

VIEWS AND INTERVIEWS

One who has thoroughly exploited the Newfoundland timber and been actively engaged in its manufacture is authority for the statement that the pine and spruce of that country is faulty and does not compare with the timber of Canada—claims to the contrary notwithstanding. His opinion would seem to be substantiated by the withdrawal from that field of a large Scotch firm which had invested heavily in limits and intended carrying on operations on an extensive scale. Had their short experience been of a satisfactory character, they would probably not have disposed of the property even if the turnover represented a profit, which is doubtful.

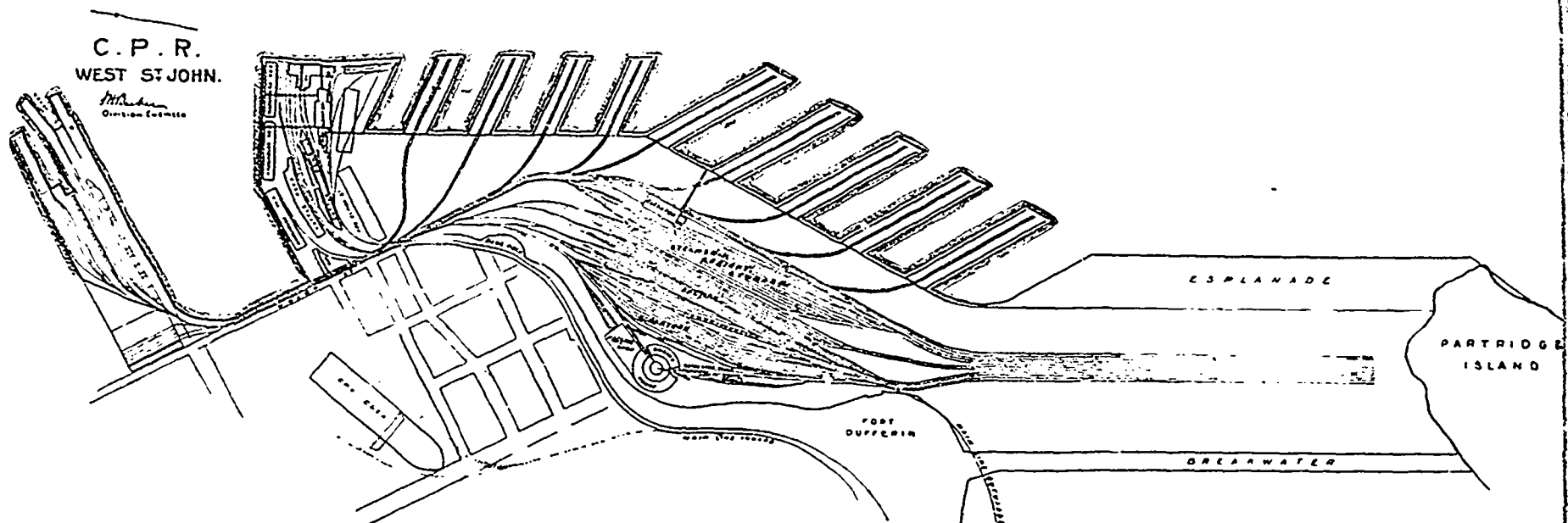
A gentleman well informed in Pacific Coast lumber matters was asked if he did not think much of the trouble with the shingle trade was due to the fact that the shingle weavers were employed by piece work rather than by the

onto last month. Mr. Port was on pleasure bent, although aiming at the same time to pick up some ideas regarding saw-milling in Canada. The population of the Australian Commonwealth is about 4,000,000, that of West Australia being 240,000. Within twelve years the population of West Australia has increased 200,000. Mr. Port has for some years operated a large saw-mill in the vicinity of Perth. The timber of West Australia consists largely of Jarrah and Karri, both hardwoods of a very tough nature. The area of Jarrah timber in West Australia is about 8,000,000 acres, and that of Karri 1,200,000 acres. The method of logging differs from that of Canada, in so far that there are no streams by which to float the timber to the mills. Horses and railways furnish the means of transport. The wagon used for hauling is a two-wheeled "whim", the wheels being 9 feet in diameter. It is not considered profitable to haul the logs by means of horses for a distance of more than one mile. Beyond that distance railways are constructed into the limits. Operations are conducted the year round, there being no snow, but in the

6,000 loads of sleepers for the Ceylon Government. Three steamers carried the timber, the freight rate being 30 shillings a load of 50 cubic feet. Mr. Port considers that Canada could do a large trade with Australia in doors, sashes and like goods, as there is no timber there which answers the purpose of our pine and spruce. The Oregon pine is well spoken of and can be laid down there at a lower cost than the native timber. It is used in buildings for joists, etc.

HARBOR IMPROVEMENTS AT ST. JOHN, N.B.

The city of St. John, N. B., has expended over three-quarters of a million dollars on improvements to its harbor, and is about to undertake improvements of a still more extensive character. The proposed plan, shown by the accompanying illustration, was first conceived by Superintendent James Osborne, of the Canadian Pacific Railway, and submitted by him to the Board of Trade and City Council. It provides berths for thirty additional steamers. The new work will start at the present C.P.R. wharf on the harbor front, Sand Point, and



PLAN SHOWING PROPOSED HARBOR IMPROVEMENTS AT ST. JOHN, N. B.

day, and replied: "The question you ask regarding the method of paying for manufacturing and packing shingles is a question which has come up many times in association meetings on the coast. That cannot be responsible for all the trouble. Many of the mills now pay all their shingle weavers by the day, but there seems to be something so contrary in the nature of this class of help that they will do a lot of mean, aggravating things which are of no benefit to themselves but a source of much loss and annoyance to their employers." Continuing, he said: "By the way, did you ever hear how these shingle sawyers, particularly the pickers, came to be called weavers? In placing the shingles in the racks a good many of them get into the habit of swinging their bodies back and forth as they work. In fact it resembles nothing so much as working at a weaving machine."

Some information concerning lumber matters in West Australia was imparted by Mr. J. C. Port, a leading lumberman of Perth, the capital of that colony, who paid a visit to Tor-

winter time the ground becomes boggy and hauling is more expensive than in the summer. The Karri tree grows to an average diameter of about 6 feet and the jarrah to 4 feet. The writer was shown a picture of a Karri tree 245 feet high and 40 feet in circumference. The waste of timber is much greater than in this country, owing to the fact that the heart of the tree is defective and useless. Lumbermen figure that only 50 per cent. of the timber is merchantable. Notwithstanding this loss, the production per acre must be very large, as Mr. Port operated a large mill for five years without building a railway into the timber. The haul, however, was much longer than the average and towards the last became very expensive. West Australia is now exporting large quantities of railway sleepers and bridge and jetty timber to South Africa, the trade with that country having greatly increased since the war. Paving wood is exported to England. The Jarrah timber is very durable. It has been known to last for forty years in wharf piling. One of the last orders executed by Mr. Port before leaving on his tour was some

run down the harbor to the Beacon Light, giving the first five slips shown eleven additional steamer berths. These slips would be 670 feet long by 250 feet wide.

Then from the Beacon towards Fort Dufferin would be a line of five double piers, giving accommodation for 18 or 20 more steamers. These slips would be 1200 feet long by 300 feet wide. The curved lines represent railway tracks which would serve each berth, and in the immense yard which they would traverse there would be room for more than 50 miles of tracks.

Extending from Fort Dufferin to Partridge Island along the line of the present breakwater, would be an esplanade, perhaps 1,000 feet wide, with roadway and street car lines. The lines marked "proposed boulevard" and "breakwater" show only the beginning of the proposed esplanade; it would extend to the island, act as a breakwater, and also, on the shore side, give room for more steamer berths.

It is expected that the Dominion Government will be induced to grant financial assistance towards the contemplated improvements.

For the accompanying cut we are indebted to Hardware and Metal.