

# THE CANADA LUMBERMAN

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## THE TIMBER SUPPLY FOR THE BRITISH ADMIRALTY.

Only a small portion of the timber used by the British Admiralty in the construction of ships, dock-yards, etc., is home grown. The bulk is imported from Canada and the North of Europe. There are kept constantly in the employ of the British Admiralty two timber inspectors, Mr. William J. Rogers being the present inspector for Canadian timber, and Mr. C. Nichols being detailed for duty in the Baltic.

Being accorded an interview with Mr. Rogers, who is now in Quebec, the writer learned that it has been his custom since 1895 to leave England each year in the spring for Quebec, this being his seventh season. He returns to England in the fall after all the timber is shipped, and during the winter is employed in the inspection of foreign timber, such as teak, mahogany, etc. Previous to being despatched to Quebec for duty he was stationed in the Baltic for five seasons. Both Mr. Nichols and Mr. Rogers were shipwright officers previous to their appointment as timber inspectors, and were employed in H. M. dock-yards, it being considered that this experience fitted them admirably to select the timber required for building war ships.

Tenders for the timber contract, Mr. Rogers states, are usually asked for early in each year from all firms who, in the estimation of the Admiralty, are capable of executing the contract satisfactorily. This season the firm of R. R. Bobell & Company, of Quebec, were the successful tenderers.

The duties of Mr. Rogers at Quebec are to inspect the timber before it is shipped. While it is afloat it is turned over so that he may see all four sides, every facility being rendered for the proper examining, measuring and marking of the timbers. The timber is measured by caliper and the contents given in cubic feet, and is usually purchased at so much per load of 50 cubic feet. The pine and spruce deals are inspected in like manner, and although classed as first quality, may be subject to rejection on account of sap, knots, etc.

The quantity of timber included in the Canadian contract this season is as follows:

Waney Pine.....	130,000 cubic feet.
Red Pine.....	115,000 "
Rock Elm.....	15,000 "
Pine Deals, first quality	80 standards.
Spruce Deals, "	390 "

There is also obtained, from British Columbia, spruce deals for oars. These are selected at Vancouver and carried by rail to Quebec, then loaded on ship and taken to Davenport, which is the dock-yard where oars are manufactured for the British navy. The amount required annually is about 74 St. Petersburg standards. The lengths range from 9 to 18 feet; the timber must be absolutely perfect and commands a very high price.

The timber obtained from the Baltic is all of one kind, known in the trade as Dantzic fir. It is much cheaper than Canadian fir, and is used for all kinds of rough work in ship-building, such as ground blocks for building on, shores for docking, etc., very little being used in the construction. Logs are taken 12x12 inches to 18 feet and up, and average 13 inches x 14 inches x 24 feet. The quantity is about 4,000 loads. About 300,000 superficial feet of stage deals, 2 inches x 12 inches, is also required.

Teak, mahogany, sabique, greenheart and cedar

are selected generally in the London docks from shipments already landed. Teak is obtained from Moulmein and Rangoon, in Burmah, and is very suitable for steel ship-building. Being of an oily nature it does not rust when coming in contact with the steel, is very durable, and has largely superseded the use of Dantzic deck deals. The quantity used annually is about 4,000 loads. The mahogany is obtained from Belise, Honduras, and Cuba, and is used principally for furniture and cabin fittings, the quantity being about 200 loads. A very small quantity of cedar, greenheart and sabique is used.

The English timber used by the Admiralty includes oak, elm and ash, for general purposes. The inspection of this timber and converted ma-



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British Admiralty Timber Inspector.

terial for foreign dock-yards at Malta, Hong Kong, Sydney, etc., keeps the timber inspectors well employed during the winter months.

## BAND VS. CIRCULAR RESAW.

By AUG. J. BEDDUS, IN THE WOOD-WORKER.

In the January number Mr. N. I. Jackson gives his opinion of the relative merits of circular and band resaws. He seems to have had considerable experience with these machines, and I heartily endorse most of his views. My own experience is that the band resawing machine is far ahead of the circular. I must, however, beg to differ with Mr. Jackson as to the feed of the band in 14-inch lumber. To cut 100 feet per minute a saw 25 feet long and running 9,000 feet per minute, in soft wood, must cut a fraction over 3 inches at each revolution. Men who can make 4 or 5-inch saws cut 100 feet per minute in 14-inch lumber are certainly "Jim Dandies." In fact they are so scarce that in an experience of eleven years as band saw filer I have never had the pleasure of meeting any of them. The circular resaw with its 40-foot feed per minute would certainly not be in it. I may be a little slow, but would like very much to see it done. The best I have been able to do is to make a 22-gage 4-inch band cut 3 inches at each revolution in 11-inch pine lumber, "large knots barred," for

about two hours; after that I have to slack up on the feed to do good work. The saw that takes the most feed stays sharp longest.

Not long since I was called to a neighboring mill to fit up the saws for a band resawing machine. The foreman looked on while I hammered the first saw. To start a conversation I asked him what makes saw teeth dull. He looked at me, but said nothing. I repeated the question and explained that I meant it. "Well," said he, slowly, "cutting the lumber, I suppose." I told him it was the friction, pointing out that all the high-speed saws with slow feed had to be sharpened often, yet only did half as much work as other saws with proper speed and fast feed. He acknowledged the fact.

I am also running a circular resaw and feed it 70 to 80 feet per minute in stock up to 8 inches wide, running the machine with a 5 inch belt. It necessarily could easily feed 100 feet per minute in same stock by using a wider belt. The largest saw used on this machine is 32 inches in diameter, 16 gage at rim.

As to accuracy in sawing we must give credit where it belongs. It is a fact well known to filers that when a board comes from the machine not evenly split the operator almost invariably blames the saw. He will go to the filing room and announce that he "can't do a thing with that saw."

Not long ago the man running the circular resaw of which I have charge came to me and said, "If I should run that saw another minute it would fly into a thousand pieces and kill seven teen men. Why, it snaked so I could see it smoke!" I asked what he was sawing. He said 10-inch dry basswood. I went with him and asked him to pick a straight board out of the pile. Thus he could not do. I then explained that it was the lumber, not the saw, that was to blame. The space from the feed rolls to the top edge of saw in 10-inch lumber, is about 15 inches. In this lot of basswood were boards that had crooks as short as 6 inches, and the saw, cutting a straight line, couldn't very well run in the centre where these crooks occurred. The operator didn't see any more "smoke" from that saw.

The band saw has a great advantage at this point, because it stands close up to the feed roller and the lumber has no chance to shift. A band can also be run with less power than a circular, because it takes less saw kerf. In resawing with both machines, say 75 feet per minute, each sawing same width and grade of stock, it would require about one-third more power to run a circular, even were the circular taking the same kerf as the band it would require more power, on account of side friction, which is much greater than with the band saw.

I will take off my hat every time I meet a man that makes a 4 or 5-inch band saw split 14-inch lumber at the rate of 100 feet per minute.

An interesting experiment is being made under the auspices of the Dominion Department of Marine and Fisheries, in connection with reforestation. Over 81,000 trees have been planted on Sable Island, and their progress in the shifting sand to be found there will be watched with interest. If the planting should prove successful the island will become more visible from sea, and the soil will be rendered more cohesive.