

# THE CANADA LUMBERMAN

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## MR. FREDERICK DYKE.

The lumber export business has now become one of the chief industries of Canada, the natural resources which the Dominion possesses in this line affording advantages for the profitable investment of capital which are, perhaps, not found to the same extent elsewhere. English capitalists have of late been turning their attention in this direction, one of the leading firms engaged in the business being Thos. B. Neale & Company, timber and lumber agents and exporters, with head offices at Liverpool, Eng. This firm operate principally in the Maritime Provinces, Mr. Frederick Dyke, of whom a likeness is shown, is their Canadian representative. Their offices are situated at Chatham, N. B., from which point large quantities of spruce deals and other lumber are shipped.

Although a young man, Mr. Dyke possesses a thorough knowledge of the lumber trade, and particularly of the requirements of the British market. He was born in Liverpool, England, in 1875. At the age of fifteen he entered the Liverpool office of Price & Pierce, of which Mr. Thomas B. Neale was then manager, as apprentice. Upon Mr. Neale taking over the business from Price & Pierce, in 1891, and establishing the firm of Neale, Harrison & Company, Mr. Dyke was engaged by the latter firm, and in 1896 was removed to their Miramichi office, later becoming the representative in the Maritime Provinces of Thomas B. Neale & Company, who succeeded Neale, Harrison & Company.

For the season now closing the shipments by Mr. Dyke from the Miramichi were about 12,000,000 feet of spruce, with some pine and birch, and from the Dalhousie district about 2,000,000 feet. The firm which he represents are also agents for various concerns shipping deals from the Nova Scotian ports, and for Messrs. W. & J. Sharples on the west coast of England and Ireland. Mr. Dyke expects to leave for England in the early part of this month.

Probably the oldest timber in the world which has been subjected to the use of man is that found in an ancient Egyptian temple, in connection with the stone work, which is known to be at least 4,000 years old.

In making foundations for piles of lumber where it is not handy to get timbers for the purpose, inch lumber is sometimes used by piling the boards on top of each other to the required height, taking eight pieces of 1x6 to make a box. This form of foundation, while strong, is objectionable from the fact that it is likely to rot and has not the stiffness desirable in timber usually employed in this kind of work. A Chicago yard uses as a substitute for boards a frame made of two pieces of 1x6-16, and blocks of 2x6, 6 inches long, nailed on end every 6 inches. This makes a light and easily portable frame that has all the required stiffness of a piece of timber and has less tendency to rot than either the boards or the solid stick.

## HARDWOODS ALONG THE CANADA ATLANTIC RAILWAY.

Owing to the receipt of many inquiries in regard to the location of hardwood mills, the Canada Atlantic Railway has given us the following information with respect to the timber adjacent to their line:

The district immediately west of Ottawa is well supplied with the softer woods suitable for cooperage stock, shooks, etc., such as elm, ash and basswood, but west of Eganville, maple, ash, beech and birch are quite plentiful. West of Madawaska, for a distance of one



MR. FREDERICK DYKE.

hundred and thirty miles, or through to Georgian Bay, there is an unbroken belt of white and yellow birch, with a good average of maple, ash, elm and basswood. There is probably no section of Canada producing the quantity or as fine a quality of birch, and we understand that the white birch represents practically the bulk of that now standing in Ontario. The timber is well matured and is especially suited for furniture stock, veneers and wood specialties, and owing to its great size, planks and specially sawn timber for the Continental markets. This timber will average twenty-four to thirty inches in diameter, sound and remarkably clear, as the samples of stock and veneers which we have for inspection will show. We are sorry that we have no illustrations prepared of the almost universal tracts of birch in this territory, but ample can be seen from the trains at any season to justify the statement that the supply is practically inexhaustible.

This timber is generally held by licensees of berths who are engaged in taking out the pine, little or no effort so far being in evidence as regards operations in hardwood. Locations can be readily obtained or the logs jobbed. A very large quantity of the hardwood is also held by settlers, who are only too glad to take out on contract, as it furnishes winter work at home. There is no difficulty in getting out several million feet in this way per annum in the immediate neighborhood of any mill and at as low a cost to the manufacturer under present conditions as if limits were operated by himself.

## CANADIAN TIMBER AT GLASGOW.

A correspondent at Glasgow, writing to a Toronto daily paper, thus refers to the display of timber products at the recent exhibition:

"Much interest has been taken in the forestry exhibit, which is very complete and well arranged, and contains specimens of every kind of merchantable timber grown in the Dominion. Articles of woodenware were much inquired for, and there is a growing demand for material cut in particular sizes to be used in manufactories in this country. This applies to furniture also. The polish put upon the Canadian furniture is said not to stand in this climate, and the dealers in furniture prefer to have the material in the rough, or partly finished, and to put it together and finish it themselves. There are many advantages in this mode of dealing, especially as regards carriage, but the chief difficulty in the way of extending business in this direction is that few Canadians who could carry it on to advantage are in a position to fill such large orders as it would be necessary to accept to secure the trade. No doubt the commissioners in their report will be able to give valuable information with regard to this, as well as other branches of trade in which Canada is concerned. The Peterboro' canoe is always an object of interest, and all the exhibits of them, and most if not all of the carriages, will be sold before the close of the Exhibition. Canadian carriages are much admired, both for style, comfort, lightness and price. They have, however, one drawback, and that is the difficulty of turning—a serious one in narrow country roads. If this difficulty could be obviated without causing weakness of construction or increase of price the trade in these vehicles could be largely extended."

The Premier of Quebec has adjusted the difficulty over land rights existing between the settlers on the Lievre river and the McLaren Lumber Company, of Buckingham. The settlers complained that the company's men cut logs off the lands and made roads through the cultivated fields belonging to the complainants. It seems that the difficulty arose through a misunderstanding as to the extent of the McLaren limits, and the company agreed to recompense the settlers on a cash basis.