

1900

band about 4,000 feet from last year's our yard by the time d April are our best

THE HANCOCK MANUFACTURING CO.

Logging operations are as they were last year, which may reduce The weather of late with the camp work. all through, it does not at present look as if quality of logs will be out.

HUNTSVILLE LUMBER COMPANY.

owing to the poor crop frequent small demands for lumber, stocks in the very heavy, and in our opinion logging operations be considerably curtailed this season. Sales of lumber are slow at present. The weather has been fine only, when we had a general freeze up, with less snow, and so far as the weather is concerned conditions could not be more favorable for a season's work. The labor question may also make a difference in the volume of business done in the future. Wages are high, from \$20 to \$45 per month, and, which price, of course, includes board.

HUGHES & LONG.

In reply to your enquiry logging operations in British Columbia for this year you probably already know, the great bulk of logging on this coast is done during the summer months, the winter season being so rainy that work in the woods cannot very well be carried on to advantage. In the last few years, however, a number of the logging mills, in fact all of them, have been taking logs altogether by machinery, so that they have been able to carry on work in weather in which teams could not work to any advantage. The mills which have thus equipped have been able during the last winter to secure a more steady supply of logs the year round. The mills generally plan to have a considerable stock of logs in the water at the beginning of the season, so that with what they can get out in the winter they will have sufficient to keep running again. At the present time, and during all the winter there has been a plentiful supply of logs, and prospects indicate that enough logging will be done in winter to keep those mills well supplied which have been ordered to keep them running. Loggers' wages and cost of supplies are about the same as during the last two or three years. We have just had a fall of six inches of snow, which is quite unusual here at this time of the year. This will retard, rather than help, the work in the woods, as it has fallen on soft ground. I think that the cargo mills in British Columbia, as those on Puget Sound and in California, are short of logs at the present time. This condition has prevailed during the last two or three months. I may also say that the British Columbia mills are considerably hampered on account of no lumber carrying ships being owned in British Columbia, making it difficult to export.

H. H. SPICER.

SHIPBUILDING IN BRITISH COLUMBIA.

The following letter, on the important subject of shipbuilding in British Columbia, appears in a recent issue of the Vancouver Advertiser, of Vancouver. The writer is superintendent of the Moodyville Land and Saw Mill Company: "The recent and much needed agitation by our Board of Trade and business men generally, of the question of placing suitable steamers on the Vancouver route, calls up the somewhat larger and more important subject—that of shipbuilding in British Columbia. It is doubtful, however, if the necessary facilities for such work can be secured at the present time from private sources only, and this being the case, it is desirable that our Provincial Government should render financial aid to the enterprise, to just what extent what particular way can be left to future consideration. The general way, however, for such aid to be extended is by giving a certain sum per ton register for building vessels, and so much per mile for distance during the first two or three years of a ship's

It is doubtful if there is another seaport, either in Canada or the United States, of the importance of Vancouver, that has not more or less of a locally owned fleet. That a number of vessels, built and owned in and operated from this port, would be a great advantage to all classes of our citizens, can scarcely be questioned. Being somewhat interested in shipping, I have had occasion to note the many disadvantages the port labors under, owing in a great measure to the fact that we have no vessels of our own. I will just give one illustration. A great many of the vessels loaded in British Columbia with lumber are owned either in San Francisco or Puget Sound—the owners in many cases being closely allied with the owners of the Sound mills. The natural result follows, and every American ship-owner does his utmost to have his ships go to Puget Sound, and in order to do this many owners grossly exaggerate the difficulties of coming to Burrard Inlet, and actually state in the Charter Party that if the ship goes to Burrard Inlet, the freight will be 60 cents per thousand feet more than if loaded in Puget Sound. In many cases our mills cannot possibly afford to pay the 60 cents extra, and the vessels go to the Sound—our people lose the orders and many times are compelled to close their mills, which, of course, affects every man with whom they have business relations.

I mention lumber carriers particularly, as for the present lumber is the principal export; but it is only a question of time when this discrimination against the port will spread to all other freight, both in and out. Let both the Provincial and Dominion Governments give their aid to ship-building, and the whole Dominion will benefit by it. I trust that persons more competent to handle the subject (to say nothing of the governments) than I, will take it up and give it their earnest attention.

J. G. WOODS.

MOODYVILLE, Nov. 17th, 1900.

LOG RUN OR CULLS?

A peculiar controversy has arisen between a buyer and seller of lumber and has been brought to our attention.

A dealer bought of a manufacturer a certain lot of lumber "log run." The National inspection rules defines "log run" as "the full run of the log mill culls out." The buyer had not seen the lumber when he made the contract and when the lumber came to be delivered it was found that almost every board was missawn and badly missawn. The rules say that all badly missawn lumber shall be classed as "culls," the word "culls" evidently having reference to shipping culls. Now, the question arises, is the dealer bound to take the lumber as log run?

It seems to us that he is not. When a dealer buys lumber "log run" he takes his chances as to the quality of the logs, but he is entitled to have the manufacturer use ordinary diligence to properly prepare the lumber for market. No matter how poor the quality of the logs, if the dealer had contracted log run, and the manufacturer had properly manufactured the logs into lumber, the dealer would have been compelled to take it, even had it been all culls. When, however, the lumber is made all culls through the negligence of the manufacturer, or his inability to properly manufacture it, then the dealer cannot be compelled to take the lumber as log run.

The rules say that log run is the full run of the log mill culls out. To our way of thinking, that does not only mean the full number of feet in the log, but also the proportion of high grade stock which the logs would produce with reasonable care in the manufacture. When, however, the buyer fails to receive the proportion of high grade stock which is in the log, either because it has been selected out by the manufacturer or because through negligence on the part of the manufacturer the high-grade stock is reduced to cull, the buyer is not getting the full run of the log.

In a certain lot of logs, if reasonably well manufactured, there are a certain number of feet of firsts and seconds, a certain number of feet of common and a certain number of feet of culls, the value of all being, say, \$5,000. When through gross negligence on the part of the manufacturer the logs produce nothing but culls, valued at, say, \$3,000, then the buyer is falling \$2,000 short of getting that which is his due.

The case will probably be decided in the courts, and we believe the foregoing position will be sustained.—Hardwood Record.

BRITISH COLUMBIA LUMBER SHIPMENTS.

The following vessels sailed from British Columbia ports, lumber laden, for foreign destinations, up to October 31st, 1900:

Vessel.	Sailed	From.	For	Cargo ft.
Latona	Jan. 9	Moodyville	Valparaiso	788,129
Guy C. Goss	Jan. 19	Hastings	Philadelphia	1,030,625
Alicar	Jan. 19	Moodyville	Callao	901,307
Fred J. Wood	Jan. 24	Esquimalt	Santa Rosalia	14,440
Antofagasta	Feb. 28	Chemainus	Antofagasta	8,044
Errol	Mar. 10	Hastings	U. K.	1,069,195
Creedmoor	Mar. 30	Chemainus	U. K.	1,150,540
Star of France	Mar. 30	Hastings	Sydney	1,180,593
Silo	Mar. 31	Chemainus	U. K.	1,116,308
Adlerly	April 5	Moodyville	Sydney	1,080,149
Wrecker	Mar. 31	Chemainus	Melbourne	574,031
Renee Rickmers	May 7	do	U. K.	1,820,956
Glenalvon	May 11	do	London	1,872,368
Caesarea	April 27	Hastings	U. K.	1,031,450
Fred J. Wood	May 11	do	Kobe	781,905
Ilanileira	May 25	do	U. K.	1,158,925
Gleneslin	May 25	Chemainus	Cape Town	1,425,072
Peru	June 14	do	Cork	1,000,182
Falls of Garry	June 4	Moodyville	Sydney	1,052,947
Arnold	June 6	Hastings	Newcastle, Eng	632,617
Onaway	June 26	Port Moody	Adelaide	687,353
Dehance	June 18	Conwician	Santa Rosalia	120,133
Drummuir	June 17	Chemainus	Mebourne	1,508,649
Sonoma	June 21	Hastings	Mebourne	789,732
Lakemba	June 25	do	Iquiquil	890,968
Senator	June 29	Moodyville	Callao	1,074,518
John D. Tallant	June 20	Hastings	Guayquil	327,995
Emilie	July 31	Chemainus	U. K.	1,393,217
John Smith	July 25	N. Westminster	Nagasaki	673,447
Tartar	July 7	Hastings	Hong Kong	449,102
Corona	July 10	Chemainus	Santa Rosalia	70,701
Garibaldi	July 23	Moodyville	Callao	410,075
A. J. West	July 18	Cowichan	Santa Rosalia	14,110
James Drummond	Aug. 13	Chemainus	Sydney	1,164,711
Marie	Aug. 20	Hastings	London	1,312,375
Thistie	Aug. 29	Moodyville	Freemantle	942,043
Chas. F. Cocker	Aug. 6	Hastings	Sydney	880,405
Bertha	Aug. 15	Moodyville	Valparaiso	673,333
Lymon D. Foster	Aug. 11	Chemainus	Australia	887,130
Elwell	Aug. 8	do	Cape Town	709,574
Heiper	Aug. 24	do	Melbourne	791,059
Elena	Aug. 29	Moodyville	Callao	331,198
J. B. Thomas	Aug. 31	Chemainus	Adelaide	1,443,462
Nymph	Sept. 27	Chemainus	U. K.	1,028,205
Louisiana	Sept. 14	Hastings	Melbourne	1,171,949
William H. Smith	Sept. 28	Moodyville	Sydney	1,508,362
Lindfield	Sept. 24	Hastings	London	1,724,895
A. Miral Tegethof	Sept. 10	Chemainus	Antofagasta	766,025
Marion Chilcott	Sept. 20	Chemainus	Adelaide	1,400,644
Transit	Sept. 20	Chemainus	Sydney	6,7561
Dehance	Sept. 28	Cowichan	Sydney	653,623
James H. Bruce	Sept. 8	Chemainus	Sydney	592,228
Expansion	Sept. 27	Cowichan	Santa Rosalia	131,011
Wilhelmine	Oct. 24	Hastings	South Africa	1,379,306
Nixe	Oct. 17	Moodyville	London	1,207,438
Ivy	Oct. 24	Hastings	Shanghai	867,713
Sea King	Oct. 24	Moodyville	Sydney	1,107,485
Hawaiian Isles	Oct. 23	Chemainus	Melbourne	1,929,447
Arethusa	Oct. 31	do	Harve	1,541,967
Republic	Oct. 24	do	W. C. of S. A.	808,613
Condor	Oct. 8	Moodyville	W. C. of S. A.	89,658
Olympia	Oct. 17	Victoria	Japan	63,975
Paul Rickmers	Loading	Hastings	London	...
Atlanta	do	do	W. C. of S. A.	...
Pal	do	do	Continent	...
Rufus H. Wood	do	Chemainus	Melbourne	...
J. B. Brown	do	do	do	...
S. David	do	do	South Africa	...
Elizabeth Nic'ln	do	N. Westminster	Shanghai	...

TRADE ENQUIRIES.

Mr. C. A. Duff Miller, Agent General for New Brunswick, 17 Leather Market, London, Eng., has received a communication from a Glasgow merchant who wishes to represent a Canadian pulp manufacturer.

The secretary of the Canadian Manufacturers' Association, Toronto, is in receipt of a communication from the Imperial Institute, asking for the names of manufacturers of wooden handles. The name of a large firm in Manchester is furnished as desirous of buying these in large quantities, and as Canada has direct steamship service to Manchester, the prices would be quoted at a very reasonable rate. Along with the request came three samples of the sort of handles required, so that any manufacturers interested can call at the office of the Manufacturers' Association, Board of Trade building, and be able to place exact figures for the supply of these goods. The secretary is also in receipt of an enquiry for manufacturers of hardwood blocks for flooring.

A Glasgow firm of timber importers desire to be placed in communication with Canadian firms in a position to supply quantities of boxwood. Name and address at office of CANADA LUMBERMAN.

A manufacturing firm using large quantities of dimension hardwood timber invites communications from Canadian manufacturers. Particulars from Mr. Harrison Watson, Imperial Institute, London, Eng.

HARD TO BEAT.

Mr. E. Todd, Brantford, Ont., in renewing his subscription, writes: "You will have to hustle next year if you expect to beat this year's LUMBERMAN."

It is rumored that a pulp mill will be established at Nanaimo, B. C.