

HARDWOOD LUMBER AND ITS MANUFACTURE.

If the manufacturer of hardwood lumber would pay the same attention to his business as the pine man does his, there would be less dissatisfaction about the inspection of his lumber. If he learned the requirements of this or any other market he would know that to please, he must send his product in good condition. There are too many sawyers of hardwood who have merely "picked up" the "trade," the result is that many a No. 1 log which if handled as a pine sawyer would handle it would turn out valuable lumber, but instead it is not sawed with judgment and the result is one-half its value is gone, and even the good is not extra. To know how to properly put a "carriage" and its foundation so that it will run true; to know how to set a saw with just enough "set" to cut smooth, even lumber; to know how to put a log on the carriage to cut as few "heart" boards as possible; to know when to "turn" a log—in short, to know how to get the best results out of logs is not in the power of him who has merely "picked up" his trade, and the sooner this is learned by the manufacturer of valuable lumber, the better for the credit side of his bank account.

The prevailing custom of paying a stated price per thousand feet for sawing, is another cause of much poorly sawed lumber. The sawyer may know his business thoroughly, but to work up to his knowledge may require more extra time than he is willing to devote to "the other man's" interests, and the result is he does a good day's work in the number of feet he has sawed, but the man for whom the work was done doubly pays for it. How much better it would be for both mill owner and the man who is having the work done, could they agree on a stated price per hour. It may seem a broad assertion, but I venture to say that by this arrangement the man for whom the sawing is done—providing the logs sawed be valuable timber—will gain enough to pay for the whole day's saw bill even though he has a third more thousand feet, than though he has paid a stated price per thousand feet. By this plan the sawyer can see advantages to be taken of a log which never would have occurred to him if quantity instead of quality were taken into consideration. The mill owner who saws his own logs, need not be told that care must be taken, and yet many will "butcher" their own timber as though they were not saving money out of their own pockets every hour they run their mill. These are the men who want the lumber buyers from the large markets to pay them the same price that the careful sawyer gets for his products, and will think he has not been fairly dealt with if he is made to pay for his own mistake.

I have tried many ways for getting the most good lumber out of logs, and find this is best: first take off a slab, turn the slab side down upon the carriage, and saw the log through past the heart until you get a clear face, if the log be a good one, then turn it over against the head blocks until you have a wide, clear face, which may leave a plank two, three or four inches thick, owing to the size of a log. Then take the sawed boards or plank, and after running the head blocks back 24 or more inches, place the boards or planks, whichever you have sawed, so that the saw will edge them properly. To determine just where the saw will come may be done by sighting, or better still by the man at either blocks using a two foot measure, which placed across the board, back to the block, will show how far out to place it (at board); treat the other edge the same way, and if the heart runs straight enough not to cut away too much lumber, saw it out. A better way to edge lumber, but requiring extra machinery, is to have attached to the mill an edging saw mill. In this way the lumber can be edged as fast as the log is sawed, and where a mill can be so provided the result will show that it pays well.

Of course when the logs are poor so much care is not necessary, but one thing I have paid dearly to learn and that is, no log can be too poor to neglect to saw full thickness. Thousands of dollars have been lost in not urging upon the sawyer the great importance of sawing full. There is a double loss in thin lumber. It drops one grade if inch, and will often be refused altogether, while on the other hand, if a car load of lumber be plump, but really a little inferior, its thickness will often sell it, so that a manufacturer can not urge too emphatically upon his sawyer to be liberal in thickness. A stout 1-16 for 3/8, and one inch and a scant 1/8 for inch and a quarter and inch and a half, and full 1/8 for two-inch; for three and four-inch 3-16 is not too much; better too thick than too thin.

A careless sawyer will often allow his log to "cant" out, making one edge of the board plump while the other edge may lack just enough to spoil the board for the grade into which its quality would place it. This same result more often occurs from the carriage not being properly set in place; or again, the saw may heat and "run." A good sawyer will see that everything is kept in perfect order, and stop at once to adjust his mill at the first mis-cut board.

Not a mill man in the country, but who can tell just how to

properly stick lumber, and when to stick it, and yet when the lumber is marked, it shows that some of the many have made a grave mistake, especially so in the case of poplar and other light colored lumber. In sawing poplar, when it is green with sap, it should be stuck up at once, as if left piled together it will "sap color" in a few hours. "I haven't time," will not answer! If you care to get the full value of your lumber, you must stick it up as fast as sawed. This is true of oak, and in fact of all lumber affected by sap. Lumber manufacturers often wonder why their stock is not as bright and nice as some they have seen. If these same men continue to saw their lumber and pile it close together, and leave it until they have time to stick it up, then I can assure them they will spend the rest of their days wondering. This should be the order in importance with them, first how to keep the lumber bright, then how to saw it properly.

Use narrow strips, and under no circumstances may they be green, as they will most certainly color the wood wherever they touch, and if left too long will rot it. If you have no dry sticks and are on a railway line, buy a car load and run them to your mill; it will be money well spent, and the first sawing you do let it be on a good supply of sticking lath, which will soon be dry enough to use.

Walnut should be piled together as soon as sawed, and will receive no injury if not stuck up for some time after sawing. The sap seems to dry out faster when finally the lumber is put on sticks, than if stuck right from the saw.

If you have plenty of mill yard room, pile your lumber thus: Set the piling blocks at least a foot from the ground, and with sufficient fall to let the rain run off readily when the pile is finished and covered. Begin by laying the first course with the boards say six inches apart, if wide and narrow ones, put two together, and build the pile in this order, so that when finished the spaces started in the first course will run to the top of the pile. The openings will be so many chimneys, drying out the lumber more in one month than in three months the old way. Start the next pile at least 20 inches away, and so continue covering your yard, and you will be surprised how soon you can begin shipping dry lumber. One point more in the sticking of lumber in which there are sappy boards; instead of placing these boards away in the center of the pile they should be put on the outside as far as possible so that they will get the more air; and again these boards should be laid the sap side down. (I am indebted to one of our large dealers for this last point. Until recently he has been one of the most extensive manufacturers of poplar lumber in the west. He fully sanctions all I have said on the sticking of lumber.)—*New York Lumber Trade Journal.*

THE JAMAICA TRADE.

To the Editor of The Canada Lumberman.

SIR,—Gen. Laurie's motion for all correspondence relating to the official visit to Ottawa in 1885 of the Jamaica commissioners is, I trust, the unostentatious beginning of a most important movement. Few persons, not directly concerned, are aware that the resolutions of the Jamaica Legislature authorizing the appointment of the commissioners empowered them to discuss with the Canadian Government the admission of Jamaica into the Dominion as well as Commercial Reciprocity on a basis somewhat similar to that of the Elgin Treaty of 1854 between Canada and the United States. Fewer still are aware that within a few days of the unanimous passage of these resolutions the Jamaica Legislature, the Legislature of the Leeward Islands, also passed unanimously resolutions couched in almost identical terms. The visit of the Jamaica commissioners being temporarily, and from no fault of theirs, a failure. Those delegates from the Leeward Isles were not sent, though the resolution authorizing their appointment is still unrescinded. Two of the Jamaica commissioners hold Cabinet positions in the Government, the third, Hon. C. S. Farquharson, is a Legislative councillor of the island, and the fourth, Mr. Charles Levy, is a wealthy sugar planter and the head of a large London firm of merchants and ship-owners, which for over a century has traded extensively with Jamaica. Their high culture, polished manners and intimate knowledge of the questions they came to discuss created a more favorable impression among those who met them in Ottawa, Toronto, Montreal, Halifax, and St. John, in which cities they were warmly received and welcomed by the Boards of Trade, thus sowing the seeds of closer relations between the continental and insular portions of British America, of which Gen. Laurie's motion is, let us hope, the first little spring blade, the modest forerunner of a great and abundant harvest.

The temporary failure of the mission of the Commissioner was due to a despatch of Lord Derby which, with colonial office ignorance of colonial affairs, stipulated that any arrangement entered into between Canada and Jamaica should be open to acceptance by the other British West Indian Islands. The products and circumstances of Jamaica are so different from those of the other islands, that the absurdity of such a

stipulation would strike anyone having the least knowledge of the West Indian archipelago. Indeed, had the dispatch reached Jamaica a few hours sooner the commissioners would not have sailed. At this distance of time there is no impropriety in mentioning that Mr. Levy assured me, when meeting him at the Ottawa station, that he feared its being fatal to the success of the negotiations. And so it proved. The Dominion Ministry very properly declined to abandon the entire revenue (about \$3,000,000) derived from sugar which the Jamaica proposals—if opened to acceptance by the other islands—would have necessitated, and the commissioners have returned home unsuccessful and greatly disappointed. Until Lord Derby's obnoxious proviso is rescinded it is safe to predict that reciprocity in natural products between Canada and Jamaica will not be attained. As for political union, it was, I believe, never formally discussed between the commissioners and the Dominion Ministry. The time is unsuitable for such a discussion. The expiring embers of the Riel rebellion were still aglow and the first duty of the hour for those to whose hands were entrusted the destinies of Canada, was not to enlarge the bonds of the Dominion, but to restore peace and prosperity to the vast domains already acquired. Of the admission of Jamaica into the Dominion I shall in this letter say nothing, though I hope shortly if granted space in your columns, to publish something on a subject which I firmly believe will, in the early future, become a most important issue in Canadian politics. In the present letter I shall restrict myself to giving a few statistics, showing the value of the trade that, without any special treaty and under the present heavy tariff of the island, can be done with Jamaica, and will also endeavor to point out how that trade can best be developed. My arguments will apply to a large extent to the development of our trade with the other islands, but I confine myself for the present to Jamaica, it being by far the largest, most populous, and also the most varied in productions and resources of the British group.

By the last census (1881) the population of Jamaica was 580,804, of whom 14,432 were whites, 11,115 East Indian coolies and Chinese, 554,132 black and colored and 1,125 not stated. In 1886, that year being the latest of which I have statistics, this population consumed of imported food stuffs a total value of £539,116; being from Great Britain, £50,007; from the United States, £319,831; from Canada and other British colonies, £168,267, and from other countries, £1,010. Of household furniture, £21,039 worth was imported: being from Great Britain, £10,958; the States, £1,722; Canada, etc., £9, and other countries £351. Of clothing and shoes the total imports were £351,186; of which Great Britain sent £337,551, the States, £11,468; Canada and other colonies, £1,204; and other countries, £984. Building materials, including lumber, amounted to £49,232; being from Great Britain, £8,143; from the States, £34,541; from Canada, etc., £6,500; and from other places, £47. The total value of estate machinery and supplies imported—other than foodstuffs and liquors—was £24,324; Great Britain sending £12,541; the States, £10,185; and Canada, etc., £1,598. Other machinery and tools amounted to £15,052; of which there came from Great Britain, £13,070; from Canada, etc., £11; from the States, £1,592; and from other countries, £378. Coals and coke, chiefly for steamers and gas, came to £38,277; being from Great Britain, £37,145; from the States, £615; from Canada, etc., £166; and from other places, £531. Books and other printed matter reached a total of £9,534; the value from Great Britain being £8,275; from the States, £1,207; from Canada, etc., £14; and from other places, £38. The total value of hardware and ironmongery imported was £68,545; of which Great Britain supplied £53,261; the States, 14,328; Canada, etc., £503; and other countries, £93. Of liquors, the total value imported was £47,443; of which our temperance friends will be glad to learn that the share of Canada and the other colonies was only £175; Great Britain sending £44,091; the States, £1,103; and other countries, £2,074. Jamaica, although tobacco is grown there quite equal to that of Cuba, imports £11,226 worth of the manufactured article, of which Canada sends none; the States, £9,631; other countries, £1,291; and Great Britain, £314, probably for troops and fleet. The miscellaneous imports—so classed in the returns—came to £150,618; of which there came to from Great Britain £82,695; from the States £50,170; from Canada, etc., £4,403; and from other countries £13,350. The total imports of the island for 1886 amounted to £1,325,603, or in round numbers about \$6,500,000, of which Great Britain supplied a percentage of 5.13; the States, 34.1; Canada 11.1; and other countries, 3.4. The total export of Jamaica were £1,280,118, or about \$6,400,000, of which the percentage sent to Great Britain was 39.7; to the States, 44; to Canada, 3.5; and to other countries, 11.8.

Now what is this miserably small—and I may almost call it—shamefully insignificant volume of Canadian trade with out