

NEW BRUNSWICK LETTER.

[Regular correspondence CANADA LUMBERMAN.]

RATHER more than midway into the year lumbermen are congratulating themselves on the splendid business that has been done this season compared with other years. The opening of the United States markets has helped to swell the volume of trade into important figures, and it has been usually of a profitable character. The Consular's figures of trade between St. John and the United States for the year ending June 30th show as follows: First quarter, \$261,950.01; second quarter, \$335,197.16; third quarter, \$109,658.73; fourth quarter, \$696,735.23, or a total of \$1,493,541.13. It will be seen that the shipments of the last three months cover nearly half of the shipments for the year. What this growth means will be recognized when it is stated that shipments from St. John for the year ending June 30th, 1894, were only \$319,322.69. British trade has, of course, been regulated by conditions in the United Kingdom, and these have not been of the most satisfactory character, and yet a good trade has been done, and represents a fair margin of profit.

The Hamilton mill at Straight Shore is rapidly nearing completion.

An addition has been made to their saw mill at Spruce Lake by Hanson & Miller.

Lumber exports from Parrsboro, N. S., for the month of June were \$189,116.

G. G. and W. C. King are making extensive repairs to their saw-mill at Summerhill, N. B.

The saw-mill of H. A. McPhee at Henry Lake is represented as being particularly well equipped and doing a splendid business.

The mills of W. C. Purves and A. Cushing & Co., which were destroyed by fire will be rebuilt, the city council granting aid to the former by wiping out the last year's taxes, and in the case of the latter will extend the water service to the site of this company.

ST. JOHN, N. B., July 24, 1895.

BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

SEVERAL circumstances, though varied in character, have created interest in lumber affairs on the Pacific Coast within the past month. One of these has been of a decidedly depressing nature, namely, the destruction by fire of the Brunette saw mills, at Sapperton, near New Westminster, and already noted in the columns of your weekly edition. The Brunette mills occupied a large place in the lumber concerns of British Columbia, and perhaps at no time in their history was business in a more prosperous and progressive state than this season. The fire broke out in the dry kiln and spread with alarming rapidity, it not being long before the entire mill was destroyed. Mr. Wilson, manager of the company, estimates the loss at fully \$75,000 over the insurance, which will have to be borne by the stockholders. The financial position of the company is excellent, as all the stock issued is fully paid up. The liabilities, outside of the company's liabilities to the stockholders, are not large, and everything will be fully paid. The fact that for some time past the company have had orders booked more than a month ahead of the output, and cargo after cargo has been refused, will indicate how unfortunate the disaster is, and at what an unfortunate time it has overtaken the company. At this writing I am not able to say whether or not the company will rebuild. The stockholders, to a large extent, consist of prominent Ottawa lumbermen and others in Ontario and Quebec.

J. C. Anderson intends building a saw-mill at San Juan, Vancouver Island.

The settlement of the red cedar difficulty, placing this lumber on the free list, is an item of decided congratulation among the lumbermen of British Columbia. There can be little doubt but that large shipments of this lumber will from this out go into the United States.

A shipment of lumber that left here within the month for Shanghai, included an unusually large number of heavy sticks. The dimensions of the largest are as follows: 4 spars, 24x24 inches square and 100 ft. long; 4 pieces, 24x24 inches, 90 to 102 ft. long; 6 pieces, 25x20 inches, 90 to 100 ft. long; 12 pieces, 18x8, and 17 pieces, 16x16 inches, 80 to 100 ft. long.

After much waiting the lumbermen of British Columbia have finally got together and decided on an increase in the price of lumber of from \$2 to \$3 a thousand feet. Though the volume of trade on the Coast has kept up well for some time past, this encouraging feature has been offset by the low price at which much of the lumber in the past has been sold. The hope is that an advanced price has now come to stay.

Mr. K. H. Alexander, manager of the Hastings mills, who has lately returned from an extended trip in Great Britain and other foreign markets, is hopeful that Douglas fir will eventu-

ally find a large and profitable sale in the foreign markets. This pine for some time has been known on the English market as Oregon pine, but this is a matter that Mr. Alexander and others are having righted, and we shall in the near future learn of Douglas fir as one of the woods, I anticipate, well known in the United Kingdom. The low price of pitch pine in Great Britain has been a barrier to the introduction of Douglas fir in the past, but time also will overcome this difficulty. Mr. Alexander reports that upon the continent he found Douglas fir giving good satisfaction, and when on the Clyde he saw a cargo of lumber from the Hastings mill, that seemed to give particular satisfaction to English lumbermen.

NEW WESTMINSTER, B. C., July 23, 1895.

MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

LUMBERMEN in this district, viewing the matter from a purely personal standpoint, express themselves as pleased with the recent decision of the Board of General Appraisers in excluding matched lumber from the free list. Questioned as to the real interpretation of the Act, and what was meant by its promoters, many will be frank in saying that the Wilson tariff was intended generally to cover the classes of manufactured lumber now disputed.

Lumber business generally is quiet, but the disposition is to charge it to the midsummer holiday season.

A large raft of cedar containing 12,000 telegraph poles, 25,000 cedar ties and 50,000 posts was rafted down the Detroit River to Delray a week ago for the Cleveland Cedar Co.

Extensive timber fires have been prevalent in different parts of the State and a good deal of damage done. One result is quite sure to follow, and that is that the price of hay and coarse grains for lumber camps next year will be high.

A statement is made by lumbermen here that logging on the Canadian side of Lake Huron costs 25 per cent. more than on this side and as a consequence jobbers who took contracts based on cost of logging on this side will come out at the short end.

SAGINAW, Mich., July 26, 1895.

SOMETHING ABOUT INJECTORS.

HINTS ABOUT THEM FOR ENGINEERS AND FIREMEN.

IN some instances it may be found impossible to adjust the injector for the work required, as it may have been especially for a far different pressure than that at which you wish to work it, for the higher the steam pressure used the smaller in proportion must the steam tube opening be, and no injector can be made which will fit all conditions equally well, regardless of advertisements to that effect.

Suppose our injector acts as we have stated before, we immediately know that it is not the fault of the injector, for if it was it would not start at all, unless in rare cases there may be a tube loose, and after the injector has started this may move and alter the relation between the water and the steam supply.

If our injector does not receive steam from the same pipe, the engine does, and the boiler is not forced to such an extent that it lifts the water badly we may neglect the wet steam cause and look for others. First of all, we will make sure that our water supply is not interrupted by some unknown cause, for this would cause a deficiency of water and the steam would show at the overflow, making the injector break. This water deficiency may be caused by the water valve having a loose disk, which may move on the steam enough to alter the opening for water, and this is a fruitful cause of trouble many times both in steam and water pipes.

Or it may be that a pump in the neighborhood is taking the water at intervals, and at times the lessening of water may be enough to cause a "break" in the injector's working. Other causes which give trouble may be given briefly:

In many instances the pipes leading to the injector are long and small and often filled with rust and other deposits, and while the injector will start all right it breaks just as soon as it has used the amount of water that is in the pipe, for this acts as a reservoir, supplying water enough for a start, but being soon exhausted.

In a case of this kind it will not do to blame the injector after being sure that there is nothing loose about it, for if it will start it will run until worn out, unless stopped by some outside cause and this cause must be looked for.

In cases where small injectors are used on large pipes

confusion often arises as follows. The injector will start all right, and after a very short period of operation will suddenly break and we wonder why. In case that have come under my notice this has been caused by there not being an opening into the boiler, the check being either stuck or the stop valve shut. The injector starts well enough, but after it gets the large pipes filled and the pressure rises to the limit of the injector, then a break. A long pipe between injector and boiler, even if not so large, will have the same effect.

Great difficulty will sometimes be experienced in starting an injector, and one of the most common causes for this is a leaky check valve, allowing hot water from the boiler to come back into the injector and boil the water, or prevent it from condensing the required amount of steam. This can be readily found by carefully noticing whether any hot water shows at the overflow when the steam supply is shut off; this will indicate a leaky check valve unless the steam valve leaks, and a little care will soon determine which is the leaky valve.

The checks that give the most trouble are what are termed straight way, or swinging checks, which, while very good for some work, are not as good for injector work as the old-fashioned plain check. The reason is this: The passage of water through them wears the side of the seat farthest from the hinge and in a very short time the check is not tight, and this little leakage back from the boiler makes it hard to start the injector. And if a very slight obstruction becomes lodged near the hinge, the opening at the outer end of the swinging valve is much greater and the leakage is considerable. This is not said to injure any maker of swinging checks, but merely to give my own experience in this class of work.

When you have your doubts as to the quantity of water that can be supplied to the injector, just measure the flow by letting it run into a measure of known quantity and note the time taken to fill the measure. If we have a two-gallon pail and the water from the supply pipe of the injector will fill it in five seconds, we know that as there are sixty seconds to the minute the pail will be filled twelve times per minute, which is twenty-four gallons a minute or 24x60 equals 1,440 gallons per hour.

In many cases the injector is made useless by the manner in which the piping is put up, and the writer has found cases where the injector refused to work, in which the supply of water had been cut down to less than half by the man who did the piping screwing all the pipes so far into the valves and elbows as to almost close the openings. This is particularly apt to be the case in the valves and checks, as the brass of which they are made gives so much more than iron fittings that the men do not stop until the pipe refuses to turn with the same force that they apply to iron pipe fittings. A little judgment helps wonderfully in a case of this kind. It is sometimes necessary or convenient to pipe the injector to the same supply and delivery pipes as used by the pump, although it should never be done where both are to be used at the same time, as the pulsating action of pump is very apt to take the water from the injector momentarily and cause it to break.

Where this is done there should be valves so that the pump connections can be shut tightly from the injector and vice versa, particularly in the case of a lifting injector. One instance of this kind was brought to my notice aboard of a little yacht which was being hurriedly fitted for a southern winter cruise, and in which the injector would start nicely and work for a minute perhaps, and then break or fly off, as some call it. The first thought was that there was a piece of wood or waste floating in the water tank in the bow of the boat, and that the action of the water drew it over the pipe and shut off the water supply, as often happens in cases of open tanks. This was not correct, however, as investigation showed that the men who had piped the injector had connected the water supply to the same pipe that supplied the wash basins in the cabins, and whenever the faucets in the cabins were open or leaked the air was drawn into the pipe and into the injector, and caused the break. By piping the two water supplies separately the trouble was remedied and the boat was ready for her trip in tropical climates.—The Tradesman.