the middle of March to complete the hauling of the logs to the brows. Estimated cut in vicinity of 76,500,000.

Snowball 20 million

Richards 10

Ritchies 8

Hutchinson, 8

Lynch 5

Sinclair 3

Welsh 3

Fairley 3

Robinson 2

Burchill 2

Other Operators 5

Gleaner

Feb 20, 1897

Canada Will Retaliate

An Export Duty on Logs in Return for Increased Yankee Levies

it is generally understood that in the event of the re-imposition in the new United States tariff of the old McKinley duty of \$2 a thousand on lumber, Canada will retaliate by putting an export duty on logs. Neither Premier Laurier, nor any of the dominion ministers have openly made the declaration, but in response to questions on this subject, Mr. Laurier has very emphatically declared that the Canadian government will retaliate in kind in every instance where it appear that hostility to Canada is aimed at across the line. It is claimed that the raising of the duties on lumber by the United States, followed by the imposition of an export duty on logs by Canada, will prove a serious blow to many mills in the United States especially in Michigan, where many of the mills are operated exclusively on saw logs towed across Georgian Bay from the Canadian shore.

Gleaner

March 4, 1897

Ontario Lumber Woods

An Interesting Letter from Garden River, Ontario

Many New Brunswickers in this Region who have Not Forgotten their Old Homes  
(Details)

Gleaner

April 15, 1897

Phoenix Mills

The Phoenix mills, which have been shut down undergoing repairs since December last were started with a full crew Monday morning, and are now running full capacity, having sixteen shingle machines in operation. The output per day is something over two hundred thousand. During the time the mills were shut down, new floors were laid and some other general and necessary repairs were attended to.

Gleaner

April 24, 1897

Busy Gibson

The Hustle Already on – Shipping, Shipping, Shipping

The indications are that the coming season will be the busiest one seen on the Gibson side of the river for years. Already the woodboat Relief from Saint John, which has been frozen in all winter, is now partly loaded with shingles, and will finish next Monday and **sail as soon as the ice is sufficiently clear in the river, which will not be long at the rate it is running past today.**

**Mr. Gibson has nine scows now at Gibson, and the deal loading began today.** Five are already loaded. Tug G. D. Hunter left Saint John for Gibson on

Friday, and will arrive here, ice permitting, tonight. **Four large schooners are now on the way to load with laths, boards, etc., among them being the large three masted schooner, Nellie Lampar, the first three-master seen here for years. She is 311 tons and will carry nearly two million of laths.**

Gleaner

April 28, 1897

Marysville Notes

. . . The way the logs were brought down the river by the ice and piled up against the piers a little above the covered bridge is quite a natural curiosity to behold. There are about two million of them and a large number are standing on end. They bridge the river for a distance of about forty rods.

Gleaner

April 29, 1897

The Booms and the Logs

The boom company are bending their energies to get all things in readiness for the reception of the logs from the upper Saint John. The Douglas and the Mitchell and the Sterling booms, will it is thought be closed tonight. The men at any rate are had at work with that end in view and it is hoped also to have the Gill and the Glasier booms ready in ample time. Large numbers of men are at work on the Sugar Island boom. The new cribs will be ready in a few days, these it is proposed to sink immediately above the old piers that we torn away by the ice. They are temporary arrangements, but it is thought they will answer the purpose this year. The two piers built last winter resisted the ice pressure and they will now be of great service to the company. When the logs arrive efforts will be made to stop the leading ones so as to forma ja, if this can be accomplished the loss of the piers will not be felt in the least. In any event the arrangements are such, it is believed, that the logs will be easily handled. The Douglass and Mitchell booms have a capacity of 125 million. Rafting operations will begin just as soon as the lumber comes down by taking the loss from the side of the boom. In this way it is proposed to handle the stuff almost as quickly as it is run into the booms.

Gleaner

May 7, 1897

Pine Lumber Product

Difference in Cost in the United States and Canada

Washington. The Commissioner of labour has sent to the Senate a statement showing the difference between the cost of producing white pine lumber in the United States and Canada. The average wages in the saw mill in the United States is \$1.75 per day, and in Canada \$1.40. The average labor cost of 1,000 feet of lumber is 91 cents in this country to \$1.23 in Canada. Improved machinery used in this country enables each laborer to accomplish more than the labourer of Canada.

Gleaner

May 11, 1897

Electricity for the Aberdeen Mill

The Aberdeen Mills will soon be lighted by electric light, about 100 lights being used in the mill, yard, office and house. Mr. Frank E. Horton of Saint John will have his men here this week to start the installation of the plant, which work will be pushed to completion as fast as possible. The Messrs. Fraser have an immense quantity of lumber to cut and the mills will be taxed to their uttermost, working day and night.

Gleaner

May 15, 1897

The Drives

The drives on the Nashwaak have made great progress, and the whole season's cut on that river is now in safe waters and within easy access. The prospects on the upper Saint John are not so bright. . .

Gleaner

May 18, 1897

Mr. Alex. Gibson had a special train on yesterday to see how the drive was doing.

Gleaner

June 3, 1897

another Mill

Mr. George W. Upham to Build in Fredericton

On a Site a few Miles below Victoria Mills

Road surveyor McKay has leased to George W. Upham, of Woodstock, the front or river lot of his farm property below the city, being about three acres, for a term of 14 years. Mr. Upham is one of the enterprising lumbermen of the province, and it is his intention to erect a rotary mill on this site at once. Lath and other machines will also be put in the mill with a view of turning out all kinds of lumber, etc.

Mr. Upham has for some time past been operating a mill at the mouth of the Tobique, and believing that a more profitable business could be done in his line in this city, he will transfer the machinery from the Tobique mill to the one to be erected on the above mentioned site. Preparation will be commenced to build in a few days. The mill will employ about thirty-five men.

Gleaner

June 14, 1897

Aberdeen Mills

Brilliant with Electric Light

Several days ago we made mention of the fact that an electric light plant was being installed at the Aberdeen lumber mill for lighting the mill for night work. On Saturday a Gleaner reporter was privileged to visit the mill and inspect the lighting plant, in company with Mr. F. E. Norton and Mr. F. B. Vaughan, representatives of the Norton Electric Works, who have put in the plant. The mill was as light as day, there being upwards of one hundred lamps of 16 and 32 c. p. The yard, wharves, offices and house are also lighted up and work goes on all night just the same as during the day. The lighting machinery is run by an Ideal engine, which is so perfect in its action that at a recent test at the machine shop it ran 700 consecutive hours without any attention whatever.

Gleaner

July 12, 1897

Steam was turned on and the machinery started at the new Upham mill, at the Lower Mills, this morning. Everything was found to work to perfection, and the mill will commence sawing operations tomorrow morning. Repairs at the Aberdeen Mills have so far progressed that work will be resumed in full blast tomorrow.

Gleaner

July 26, 1897

The Lumber Market

The Inrush of Deals. What the Trade Journals Say. (St. John Sun)

The stock of the New Brunswick and Nova Scotia spruce deals at Liverpool, Garston and other ports of that group on June 30th was 13,950 standards, compared with only 2,202 standards on June 30, 1896. The consumption during the month of June had been 9026 standards, compared with 7,601 standards in June, 1896. Stocks of birch were much lighter than a year before, but consumption was less than one-third as great, and sales of birch last month did not yield satisfactory prices.

Regarding the spruce market an English journal points out that the inrush of deals by cheap steamers has for the time put an end to contract buying, but when the heavy stocks insight are reduced there will be a more favorable condition from the forwarder's standpoint. Alluding to the figures just given the Liverpool correspondent of the Timber Trades Journal of July 10th says: "The Statistics given show the stocks to be heavy; perhaps too much so for this time of year, especially as the imports during the next few weeks are likely to be abundant. This will be the case most notably with spruce deals from the New Brunswick and Nova Scotian ports, and with

a weakening market prices will in all probability have a downward tendency.” The Bristol correspondent of the same journal says: “Prices have been very good, and many articles have increased considerably in value, and all along there has been a very fair demand, so that, apart from bad debts, which have been rather heavy, there are all the elements of a successful half-year's trade. As was to be expected,, prices, now new goods have come so freely to hand, are generally a little easier, this being most noticeable in spruce, of which there has already been a heavy import.”

Gleaner

July 27, 1897

The City Landings

**Complaints are again made as to the logs and rafts of wood which are lodged in the public landings.** These landings are used very largely by many of the citizens at this season for landing pleasure boats and canoes, and it is anything but a pleasant job to be compelled to clear the slip every time one may desire to launch a pleasure craft. The City Hall slip particularly appears to be the central point of landing wood rafts, and other lumber, and as the law strictly prohibits this, and as a boat house is located there owned by prominent citizens from which boats and canoes are used on the river every evening, it would seem only fair that the city authorities extend some protection to these citizens by ordering the slips cleared at once on pain of fine as set out in the wharf law.

Gleaner

Sept 28, 1897

Lumber Cut

A few of the lumbermen, but a very few, are hiring men for the woods and getting ready for the season's operations. At present the indications are that the cut on the Saint John river and its tributaries will not this year be half that of last season; and it is estimated that on the Miramichi the cut will not be more than one third that of last year. If, however the prospects in the British deal market brighten before the cutting season is over this estimate may be slightly increased.

Gleaner

Oct. 22, 1897

The Lumber Outlook

Cut will be much Reduced this Year in the Ottawa District. Details

Gleaner

Nov 2, 1897

The Aberdeen Mills

The cut at the Aberdeen Mills since May 7th up to the present is upwards of fourteen million. Messrs. Fraser and Sons expect to cut another million before the close of navigation, when it is presumed the mill will close down for a short period, after which the manufacture of clapboards and shingles will be resumed and for which the firm has a large quantity of logs securely piled. Mr. Alexander Cocker, millwright, who spent the summer months at the Aberdeen, and who is being regarded as almost indispensable to the successful issue, leaves for his home at River de Chute tomorrow. He will carry with him the highest regard of all with whom he has in any way been associated during the past seven months. Mr. Jesse Green, who has also been engaged at the Aberdeen during the summer months, and whose ability and skill as a workman is readily recognized, leave for his home at River de Chute tomorrow.

**Donald Fraser of this city is considering adding a pulp mill to his existing mill.**

Gleaner

Nov 24, 1897

Mayor Gibson left for his lumber camps this afternoon on a tour of inspection.

Gleaner

Nov 26, 1897

Nov 26, 1897

#### The Lumber Cut

The prospects are that the lumber cut on the Saint John river for the present season will not be more than between 80 million and 90 million or about one half of that of last year. If the deal market brightens the estimate may be increased somewhat, but the chances at present are not favorable. Mr. W. H. Murray, who got out about 55 million last year, is in this for between 21 and 22 million. A. F. Randolph and Sons cut last year was about 25 million. This year it will not likely be more than 5 or 6 million. Donald Fraser and sons will get out between 7 and 8 million.

Gleaner

Dec 17, 1897

#### Miramichi Lumber Cut

**Lumbermen from the North Shore say that the cut on the Miramichi this season will not be one half as large as that of last year.** Mr. Richards men are already through with their cutting, and for the want of snow for hauling he is now bringing his men and teams out until there is a fair depth of snow to work upon.

Gleaner

Dec 20, 1897

Greater steam power for Estey's Mill. From 80 pounds to 150 pounds pressure.

#### Miramichi Advance

Jan 13, 1898

#### Snowball's Annual Wood Trade Circular

The winter of 1896-7 was the most favourable on record for getting logs from our forests. The spring freshets were also most favourable and the whole winter cut was got to market. The fairly good prices obtainable in the early spring also stimulated business, and the consequence was a full production.

**The export of spruce from the provinces of New Brunswick and Nova Scotia, particularly from the latter province, was excessive.** From New Brunswick ports, Miramichi, Richibucto and Sackville show a marked decrease of shipments, while all other New Brunswick ports show an increase.

The depression existing in all United States markets, in marked contrast to the demand in great Britain for wood good, attracted all stocks in the earlier part of the season to Europe. Later, however, as prices dropped and fall insurance increased, shipments were confined largely to contract requirements.

The output of logs the present winter will be very small, not over half the quantity got last year, but the wintering stock in the Miramichi district is large, so that next season's shipments from this port will probably be a full average.

**The disappearance of sailing vessels is market by the larger average tonnage of the vessels now visiting this port. In 1893 the Atlantic traders to this port averaged 774 tons; in 1896 they averaged 813 tons; in 1897 they averaged 983 tons. Sailing vessels are preferred by both shippers and receivers of timber and lumber cargoes, yet, it is becoming apparent that they are to be still further forced out of the Atlantic business.**

Gleaner

Jan 13, 1898

#### Aberdeen Mill Improvements

Messrs. Donald Fraser and Sons of the Aberdeen Mills, are having some alterations made in the steam-heated kiln today, by making openings at the ends sufficiently large to admit of cars to pass through. The lumber for drying will be placed on these cars outside the building; and when one load is dry and ready to be taken out, another will be immediately rolled in, thus enabling them to keep the steam turned on almost continuously; it is understood that this change is being made on account of the increasing orders that are coming in for kiln dried flooring and sheathing since placing anew planing and matching machine in the mill, which is proving highly satisfactory.

Gleaner

Gleaner

Feb 11, 1898

Pulp Mill for Saint John

The Saint John Sulphite Pulp Co. Limited has been registered in London, with a capital of 60,000 pounds. . . . A site for the works has been secured at Mispec, extending to 24 acres or thereby, with valuable water power equal to 800 horse power, taken at a minimum flow. . . . The principal supply of timber will be rawn from the Saint John river.

Gleaner

Feb 24, 1898

Our Lumber Lords

Further concessions Demanded and What is yet to be Asked For

A delegation of North Shore lumbermen interviewed the government on Wednesday with a view of securing **further concessions**. Although the rate of stumpage on Crown Lands in this province is \$1 per thousand the chief operators do not pay more than 50 cents per thousands, and now they want the government to bear the expenses of clearing the streams and also other expenses in connection with their operations. These concessions they promise will satisfy them this year, but next session they may want the government to pass a bill under which the Province will be required to make good driveways into their camps and to furnish coaches by which their Lordships may be able to pass to and from from the scene of their operations at will.

Gleaner

April 6, 1898

Saint John Log Driving

Annual Meeting of the Saint John River Log Driving Co. Today

13th annual meeting. W. H. Murray, of Saint John; F. H. Hale, of Woodstock; R. A. Estey, J. A. Morrison, D. Fraser, G. A. Murchie, of Calais; R. A. Nixon, of Houlton, C. A. Moore and W. S. Henry of Woodstock; J. E. McCallum, of Houlton, B. F. Mallett and W. H. Cunliff, of Fort Kent, Hon. Jas. Holly, C. F. Woodman, F. D. Miles and J. Fraser Gregory of Saint John.

At the meeting of the company it was proposed that the driving of logs should hereafter be done by the corporation, the lumber of bear the expense, on the principal on which the South West Miramichi Driving Company operate, instead of being let by tender. The proposition seemed to meet with a hearty reception from several present, but the larger operators who control the largest number of votes being opposed, the motion was defeated.

Gleaner

April 12, 1898

New Brunswick Lumber

An Expert Opinion of the Lumbering Possibilities and Prospects of the Province

Mr. J. Gordon Smith, of London, England, who has, presumably, been out to this country to obtain all possible information of the lumber trade, and this winter's estimated cut, was seen by a reporter of the Gleaner before leaving yesterday on the afternoon train for Bangor. In answer to the reporter's inquiries Mr. Smith said he had no figures to give for publication as all the information gathered was for his people in England, who would have before them, before the end of the week, a very close estimate of the total winter's cut of the maritime provinces, Quebec and Maine. In further conversation Mr. Smith said: "**You have with Gibson and McKay, the two biggest lumber shippers on earth**, and a number of others, who can tell you more about the lumber business than I can, but I stand to be corrected if I am not right in saying to the lumbermen of the country to be cautious, and not throw a lot of lumber on the English market as soon as shipping begins, as was done last fall. No shipments should be made this spring before lumber is placed. When I was in Washington a gentleman in the government there, who has lumber interests on the British side asked me, why don't the lumbermen from the Penobscot to Labrador combine and regulate the price of deals and the annual cut, so I leave that question to be answered by some man whose interest in the matter would be great enough to look into it. The dealers in Great Britain who got filled up with deals last fall are as much concerned about the

Great Britain who got mixed up with deals last fall are as much concerned about the uncertainty of prices as your people here. While Mr. Smith was cautious about saying much of what he had learned during his thorough inquiries into the lumbering possibilities of New Brunswick, for the reason above stated, yet it was readily seen that he had acquired much information that will be interesting and valuable reading, both to his English clients and upon this side of the water.

Gleaner

April 13, 1898

Large Lumbering Operations

A valued correspondent writes:

Those who have never visited the lumber woods of Mr. John Kilburn on the upper Saint John can form no accurate estimate of his vast operations. For one driving miles through a dense forest it is an unexpected pleasure to come to one of his camps. The "depot's camp" is the first reached from Capt. St. Ignace on the Intercolonial Railway, being some 30 miles distant. This might be called the winter residence of the enterprising lumberman. It has the appearance of a small forest village of a dozen buildings, comprising a large office, blacksmith shop, cook room, sleeping rooms, storehouses, hay sheds, hovels, etc. A crew of some 40 men operated in that camp under the supervision of Mr. John Nowland, who is said to have no superior as a woodsman in Canada. Seven miles further on into the unbroken forest, the second cluster of camps is erected upon the bank of the N. W. Branch of the Saint John. A crews of 35 men with Mr. J. Charters as foreman, labored with good success. Three miles beyond in the same direction the third camp is situated, making in all over 25 buildings erected for lumbering purposes. Thirty men conducted by Mr. J. P. Gaynor operated in that camp.

Gleaner

April 19, 1898

The River and the Steamers

The water has risen but little since yesterday. Except the ice that is floating off the shores by the rising water but little ice is running. The Olivette was all ready to come up today, but it was deemed hardly safe to start her. The David Weston will leave for Fredericton tomorrow morning and the Olivette on Thursday, and both steamers will continue their regular sailings until the 24th of May, when the Victoria will take the Olivette's place upon the route. The steamer Aberdeen will begin her trips to Woodstock on Thursday morning. The tugboats are busy hanging the down river booms, in readiness to receive the logs which are expected to soon come along. Although the reports are that the Sugar Island ice jam has not yet broken, the tugboats are going up there tomorrow to see if anything can be done at getting out the Island and Douglas booms.

Gleaner

April 28, 1898

An Important Bill Now Before the Senate of Canada Discussed

New Brunswick government will Protest Against act of Incorporation

A bill has been introduced in the senate of Canada by Hon. Mr. Baird which may develop a dispute between the Dominion government and the New Brunswick government, the latter claiming that it is an infringement upon provincial right. The bill is entitled "An act to Incorporate the Tobique Manufacturing Company," and the incorporators are Hon. John Costigan of Ottawa, Fred H. Hale of Woodstock, George Murchie of Calais and James Straton of Ottawa, and Hon. George T. Baird of Perth, New Brunswick.

The purposes of the company are to carry on in the Dominion of Canada and elsewhere the business of lumberers, timber merchants and manufacturers, of timber and lumber in all its branches, including wood pulp, and to make brick, lime and gypsum and to acquire lands and do such things as are incidental thereto. The bill, however proposes giving the company far wider powers and to these objection is made both by the government and lumbermen who have rights in the upper Tobique. . . . (details – long article. Thomas Hilyard of Fredericton maintains such an act would be to give a monopoly to the company in the Tobique area.)

Gleaner  
May 4, 1898  
The Drives

Reports from the Nashwaak state that stream driving operations are progressing most favorably. Water is at a good pitch, with plenty of snow behind, it, and operators regard the conditions as very promising and the outlook bright for getting out every stick of the winter's cut.

**Alex. Gibson has about 350 men on the drives**, under the efficient foremanship of J. W. McBean, Alex. Fraser, Ludlow Young and John McNabb.

Gleaner  
may 5, 1898  
On the Drives  
(Long article; details for many operators)

Gleaner  
May 10, 1898

### **Gigantic Enterprise**

#### **Mr. Donald Fraser's Plans for Lumber Manufacturing for the English Markets**

Mr. Donald Fraser, who yesterday afternoon arrived home from a six weeks business trip to the Old Country, was seen soon after his arrival by the Gleaner representative. Mr. Fraser is well known as a gentleman of keen judgment, conservative progressiveness, and few words. His opinions are always valuable and his business ventures always the results of thorough investigations.

When asked as to the deal trade prospects in the English market Mr. Fraser said that all conditions were unfavourable for that business this year. **The English market is overstocked**, and prices correspondingly low, while ocean freights are very high. Mr. Fraser was asked as to his success in interesting English capitalists in the wood pulp industry in this country. Mr. Fraser replied that other matters largely engaged his attention and that he had but little time upon this trip to look into the important question. He, however, is satisfied that the manufacture and exportation of wood pulp for paper making has limitless possibilities; also that Fredericton and the Saint John river offer all the requirements for the successful prosecution of that gigantic industry.

While at Montreal Mr. Fraser met two English gentlemen, experts in pulp manufacture, who have just come to Canada to investigate the advantages offered here for their industry. Mr. F. H. Hale, M. P. P., met these gentlemen with Mr. Fraser, and they were given a cordial invitation to visit Fredericton.

The business which chiefly engaged Mr. Fraser's attention upon the trip across the water, in fact the real object of the trip, was to inquire into the possibilities and requirements of the box shook manufacture. He visited Liverpool, Manchester, London, Glasgow, Dundee, and Aberdeen, the latter city being his native place, hence the Aberdeen mill. Mr. Fraser after a full, minute and careful inquiry concludes that the possibilities of the shook trade are inconceivable; that the English and Scotch market for these goods is illimitable; and that this province might properly and profitably do a large share of this business, now controlled almost wholly from Norway and Sweden.

**Box shooks are the materials for boxes cut to sizes and manufactured ready to be nailed together; and shipped in that state, tied up in bundles of convenient size for hauling.** In English and Scotch manufacturing cities hundred of thousands of boxes of all sizes and kinds are used annually, and these are all imported as shooks. Mr. Fraser believes that the manufacture of box shooks can be profitably carried on in connection with his saw mill.

To prove the truth or falsity of his conclusion upon this subject, Mr. Fraser accepted an order from a Liverpool concern for 25,000 boxes, which will be manufactured and shipped across as an experiment shipment.

Upon the results of this trial order Mr. Fraser, will be in a position to positively determine if the business can be made a paying one. If the experiment proves successful and profitable Mr. Fraser will accept of large orders next

September, when most of the orders are given for the ensuing year. Mr. Fraser could now have taken an order for 500,000 shooks, but he deemed it best to try upon a smaller lot first.

Mr. Fraser stated that if the business could be profitably carried on he can easily get orders sufficient to manufacture his whole lumber cut into box shooks.

The Aberdeen mill will need to add but very little new machinery to engage in the new work, it now being well equipped with re-saws, planers, matching machines and other machinery.

**The material which will be utilized in the box shooks business is that which now goes into firewood and to the furnace of the mill.** The manufacture of lumber will go on just the same, and the immense quantities of stuff that is now refuse, waste and furnace wood will be made into shooks. So that that cost of material in the shooks is really little, the expense being in the manufacturing.

**If Mr. Fraser's venture proves the success anticipate the problem of profitably disposing of a large portion of the waste material around a saw mill will be solved.** The possibilities along this line are simply incalculable. In many other lines of lumber manufacture there is also a limitless market and boundless possibilities across the water. One of these is in dry planed and jointed flooring. Mr. Fraser proposes to make some shipments of this material, for the manufacture of which the Aberdeen mill has special facilities.

Gleaner

May 10, 1894

Miramichi Drives

. . . Gibson's Bartholomew river drive has reached safe waters in the Miramichi.

Gleaner

May 11, 1898

Saint John River Drives

Gleaner

June 18, 1898

Work to begin soon on mammoth Grand Falls Power project.

Gleaner

June 20, 1898

The Corporation Drives

Mr. Robert Aiken came home on Saturday from the corporation drive. The second, drive, aggregating about 20 million, reached Sugar Island booms today. Mr. Aiken will immediately proceed up river with his crew to bring in the remaining drive. This drive of some 10 million came over the Grand Falls yesterday, and is expected to reach the booms in about 12 days.

Gleaner

June 25, 1898

Big Timber from B. C.

Two carloads of timber from British Columbia have arrived at Gibson for the dredge to be built there. The timber is red fir, some of the sticks being 70 feet long by 16 inches square. It is consigned to M. Beatty and Sons, the builders. It was shipped from Fort Hastings, B. C., the freight on the two cars being \$755.

Raft of logs has stalled at the mouth of the Nashwaaksis, blocking canoeists, sailers, etc.

Gleaner

July 23, 1898

Nashwaaksis Blocked

Rafts of Saw Logs Prevent Pleasure Seekers from Enjoying this Lovely Stream  
Boatmen are making long, loud and just complaints at the action of a certain lumber operator in leaving a raft of logs at the mouth of the Nashwaaksis all summer,

completely blocking the entrance to that beautiful stream. It is stated that the logs are the property of West End small lumber operator, who is using the Nashwaaksis as an anchorage ground for his rafts.

Gleaner  
Nov 3, 1898  
Lumber Cut

Wet Weather expected to hamper this year's cut. May not be more than half of last year. **English market, for which New Brunswick cut most of its wood, glutted.** Large English lumber dealer in town reports much building in England but stocks on hand extremely large.

Gleaner  
Nov 25, 1898

Ruling in U.S. that lumber sawn on the Canadian side of the Saint John river in mill leased by Americans can enter U.S. duty free.

Gleaner  
Dec 5, 1898  
Strike at Estey's

Millmen strike for wages to end of month. Estey pays them up to the same date as the rest of his crew, Saturday, and fires the men. Mill shut down and new crew will begin soon.

Gleaner  
Dec 27, 1898  
The Pulp Trade

(British Correspondence of Sun)

It is becoming more evident that the pulp trade which has already gained a foothold in the provinces of New Brunswick and Quebec is destined to flourish as it did in the valley of the Androscoggin River in Maine and New Hampshire. The pulp wood supply in England is gradually dwindling and the leading pulp and paper manufacturers are looking to Canada, where there is said to be enough pulp to supply the continent and parts of Europe for fifty years. It is understood that the International Paper Company, the trust that controls all the newspaper mills in the eastern part of the United States and Canada, and several in Canada, is prospering in northwestern New Brunswick, where it would like to establish mills. The new Grand Falls company, composed of leading capitalist of the United States and Canada, including James Manchester and H. H. McLean of Saint John, is attracting much attention in this city and New York. The paper men here, as a rule, are of the opinion that the Grand Falls company will carry out its plans and erect one of the biggest, if not the most extensive plants in the world at Grand Falls, thereby transforming that place from a village into a city within a few years. The only hitch that stands in the way of operations being pushed is the claims of a lumberman at Grand Falls, who hold rights on the Saint John river at that point and Senator Proctor of Vermont, who is one of the promoters, expects that this difficulty will be adjusted at the next session of the Canadian parliament.

Gleaner  
April 20, 1899  
West End Saw Mill

Estey's West End mill finished sawing lumber today for the present, having cleaned up all the logs on hand. There are at the mill only enough cedar logs to keep the single machines going another day, when the mill will shut down until a raft of logs comes down the river, ten days or a fortnight yet. This is the first time in ten years that Mr. Estey has had every saw log and shingle bolt about his mill used up, and logs that had lain about the mill for several years have been sawn up into lumber and shingles this spring.

Gleaner  
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April 29, 1899

Lumber is Up

Lumbermen who have deals to sell are feeling the improved trade conditions to a greater extent perhaps than the promoters of any other business. Spruce deals are now selling at \$10.25 per thousand feet delivered at Saint John. Some, large sales have recently been made at nearly these figures of lumber held over from last year when prices were low. Oceans freights are low, 35 shillings being the average price from Saint John to the Old County, which makes the good prices for the lumber all the more profitable for the shippers.

Gleaner

may 4, 1899

The Freshet

Water Within Three Feet of Record of 1887 but Now at a Standstill

The river raised about four inches last night but has been at a standstill today. It is now within three feet of the height of the memorable freshet of 1887. A rise of six inches more and the water will be coming through the sewer opening at the corner of Carleton, and Brunswick streets. Last night a portion of the slab wharf at Aberdeen Mill was floated away but the damage is not very extensive nor expensive.

Gleaner

may 11, 1899

The Drives

Nashwaak Drives will Soon be Out and Miramichi Lumber Coming Along Well  
Word comes from Boiestown today that the main South West Miramichi drives are coming along splendidly; logs are running steadily and thickly past Boiestown; that the water is at a good pitch, and lots of snow yet in the woods, and that the probabilities are that the Miramichi drives will all be brought out early, and without difficulty.

On the Nashwaak Gibson's drives are now down to the settlement and in two days more will be in the booms. **This is said to have been an exceptionally favourable season for steam driving on the Nashwaak and never before have Gibson's logs been brought out in so short a time and at so little expense.**

Gleaner

May 15, 1899

\*Lumber Business Booming on the St. Croix and good Prices Being Obtained

Gleaner

May 17, 1899

\*Saint John Lumber Cut

Gleaner

May 18, 1899

Nova Scotia Land Company

Mr. John L. Bucknall, of Marlborough, England, is here, a guest at the Queen, settling up the business of the Nova Scotia Land Company. **The remaining lands owned by the company comprise about 28,000 acres, situated in the parishes of Stanley, St. Mary's, Bright, Douglas and Southampton. Mr. Alex Gibson has purchased the whole lot,** and the business of the company, of which Mayor Beckwith has long been secretary, is to be closed up. **Mr. Gibson in addition to purchasing the lands of the company is taking over the books debts and entire business.**

Beacon

May 25/1899

Big Wild Land Purchase (are these lands advantageous to the Canada Eastern?)

Alexander Gibson, the lumber king, has purchased all lands owned in this province by the New Brunswick and Nova Scotia Land Company. The wild lands, owned by the

company totaled 26,500 acres, and these were taken by Mr. Gibson at the [sic – ten?] cents an acre. It was found that there was comparatively low figure of twelve and one half a balance of \$6,000 due the company from settlers to whom lots of land have been sold from time to time, and Mr. Gibson purchased the claim for 20 cents on the dollar. He is to take over the entire property of the company at once.

Gleaner

June 21, 1899

Lumber High and Scarce

The Industry is in a Healthier State than for Years Past (Sun)

The shipment of deals to the British Island from this port this season has been much smaller than to the same date last year. This is partially accounted for by the rise in freights and partially by the scarcity of lumber. During the winter the steamers took over 20 million feet across, which left stocks light at the opening of the season for cargo shipments. Then, the logs have been coming along slowly, and the mills have been rather scarce of logs. **An active demand and large shipments to the American market is another factor in the situation.**

Reports from England and the United States in yesterday's Sun showed strong markets, with an upward tendency.

It is stated that not over 90 million sup. Feet of logs will come through the Fredericton booms this season, compared with 131 million feet last year, and 165 million in 1897.

There are no Bay of Fundy deals offering, as they have all been bought up. The shipments from West Bay will not be over 28 million feet, compared with over 40 million feet last year. The shipments from Grindstone Island, Hopewell Cape and Herring Cove will probably be not more than half what they were last year. The same is true of the port fro Shediac to Northport, along the shore of the straits.

City cut deals are worth about \$11 per thousand today in Saint John, which is from \$2.50 to \$3 higher than the prices a year ago. The present prospect is that lumber will be scarce and prices higher as the season progresses.

Gleaner

Aug 26, 1899

All Timber Lands

Yet in possession of the Crown to be Sold by government Next Week

The sale will take place next week of all the ungranted and unlicensed timber lands in New Brunswick . The whole lot is being put up at auction, which begins at eleven o'clock on Wednesday forenoon next and continues from day to day until all have been disposed of.

The lot to be sold comprises 573 timber berths, a total of 3,887 square miles, and includes some choice timber lands, as well as some not so good. The upset price is uniformly \$8 per mile. The government is desirous of disposing of all the timber lands in possession of the crown and takes this method and opportunity of doing so.

Gleaner

Aug 29, 1899

The Big Timber Sales

List of lumbermen attending Crown Land timber sales. Gibson not mentioned, nor Marysville.

Gleaner

Aug 30, 1899

\*The Big Timber Sale

(long article)

Gleaner

Aug 31, 1899

\*Timber Sales Finished

(long article – Gibson not mentioned in either of these articles)

Gleaner

Gleaner  
Sept 12, 1899  
Boom in the Lumber Business  
Operators Preparing for a Big Cut  
Wages High – Estimated Cut on the Upper Saint John

Gleaner  
Oct 24, 1899  
Hazlett and Rainsford have new mill at Douglas. Laths and box wood for American market. Rotary mill to be added and will employ 12 to 15 persons.

Gleaner  
Oct 28, 1899  
Big Lumber Business  
Prospects for a Big Cut on the Tobique  
Mr. R. A. Estey returned last evening from the scene of his lumbering operations upon the Tobique. Mr. Estey reports great activity in the woods this fall and the outlook is for an unusually large cut. This cut upon the Tobique this season is expected to reach 26 million and compared with about 20 million last year. (The Tobique is the area where the New Brunswick Land and Lumber company have their reserves.)

Miramichi Advance  
Jan 19, 1900  
Snowball's Annual Wood Trade Circular  
Market features in the timber trade for the year have been the steady advance in values in this market and the firmness with which stock have been held.  
The earlier shipments, however, were in fulfillment of existing contracts that were taken at but a slight advance over last year's prices, and the later shipment had to meet high fall insurance and extreme freights, which materially reduced, and in most case wiped out shippers' margins. Only forty percent of the shipments from this port came under summer insurance rates, while sixty percent were under fall rates that in many instances ranged from 12 to 14 percent.

The opening spring rates of freights ranged from 43/9 to 47/6, according to size of vessel and port of destination. Later freights were from 50 upwards, and in one case as high as 70/ was paid for a small steamer, Miramichi to Rochefort.

The shipments from the Miramichi for the year amounted to 129 million superficial feet, which was an advance over last year. The exports from Saint John, however, show a slight decrease as do also the shipments from nearly all the other New Brunswick ports. Saint John report is for the twelve months, from 1<sup>st</sup> December, 1898.

The stock of merchantable spruce and pine wintering here is 31.6 million superficial feet, against 40 million last year.

The increased shipments from Miramichi the past season represent the difference between the stock wintering in the fall of 1898 and the present stocks.

The shipments from Nova Scotia show a falling off of over 20 million superficial feet, and 57 million superficial feet less than in 1897. This was no doubt partly caused by the larger quantity taken by the United States market, and from present appearances that market will draw still more heavily on Nova Scotia next year.

The winter operators in the woods are about the same as last year. The weather so far has been favorable, still the output is not expected to be increased.

All the mills in this district were fully employed the past season, and at present there is nothing to indicate that an increased quantity will be manufactured.

Gleaner  
March 5, 1900  
Big Lumber Concern  
**Messrs. D. Fraser and Sons to Cut 30 million Lumber and 60 million shingles.**  
**Mills at Fredericton and Temiscouata Lake. The lumber they will export to**

**Great Britain, beside the box shakes.** The mill on Temiscouata Lake, the Cabana mill as it is called, will commence operations a week from today and the mill here will start sawing lumber with a full crew on first of May. Snow deep this winter and they expect good season for driving.

Gleaner  
March 26, 1900  
The Lumbermen  
Saint John Sun

A Pokiok, York Co., letter of March 19<sup>th</sup> says: "Gilman Bros. and Burden have put in about six millions of lumber to the stream. They have twenty teams hauling to the mill, which is cutting between fifteen and twenty thousand a day. They have a million or more of hemlock boards and other lumber sawed ready to ship in the spring. They are hauling some to Canterbury station, where they are loading cars for the Boston market. They employ about 150 men and a large number of horses."

Gleaner  
May 3, 1900

The Nashwaak drives are coming along in fine style. Already a large quantity of logs have run into the booms, and, in fact, some of it has already been manufactured into lumber. Most of the lumber is already out into the main river and it is expected that it will all be in the booms by the last of this week or the first of next. The cut on the Nashwaak this season is about 25 million feet, all for Alexander Gibson. Gibson's drives on Bartholomew River, where he has 10 million feet, and which enter the Miramichi at Blackville, are also coming along well. The present rain will assist the stream drivers. The Nashwaak has risen about a foot during the past forty-eight hours.

The water is steadily rising in the main Saint John river, but is yet two feet lower than when at its highest point 10 days ago. The rain which has prevailed steadily since morning is quite general all over the country and will have the effect of swelling all the streams and making a fast and notable rise in the main river. The rain today is hailed with delight by the lumbermen who have drives coming out. The water was getting pretty low in many of the tributaries and with the low temperatures prevailing last week the snow was wasting away without any appreciable effect upon the streams. The warm heavy rain today will bring the water up to good driving pitch again.

Logs are running in considerable numbers in the river today and are coming into the booms quite rapidly. This indicates that the drives are coming along well. The latest word from the Tobique, two or three days ago, was that the drives there were making most satisfactory progress.

Gleaner  
May 4, 1900  
Damages by Water

Tremendous Freshets at Saint John, Nashwaak and Miramichi Rivers  
Dams at Boiestown Swept Away, Railway bridge damaged, 2 million of lumber Adrift  
...

On the Nashwaak

On the Nashwaak the rise of water is unprecedented, as is also the case on the South West Branch of the Miramichi. At Marysville the Nashwaak has come up about four feet in 24 hours, and the water is still rising fast. All the lowlands are submerged. The booms are fast filling with logs, and it is hoped that they will be able to stand the strain.

All trains on the Canada Eastern line beyond Marysville have been cancelled. **A great deal of the track through the Nashwaak Valley is under water.** It is impossible until the water subsides to ascertain the extent of the damage to the roadbed, but it is feared that it will be considerable and that heavy washouts may result. It will probably be some days before the water goes down sufficiently to permit of the running of trains and an examination of the track and roadbed.

The train coming this way left Chatham on time this morning and came as far as Doaktown.

It is stated that the water is so high in the Nashwaak that it touches the lower chords of the bridge at Marysville. A quantity of logs were swept over the dam, so great is the rush of water. A boom was this afternoon swung across the mouth of the Nashwaak to catch such logs as may get adrift.

Gleaner

May 23, 1900

Lumberman J. A. Morrison and John McConnell mentioned.

Gleaner

June 11, 1900

Mill Destroyed

Stetson, Cutler and Co.'s Late Purchase at **Kingsville** Burned to the Ground

Saint John Sun

(Mill had been idle for two years. Account of fire.)

. . . The mill was built a long time ago by Bartlett, and later passed from his hands into that of the Messrs. King [S. T. King's sons?] who ran it for almost 25 years. Some years ago the boiler blew up and several slighter accidents occurred. A short time ago it was purchased by Stetson, Cutler and Co for about \$13,000, and repairs in the vicinity of two or three thousand dollars have been put on it. When the property was bought by the present concern, the insurance of \$15,000 was also transferred. It was a splendid property and it would take probably forty or fifty thousand dollars to rebuild the mill alone. It would average a daily cut of about 100,000 feet, and give employment to about 100 men. . . .

Herald

May 11, 1900

Marysville

The water is falling fast. Both saw mills and both lath mills are expected to start the last of this week, and will put on both night and day crews.

**There is an immense jam of logs above the covered bridge on the Nashwaak River.** They are jammed solid for a distance of about a quarter of a mile up the river. Those logs are worth seeing, numbers of people are going to view them every day, **several pictures have been taken of them since they have been there.**

The Gibson cotton mill wood yard is again put in charge of the old and reliable manager, Mr. Wm. Scott, who for a number of years, with his good management has kept in satisfactory to this company, and has it in good condition now to receive the wood from the different mills. And also has selected her gang of able bodies men which will see some duties as soon as the mills start.

The Nashwaak Drives

Wednesday's Daily

Gibson's lumber drive on the Nashwaak and tributaries are making excellent progress and will all in in safe water in the course of a day or two. James Humble has about finished on the McLean and Ryan Brooks, and the Arnold Brook drive, it is thought will out in a day or two. Gibson's main drive is now some distance below the mouth of the Napadoggan, and is coming along well. James Humble who has been lumbering for Mr. Gibson for nearly forty years, says that only once before has he seen the Nashwaak at as high a pitch as this spring, and that was thirty-seven years ago.

Gleaner

June 25, 1900

Corporation Drive

Mr. Robt. Aiken, the contractor for the corporation driving, is in town today. The drive is making good progress, being down to Eel river, with the rear end at Bath. Mr. Aiken will handle about 150,000,000 feet this season.

Gleaner

July 11, 1900

The Lumber Market  
Boston Commercial Bulletin

Lumber manufacturers are suffering from heart sickness which results from hope deferred. Business during the spring was not of the proportion necessary to atone for a quiet winter, and the slow demand current at the moment gives no indication of expanding materially throughout the balance of the summer season. It is not, therefore, a matter for surprise that evidences of despondency in holder's view of the situation are accumulating somewhat rapidly of late.

The history of the past month in the market for spruce serves as a fairly reliable index to the state of feeling in the trade generally. A few short weeks, ago, those of the Maine manufacturers who forward this product by water, alarmed by the cool reception accorded their first cargoes in New York, met together in Bangor, fixed a scale of prices, to which they promised rigidly to adhere, and agreed further that they would ship nothing in the future for which order had not previously received. This effort to check the tendency towards a lower range of values has, however, proved unavailing in the face of a slow demand and a decline in the value of railway shipments, and at the moment there is uniformity in quotation for cargoes. The Eastern lumber manufacturers' association is indeed a thing of the past.

As it is in the market for spruce, so it is in that for yellow pine . . .

Gleaner  
July 20, 1900

**Scows are Scarce**

**The woodboat in demand again for the lumber carrying trade.**

The time was when all the lumber carrying trade between Fredericton and Saint John was done by woodboats and it was not an uncommon sight to see twelve or fifteen of these **peculiar looking craft** in port at one time. But during the past few years the advent of the lumber scows have revolutionized the carrying trade, and instead of wind-driven woodboats carrying its 100,000 feet of lumber at a trip the carrying trade in lumber is now done almost wholly by the huge tug propelled scows which take on a cargo of from 60,000 to 70,000 feet.

**The advantages of the scow over the woodboat are so obvious that once they were introduced they quickly drove the latter out of the trade.** The lumber laden wood boat was at the mercy of wind and current, and frequently with calms or adverse winds took three or four days to make the passage from the mills here to the export steamers at Saint John, even if they did not bring up on some of the bars or shoals in the river and have to be lightened before they could be floated off. With the scows, three or four are loaded at the mill, a tug boat takes them in town and in twenty-four hours they are alongside the steamer in Saint John harbor, never mind what the conditions of weather or water. And in these days when time counts for so much the fact that the scows can be reckoned upon to reach their destination when wanted is a tremendous factor in their favor.

Then, the scows are loaded and unloaded quicker, with greater ease and at less cost than the woodboat, which of itself is enough to relegate the latter into the "has been" class.

Just at present, however, the woodboat is in demand again for carrying lumber. There is such great activity in the lumber business that not enough scows can be obtained to do the carrying trade and woodboats are again at a premium. R. A. Estey has loaded three or four woodboats at his West End mill this week and now has several others on the way here to take lumber to Saint John. The port will present something of its old time appearance with tall these sailing crafts at the wharves.

Gleaner  
July 27, 1900  
Money in Timber Lands  
(Chatham World)

Timber land has steadily increased in value during many years. "I never bought a block of timber land," said Maine man many years ago, "but I made money by it, no matter what the price, and I never sold a block of it but I lost money by the sale, no matter how great an advance I got over what it cost me." Men have had the same

experience in New Brunswick. Land has been sold for less than a dollar an acre that is worth much more now though many thousands of dollars worth of lumber has been taken from it. Mr. Wyse sold the timber on a 400-acre block, on Monday, for more than most 500 acre farms, including buildings, would sell for. The land was recently inherited by Miss Esson. It has been held for fifty years by a man who refused to allow timber of any kind to be cut on it. The right to cut the timber on the land was knocked down by Mr. D. Buckley of Rogersville, for \$3,215. The purchase paid the cash down, and has two years in which to remove the timber. He is prohibited, under pains and penalties, from cutting down anything that will not make a log 18 feet long, and 9 inches at the top. The land, if it escapes fire, will yield another big crop of timber in a few years.

Gleaner

July 28, 1900

Our Forest Wealth

(Maine to open course in forestry)

. . .

These remarks are equally applicable to our province. The subject of the preservation and conservation of our forests is one of deepest concern in the great lumbering province of New Brunswick. Thousands of dollars are wasted annually in this province in the prosecution of the lumbering interests which might well and easily be saved if the men responsible for the waste and loss had practical instruction in forestry. Our University of New Brunswick might well consider the inauguration of a course of instruction in forestry upon similar lines to those to be adopted at the University of Maine. An education along the lines above indicated would have very beneficial, indirect as well as direct, results. Such a public sentiment in favor of the conservation of our forest wealth would be created, and such general intelligence diffused, regarding the value to the province of its forests, that the present corrupt methods and political jobbery in the management of the Crown Lands Department would be impossible.

Gleaner

Aug 2, 1900

Another Pulp Mill

John Moravec of Chatham assures the Newcastle Advocate that a pulp mill will very soon be erected at some point between Chatham and Sinclair's Bridge. . . . Mr. Moravec showed the Advocate plans of the proposed mill. He said the company would be a Canadian one. Pulp, he said, was \$12 per ton higher today than it was three years ago. The pulp wood of Europe was rapidly becoming exhausted and he believed Canada had a great future in the pulp industry. Mr. Moravec belongs to Graz, Austria, where one of the largest pulp mills in the world is located. He was brought to this country by the Maritime Sulphite Fibre company, but severed his connection with that concern some time ago.

Gleaner

Aug 20, 1900

Some people in Chatham protesting against the erection of another pulp mill on the stream. Fear chemical pollution.

Gleaner

Sept 8, 1900

Fire at the Mills

Half a Million Cedar Logs Burned This Morning

At the J. A. Morrison Mill Below the City

Logs were piled on the bank of the river for the mill next winter. Assistance from Hale and Murchie's mill, also McKendrick's mill. Between 400,000 and half a million feet lost. Worth \$12 per thousand so loss between 5 and 6 thousand dollars. No insurance.

Gleaner

Oct 6, 1900

Description of Boiestown

Wm. Richards has two mills there, steam saw and flour, at Burnt Land Brook. Supply immediate local market as well as shipping to American and Old Country markets.

Mr. Gibson's Visit to Milltown

Mr. Alexander Gibson left upon the Canadian Pacific Railway train this morning for St. Stephen, accompanied by Rev. W. W. Brewer. Rev. Mr. Brewer will preach at the Methodist church at Milltown, New Brunswick, tomorrow, and Mr. Gibson will occupy the same pew in the church in which he worshipped when a young man, and **when employed as a lath sawyer in the lumber mill of Abner Hill.** This is Mr. Gibson's first visit for a long time to the scenes of his early labors and struggles and he will doubtless receive a very hearty welcome.

Gleaner

Nov 23, 1900

Pulp Mill for Woodstock

The Upriver town Offering a Bonus of \$50,000 to induce an English Company to erect a Pulp Mill there

Gleaner

Dec 7, 1900

New Pulp Mill

To be built at Musquash and owned entirely by Canadian Capitalists

Miramichi Advance

Jan 3, 1901

Snowball's Timber Trade Circular

Winter has set in earlier and with more severity than for many years. The frequent storms of the past season have been unusually severe on the North American coast. Not a single casualty has, however, occurred to vessels approaching or leaving this port.

The spruce export business of the year has been only a moderately paying one. Early sales for choice dimensions were good, but not extravagant when enhanced cost of production is taken into consideration. Prices were not higher than first cost justified.

**Spruce deals in 9 and 11 x 3, particularly the later size in long lengths, are scarce and outside prices are demanded. Logs suitable for making these dimensions are only obtainable in limited and fast diminishing quantities, a fact that consumers are slow to realize.**

Advanced freight and high insurance rates had a curtailing effect on fall business, producers refusing to ship without seeing a prospect of realizing first cost; consequently wintering stocks at this port are slightly larger than last year and shipments proportionately less.

Winter operations on this river are on a reduced scale, assumed to be 20 to 25 percent less than last season's production.

**Shippers from this port are not able to keep pace with the cheaper productions from Nova Scotia and the Bay of Fundy Ports, as the latter largely escape the high stumpage taxes to which lumbermen in the northern portions of New Brunswick are subject; and in view of the fact, also, that cheaper supplies and labor are available for operations.**

The stock of merchantable spruce and pine here is 33 million feet, against 32 million last year and 40 million in 1898 - 4.5 million superficial feet being pine, against 6.2 million superficial feet last year.

Gleaner

Jan 7, 1901

Pulp and Paper Mill

The valuable Knight lands at Musquash to be sold in few days to syndicate.

Gleaner

Feb 12, 1901

Saint John Lumber Cut

The Upper Saint John will provide about 95,000,000 feet

Miramichi cut to be about 30 million, one third of last year's cut

Gleaner

Feb 13, 1901

\*Lumbermen Ahead

Beat the government in Timber berth sales here today

Many prominent lumbermen attended the big Sale

Agreement made which killed competition and kept down prices.

Gleaner

Feb 16, 1901

Pulp Mill for Vanceboro

Pulp and Paper Mill that Will Give Employment to 500 Men

Syndicate of Capitalists Interested and Operations Begun

Details

Gleaner

March 6, 1901

Crown Land Sales averaging anywhere from 80 to 120 dollars per mile.

Gleaner

March 12, 1901

Maine may impose tax on logs cut on Maine Rivers. Bangor Commercial believes that since under the Ashburton treaty New Brunswickers are permitted to use rivers flowing into the Saint John river, this would be a violation of the treaty.

Gleaner

March 18, 1901

Maine turns out 1 million worth of white birch spools each year. Article.

Gleaner

March 30, 1901

Grand Falls Pulp Mill

The Proposed Industry and the Company Controlling the Power Discussed in the Legislature.

Gleaner

April 16, 1901

Swinging the Booms

Mr. W. H. Murray of Saint John President of the Saint John River Log Driving Co. is in the city today. He has spent the greater part of the day in the tugboats on the river overseeing the preparations for the swinging of the booms. Getting the booms ready for swinging was made doubly arduous this spring owing to the extremely high freshet and unprecedented run of ice mixing and breaking the boom material in an almost inextricable manner. The great amount of ice piled in huge cakes along the shores and in all the creeks and coves where the booms were stored for the winter also increased the difficulties of getting them in shape for swinging. The Boom Co. Have four or five tugboats at work and now that the river is free from running ice it is hoped to have the booms swung in a day or two.

Gleaner

April 17, 1901

The Booms

The Burnett Shear Boom and the Mill Boom Will be Ready for Service this Evening

The Burnett Shear Boom and the Mill Boom will be ready for service this evening. The Boom Company are vigorously pushing the work of stringing the booms. Six tugs are now engaged daily in the operation, which is necessarily a tedious one. All of the pieces entering into the booms must be inspected before the booms are ready to be strung, and the defective pieces replaced by sound ones. The Burnett shear boom above Sugar Island will be in its place tonight, and it is expected that the stringing of the Mitchell boom, below the town, will be completed tonight.

Gleaner

May 9, 1901

Lumber Active

Mr. E. Pigeon, representing the lumber firm of Shepherd, Farmer and Co., of Boston and New York, and who spent the greater part of last summer here, buying and shipping lumber and shingles, arrived here last evening and registered at the Queen Hotel, and went to Saint John this morning and will return to Fredericton in a few days. Mr. Pidgeon states that there is at present a very active demand for spruce boards, and his firm is paying the high figure of \$9.50 per thousand for merchantable lumber f. o. b. car here. Hemlock, too, is fetching a good price now, from \$8.25 per thousand.

Gleaner

Sept 21, 1901

Carding Mill Burned

Hill's Carding Mill at Nashwaaksis Totally Destroyed

Mr. Charles Hill, of Nashwaaksis, whose grist and carding mills were burned during the winter of 1899, at which time he lost about \$5,000, was again a sufferer from fire this morning, his new water power carding mill being burned and all machinery and contents of the mill destroyed. . . . The mill was a substantial two story one, built last year and recently painted, and the machinery was new and modern. The mill and machinery were valued at about \$35000, upon which there was only \$1500 insurance.

Gleaner

Sept 15, 1901

Maine's Big Sawmill

New Ashland Plant in Operation – Employs 150 Men

The largest sawmill in Maine has just been completed at Ashland, on the Aroostook River, to replace a mill that was burned last spring. The main mill is 207 x 60 feet, furnished with the best of machinery, including double cutting bandsaws and steam loading apparatus, and adjoining this building is a large planning mill. The platforms from which the lumber is loaded upon cars are four in number, each 400 feet long. The power plant consists of four self-feeding boilers and engines of 700 horsepower. Rope drivers are used on the pulleys instead of belts, and the mill is lighted with eight arc and 300 incandescent lamps. A pile of logs aggregating 20,000,000 feet is now at this mill, and is being sawed into lumber at the rate of 200,000 feet a day, 150 men being employed in the mill, with a payroll of \$6,000 a month, while many more are employed outside. Most of the lumber is shipped to New York, by rail to Bangor, thence by vessel.

Gleaner

Sept 30, 1901

The Lumber Interests

It is a good many years since the first lumbermen put an axe into a tree in the territory which is drained by the waters of the Saint John. One hundred and twenty-five years ago they were cutting masts on the Saint John River for the British Navy, splendid pine trees, which grew to a gigantic height, and which can never be replaced. Next came the time when our people became large exporters of pine timber; and three quarters of a century ago [1825] spruce deals began to be shipped and have since formed the bulk of our lumber exports. **A century ago people were predicting the speedy exhaustion of our lumber lands**, and there has hardly been a year since that time in which such sinister predictions have not been indulged in. **But the lumber**

time in which such sinister predictions have not been indulged in. **But the lumber still continues to go forward in as large quantities as ever**, and probably a thousand years hence they will be exporting spruce deals or other products of that wood from the Saint John river. **Last year the cut of lumber was about 140,000,000; this year it is estimated at 125,000,000.** Preparations are being made for lumbering during the coming winter on as large a scale as usual, although the cost of bringing it out has been increased, and about 40,000,000 of last winter's cut has not yet reached the booms. This fact shows that our people have faith in the future of the lumber industry, and **although there may be times that the market is low and apparently overstocked they regard this as merely a temporary condition which will not last and which does not effect the business.** Some time ago it looked as if the deal market in England was in a bad way, but prices have since risen to satisfactory figure and our people will be in a position to take advantage of this fact. It is a great thing for a province like New Brunswick to have a staple product which it can supply in large quantities and for which there is a steady demand at prices which yield a profit to the operator. That is the position of New Brunswick as regard the deal trade of today.

Gleaner

Oct 15, 1901

Canada's Spruce Forests

Great interest will naturally be taken in the estimate of Supt. J. C. Langlier of the forest rangers of Quebec, that Canada's forests are found equal to supplying the world with pulp and wood alone for 810 years on the basis of 1,500,000 tons of manufactured pulp a year. For each province separately the period of exhaustion would be: For Ontario, 860 years; for Quebec, 1,403 years; **New Brunswick, 987 years**, Nova Scotia, 3,255 years, the rest of the Dominion bringing down the average to 840 years for all Canada.

...

The extent of the spruce forests remaining untouched in these provinces is as follows: Ontario, 52,828,420 acres; Quebec, 144,363,454 acres; **New Brunswick, 11,224,540 acres**, and Nova Scotia, 10,853,541 acres.

**The following figures represent approximately the quantities of spruce consumed for all purposes in the four provinces:**

Saw logs, 2,958,925,710

Firewood 1,566,412,166

Square timber 212,582,464

Lath wood 111,889,160

Pulp wood 130,000,000

Gleaner

Oct 23, 1901

Forest preservation

The question of forest preservation is one that must speedily come to be one of the most important that can engage the attention of the public men of this province, and one with which the Crown Land Department will soon have to take up in earnest. It has up to the present time been the policy of our Crown Land Department and of our public men to encourage to the utmost the development of the lumbering industry, the exploitation of the domain, the utilization of our forest wealth and the denuding of the timberlands.

**From the earliest days lumber has been, as it is today, the chief article of commerce in this province.** Our exports of lumber to the European markets have been reckoned by the hundred of millions of feet annually. **The foreign demand for lumber is greater today than ever before.** So tremendous has been our export of pine and so reckless the waste of that product that the time has already come that the supply is limited, and bids fair to be exhausted in a few years. **While it would be incorrect to state that the supply of spruce is scarce yet, it is true to assert that that lumber becomes harder and more expensive to get year by year; that the spruce lands are fast being laid waste under the lumbermen's axe and the forest fire: and that the**

time when the lumber industry in this province must decline because of exhausted forests is within measurable distance, unless our remaining forest lands become the subject of state preservation. (article here on Maine steps in this direction)

Gleaner

Nov 15, 1901

The Corporation Drive

The weather conditions are most unfavorable to the lumbermen who have logs in the river, and who have hoped against hope that there would be a sufficient rise of water to bring the lumber into the booms. The weather today is fine and not sufficiently warm to quickly melt the snow which has fallen and which if warm weather came would produce a good rise of water. The river has risen only a few inches, during the past day or two, whereas a rise of two feet and to keep up for at least four days will be necessary to bring the logs into the booms. The logs are strung along the shore four to six miles below Eel river and about 30 miles above the boom. The thin shore ice effectually holds the logs and no progress is being made. It is estimated that there are 10,000,000 feet of logs in the drive, worth about \$100,000. About all the operators on the river have interests in the lumber, and the individual as well as total losses will be heavy. The owners have little or no hope of saving this lumber, as it is expected to go out to sea with the ice next spring. . . . The contractors will do their utmost to get the logs in and they yet hope to be able to do so. It was said this morning that he logs could be "Browed" for 20 cents apiece, but resort has not been had to this method of saving logs for twenty-five years and a lumberman says resort will not be had to it this year. [this probably means cutting them out and banking them – article Nov 25 says this would cost about 10 cents a stick]

Gleaner

Nov 26, 1901

To Save the Logs

Owners Decide to Haul Lumber on to the River Bank

James Scott, of Barony, Undertaking to Do the Work

One Owner will Hold the Driving Company Responsible

Mr. W. H. Murray of Saint John is here today. After consultation with the several lumbermen who are interested in the corporation drive it was decided to accept the offer of James Scott of the Barony to haul the logs, out of the ice and bank them above high water mark. The price to be paid is from five to ten cents a logs, and will aver, it is said, under 10 cents. The work of banking the lumber will commence at once. A large number of men and horses will be required in the work. . . . The lumber belongs to W. H. Murray, John Kilburn, Andre Cushing, Stetson, Cutler an Co., Charles Miller, Cunless Sons, Dunn Bros. and Randolph and Baker. This lumber is worth at least \$8 a thousand, or \$80,000 for the lot.

Miramichi Advance

Jan 9, 1902

Snowball's Timber Trade Circular

The past season has been a good average one for the timber trade of New Brunswick. **Last winter's output of logs on the Miramichi proved to be moderate one, barely sufficient to keep the mills in operation.** The output for this season, it is expected, will also be moderate, and manufacturers are maintaining a firm conservative attitude, **and as the forest lands of the province were being overworked,** their course is justified, and by a continuance of the policy adopted the past two or three years holders of timber limits should look with confidence for a fair remuneration for their outlay in the future.

The export from Miramichi was slightly greater than in 1900, but for the province, it shows a falling off of 45,000 standards. Every port in New Brunswick participated in the decreased export, excepting Miramichi, and the increase from this port was only 3,500 standards, which is more than covered by the reduction in the wintering stock.

Referring to the agitation against high insurance rates which latter we, on the Miramichi, have had to contribute to on account of losses which more directly belong

to the St. Lawrence, we were able to state last year that not a single casualty was entered against this district, and we are again pleased to be able to repeat that statement for the year 1901, as proof of the safety and convenience of this port.

We also have in our favor that the port of Miramichi is 434 miles nearer Liverpool, England, than Saint John, and about the same distance nearer than Montreal, making 868 miles less steaming on a round trip in favor of this port, besides the greater safety its approaches and harbour offer to shipping.

The shipments from Nova Scotia ports were less than those of 1900, with exception of Halifax. The latter appear excessive and are presumed to include its South American exports.

Gleaner

Jan 10, 1902

Our Lumber Shipments

Yearly Lumber Trade Review of J. B. Snowball and Co.

Showing total shipment from New Brunswick in 1901 of 399,000,000 feet

...

We also have in our favour that the Miramichi is 434 miles nearer Liverpool, England, than Saint John, and about the same distance nearer than Montreal; making 868 miles less steaming on a round voyage in favor of this port, besides the greater safety of approaches and harbor offer to shipping.

The shipments from Nova Scotia Ports were less than in 1900, with exception of Halifax.

The record for past ten years from Miramichi:

1892	95 million
1893	83 million
1894	96 million
1895	82 million
1896	106 million
1897	102 million
1898	113 million
1899	120 million
1900	122 million
1901	126 million

From Saint John:

1892	146,529,000
1893	156,633,000
1894	153,473,000
1895	126,449,000
1896	167,249,000
1897	244,390,000
1898	184,954,000
1899	184,192,000
1900	235,450,000
1901	176,295,000

Of the 176,295,000 superficial feet of lumber shipped from Saint John, the principal shippers were:

W. M. MacKay	92,566,000
Alexander Gibson	32,053,412
George Mckean	23,557,628

The total trans-Atlantic shipments of New Brunswick lumber for the year 1901 were:

No. of vessels:	378
Tons timber:	6,317
Sup. Feet lumber	398,874,725

The trans-atlantic shipments from the Province of New Brunswick for the past ten years were:

1892	325 millions sup. Feet
1893	312
1894	326
1895	291
1896	386
1897	494
1898	412
1899	426
1900	489
1901	399

Gleaner  
April 27, 1902

**Special Lumber Trains**

**Special freight trains are being run daily over the Canada Eastern Railway between Gibson and Blackville, bringing spruce deals from the Blackville mill. The trains leave Gibson in the afternoon, returning in the night.**

Gleaner  
April 28, 1902  
Marysville Mills

The Marysville shingle mill started sawing yesterday for the season. The mill is equipped with nine shingle machines and all are running. The saw mills will not start operations before next Monday.

Gleaner  
April 29, 1902

**Mister Gibson's Drives In**

Mister Gibson's drives on the Nashwaak and the Bartholomew are now about all in. The front Nashwaak drive was brought into place this afternoon, in the vicinity of Durham, where the logs are generally held until the stock further down the river is pretty well cut up. The Bartholomew drive reached its destination yesterday at noon. The rear drive will be at Stanley tonight. This will complete Mister Gibson Driving operations. He has made a neat clean up and a comparatively inexpensive one in a very short time.

Other articles this issue and previous on logs drives on Saint John. Might be good to compare numbers with other lumbermen.

Gleaner  
May 1, 1902

Ref to J. R. McConnell's drive on Niger Brook.

Gleaner  
May 2, 1902  
The Aberdeen Mill

Messrs. Donald Fraser and Sons' mill, the Aberdeen, started up this morning, for the season. During the winter two new boilers and a new engine much more powerful than formerly used, were put in and the mill will be run night and day throughout the summer.

Gleaner  
May 5, 1902

Van Buren mill at Edmundston burns to the ground.

Gleaner  
May 7, 1902

**Log Driving Company**

Saint John Log Driving company drove 100 million of lumber last season, all of

which was rafted at Fredericton and Springhill. Cost of driving \$15,000.

J. R. McConnell's drive is out of Niger Brook and his Wallagrass drive is in the lake.

Gleaner

May 26, 1902

A Scotch Visitor

A Glasgow Lumber Merchant Visiting Canada and is Now in Fredericton  
Among the guests at the Queen today are Mr. and Mrs. John McCrae, of Glasgow, Scotland. They arrived here on Saturday evening in company with Mr. Donald Fraser, from the Temiscouata. Mr. and Mrs. McCrae left their home early in April last and have visited various places in the United States. They have been at Ottawa and Quebec, Mr. McCrae having had business relations with Mr. Fraser for a number of years, decided to visit him at his mill and home at Cabano, Temiscouata.. He spent a couple of days with Mr. Fraser there and the latter wished him to see something of Fredericton and the Saint John river and accompanied him here. Today Mr. McCrae drove to Marysville and called upon Mister Gibson, whom he had known by reputation for many years, though he had never before had the pleasure of meeting him. Mr. McCrae has been acquainted with the Lieut. Gove. Snowball for several years, having business relations with him and he today called upon the Governor and was cordially received. **Mr. McCrae speaks in highest praise of the enterprise of Mr. Fraser and Mister Gibson. He thinks that the saw mill of Mr. Fraser at Cabano [Temiscouata] is the finest and best equipped lumber mill in Canada,** and he has seen most of the big mills on the Ottawa and at Quebec. This is his first visit to New Brunswick.

Gleaner

June 4, 1902

Edmundston Industries

(Litany of Disasters)

...

In the first place came the damage to the large saw mill of James Murchie and Sons of St. Stephen and Calais. In the freshet of last March a portion of the mill dam was carried away, the damage being sufficient to stop work at the mill until the dam can be repaired, and this cannot be done until low water in the late summer. The Murchie mill had eight shingle machines, lath machines, rotary saw mill and other machinery for the manufacture of lumber, and gave constant employment to seventy to seventy-five hands.

(Then destruction of Van Buren carding, grist and flour mill at Edmundston)

Gleaner

June 10, 1902

Victoria Mills

Mr. E. J. Sheldon, who it is understood will run the Victoria Mills this summer for **Mr. John R. McConnell**, yesterday afternoon hired nearly all the help necessary to run the mill, with the understanding that the mill would start operations in about two weeks. He also hired a number of carpenters, who are at work this morning marking necessary repairs. Three rafts of Mr. McConnell's logs are already at the mill ready to be sawed and others will be procured as they are wanted.

Gleaner

June 14, 1902

The Victoria Mills, leased for the season by John R. McConnell, will begin sawing operations early next week. The mill is being thoroughly overhauled and will be run at full blast during the summer, giving employment to about one hundred men. E. J. Sheldon will be in charge. There are already five rafts of logs at the mill.

Gleaner

Nov 6, 1902

Murchie Paid \$72,000

(for 300 square miles of prime timberland at auction. On Tobique and vicinity. Large gathering of prominent lumbermen to contest the auction. Front page.

Beacon

Nov 27/1902

Alexander Gibson's Life-Works

A Native of Charlotte County who has amassed Millions by well-directed energy  
The properties of Alexander Gibson, of Marysville, including his interest in the Canada Eastern railway, the great Marysville cotton mill, his lumber mills, grist mill, brick yard, timber areas, and the village of Marysville have been recapitalized at \$6,000,000 and will be placed under the control of a new corporation. **A provincial company has been formed, with Mr. Gibson as president. [Alexander Gibson railway and manufacturing Company]**

The consummation of this gigantic project, involving properties which were largely accumulated by **the energy and foresight of one individual**, serves to direct attention to the man who is responsible for this accumulation and **who is still capable of giving personal attention to its management.**

Mr. Gibson was born in Charlotte County over 80 years ago, **the little house on the Bay road where he spent many of his early days being yet standing.** He was scarcely 15 years old when he went into the milling business at Milltown. After mastering the mechanical details of the business he was able to see the great possibilities that lay in the path of the lumber industry. **He resolved to embark in business on his own account.** It was not long before he owned a most valuable lumber property at Lepreaux.

He disposed of this and by a master stroke **secured the entire control of the Nashwaak River and the timber lands thereon.** This property was purchased from Robert Rankin and Company over thirty years ago, when it was valued at \$130,000. It is said Mr. Gibson has cut fully hundred [should be thousand million] million feet of logs into deals on the Nashwaak. The cotton mill was built from bricks manufactured by him within a stone's throw of the structure. It is lighted by electricity from Mr. Gibson's own dynamos. Years ago, Mr. Gibson built a railway extending from Gibson to Woodstock. This has since passed into the possession of the CPR. The Canadian Eastern was then built from Gibson to Chatham; and later on the bridge across the Saint John River gave this line an entrance into Fredericton. This giant of industry constructed some years since at Marysville what was then one of the largest cotton mills in America. He conceived the idea of building about the mill a town, for the cotton mill's employees and this he successfully carried out. And now within the attractive little town of nearly 2600 inhabitants resides only the Gibson concerns employees. Mr. Gibson is now a man over 80 years of age, but he retains the same vigor and splendid business ability that marked him a great man a quarter of a century ago. All through his life, Mr. Gibson's charity has been a by work in and about the district which he moved and did business.

Suggested by the changes in Mr. Gibson's business, a writer in the Fredericton Herald tells a very interesting story of Mr. Gibson's first cruise over his lumber lands at Nashwaak. The day set for the start, Dec. 15, proved so stormy that it was thought Mr. Gibson would abandon the expedition until fairer weather appeared. But those who thought that did not know the man. Promptly at the hour appointed, Mr. Gibson with his axmen and scalers were on the ground, and in the midst of a blinding snow storm the company started. Speaking of those who accompanied Mr. Gibson, the writer mentions one in particular, "a Mr. Polly, an Irishman, who seemed to be a privileged character with Mr. Gibson, and appeared to be along for no other purpose than to tell stories and make witty speeches, both of which he could do to perfection.

The horses were only able to accomplish 28 miles through the storm. When night fell the party were at Johnston's.

"After supper we occupied Johnston's parlour, which was furnished with a box stove and the floor. There we lounged, listening to Polly's stories and Mr. Gibson's Scotch song. Mr. Gibson then possessed a rich tenor voice, and could sing a Scotch or Irish song with just expression and rare effect. I remember two songs he sang that night, "I'll awa to Nannie" and "Lochaber no More." When he finished, the last song he said, "Now Polly for a story." So Polly told us a bear story as follows "

last song he said, now Polly for a story. So Polly told us a bear story as follows.

"I remember one winter when I was working on the St. Croix I was going into the woods with a load of supplies, and had on the sled with other things some beef and some rum; ye know, Sandy, we couldn't cut them logs without rum."

"After I had got about half way to the camp what should come out in the road behind the sled but a big bear, and I didn't know what the divil to do. The bear kept coming closer and closer until at least I thought I'd fix him. So I took a pail (keeping my eye still on the bear" and filled it with rum. I cut up junks of beef and soaked them in the rum and threw them to the bear, and after he had guzzled five junks he got dead drunk, and then I got off the sled and knocked him in the head to keep him from getting sober, tied a rope around his neck and dragged him to the camp."

At the conclusion of this yarn, Mr. Gibson took out his note book and wrote, "Here we are at Johnston's this evening of the 15th of December listening to Polly's nonsense." "Yes," said Polly, "and while we've the pencil in hand, just put to it, and to Gibson murtherin' Irish songs."

Gleaner

Dec 18, 1902

On the St. Croix

Calais, Maine

Joint operations by the United States and Canada to dredge the St. Croix river and open it for all the year round navigation from the bridge here to Milltown, New Brunswick, are proposed. Lumbering operations on the upper river and saw mills along its banks have gradually filled the stream with logs, bark and sawdust.

Miramichi Advance

Jan 1, 1903

Snowball's Timber Trade Circular

In presenting our annual circular we regret having to report an increased shipment from the province of 53 million superficial feet over last year. We had hoped that all shippers would, even in the face of fair prices, maintain a more conservative attitude, but, while the shipments are more than those of 1901, they are 36 million feet less than in 1900 and 41 million less than in 1897, and only an average of the years 1897 to 1901 inclusively.

One half of the increase in the shipments occurs in Saint John, and is largely on account of the logs left in the brooks during the spring of 1901, that could not be got to market on account of poor freshets. The demand made last winter for lumber to fill up the winter port liners induced the rotary mills to saw all the available stock within easy reach of that port and also accounts to some extent for this increase. Considerable increases also appear in Dalhousie, Campbellton and Sackville.

Miramichi shows a decrease of over 2,700 standards, and as the stock wintering on the river this season is 7,500 standards less than last year and the operations not any greater than last winter, which was all the mills could saw, we look for some falling off in the shipments for 1903.

The season so far has been favorable for woods work, but the scarcity of labor, and the high wages demanded by woodsmen, made all lumbermen later than usual getting into the woods, and has curtained the output of the larger operators.

**All mill-owners owning timber limits are anxious to conserve their holdings as far as possible, as they have now come to the realization that unless more care is exercised in cutting, the forest will soon be depleted. A few years since Miramichi shippers did not object to selling 65 to 70 percent 9 x 3, while now they have difficulty in supplying 40 to 50 percent, and, even at this low percentage, have an excess of narrow widths left in stock.**

With the scarcity of logs, and the extra expense in procuring them, because of longer hauls in the woods - in some cases only two loads being hauled to the brooks per day - more expense in brook-driving and higher wages, the free on board value must advance rather than decline.

Nova Scotia shows a falling off of 15,000 standards from last year, and from what we can learn from reliable sources, that province reached its maximum shipment in 1901, and each succeeding year must show a decrease. **A considerable portion of Nova scotia shipments consists of hardwood such as birch, beech and maple**

NOVA SCOTIA shipments consists of hardwood, such as birch, beech and maple, with considerable hemlock; and without these woods the present volume of New Brunswick exports, could not be maintained.

Freights appear to have reached low-water mark, and it is hard to realize how steamers can be maintained at any lower rates than now ruling; and if ship-owners lay up many of their boats, we must look for an advance in freights in the near future.

**Sailing vessels have been almost entirely driven out of the lumber-carrying trade of this section, by the low freights accepted by steam.**

Gleaner

Feb 21, 1903

The Saint John Log Driving Company

Stand out Strongly against proposal to build Dam at Fort Kent

Details

Gleaner

March 6, 1903

Great Pulp and Paper Mill

The Harmsworths of London to Invest 2.5 million

In the Business in Gloucester County

Details

Gleaner

March 9, 1903

In York

...

The lumbermen were willing to assist their men out if it were necessary. There were none more willing than Mister Gibson, although his many hundreds of men were quartered in remote sections along the Nashwaak and other rivers; but Mister Gibson, jr., who took a leading part in the campaign, was readily satisfied, as were the committee with whom he was actively cooperating, that there was no need to bring the men out; that under the circumstances it would be adding hardship to do so.

Gleaner

May 2, 1903

Increase in Stumpage

The Premier also dealt with another line of policy, the increase of the stumpage. As we have no information from him as to the amount of the increase we cannot say whether we approve or condemn it. But certainly the Premier has experienced a great change of heart, for he has been looked upon as the champion of low stumpage and the protector of the lumbermen. **When Mr. Blair reduced the stumpage from \$1.25 to \$1 he said in the preamble of the resolution that this was done because the territorial revenue was ample and had largely increased.** Do not the same reasons exist now? The territorial revenue has increased and yet the stumpage is to be raised. Can it be possible that the Premier thinks that the support of the lumber lords is not as valuable as it once was, and that he has taken this matter of indicating his change of views. The Surveyor General has not met the charge that the full stumpage is not being collected. Why does he not turn his attention to this question and collect all the stumpage. Then if it is found that the revenue is not large enough it will be time enough to talk of an increase in the stumpage. Another proof of the bad management of the Crown Land Department is found in the Muskoka Deal, where 450 square miles of land were sold and allowed to be held by this company for nine years for merely speculative purposes. This company never complied with the terms of their lease. The amount of money they paid into the treasure of the province was quite small, and yet they were able to make about \$100,000 by speculating in the lands of the Crown which ought to have been leased to other parties.

Gleaner

May 4, 1903

The Crown Lands  
(speech)

Gleaner

May 20, 1903

Deals for the United Kingdom

The Gibson Co. expect two large steamers at Saint John this week to load deal for the United Kingdom. The cargoes are ready and will go to Saint John today in scows.

Shipping Notes

The Gibson Co.'s tug, G. D. Hunter, left this morning with **15 scows of spruce deal for Saint John**. This lumber is for a Liverpool company. Schooner Cora May is loading laths at Gibson Co.'s wharf for an American port. Schooner Georgia E., Capt. Wasson, cleared port today with a cargo of shingles and laths from the Alexander Gibson Railroad and Manufacturing Company. Woodboat Maggie Alice, Captain McKiel, cleared port today with a cargo of shingles consigned to Willard Smith, Saint John, New Brunswick.

Gleaner

June 11, 1903

The Lumber Industry

Total cut on headwaters 110 million, below the estimate, half of which may be hung up for the season without heavy rains.

Gleaner

July 4, 1903

Murray and Gregory's Mills, below Douglas Avenue near Falls, Saint John, burns. Employed 100 men. May re-open the Victoria Mills below town and cut their logs there this season.

Gleaner

July 7, 1903

Dearth of Cars

Great difficulty confronts the shippers of lumber here of late owing to the limited supply of cars. In fact the men whose mills are the main stay of our workmen are badly handicapped by this unfortunate drawback, and it has become such a serious question that our Board of Trade may be invited to grapple with it. The explanation offered is that the bulk of the cars are needed for western traffic. But many people believe that the railways could do very much better for our manufacturers. Some of the latter now propose to ship even their shingles by schooners which however, would only partly remedy the difficulty. Schooners have not to "Lighten" considerably going over the Oromocto shoals, and here is a grievance that some attempt might be made to remedy. One of the two dredges properly available here—the latest one—has been at work all season at Salmon River, at the head of Grand Lake where the Sayre and Holly mill was located but where, since it was burned down, there has been no need of a dredge even for private purposes. The other has been in use above Springhill in our own river.

Gleaner

July 14, 1903

Bought Lumber Land

Mr. John Gibson is still buying timber and wood land, securing all that offers at a suitable price. His latest purchase is of two blocks on the Royal Road, in which there are two hundred and fifty acres all told, situated along the Dunbar Stream. One block consists of one hundred and fifty acres, for which he paid Mr. William Evans the sum of three hundred dollars. There are one hundred acres in the other block, for which he paid Messrs. Asa Currie and John Anderson one hundred dollar's. Both blocks are well timbered with spruce, hemlock and cordwood. **Mr. Gibson now lumbers on quite an extensive scale, and extends his operation to the getting out of considerable quantities of cordwood, for which he finds a ready sale.**

Gleaner  
July 23, 1903  
\*The Stumpage Increase  
\*Increased Stumpage

Gleaner  
Aug 5, 1903  
\*Forests of New Brunswick (Stumpage) cont. p. 4  
\*The Address (of lumbermen to government)

Gleaner  
Aug 21, 1903  
Victoria Mill Sold  
To Firm of Scott Bros., Who Will Extend Lumbering Business  
Messrs. James M. Scott of Dumfries, W. J. Scott of the Springhill Mill, and Ald. John S Scott of this city, have purchased what is known as the Victoria Mill property below the city, formerly owned and operated by the firm of Hale and Murchie and more recently by John R. McConnell, of Marysville.  
Details on land holdings of Scott brothers.

Gleaner  
Sept 3, 1903  
Scott sawmill at Springhill totally destroyed by fire.

Gleaner  
Oct 31, 1903  
British Preferential Duties

Gleaner  
Nov 6, 1903  
The Stumpage

Gleaner  
Nov 9, 1903  
The Prospects in Lumbering

Gleaner  
Nov 16, 1903  
William Richards and Co. has purchased the Morrison mill, two miles above Chatham, from Samuel Lawther of Belfast for 1,000 pounds.

Gleaner  
Dec 5, 1903  
The Stumpage Rates  
**The changes in the rates of stumpage are announced today. Hereafter the stumpage on lumber in this province will be \$1.25 a thousand which is an increase of twenty-five cents on the present rate. The charge for renewing leases has been increased from \$4 to \$8 a square mile.**

Long article on stumpage p 7.

Gleaner  
Feb 1, 1904  
Lumber cut on upper Saint John this year to be 125,000,000 – same as last year

Gleaner  
March 18, 1904

Export of New Brunswick Logs  
Mr. Fleming's Resolution that Lumber Cut on Crown Lands Must be Sawn in the  
Province discussed in the Legislature  
Details

Gleaner

March 9, 1904

J. R. McConnell's Logs

Quebec, March 19

The sale of logs of the insolvent estate of J. R. McConnell, Marysville, took place at eleven o'clock today. The only lot sold was purchased by Fred. B. Edgecombe of Fredericton for \$15,000. (Logs were landed on banks of Smoky River, Little Black, Beaver Branch and streams in Chabot Townships.)

Spruce 4,193,033 ft

Cedar 1,140,521 ft.

Pine 35,998 ft.

Still unhailed:

Spruce 2,172,474 ft.

Cedar 379,633 ft.

Gleaner

March 28, 1904

**British Timber Trades Journal predicts gloomy year for imports of wood from overseas; market glutted.**

Gleaner

April 2, 1904

The Woodsmen's Lien

J. R. McConnell's Logs Subject to Interesting Controversy

The liveliest possible interest is being taken in the proposed amendment to the Woodsmen's Lien Act, and it is a topic of all absorbing interest about the House and will doubtless be a most interesting debate in the Assembly Chamber. It will probably take the Law Committee some days to hear the delegations and arguments for and against.

The friends of the woodmen, who with Mr. McLatchey as champion, are promoting the measure are very vigorous and making out a very strong case. The sympathies at least of nine tenths of the legislators are with the workmen, whatever the judicial aspect of the question may be. On the other hand it is recognized that this is class legislation of a character that should be enacted in only very special circumstances and only upon most severe provocation.

it is, of course, well known that the proposed change in the law, **whereby logs cut in Quebec or Maine, may be seized and sold to satisfy the men's demands for wages as soon as the logs enter New Brunswick in transit to mills or market** is specially aimed at the operation carried on last winter by John R. McConnell in Quebec. Mr. McLatchey, who introduced the bill, covered the particulars of the case in his opening remarks.

He said that from the information he had and which would be presented to the committee he felt and felt strongly, that he was justified in bringing in this bill and in asking the House to enact it. His information was that some 300 men from the province of New Brunswick chiefly from the counties of Restigouche, of Madawaska and Northumberland, were engaged last autumn to go to the lumber woods of Quebec for John R. McConnell. they had worked for him all winter and had received practically nothing for their labor. They were turned away from the camps in the spring without even the price of a meal in their pockets; and when they applied to Mr. Eaton, who was interested in the operation, for a sufficient amount to send them to their homes even this was denied. Mr. McConnell's cut was nearly 8 million Quebec scale, equal to 10 million New Brunswick scale. About five and one half millions of this is on the banks of the river ready to be driven, and two and a half millions is on the yards and cannot be brought out this season. Mr. McConnell had gone into

insolvency and the property placed in the hands of a Curator at Quebec, and it was a very surprising if not suspicious circumstance that only four days notice of the sale of the logs were given. However, Fred LaForest, ex – M.P. became interested in the matter on behalf of some of the men, to whom some \$25,000 is owing in wages, and he wen to Saint John and interested Messrs. Cushing in the sale and obtained their authority to bid on the lumber for them. He attended the sale, showing his authority to the Curator. The latter assured Mr. LaForest that he knew Messrs. Cushing as reliable businessmen and that he would accept Mr. Laforest's bid on their behalf, and to Mr. LaForest's question as to whether he would be expected to have the cash on hand it case the logs were bid in by him the Curator said, No, he would have ample time in which to pay the money. The logs were bid in by and sold to Mr. LaForest for \$25,000, F. B. Edgecombe of Fredericton bidding as high as \$23,000. Shortly after the sale the Curator and some others retired to a private room and demanded the cash down. Mr. Laforest reminded him of the agreement that he would be given time to communicate with Messrs. Cushing and get the money. The Curator said he had changed his mind and the money must be paid at once; and the sale to Laforest was declared off. The logs were put up for sale again and were sold to Mr. Edgecombe for \$15,000.

Mr. J. W. McCready, counsel for Mr. Edgecombe, strongly protested against the proposed legislation. He pointed out that these workmen had preferred to accept the offer of high wages to work for McConnell, that the contract was made by the men for work in Quebec under the laws of that province. He also showed the committee that in Quebec after government stumpage the wages was a privileged claim, amore favorable position then in this province. That the men by their own action had forced McConnell into bankruptcy in Quebec and thus brought about the proceeding under which the logs had been sold. His client, Mr. Edgecombe, who had advanced some \$1,000 on the operation, after taking legal advice both in New Brunswick and Quebec, had been assured that if he purchased the logs at the sale advertised by the Curator, he would have a clear title free of all claims to the lumber and property to be sold. With the object of protecting himself Mr. Edgecombe had attended the sale and bona fide purchased these logs, knowing at the time that he was buying a clear title to the property. By this legislation it was proposed to saddle upon him \$25,000 additional as well as unlimited legal expenses. Legislation which sought to deprive an individual of a vested right to property—as this bill proposed—had always been held pernicious, unjust and unfair, and should not be entertained by this committee. Mr. McCready also claimed that the proposed law was a surprise, as his client had received no notice whatever until he had read it in the newspapers Tuesday morning last, and that sufficient time had not been given to fully consider and prepare his case.

The Premier stated that if further time was wanted an adjournment would be granted.

Mr. McCready continuing said that previous to attending this sale Mr. Edgecombe had arranged with the British Bank at Quebec and submitted his proposal for an advance sufficient to carry on this operation in case he purchased. The Bank after consultation informed him he would be given a good legal title by the Curator, and had accepted his proposal. If this legislation passed it would become a serious affair to him. The conditions upon which he purchased would be materially changed and all to his disadvantage. Had Mr. Edgecombe been given the least hint of such legislation he would never have attended the sale or bid upon the logs. It would have been better for him to have pocketed his first loss than to assume such risks and especially so upon a falling market. For these reasons Mr. McCready urged that the committee reject the bill and concluded by thanking the Premier for his courteous consent to grant a further hearing.

Mr. Laforest said that he appeared for the laboring men. He was employed for them in endeavoring to collect their wages. He said that he set the law in motion in the province of Quebec with that end in view, and that **Mister Gibson and Mr. McConnell had requested Mr. Eaton to get all he could out of the logs and pay the men. Mr. Gibson, he said, had \$20,000 invested in the operation for McConnell and was willing to lose this as long as the men were paid.** He referred to the means used to force McConnell into insolvency. Mr. Laforest recited the steps

he had taken on behalf of his clients up to the time of the sale, repeating what had previously been stated as to only four day's notice of the sale being given. He endeavored to have the sale postponed, going to the Judge of the Superior Court. But in this he was unsuccessful On Friday morning he got authority from Saint John to bid on the logs and called on the inspector and inquired if it was necessary to have the cash in order to bid on the logs. He replied that it was not a cash sale; that he would not require the money, he told him he came here for the express purpose of ascertaining this, because if necessary he could telephone to Saint John for the money. On this authority he attended the sale on the following day and big \$25,000 on the logs. F. H. Edgcombe bidding \$23,000. The logs were knocked down to him After he had signed the articles Mr. Easton called the Curator to one side and they and some others went into a separate room. He returned shortly and demanded the cash, and gave him thirty minute to produce it. It was then twenty minutes to twelve in New Brunswick, but he wired to Messrs. Cushing, although he knew that it being so near to the time of closing the banks that it would be impossible to get \$25,000 to Quebec, a distance of 600 miles., in half an hour. The logs were again put up to sale and were bid in by Mr. Edgcombe for \$15,000. Mr. Laforest then read the law of Quebec applying to sales of this kind, and contended that it was customary to give ten days notice of sale. He would not say that Mr. Edgcombe or Mr. Easton ahd any undue influence over the officials of the court, but he did contend that the officials had acted illegally.

A. W. Macrae said that he was present on behalf of the lumbermen of Saint John who were strongly opposed to the bill, which was very far reaching in its effects.

The committee will meet again on Wednesday. It is comprised of Premier Tweedie, Attorney General Pugsley, Hon. Mr. Sweeney, Messrs. Clarke, Grimmer, McLatchey and Allen.

Gleaner

April 6, 1904

Logs for Ourselves

The Proposed Export Duty on Logs Opposed by Messrs. Todd of St. Stephen and Supported by Mr. Fraser

Relation to Pulp Wood Industry

Details

J. R. McConnell Logs

Negotiations are on foot to have the matter of the John R. McConnell logs, bought by F. R. Edgcombe, settled without further legislation. The basis of negotiation is that Mr. Edgcombe pay the workmen who have liens 50 percent of their claims. As there is about \$25,000 owing the men this will mean that Mr. Edgcombe is to pay \$12,000 in addition to the \$15,000 he has already advanced. If an agreement is reached Mr. McLatchy's amendment to the Woodmen's Lien Act will be withdrawn.

Gleaner

April 18, 1904

The McConnell Logs

The dispute over the McConnell logs purchased in Quebec a short time ago by Fred R. Edgcombe of this city has been settled by compromise and the bid to amend the Woodsmen's line act designed to protect some 250 N. B. workmen who had claims against the lumber for their wages, has been withdrawn from the legislature.

The workmen are to receive 61 percent of the amount due them, providing their aggregate claims do not exceed \$25,000. If they go beyond that amount Edgcombe and George H. Eaton, Calais, who is acting with him, will not be required to contribute a sum in excess of \$16,000. The balance now in hand of curator at Quebec amounting to about \$8,000 is to be assigned to them by the workmen so that they will have to put up only half the amount named out of their own pockets. The money is to be deposited in a bank at once by the disinterested party who will be chosen to adjudicate on the claims of the workmen.

All these having claims for wages whether residents of New Brunswick or Quebec will be placed on the same footing

Quebec will be placed on the same footing.

Fred LaForest, of Edmundston, who has been acting as counsel for the workmen, left for Quebec last evening to file their claims with the curator.

When the law committee met yesterday morning and took up the bill Attorney General Pugsley suggested that it was very desirable that Messrs. Eaton and Edgcombe and McLatchey, the promoters of the bill should get together and endeavor to arrive at a settlement. They accepted the attorney general's suggestion and a conference was held lasting over an hour, but without satisfactory results.

An offer of 55 percent on the dollar was made but Mr McLatchey wanted 75 cents and claimed the parties for whom he was acting would not accept anything less.

When the committee resumed at 3 o'clock it was announced that the parties could not agree on a settlement and consideration of the bill was resumed. Mr. McCready, counsel for Edgcombe, submitted a statement signed by Mr. Riou, barrister of Fraserville, Quebec, which went fully into the circumstance connected with McConnell's assignment and subsequent seizure and sale of his logs.

Riou gave emphatic denial to LaForest's contention that it was Eaton who drove McConnell into bankruptcy and informed the committee that it was the Quebec creditors who commenced the proceedings.

He described the log sale as perfectly legal according to the laws of Quebec and it gave Edgcombe a clear title to the property. The sale had been sufficiently advertised and every Saint John lumbermen having interests in Quebec knew of it and could have bid on the logs had they desired to do so.

When Mr. McCready concluded his remarks Mr. Pugsley informed the committee that he had been in consultation with Messrs. Easton and Edgcombe and they agreed to pay the workmen 64 percent on a basis of \$25,000, which offer he understood was satisfactory to Messrs. McLatchey and Clair. If the amount due was only \$20,000 the men would receive 64 percent, and if it exceeded \$25,000 the percentage would be reduced, as \$16,000 was the limit.

Messrs. McLatchey, Clair and Robert Forbes, one of the claimants, expressed themselves as being satisfied with the terms of settlement. The committee spent some time in considering the terms of settlement in private and finally accepted them and consented to the withdrawal of the bill. According to the statement prepared by J. W. Purdy, McConnell's accountant, and submitted to the committee by Mr. McCready, the amount due the workmen to January 20<sup>th</sup> was \$13,195. As the operation finished on February, 10<sup>th</sup>, it is likely that the statements previously furnished to the committee were somewhat exaggerated.

Satisfaction is expressed here over the settlement and credit for which is largely due to the persuasive powers and tact of the attorney general. It is understood that ten percent, of the amount to be paid by Messrs. Edgcombe and Eaton will be set aside for the payment of expenses entailed by the workmen, including the services of Mr. La Forest, \$500 being for his costs.

Many members of the legislature while admitting that the bill was unsound in principle, it looked upon the question as a fight between Calais millionaires and 256 New Brunswick working men, and were prepared to side with the latter.

No member fought more strenuously for the rights of the working men than Premier Tweedie and had he his way it is doubtful if there would have been any compromise.

Under the terms of the settlement the workmen will receive at least 34 cents on the dollar more than would have been the case had not the members for Restigouche and Madawaska taken up the cudgels in their behalf with the legislature.

Gleaner

April 19, 1904

McConnell Logs

Agreement Ratified by Law Committee – Trustees Appointed - \$16,000 Deposit Made. (by Mr. Edgcombe)

Gleaner

May 7, 1904

With the Lumbermen

Another Lennox drive is out. Water in the River still rising

Another Lepreaux drive is out. Water in the river still rising.

The water in the river is still rising and a lot of logs that were hung up along the shores by the wind are running today. Some of them came under the boom at Crock's Point, where the current is very swift. They bear the marks of Hilyard, Fraser, Riley, Baird or Patterson. They are from the Tobique and Salmon rivers.

Dunn Bros. and Gregory's drive of 4 million on the Lepreaux has come out safely and several men who were employed on it have returned here. Another large lot of banks logs came down to Springhill yesterday. They are being purchased by Dunn Bros. agent. A lot of the raftmen went up river on the Aberdeen this afternoon.

Gleaner

June 21, 1904

Saint John Sun

Seventeen Millions

Fully This Many Logs Will be Hung Up on the St. John

Some prominent lumbermen who came to Saint John last night from away up river report important information about the condition of logs up above Grand Falls. The Pond concern, who handle all the logs brought down to and over Grand Falls, have succeeded in getting over that place some 40 million, which had been held over since a year ago and over 80 million of the last year's out. Between 16 and 17 millions of logs destined for Saint John will probably be held up. The greater portion are for Randolph and Baker. This stuff is held up at Meemscook lake some 45 miles above Fort Kent.

Of the cut on the Aroostook it would seem that all but the Aitken cut will be got out. Mr. Aitken has produced some seven or eight millions of logs and it is reported about half of this production has gone over Grand Falls. There may be some change of getting some more of it out.

Gleaner

July 16, 1904

Timber Trades

Business During June was Dull. Imports Large and Sales Difficult

Farnworth and Jardine's wood circular dated Liverpool, July 1<sup>st</sup>, says:

The arrivals from British North America during the past month have been 29,442 tons register, against 37,084 tons register during the corresponding month last year, and the aggregate tonnage to this date from all places during the year 1902, 1903 and 1904 has been 172,991, 193,343 159,407 tons register.

The business during the past month has been dull. The arrivals, though large, have, with few exceptions, been less than the corresponding month last year, but the demand generally continues very quiet, and values for some of the lading articles lower. Stocks are ample.

Gleaner

July 22, 1904

With the Lumbermen

John A. Morrison's big lower corporation drive on the Saint John river has been reported at Bath. The statement of the Fredericton Boom Company for the past week shows that 1579 joints were rafted at Mitchell Boom with an average of 140 men working and at Douglas Boom 2192 joints were rafted and 164 men employed.

Gleaner

July 18, 1904

Lumbermen Confer

They Will Ask the Government to Reduce Mileage to Former Figure, \$4 [from \$8]

They Refer to the Present Depression in the Industry and Poor Outlook for Next Session

A Limited Cut Next Winter

At a meeting of the New Brunswick Lumbermen's association in Saint John yesterday the former officers were re-elected and it was decided to appeal again to the government to reduce the mileage to the former rate of \$4, in view of the present great depression in the lumber industry.

Among those present were Henry Hilyard, president; R. A. Lawlor, of Chatham, secretary; Hon. Allan Ritchie, of Newcastle, vice-president; Kilgour Shives, of Campbellton; T. M. Burns and Frank Curran, of Bathurst; W. B. Snowball, of Chatham; T. Lynch, of Fredericton; F. W. Sumner, of Moncton; and George McKena, C. P. Baker F. E. Sayre, F. M. Murchie, John E. Moore and one or two others, of Saint John, and Mr. Lowell, of Lowell and English, Bangor. . . . They were willing to abide by the increase in stumpage, but felt that doubling the mileage was too much, in the present condition of the industry.

Last evening one of the North Shore operators said that the \$8 mileage was much higher than the rate in Ontario and Quebec, where the leases are interminable. The stumpage in Quebec is 63 cents, compared to \$1.25 here. The lumbermen felt that in view of the depression in the trade, and the fact that such large capital had to be invested in mills and in other ways, they should not be asked to pay the increased mileage. They also objected to the short term of leases, notwithstanding the argument of some that long leases would tie up the lands in the hands of a few individuals. All had had a chance to bid on the lands. Many people when they think there is a good thing in it want the bidding open, but when trade is dull, as at present, they are not at all interested.

[note that Hilyard is president; so Gibson is well represented by his son-in-law at the meeting and in the association]

Gleaner

Aug 2, 1904

Lumbermen in town to air grievance to government over stumpage.

Gleaner

Aug 25, 1904

Lumber Cut on the Saint John river will be 50 million less this year.

Stumpage on fir has been reduced as a result of recent petition by lumbermen.

Details on both.

Gleaner

Sept 10, 1904

The Lumber Situation. Long article.

Gleaner

Sept 30, 1904

Saint John lumber cut. Details.

Gleaner

Nov 11, 1904

Lumber Cut This Year Will be Only Half as Large

Saint John Sun. Details

Gleaner

Nov 19, 1904

Sawmills at Marysville will close for the season and the Scott lumber Co will shut down today. The Aberdeen mills will continue until Christmas, when a month will be taken for overhauling and refitting, the mills to resume the later part of January. Work at the Estey mill will go on all winter.

Gleaner

Nov 29, 1904

The Lumber Situation

British Importer Does not Think It will Improve Soon

Details

Gleaner

Dec 19, 1904

North Shore Lumber

## F. E. Neale shipped More than 52 Million Feet This Season

The statement of the shipments of spruce, pine and birch deals, etc., from this province during the 1904 season by F. E. Neale of Chatham, through Frank Harrison and Co., Liverpool, England, shows cargoes of 38 million superficial feet shipped from Miramichi, in sixteen steamers and nine sailing vessels of 29 thousand tonnage.

The combined totals of other shippers from Miramichi were 54 million. This made 93 million for the season shipped from Miramichi but is a smaller amount than in any season since 1895.

From Campbellton, Mr. Neale shipped 5 million feet in two steamers and two sailing vessels of 4 thousand total tonnage. From Dalhousie, 4 million feet in two steamers and two sailing vessels of 4 thousand tonnage; from Bathurst, 815,000 feet in the bark Aljnca, of one thousand tonnage, and from Bay Chaleur, 4 million feet in five sailing vessels of total tonnage 5 thousand. Mr. Neale's shipments were to many British ports and totaled 52, 189,794 feet, or 26,348 St. Petersburg standards for the season.

Gleaner

Jan 6, 1905

The Pulp Industry. Editorial

Gleaner

Jan 21, 1905

Estey's Mill Destroyed

This city was last night visited by the most disastrous fire that there has been here for the past ten years, when the West End Saw Mill, that has veritably been one of the land marks of the city, was burned to the ground and all the machinery that it contained was destroyed. The loss will probably total \$12,000, and upon this there is about \$8,000 insurance, mostly in companies represented by Mr. F. I Morrison. . . .

The building was an old one, having been erected by Col. West some 30 odd years ago and during that time it had never been the scene of a really serious fire. The place was very dry and there must have been considerable oil and shavings about, as like all other mill fires the building was soon a mass of flames and made a very spectacular blaze, which by its extreme brightness attracted an immense crowd of people. The walls and the roof fell in and the large iron stack fell without injuring any one.

The mill was fitted with electric lights which were supplied from a 10 horsepower engine and dynamo. There were three big boilers to drive the 175 horsepower engine and the mill machinery included four shingle machines, rotary and gang saws, a planer and edger. The mill had been running all winter sawing shingles and about 22 men had been kept at work. In the summer when the mill was running full there were about 50 men employed. . . . The West End Saw mill was first built by John L. Marsh, father of the present Police Magistrate, and was a two gang saw mill with trimmers. In 1856 he sold out to Scott, Thompson and Sutherland and during their ownership the place was burned down. Col. West then bought the place and erected the building that was burned last night.

Gleaner

Feb 10, 1905

This Year's Lumber Cut

W. H. Murray Says that only 60 Million New Logs Will be Brought Out

Saint John Sun.

Details

Gleaner

March 22, 1905

40 Million for the Booms

Lynch, Welch and Richards Concern to Take Main Drive on South West Miramichi

Details – estimates on cut and total amount of lumber to be driven

Much in the news lately about the Winding Ledges Dam, which lumbermen protest will kill their drives

Gleaner

March 31, 1905

Lumbermen Clash

Restigouche Mill Owners Agitate Conflicting Interests – Competitors Say Richards Co. Control the Restigouche to Injury of Competitors

Details

See also April 1 (Lumbermen Dispute)

Gleaner

April 1, 1905

Grand Falls Power

The Van Horne Syndicate Granted A Dominion Charter to Exploit Power There

Pulp and Paper Co.

New York Capitalists Secure an Option on Large Tracts on the Miramichi

Details

Gleaner

April 4, 1905

Lumber is King

Continuing story of Restigouche Unrest

See also April 5 articles

Gleaner

April 5, 1905

The Saint John Drive

Mills Start Sawing

Scott Lumber Company Will Have Total of 20 million to Cut

The Victoria Mills started sawing this afternoon. Only the day gang is at work now and the night gang will probably be started about June or July.

There is about 300,000 feet of logs left over from last year which they will saw.

The Scott Lumber Company expects to have 20 million this year. The Gibson Company's saw mill at Marysville will probably start sawing the latter part of this week.

Gleaner

April 6, 1905

\*\*The Saint John Lumber Cut

Stats

Gleaner

April 17, 1905

Along the River

...

Last night the tugs Hero, owned by D. D. Glasier and Sons, and Fanchion, owned by the Boom Company, arrived here from Saint John and the tugs, Ernest and Perl, owned by the Sewell Concern, came up as far as Sewell's Landing

The schooner Maggie Alice arrived on Saturday from Grand Lake and is discharging her cargo at Gibson.

Gleaner

April 22, 1905

The Lumber Cut

Upwards of 105 million May be Hung up on the Saint John

Details

**Gleaner**

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**April 24, 1905**  
**Donald Fraser and Sons**  
**Details on new mills**

Gleaner  
May 6, 1905  
Log Driving on the St. Mary's  
Donald Fraser and Sons driving 10 million on the Tobique  
Details

Gleaner  
May 11, 1905  
The Lumber Drives

A gentleman prominent in the lumber business says that every stick of the Gibson concern's cut on the Nashwaak will come out for sure. It undecided as to whether the 10 million to come out of the St. Francis will be driven as a corporation drive or by the different operators themselves. The difficulty is to get anybody to take hold of the work.

**Lumber Shipments**  
**Gibson Concern Manufacturing 200,000 laths per day**

The lath business just at present is in a very prosperous condition. The Gibson concern are shipping laths almost every day to the American market and find that there is a ready sale for them at New York at \$3.50 per thousand. They now have some 2.5 million on hand and are manufacturing them at the rate of 200,000 per day.

The schooner Morancy, which was injured yesterday at the Reversible Ralls, Saint John, by a collision with a scow of deal was coming here to load with lath for the Gibson concern for New York. The accident has delayed the schooner and her cargo will be sent to Saint John by scows.

The schooner Caravalla, with soft coal from Sydney for Hatt, Morrison Co., Ltd., is expected here today. The Caravalla has been charter to take a cargo of laths of Ne York for the Gibson concern.

The schooner I. N. Parker is also expected here today. She has a cargo of coal for A. H. VanWart and has been chartered to load with hemlock boards for an American port by the Scott Lumber Company.

The schooners J. L. Colwell and Cora May are coming here from New York with coal for Mr. Patrick Farrell. These vessels have both been chartered to return to New York with lath cargoes for the Gibson concern.

The tug G. D. Gunter is here from Saint John and will return today wit a tow of scows loaded with deals.

At Saint John today the Gibson concern commenced loading the ocean steamers Norden and Emanuel with lumber for British ports.

Gleaner  
May 13, 1905  
Death of Mrs. John Fairley

All the Lumber Will Come Down  
Details, including drive of John Morrison South West Baker Branch of the Upper Saint John.

Gleaner  
May 18, 1905  
Arthur M. Gibson Ashore  
Fredericton Schooner in Trouble on New England Coast  
Saint John, May 18

A special dispatch to the Star from Boston says, the three masted schooner Arthur M. Gibson is ashore on Delay Head, on Block Island. The crew is safe and it is hoped the schooner will be got off. This schooner was built at Gibson in 1890, and **is owned by John Gibson and others.**

Gleaner  
May 20, 1905  
The Lumber Drives  
Many hung up but not Gibson's.  
Tonight the rear of the drive will be at the Lower Nashwaak lake.

Gleaner  
May 22, 1905  
Many Logs Will Hang  
50 Million may not be brought out. Some say worst driving conditions in 40 years.  
Details

Lumber Shipments  
Gibson Company Laths for Old Country – Laths and Deal for American Ports  
The schooner I. N Parker cleared today with a cargo of 140,000 feet of hemlock deal for Norwalk, Conn., for the Scott Lumber Company.

**The steamer Jessie Lena has been chartered by the Alexander Gibson Railway and Manufacturing Company to carry 2 million of laths for the Old County from Saint John.**

**The schooner Kalevain, E. McGilvery, master, cleared Saturday for New York with a cargo of laths from the Alexander Gibson Railroad and Manufacturing Company.**

**The tug G. D. Hunter left today for Saint John with a two of 16 scows of lumber. The two was made up of 11 scows of deal and 1 scow of laths for the Alexander Gibson Railroad and Manufacturing Company, and 4 scows of deal for the Donald Fraser and Sons. The shipment was 1.2 million feet of deal, each scow averaging 80,000 feet, besides the laths.**

Gleaner  
May 27, 1905  
A Big Lumber Shipment  
The tug G. D. Hunter left today for Saint John with another big tow of scows loaded with lumber. **The tow this time was made up of 20 scows. Seventeen of them were loaded with deal for the Alexander Gibson Railroad and Manufacturing Company,** two were loaded with deal by the Estey estate for the Sawyer concern and one was loaded with lath for Donald Fraser and Sons. This made a shipment of about 1,520,000 feet of deal besides the laths.

Gleaner  
May 31, 1905  
Lumber Shipments  
The schooner Maggie Alice, Captain McKiel, cleared this morning for Saint John with a cargo of 900,000 shingles from the Alexander Gibson Railroad and Manufacturing Company consigned to J. W. Smith.  
The schooner J. L. Colwell, Capt. Springer is loading at Gibson with a cargo of laths for the Gibson concern for New York.  
Tomorrow the schooner Cora May, Capt. Barton, will commence at Gibson to load with laths for New York for the Gibson Concern.  
The lath market still holds firm. **Laths are worth \$3.25 per thousand in New York.**

The schooner Onward, Capt. Wasson, is loading at the York and Sunbury Milling Company's wharf with lumber for Vineyard haven.  
**The tug Joseph has established a new record in the matter of towing empty lumber scows back here from Saint John. As a rule the tugs bring from eight to twelve scows and fifteen scows is considered a very big load. The Joseph arrived here from Saint John on Monday with no less than twenty-one empty scows. On its return to Saint John the Joseph took five scows of deal and laths for Donald Fraser and Sons.**

Gleaner

Gleaner

June 3, 1905

Lumber Shipments

1,680,000 feet of Deal for Saint John. Laths for New York

**The schooner J. L. Colwell, Capt. Springer, cleared yesterday for New York with a cargo of 800,000 laths for the Alexander Gibson Railroad and Manufacturing Company.**

The Schooner Onward, Capt. Wasson, has moved to Sewell's mill landing to complete its cargo of deal for Vineyard Haven.

The Cora May, Captain Barton commenced today loading with laths for the Alexander Gibson Railroad and Manufacturing Company.

The schooner Lena Maude, Captain Giggey, cleared yesterday with a cargo of hemlock boards for Vineyard Haven.

The tug Joseph has left with a record tow of scows of deal and lath for Saint John. **The tow was made up of 22 scows.** Of the lot two were for Burt and Jones two were for Donald Fraser and Sons, two were for Estey, while **fifteen were loaded with deal for the Gibson concern and that concern also had one scow loaded with lath.** The whole shipment was made up of 1,680,000 feet of deal besides the one scow of laths.

The tug Joseph arrived here this afternoon and with 13 scows, the same number of empties which the Hunter brought up, and leaves tonight with a big tow.

Gleaner

June 9, 1905

Lumber Shipments

Lumber shipping has fallen off some during the past day or two and there is not a schooner in port today.

**The tug Hunter left for Saint John yesterday with a tow of 12 scows loaded with deal, making a total shipment of 900,000 feet. Eleven of the scows were shipped by the Alexander Gibson Company and one by the Donald Fraser Co.**

The water in the river has been falling off a great deal of late and the shipping men are surprised to find the water so low. In fact it is said that there is only about two feet of freshet water now. The water is falling off at the rate of about three to four inches per day now.

Gleaner

June 10, 1905

Gibson's Lands ON Fire

Blackville Mill Shut Down and Crews Fighting Heavy Forest Fires 20 Miles From Blackville

Blackville, June 10

Very serious forest fires are raging on the Alexander Gibson Company's lumber lands in a westerly direction from Weaver's siding on the Intercolonial Railway.. Weaver's is seventeen miles southwest of Blackville and seven miles northwest of Doaktown and the fire is twenty miles from here on land regarded as a very valuable property. The smoke in this direction is very heavy and the indications are that the fire is covering an extensive section of territory. Word of the fire reached the village last night and immediately arrangements were made to get men off to fight it. The two Gibson mills here are closed down today, and their crews about 80 men, went to the woods to give all possible assistance. The Swim mill at Doaktown was also closed down, and their crew sent out to fight the fire. What progress they have made your correspondent was not able to one o'clock to ascertain, but the atmosphere is as densely clouded with smoke now as it was three hours ago, and it is feared that nothing short of a heavy rain will stop the progress of the fire and save some of the most valuable lumber lands on the Miramichi from total destruction. The fire is certainly a very serious one. There is a belief that the woods were set on fire by some designing persons, and there is talk of arrest being made.

(fire said to be about Otter brook then to Rocky Brook)

(June 12 article says fires not as serious as thought to be)

New Saw Mill at St. Mary's  
Details

Gleaner  
June 24, 1905

The Lumber Market Decline

**Enormous Shipments of Spruce Have Weakened the British Market**

The lumber shipments out of this port continue. The amount of lumber of all classes which has been shipped from Fredericton alone this summer has been enormous. The same state of affairs seems to prevail in other places, for a prominent lumber buyer and shipper today stated that owing to large shipments of spruce the latest reports from the other side of the Atlantic said that the market was weaker and that the prices have declined somewhat.

Just at present the Scott Lumber Company are loading the Steamer Indianapolis with a cargo of over 2 million feet of deal at Saint John.

She will sail for Brow Head consigned to the company's agents there for orders.

The Scott Lumber Company are also loading a big three masted schooner with laths for New York. This vessel was too large to come to this port and is being loaded at Saint John.

The tug Joseph this week took a tow of 15 scows to Saint John Ten of the scows were loaded with deal, five of them for the Alexander Gibson Railroad and Manufacturing Company, and the other five for Donald Fraser and Sons. Five scows were loaded with logs which the York and Sunbury Milling Company were sending for the work on Dipper harbour breakwater.

Schooner Maggie Alice has cleared for Saint John with a cargo of 1 million shingles for the Gibson company consigned to Mr. J. Willard Smith.

Schooner Clayola has cleared for New York with a cargo of 970,000 laths for New York from the Gibson concern.

Mr. A. H. F. Randolph, of the Fredericton Boom Company, today stated that he regretted very much that the Mitchell Boom would have to close down for the season within a week for want of lumber. He felt that none of the other booms could be kept going for more than a very few weeks.

Gleaner  
June 28, 1905

Low water has hung up a lot of logs on the upper Saint John and so the boom company at Fredericton will close early and begin rafting operations. 48 million feet to be rafted by end of week.

Gleaner  
July 10, 1905

Mitchell Boom Closed. Some of the Men sent to the Douglas Boom

Details

Gleaner  
July 19, 1905

New Mill AT Gibson

Babbit and Sons to Erect a New Mill at That Place

Details

Gleaner  
July 24, 1905

Marysville Saw Mills

The saw mills will resume operations today quite a lot of logs having been brought in last week.

Lumbering Operations

Gibson Company's Mills Started Work Again Today

South West Miramichi Rafting Finished

The Alexander Gibson Railroad and Manufacturing Company's saw mill at Marysville started running again today after being closed down for some time for want of lumber. The mills will probably be able to run steady now for the balance of the season. The recent rains storms worked around to the head waters of the Nashwaak very nicely and brought the water up to a point where the stream drivers have been able to get things moving once more.

Over on the South West Miramichi rafting work at the booms was finished on Saturday. The returns have not been made up as yet to show the extent of the operations. The rafting operations at that boom have been known to stop as early as July 5<sup>th</sup>. Last year about 60 million feet of lumber was rafted on the South West Miramichi, but this year the amount will not be one half of last season's total.

Gleaner

July 23, 1905

Lumbermen's Claims

**Want Extension of Leases, Reduction of Mileage and Regulation of Lands for Settlement**

W. B. Snowball Chosen President

Details

Gleaner

Aug 17, 1905

The Fraser Mills

Re-building on the Old Site [of the Aberdeen Mills] May be Settled upon by the Firm  
Details

. . . The Messrs. Fraser have a lease of the property at Gibson owned by the Canadian Pacific Railway. This property is situated on the river front below the mill of the York and Sunbury Milling Company, and is an excellent mill site with good shipping, and railroad facilities. The Messrs. Fraser are believed to be considering a proposition to built there. Mr. Donald Fraser Jr. says that no decision has been reached by the firm. He says that the firm wanted to build on the property at Gibson some time ago.

Gleaner

Aug 22, 1905

Richards Co's Transfer

Papers Will be Signed in this City Next Month – Price about \$750,000

Americans have Started Work

Details

(166,000 acres of timber)

Gleaner

Oct 19, 1905

St. Mary's New Industry

Babbitt's New Mill Has Steam Power and Will Saw all Winter

Details

Gleaner

Nov 7, 1905

Miramichi Lumber Co.

The Advent of the Americans May Change the Manner of Cutting Lumber in Province

**The Saw to Take the Place of the Axe and Much Good Lumber Saved**

The Company's Cut This Season

Details

Gleaner

Dec 13, 1905

(Fredericton) Gleaner

Boom Company May Sell Out

Details

Gleaner  
Dec 22, 1905  
Death of T. D. Babbitt (of new St. Mary's steam sawmill)

Gleaner  
Jan 12, 1906  
Lumber Prospects  
(Log Cutting Finished for the Winter and the men busy getting the logs ready for the  
brows.)

Gleaner  
Jan 30, 1906  
Lumber Outlook  
. . . On the Nashwaak conditions are absolutely different. The recent January thaw and  
the heavy rains which occurred and warm weather have made it impossible in a good  
part of the Nashwaak section to continue operations. The snow has all gone off in  
some parts and there is nothing but bare ground in sight, with the only possible result  
that it has become necessary to close down some of the camps and send the men  
home.

Feb 21, 1906  
New Lumber Policy  
\*\*Premier Tweedie Outlines the Changes Now in Contemplation by Provincial  
Government

Lumbermen in Opposition  
Bill to Allow Fredericton Boom Company to Increase Rates

Gleaner  
Feb 22, 1906  
Fredericton Boom Co.  
Directors of Company and Interested Lumbermen Appear Before the Corporations  
Committee  
Reasons Advanced by Company for Demanding a Higher Rate for boomage  
Details

Gleaner  
Feb 23, 1906  
Fight Boom Charges

Gleaner  
Feb 24, 1906  
Province to Buy Lands  
66,000 Acres to be Purchased from New Brunswick Railway Co. to be Given to  
Settlers  
IN the legislature yesterday afternoon, Hon. Mr. Sweeney in reply to enquiry to Mr.  
Clarke said the government has no means of knowing how scalers are employed after  
their duties cease as lumber scalers for the government. No charge has been made in  
the manner of appointing lumber scalers since 1890.

Hon. Mr. Sweeney in reply to Mr. Clarke said an investigation was held under  
oath by the Surveyor General on the 16<sup>th</sup> day of December, 1905, at Moncton, into  
complaints against Mr. Cliff Atkinson, lumber scaler in the county of Kent, in  
connection with the collection of stumpage from Crown Lands. It appeared at that  
investigation that some minor irregularities had occurred, but not of a serious nature  
as to require the dismissal of the scaler. He was cautioned that he must look more  
carefully personally after the work in his district.

Hon. Sweeney in reply to Mr. Clarke that under authority of Act 3, Edward  
VII, Chapter 18, the Surveyor General concluded negotiations with the New  
Brunswick Railway Company for the purchase of three tracts of land, different

localities, amounting to 66,000 acres. The Railway Co. had these lands surveyed some years ago and reported as suitable for settlement purposes, but before concluding the purchase the Committee of the Executive Council considered it advisable in the interests of the province to have a further survey made, so that only these tracts suitable for settlement purposes should be purchased.

It was decided that the Agricultural Department should send a man with the survey party to carefully examine these lands and to report as to whether they were suitable for settlement purposes or not. For various reasons it was impossible to have it attended to up to present time, but as soon as practicable the matter will be attended to and the purchase completed. In view of this answer, no answer is required for the second part of the inquiry.

Gleaner

Feb 24, 1906

Lumbermen Ready to Drive

Operators Along the Nashwaak Have Finished Hauling

Total Cut Amounts to About 22 Million

On Miramichi Lumbermen Have Also Got Logs to the Stream

Mr. Fred McGowan, lumber scaler, has returned from the Nashwaak head waters where he has been on a business trip. Mr. McGowan today said that there was about 2 ½ feet of snow in the woods in that section and that the conditions generally for operating this season had been the best.

Most of the lumbermen have finished hauling off the yards to the brows already and those who have not will finish either tonight or early next week.

On the Miramichi the lumbermen have finished up their hauling pretty well and those who have not got all through will get everything cleared up by the end of next week.

On Monday last Mr. McIntosh of Glassville sent in a crew of men at Clearwater to take out about 100,000 feet off some land which he wants to get cleared. The work will be rushed through quickly.

The total cut on the Nashwaak amounts to about 22 million feet or about what was estimated early in the season.

Gleaner

March 17, 1906

**Preserve Our Lands**

**The Measure Introduced in the Legislature Yesterday by Premier Tweedie**

**Details - Crown Timberlands are 10,000 square miles**

Gleaner

March 21, 1906

45 Million Feet of Lumber Expected to Come Down the Miramichi

Gleaner

March 23, 1906

Boom Company's Plans

The Fredericton Boom Company will do the rafting work at the Sugar Island, Douglas and Mitchell booms this year but the sacking within the boom limits and the work of attending to the sheer booms will be done on contract work. . . .

Gleaner

March 24, 1906

Boom Company Operations

The Fredericton Boom Company is making a new departure this year inasmuch as they are sending out representatives to go along the river and make contracts with the farmers to raft logs and deliver them at Springhill at 60 cents per thousand and it may be that they will give 65 cents for logs which have to be brought a long distance.

Heretofore this work was done under contract with the lumbermen who made contracts at 70 cents but a 5 per cent commission to the agent of the lumbermen at Springhill for his part of the work.

Gleaner  
March 31, 1906  
Bright Lumber Outlook  
Expected that 150 million feet will come down the Saint John.  
Details

Chatham's New Industry  
Miramichi Lumber Co.s New \$50,000 Mill To Start in August  
Details

Gleaner  
April 3, 1906  
The Lumber Cut  
Estimate for Upper Corporation Drive is 155 Million Feet  
Lumbermen Meet Here for Annual Session Tomorrow

...  
A. Cushing and Company 32 Million  
Murray and Gregory 10 Million  
John E. Moore 2.5 Million  
Neal McLean 4 Million  
W. H Cunliffe and Sons 14 Million  
Charles Miller 17 Million  
Saint John Lumber Co. 47 Million  
John Kilburn 10 Million  
Stetson, Cutler and Co. 8 Million  
Randolph and Baker 6 Million  
Scott Brothers 2 Million  
John A. Morrison 2 Million

The full amount of 155,000,000 will not reach the booms here because fully 30 million of the Saint John Lumber Company's cut will be held for their mill above Grand Falls. The remainder is all for mills at Fredericton and between here and Saint John, and will therefore be driven to the booms of the Fredericton Boom Company.

While taking off this 30 million lessens the amount to be driven on the lower corporation to 125 million feet, this discrepancy will be all made up and the grand total increased when the lumber cut on Tobique, Salmon and other rivers below Grand Falls is added. The principal operators on Tobique, whose lumber is to come down the Saint John river, are Hilyard Brothers, N. H. Murchie, while John E. Moore is the principal operator on Salmon river.

Gleaner  
April 16, 1906  
\*Scott Lumber Company  
Wonderful Progress of Local Lumbering Concern Since its Inception in 1903  
Get article

Gleaner  
April 19, 1906  
First Logs Reach Booms  
Some of Gibson Company's Lumber Has Come Down the Nashwaak  
The ice has moved some more today about noon and carried away part of the sluice leading to the Babbitt Mill at St. Mary's. Scores of people gathered on the bridges and along the shore to see the fun but the ice has become nothing more than shush and it moved along very quietly. Some excitement was caused when a black dog got caught out on the ice when it started to move down stream. The canine put in a lively few minutes but finally escaped

Both above and below the city the ice has been on the move and Mr. N. H. Murchie, who arrived last night, says that the river was clear from the mouth of the Aroostook to Hawkshaw where there was a big jam. About 1 million feet of the

lumber caught in the ice below Grand Falls has started down with the ice. The balance had not been moved. There is altogether about 5 million feet of lumber in the ice below Grand Falls. About 2,000 pieces from Tobique went out with the ice.

. . . On the Nashwaak the driving has started and men are at work on the Tay and Dunbar streams. Already logs owned by the Gibson Company have reached their boom limits. There will be about 600 men employed on the Nashwaak drive this spring and fully 200 of them are now ready to start or else are now working.

Gleaner

April 23, 1906

Busy Season for Nashwaak

The lumbering manufacturing operations of the Alexander Gibson Company started off in earnest today and all the mills at Marysville are going full force. The night crews will start work at once and in all there will be about 400 men employed. There were never better prospects for a busy season for the Company.

Mr. Alexander Robinson, who has charge of the Company's shipping, is very busy just now getting ready for the coming season's work, which started in real earnest when the tug Joseph arrived yesterday. On Wednesday at St. John the Company starts to load the steamer Phoebe with a cargo of 2.5 million feet of deal, their first European shipment this year.

Word comes from the Nashwaak that all the drives are coming along well and that John Gibson's drive of 2 million feet on the Dunbar will be out by tomorrow at the latest.

Gleaner

May 4, 1906

\$20,000 Mill at Gibson

York and Sunbury Milling Co. Will Have One in Operation by Next Season

The York and Sunbury Milling Company are to erect a \$20,000 mill at Gibson at the close of the present manufacturing season and expect to have it in operation when the lumber for the summer of 1907 comes to hand. The mill will probably be erected on the site of the mill at Gibson that the company purchased from the Messrs. Babbitt.

Work upon the erection of the new will be commenced this fall and will be pushed along as rapidly as possible. This is the mill that it was proposed to build on the site of the old Estey Mill, this city, but which proposition was abandoned, owing to the City Council not offering the concessions asked for.

The Company will have between five and seven million feet of lumber to saw this season and will operate the mill at Gibson and also that at Sewell's landing, which it was said would be allowed to stand idle.

Gleaner

June 5, 1906

Lumber Drives May All Come

. . .

The tail of the Gibson Company's rear drive on the Nashwaak is reported to be about Cross Creek and to be making good progress. . . . Almost ten million feet of deals have already been shipped from this city this year, including the shipments of the Alexander Gibson Company and the different firms from up river which ship through agents in this city. The tug Hunter left last evening for Saint John with eight scows loaded with deals. Six of the scows were from the Gibson Company and the remainder from the up river firms. The Joseph will leave tonight with a load of similar size.

Gleaner

June 8, 1906

Lepreaux Drives Are All Out

Messrs. Dunn and Gregory's Drive of 4 million feet after being Abandoned was all brought to Booms Yesterday

Gleaner

June 12, 1906

June 13, 1906

### 1,000 Millmen Out in Saint John Strike

A union of all millmen to be formed tonight and a united effort made to enforce their demands upon the operators who still say they will hold out.

Saint John, June 13

As foretold the present strike among the millmen is not confined to the deal pilers, but tonight a general demand for an increase of wages will be made by a number from all classes of workmen. This demands will be for 15 percent increase. When the strike was declared a few days ago the deal pilers at one mill asked for 30 cents per cay more. The inside men regarded this as rash, as full preparations for the strike had not been completed and as a result they at first refused to join the strikers. Five or six of the mills were closed. Since then several others have been compelled to shut down. During the present week delegates from the deal pilers have been going about among the other workmen and have induced a large number of them to join in the demand made on the employers.

A meeting will be held this evening for the purpose of forming a union. This union will include employees of all classes and will not be confined to the deal pilers alone. At Cushing's several of the deal pilers were among the workmen this morning, and at Randolph and Bakers the same agitation was carried on for the purpose of inducing the men in those mills to go on strike.

Miller's mill at Pokiok closed at nine o'clock this morning. At this time the logs on hand had been finished and it is asserted by the deal pilers that the men will not return to work when more logs arrive.

The management of Hilyard's mill announced today that they would resume operations tomorrow morning. There are now fully a thousand men out of employment, and if the efforts of the agitators are successful 300 more will quit work tomorrow.

The mill owners are not taking any active steps to oppose the movement. They are not particular whether the mills run or not for a while, but they are determined not to grant an increase. They claim today that the strike is practically over, the men being beaten. In proof of this it is asserted that Hilyard's men have volunteered to go back to work and that a majority of the employees who never desired the strike are anxious to resume and that the strikers are fighting among themselves.

It is true there are many of the older men who want to return to work and their influence may bring the trouble to an end.

Gleaner

Aug 4, 1906

### **\$20,000 Mill to Replace Others**

**The York and Sunbury Milling co. have commenced upon the extensive improvements to the property at Gibson, which the Gleaner told of some weeks ago, and when the work is completed they will have a plant at Gibson valued at about \$20,000.**

A large wharf is now well under way, and when completed it will give the company a much larger yard room and better shipping facilities.

A crew of men with teams are now engaged in hauling stones to be used in building the large stone foundations on which the new mill will rest. The present mill at Gibson is to be torn down at the conclusion of this season's work and the mill at Sewell's Landing will also be dismantled.

The new mill at Gibson, which will be ready for sawing next spring, will be 140 feet long and 40 feet wide. It will have a capacity of about 45,000 feet per day or about 7 million feet per season. The mill will occupy the present site and some land above the present one.

A boiler of 125 horse power or more will be installed and close to fifty men will be employed in the new mill and about the yard.

Gleaner

Aug 10, 1906

### Lumber Deals of Local Concern

The fact that two local lumbermen left this morning for Nova Scotia, one of them being in close touch with the Alexander Gibson Co. and also the fact that one of the

being in close touch with the Alexander Gibson Co., and also the fact that one of the Alexander Gibson Co.'s employees has recently looked over the O'Mullin lumber property in Nova Scotia, has given life to the report that a deal is on in which York Co. lumbermen are very much interested, whereby the O'Mullin property, which comprises several hundred thousand acres of the best timber land in Nova Scotia, will change hands.

Another matter which has created some talk in lumbering circles has been the visit to this city of Mr. L. W. Lyon, who registered at the Queen Hotel as from Paris.

Mr. Lyon was with Mr. J. R. McConnell most of the time and made a number of visits to the crown land office, where he made enquiries, and looked over the plans of the Gibson Co.'s property. There is reason to believe that Mr. Lyon's trip to this city was in the interests of a pulp concern.

**The Gibson Co.'s Nashwaak property comprises about 225,000 acres.**

Gleaner

Aug 15, 1906

\*Scott Lumber Co. Branching Out

The Various Valuable Properties Which Have Lately Been Acquired - Capital Stock to be Increased

Gleaner

Aug 18, 1906

Looking for More Stumpage

New Brunswick Land and Railway Company have Increased Rates 25 cents Per Thousand, It is Said

In lumber circles it is stated that the New Brunswick land and Railway Company have increased the amount of their stumpage 25 cents per thousand and that the increase takes effect for the coming seasons.

The change has caused a ripple of excitement among the lumbermen, many of whom are very much concerned in the change.

The New Brunswick Land and Railway Co. has extensive holdings throughout the province, a great deal of which is included in the best timber land of the province. IT is estimated that about 50 million feet per year is cut on the Company's lands and it will thus be seen that the company's receipts, owing to the increase, will be considerably enlarged.

The cause for the increase in the stumpage rates is undoubtedly caused by the increase in the price of lumber, this season.

Gleaner

Aug 21, 1906

Snowball Mill Was on Fire

Good Work of Firemen Saved the Largest Mill on the Miramichi From Destruction.

Gleaner

Sept 1, 1906

To Purchase Land from New Brunswick Railroad Co.

At the meeting of the Provincial government held in this city yesterday afternoon the matter of purchasing 50,000 acres of land from the New Brunswick Railway Co. in Victoria County was taken up, but was delayed for a month in order that the report of the men who are cruising the property to see that it is fit for settlement purposes might first of all be received.

the Government proposes to buy back these lands from the Company, **which received them as bonus years ago**, at 75 cents per acre and re-sell them for settlement purposes the same price.

To Harness the Grand Falls

Delay in Commencing Operations Caused by Trouble Between Provincial and Federal Companies

Details.

Gleaner

Nov 23, 1906

Lumber Shipment Stopped for 1906

Last Shipment of Deals for Saint John Starts Tonight - **Gibson Co. Shipped 33 Millions During Season**

The shipment of lumber by water to Saint John for the season of 1906 will be concluded this evening, when the tug Joseph will leave with fourteen scows of deals from the Alexander Gibson Co.'s wharf at Gibson. **The largest single shipment of the season was made this week when the Joseph left on Monday with 23 scows in tow.**

**As usual the Gibson company have been the heaviest shippers by water from here to Saint John.** It has been one of the heaviest seasons in the history of the company's business for some years past and the work has been carried on in a highly satisfactory manner by Mr. G. G. Robinson, the superintendent.

Sawing has stopped for the season at Marysville and sawing at the Blackville mill was stopped some weeks ago.

During the season just closing the Gibson Company has shipped **33 million feet of deal to Saint John for shipment to the old country. This amount represents the total amount of long lumber sawed at the company's two mills at Marysville and Blackville.**

The river still remains open and the water is higher than usual at this time with a fairly swift current running.

Gleaner

Nov 24, 1906

Aberdeen Mills May Yet Be Built

Messrs. Donald Fraser are in the City Today.

Details

Gleaner

Nov 30, 1906

Lumber Operators and Their Work

...

Mr. Harry Gibson is operating on his own responsibility this year, and will cut about three million on the Nashwaak for the Alexander Gibson Company. Mr. Gibson has about sixty men in the woods, taking in an extra crews this week. The Gibson company's cut on the Nashwaak this year will not be as large as last season.

Gleaner

Jan 7, 1907

U. S. Cut of Lumber

30 Billion Feet. Maine Leads in Spruce with 31 percent of whole National Cut

Gleaner

Feb 5, 1907

\*The Gubernatorial Post - Gov. Snowball's Term Up

(Get whole article)

...

As a lumber Operator

With that acute foresight which characterized him in his other undertakings, he saw clearly that lumber was to be the chief staple of New Brunswick and as soon as he took an interest in it he forged into the foremost ranks as the largest operator and **second only to Alexander Gibson as a manufacturing exporter of lumber in New Brunswick. . . .**

Gleaner

Feb 16, 1907

Surveyor's Report of Lumber Cut on Crown Lands

Details

Gleaner

Feb 21, 1907

\*Forestry Convention - The Lumber Industry

Valuable Paper Read by Col. T. G. Loggie - The Preservation of the Vast Timber Limits of the Province.

Details. See esp. p. 3

Gleaner

Feb 22, 1907

Forestry Convention Association Formed

Long article

Gleaner

Feb 25, 1907

\*Lieut. Gov. Snowball Dead - The Tragic Suddenness

See also editorial

Gleaner

Feb 26, 1907

Remains of Late Governor Taken to North Shore Home

(Alexander Gibson not among chief mourners mentioned)

Gleaner

Feb 27, 1907

Mortal Remains Laid in Silent Tomb

(Again, Alexander Gibson not mentioned at all among list of mourners)

Gleaner

March 20, 1907

The Miramichi Lumber Company

Seek Permission to Build a Dam on the SW Miramichi

Clauses in bill

(on connection with large saw mill, to cost about \$75,000)

Gleaner

March 25, 1907

York and Sunbury Mill to Start

Description of mill

Gleaner

March 27, 1907

South West Miramichi Dam Objections of Lumbermen

Discussion of proposed bill to erect dam on sw Miramichi in connection with saw mill

Gleaner

April 5, 1907

Scott's Mill Destroyed

The Scott Lumber Mill at Fredericton Junction Burned to the Ground and the Machinery Destroyed - Loss about \$6,000

Details

Gleaner

April 22, 1907

Aberdeen Mill to be Rebuilt Soon

(Owned by Donald Fraser and Sons)

Gleaner

April 30, 1907

The Saw Mills Start Tomorrow

The first of May has been set down as the day for starting many of the principal saw mills in this section of the province, but the repairs being made at the Phoenix Mills will delay Mr. Morrison in getting his mill under way this spring.

It is expected that the York and Sunbury Milling Company's fine new plant at Gibson will be started by Manager Fred Pond tomorrow, it being his ambition to cut up a few logs tomorrow if possible.

the Scott Lumber Company will start their Victoria Mills, this city, and their Magaguadavic Lake mill also tomorrow. it was expected to have the Victoria mills started today but the start had to be put over until Wednesday.

At the York and Sunbury Milling Company's plant about five million feet of logs will probably be manufactured this season.

At the Victoria Mills it is expected that the Scott Lumber Company will cut between 10 and 15 millions while at the Magaguadavic mill they will cut about four millions

The Gibson Company's mill at Blackville has already started sending long lumber to Gibson for shipment to Saint John for transatlantic shipment therefrom.

After running a few days the Gibson Company's mills at Marysville have been compelled to close down owing to the high water in the Nashwaak and it will likely be some weeks before they get going.

The first bank logs of the season will reach Springhill tomorrow. They will be for the Scott Lumber Company, which owns most of the bank logs coming to Springhill this year.

Gleaner

May 13, 1907

The Shipment of Lumber

the season for shipping lumber by water from this city opens today, and promises to be a very busy one. This afternoon the tug Joseph will make the first trip for the Alexander Gibson Railroad and Manufacturing Company. The Company will have a steamer at Saint John in a few days and this shipment will be part of the cargo. In all the shipment will contain about 12 scows, or about an even million superficial feet of lumber.

‘ Mister Alexander Gibson is in charge of the company's lumber shipping this year at Gibson and that is assurance that everything will be looked after in an efficient manner.

The Scott Lumber Co. also made their first shipment by water today. The schooner, Georgie Pearl, Capt. Lipsett, cleared from Victoria Mills with a cargo of 200,000 feet of hemlock boards for the Blanchard Lumber Company at New Bedford, Mass.

Gleaner

May 16, 1907

Gibson Co. Logs are all Coming

From an authoritative source it was learned today that unless conditions suddenly became worse the entire cut of the Alexander Gibson Railroad and Manufacturing Company on the Nashwaak would reach the booms within a comparatively short time. **The fact that the wise management on the part of the company's high official has made it so that there are good dams on the Nashwaak, is responsible for the fact that the driving conditions have been better on that river than in most places in the province.**

There is already about ten million feet of logs in the Gibson Company's booms on the Nashwaak and the Tay drive with about 6 million feet will get into the main river the end of this week or nearly next week while the Upper Nashwaak rear drive was started last week and is coming along gradually. There is 4 million feet of logs in the Upper Nashwaak Drive.

Gleaner

May 17, 1907

Canadian Pacific Railway extension surveyed to Aberdeen Mill Site

Details

Gleaner  
May 18, 1907  
Best Stream Driving now for Past Thirty Years

...  
Gibson Company's Big Cut  
it was learned by the Gleaner today upon enquiry from a reliable source that the Alexander Gibson Railroad and Manufacturing Company will have a large lot of lumber for manufacture this year. On the Nashwaak their cut is somewhat larger than usual and probably amount to between 25 and 30 million feet, while on the Miramichi for manufacture at Blackville they have between 7 and 8 million, **making in all 35 million.**

The Miramichi Lumber Company also has an operation on the Miramichi amounting to about 35 millions, so that in the Cushing, Gibson and Miramichi concerns there are three companies with a total operations of more than 100 million feet.

Gleaner  
May 20, 1907  
Big Schooner Had a Hard Passage

...  
It is not often that there are two three-masted schooners in port here, but such is the case today, the three-masted schooner H. H. Chamberlain, Capt Wasson, having arrived on Sunday with a cargo of 350 tons of anthracite coal from New York consigned to ex-Ald. Farrell. She has been chartered to carry back a cargo of laths for the Alexander Gibson Railroad and Manufacturing Company.

The woodboat Maggie Alice, Capt. McKiel, arrived here on Sunday at noon with a load of fine gravel from the foot of Long Reach consigned to eh city corporation. It is likely that she will carry back to Saint John a cargo of shingles for the Gibson company.

Gleaner  
June 3, 1907  
Between 10 and 12 millions in Lepreaux drive this year

Gleaner  
Sept 3, 1907  
Two New Paper Mills for the Miramichi,

Gleaner  
Sept 21, 1907  
Grand Bay Mill, vacant for 2 years, burns to ground

Gleaner  
Sept 27, 1907  
Big Lumber Deal on North Shore  
Sumner and Co. Sell Their Gloucester properties - Price said to be \$250,000

Gleaner  
Oct 5, 1907  
A Miramichi \$500,000 Deal  
Another big New Brunswick lumber property is passing into the hands of American capitalists. The seller this time is Ernest Hutchinson, of Chatham, who possesses a large lumber interests in that vicinity, and the purchaser is the International Paper Company. Mr. Hutchinson was in Saint John yesterday on his way to Bangor to formally complete the transaction.

The property which Mr. Hutchinson is selling consists of forty-five square mils of granted timber land and 300 square mils of crown lands held under lease from the government. In addition, there is a general store and a large and well equipped mill. The transfer will take place immediately but Mr. Hutchinson will finish sawing

this season's cut and the new owners will probably not take active control till spring.

The new company intend to make a large number of improvements and it is reported that in the near future they may start a pulp and perhaps a paper mill in connection. The price paid is said to be in the vicinity of half a million. This is the first big property on the North Shore to be absorbed by Americans during the past couple of years.

Gleaner

Nov 30, 1907

Nashwaak Cut 25 millions

**The Gleaner learned this morning on the most reliable authority that the lumber cut on the Nashwaak of the Alexander Gibson Railroad and Manufacturing Company for next season would be about 24 or 25 millions.** This man made the statement to contradict the statement which had been published in certain papers that the cut would not be more than fifteen million feet.

The Gleaner's authority stated that the contracts which the company had with their operators amounted to about 24 or 25 million feet and there was no reason why they would not carry out the contracts as usual.

It is learned that of the operators Harry A. Gibson and Hallett would likely have about two and a half or three millions feet each.

**Of late years the Gibson company have taken out about 25 millions from the Nashwaak annually.**

Gleaner

Jan 8, 1908

One Concern Will Take out 40 million Feet of Pulpwood

International Paper Company of Richards and Hutchinson companies in Miramichi

Gleaner

March 5, 1908

Our Forests

Editorial

Gleaner

April 22, 1908

Bad Condition for Lumber Markets

Saint John Mills which may not Run This Year in Consequence of Low Prices

John E. Moore and Stetson and Cutler Mills

Gleaner

Feb 8, 1912

Marysville to Have Pulp Mill

Consolidated Pulp and Paper Company, the 5,000,000 concern Organized by Ex-Senator Jones of Bangor, to Take over Gibson Lands, will Erect Plant there with Capacity of 80 Tons of Pulp per Day - Means an Expenditure of Over Half Million Dollars

Indications now point to a pulp mill being erected in Marysville by the Consolidated Pulp and Paper Company, the 5 million English-American concern lately organized by ex-Senator N. M. Jones of Bangor, Maine to take over the extensive lumber lands of the Alexander Gibson Railroad and Manufacturing Company.

**When Mr. Jones' Company took over the Partington pulp mills at Saint John it was reported that the products of the Gibson lands would be taken to Saint John and there made into pulp and afterwards, converted into paper, but now it is learned from authoritative sources that the intention is to erect another pulp mill and that it will be situated at Marysville.**

Ex-Senator Jones is in Saint John to day and there he refused to discuss the company's plans when the Gleaner's correspondent endeavored to interview him and secure a definite statement as to whether or not the pulp mill would be erected at Marysville. While Mr. Jones declined to confirm the report, he would not deny its truth and it is believed that early next spring work will be commenced at Marysville

truun and it is believed that early next spring work will be commenced at Marysville on the construction of the mill.

Under the circumstances it is naturally impossible to get many details as to the character of the plant to be constructed at Marysville, but it is said that the pulp mill will have a capacity of 80 tons per day. The construction of such a plant would not be a great boom for Marysville alone, but would be the means of putting in circulation annually a tremendous sum of money in this district of which the business people of Fredericton would get their share in trade.

A pulp mill with a capacity of 80 tons would employ at least 224 men and possibly 250, and it is said that the construction of such a plant would cost not less than \$500,000 and possibly as much as \$750,000.

Gleaner

Feb 21, 1912

Will Erect Sawmill on Mouth of Nashwaak Stream

Moses Haines, of Cardigan, plans mill to employ 45 men

Gleaner

May 3, 1912

Gibson Lumber Lands are Sold

American Capitalists Will Close Deal Within a Week - Price About \$5 million

it is now definitely understood here that the syndicate of American capitalists, headed by Senator Jones of Bangor will take over the Gibson lumber lands, which includes lands along the Nashwaak River, comprising several million acres, before the end of next week.

Mr. A. H. Hanington, K. C., of Saint John, who is representing Senator Jones and his company, spent several days during the first part of the week in this city, going over the plans and arrangement of the lands, and it is understood definitely that the deal will be closed for the taking over of the lands and mills by his company next week.

The lands consist of several million acres of probably the best lumber lands in the province, and are situated along the Nashwaak river. There are also several mills, the mill at Marysville, and the one at Blackville, which will be included in the sale. The purchase price, it is understood, is in the vicinity of 5 million.

**The lumber mill at Marysville, which generally starts operations as soon as the Nashwaak is clear of ice, has not started as yet this year, and it is understood that the new company propose to close down the mill there and in future all the logs will be taken to Saint John, instead of being cut at Marysville.**

Gleaner

May 4, 1912

Grave Situation for the Citizens of Marysville

Company Taking over Gibson Lumber Lands propose to Cut Lumber at St. John.

Marysville Mills to Remain Closed

Beside Loss of Employment there will be a Great Dearth of Fuel

With the advent of the firm of American capitalists headed by Senator Jones of Bangor, who are taking over the Gibson Company Lumber lands, which was forecasted several weeks ago when it was announced that the mills at Marysville, including the lath, shingle and lumber mills, would be shut down, in order that all the logs could be drawn at Saint John, the people of Marysville are now confronted with a grave question.

When these mills were in operation they provided about the main sources of firewood for the residents of Marysville, and also supplied all the lath edgings and sawdust sufficient for running the Canada Colored Cotton Mill. Now that they have not been re-opened the depression is greatly felt and the people are at a loss to know what to do about their supply of fuel.

It is understood that officials of the company at Marysville, who know the situation as it now is thoroughly, have endeavored to have the mills start operations, and although it is rumored that their efforts may soon be rewarded, **it has also been stated that the mills have been shut down permanently.**

Gleaner

May 15, 1912

The Gibson Lumber Properties Deal

Not Yet Closed in the Report Given Out by Interested Parties in Saint John

Saint John, May 15. At a meeting of the directors of the Partington Pulp Mill held here this morning, H. W. Schofield reported on his recent visit to England in connection with the transfer of the Partington plant and the Gibson lumber properties to the Consolidated Pulp and Paper Co. At the close of the meeting the announcement was made that those matters are still in process of negotiation, and that nothing definite can be said yet regarding the result.

Gleaner

May 21, 1912

**The Marysville Mills Will Start at an Early Date**

Good News for the Hundreds who Find Employment in the Mills

the Wood Famine was already Felt

Nothing Definite Yet Regarding the Transfer of the Gibson Lumber Property

Although nothing definite can be learned regarding the transactions which might have transpired during the visit of ex-Senator Jones, of Bangor, and Thomas McAvity, of Saint John, at Marysville yesterday, it is understood that the property will soon be transferred from the Gibson Lumber Company which is headed by Senator Jones.

It is now understood, however, that the lumber mills at Marysville will be resume operations in a short time, and it is thought that this move was one of the main matters in connection with the visit to Marysville yesterday.

**These mills have been the source of work for several hundred men and the maintenance of a large proportion of the residents of Marysville, and their failure to start operations at the first of the season as usual, has caused a noticeable depression throughout the Nashwaak River town.** That the mills will be in operation soon will be welcomed by the people of that vicinity.

During the past two or three weeks it is reported that many families have taken their departure from Marysville and have taken up their residence elsewhere.

While the mills have been down it has been very hard for the residents to secure their supplies of firewood, and they have had to resort mainly to coal.

**Practically all of the firewood used in the town was secured from these mills, while the cotton factory until lately used nothing but the lath edgings, sawdust and refuse from the mills.**

Gleaner

May 27, 1912

Log Driving Co. is Asked to Raft Nashwaak Logs

New Owners Gibson Property Want to Send Seven Million Feet of Logs to Saint John.

Use small Logs for Pulp Material

While Ten Millions of Larger Lumber Will be Sawn at Marysville

A special meeting of the Saint John River Log Driving Company directors will be held either tomorrow or on Wednesday to consider a proposition which as been made to the company to rate 7 million superficial feet of logs from the Gibson Company property on the Nashwaak.

It is said to be the intention of the company purchasing the Gibson property to have 7 million superficial feet of the smaller logs sent to Saint John to be used as pulp wood at the Partington Pulp Mill there and that the balance of the season's cut on the Gibson lands, about 10 million superficial feet, will be manufactured at Marysville.

In the event of the Log Driving Company accepting the proposal, it is not known whether the logs will be rafted at the mouth of the Nashwaak or sent through the sorting booms at Lincoln.

Gleaner

June 1, 1912

Gibson Property Transfer Today

Early Morning Meeting Held at Marysville and an Adjournment made until This Afternoon when Deal Will be Consummated - Believed that Pulp and Paper Mills will eventually be Established at Marysville - Upwards of \$2,000,000 the Purchase Price

Today June 1<sup>st</sup>, set some time ago for the consummation of the transfer of the Alexander Gibson lumber lands and mills on the Nashwaak and Miramichi to the syndicate organized by ex-Senator N. M. Jones of Maine.

This morning everything pointed to the successful carrying out of the plans for putting through the deal as arranged, and it is likely that the actual transfer will take place this afternoon at Saint John and then the Consolidated Pulp and Paper Company will become the owners of the property.

**The present owners of the Gibson lumber property are the Nashwaak Lumber company, a holding company organized some months ago to take over the property on behalf of the Farnsworth and Jardine interest of Liverpool, England, from the Alexander Gibson Railroad and Manufacturing Company while negotiations for its purchase were in progress.**

This morning an automobile took Col. H. H. McLean, M. P., and Mr. J. S. MacLaren, of Saint John, to Marysville where they attended a formal meeting of the company with Mr. Alfred Rowley, the secretary. The meeting was held at 8 o'clock and was adjourned to meet again at Saint John this afternoon without any other business being done, and on the 9:45 Canadian Pacific Railway train Col. McLean and Messrs. MacLaren and Rowley left for Saint John accompanied by ex-Senator Jones who was here watching the proceedings.

The Consolidated Pulp and Paper Company, which was organized by ex-Senator Jones to take over the Gibson property, and the Partington mills at Saint John, has a capitalization of 5 million and will, it is believed, pay upwards of 2 million to the Farnsworth and Jardine interests for the Gibson property. **They will operate the Partington pulp mills at Saint John, and at present about one-third of the annual cut of logs on the Nashwaak will be sent to Saint John where they will be used for pulp material, while the rest of the cut will be manufactured at Marysville where the new owners will operate the saw mills.** It is believed, however, that eventually the new owners will establish pulp and perhaps paper mills at Marysville.

Mr. Gibson Got Property Fifty Years Ago

It is almost fifty years ago that Mister Alexander Gibson senior came to the Nashwaak, after accumulating considerable wealth in successful lumber operations on the Lepreaux, and bought the mills and property, when comprising seven thousand acres and splendidly timbered land, altogether valued at about \$130,000 from Robert Rankin and Co.

On commencing operations on the river, Mister Gibson saw at once that the principal obstruction to be overcome was a large boom held by a mile or two of piers. He immediately commenced the construction of dams and increased the river facilities so much that no drive has ever been hung up on the stream since he took possession. He also had his lands carefully explored and surveyed. Some of these he purchased at public auction from the crown; others he bought from the New Brunswick and Nova Scotia Land Company, and he has thus acquired all the most valuable land (nearly 170,000 acres) on the river.

He had also a mill at Blackville, on the Intercolonial Railway that cut about 8 million feet of lumber annually, a property which he bought from the Messrs. Fairley. The deals were brought by rail to Gibson, and there, with the product of the Marysville mills, placed upon lighters specially built by Mister Gibson and towed to Saint John, where the large lumber was sent to England and the shingles and laths shipped to the United States.

A good many years ago the Alexander Gibson Railroad and Manufacturing Company took over the business, but Mister Gibson continued as president and manager, of the company **until Nov 24<sup>th</sup>, 1908, when with the well-earned reputation of being one of Canada's greatest captains of industry he retired from active business.**

Gleaner

June 4, 1912

Ex-Senator Jones Tells Plans for Gibson Lands

John Kilburn to Have Charge of the Rafting of Logs at Mouth of Nashwaak

Pulp Mill is Likely to be at Marysville

Surveys of the Nashwaak River and Possible Sites for Plant to be Undertaken

Ex-Senator N. M. Jones, the organizer of the Consolidated Pulp and Paper Company, was at Marysville yesterday with some of the other gentlemen interested in the new \$5,000,000 concern which has taken over the Gibson timber lands and mills and last evening they left for Saint John.

The Saint John River Log Driving Company has declined to accept the company's proposition to handle the rafting of about 7,000,000 superficial feet of the company's logs which have come down the Nashwaak river and which the Consolidated Pulp and Paper Company wish to have sent to their Partington mills at Saint John for pulp material.

Arrangements have therefore been made by Hon. Mr. Jones to have the Consolidated Pulp and Paper Company do the rafting themselves. Driving operations will be commenced at once and the logs will be driven to the mouth of the Nashwaak where they will be caught in booms and a rafting ground will be established there. Mr. John Kilburn, of this city has been engaged to take charge of the rafting operations and a crew of men will be put on the work without delay and no time lost in getting the work done.

Hon. Mr. Jones also stated that arrangements have been made to have the saw mills at Marysville commence operations at once. Mr. Alex. G. Robinson, of Marysville, who has been in charge of the lumbering and milling operations on the Nashwaak for the Gibson Company for some years, will remain in the same position for the new owners, and will soon commence getting his crews together to operate the mills. It is not yet known how much lumber will be manufactured at Marysville this year, but it will probably be 10 million feet or more.

Hon. Mr. Jones was asked by the Gleaner if there was a possibility of pulp mills being established at Marysville by the Consolidated Pulp and paper Company, and replied in the affirmative.

"There is certainly more than a possibility of our establishing pulp mills at Marysville," he said. "In fact, just as soon as we can get around to it we will have surveys of the river and of the likely sites for a plant made and if the results of the surveys are satisfactory then Marysville is pretty sure to have a pulp mill and perhaps a little a paper mill too."

Continuing, Hon. Mr. Jones said that nothing would be done towards increasing the capacity of the Partington mills at Saint John until some changes are made in the present plant there. He will return there in the course of a few days, probably on Thursday, when he will probably have some further information to give out regarding the company's plans.

Gleaner

June 6, 1912

Final Act Today in Transfer of Gibson Lumber Properties

The Largest Single Deal in the History of the Province Closed and the Immense Gibson Properties are Now in Possession of the Edward Partington Pulp and Paper Co. of Saint John - Company Will Continue to Saw Lumber on the Nashwaak and May Erect Pulp Mill There in the Near Future

Saint John, June 6. One of the largest business transactions in the history of the province was closed today, when the deeds for the entire property of the Gibson Lumber Company were transferred to the Edward Partington Pulp and Paper Co. The amount involved is said to be over two million dollars. **The property of the company, including the timber limits, mills, logs, lumber, licenses, equipment, etc., was originally bought by Farnworth, Jardine and Co. of Liverpool, and transferred to the Nashwaak Lumber Co. a holding company for the latter concern. The deeds to the Partington Company accordingly were made from the Nashwaak Lumber Company.**

Ex-Senator N. M. Jones has been working for the past year on the organization

of the Consolidated Pulp and Paper Co., with the intention of taking over both the Gibson and Partington properties, but this scheme was not carried out, and instead the Partington Co. became the purchasers.

The announcement was made today that Mr. Jones will in future be associated with the Partington Co. as manager of their pulp department. The Company's plans for the Gibson property have not been worked out completely as yet, but their present intention is to continue sawing the larger logs and using the smaller for pulp wood. The capacity of the pulp mill at Saint John will be increased from 50 to 100 percent, and if conditions on the Nashwaak are found favorable another pulp mill may be established there.

Plans for a large paper mill in conjunction with the pulp mill at Saint John is dependent to a certain extent on finding sufficient water in artesian wells. One twenty inch well has been sunk at a cost of \$10,000, and a \$5,000 pumping plant is being installed. If the plans are carried forward it may be necessary to have several more such mills.