

the particular kind of goods which Mr. Massey manufactures, we do not think that it will apply in every case. A proof of this, it might be mentioned that some of the Canadian exhibitors of wood products at the Paris Exposition have already received communications which promise to result in the placing of orders. We are quite in accord with the statement of Mr. Massey that it is necessary for the prospective trader to learn the needs and conditions of the territory in which he desires to operate, and that it is easier to begin by giving the people what they want than to persuade them to take what you have, with the object that you may gradually educate the foreigner to take the class of goods used in this country.

MARINE INSURANCE

The prevailing high rate of marine insurance from Canadian ports has again been taken up by the Montreal Board of Trade and City Council. The discrimination against Canadian ports is believed to be out of proportion to the risk involved, being one per cent. to the first of September and two per cent. after that date. Hon. R. R. Dobbell is also working earnestly to secure a reduction in the insurance rates, the responsibility for which, he claims, rests on the constantly recurring losses of deck loads of lumber. His proposal, which has been agreed to by the Lloyd Insurance Company and the English Board of Trade, is that the loading of decks be done under the supervision of an inspector. He maintains that the size of the deck load need not be reduced, but that, on the other hand, under proper inspection, it might with safety be increased, so that the winter steamers would carry about six feet on deck. Some shippers are opposed to inspection, on the ground that it would cause delay and trouble. In any case, an arrangement which would place Canadian vessels on an equal footing with those sailing from United States ports, is much to be desired.

[Written for the CANAD. LUMBERMAN.]

THE REASON WHY SOME BELTS DO NOT GIVE BETTER SATISFACTION.

By E. H. NEWTON.

We often hear this or that particular brand of belting condemned because it did not give satisfaction. Some men prefer leather for all purposes, while others are partial to some other kind. If we study the conditions under which one belt will work better and last longer than another, we will find that most belts are good if the proper judgment was exercised in their selection for the work they are intended to do. The fact that a leather belt will not last in a damp place or where it is exposed to wet is no reason why the use of leather belting should be discouraged, for under favorable conditions there is nothing better than a good leather belt. On the other hand, if a rubber belt has been run where oil got on it, destroying its good qualities, or the edge has been allowed to rub, against something until it is worn through, allowing the belt to separate, or, as is too often the case, the belt is too light for the work and a gum or resinous substance is used to make it stick, to the pulley—under such conditions good results will never follow, for I know of no better way to destroy the life of a rubber belt than to use oil or gum on it. I have seen the rubber peel clean

off the inside of belts and stick to the pulleys by the use of resin and oil. In many mills incompetence does more to destroy the belt than the work if it was properly adjusted and cared for.

I once knew a man to use up five leather belts in succession in one season, where water was allowed to get on them. The next season a rubber belt was put on the same place and covered so that it was kept dry, and at the end of the season it was nearly as good as new. Had this precaution been taken when the first leather belt was put on the result would have been equally satisfactory.

Much care should be exercised in selecting belts heavy enough to transmit sufficient power without being run too tight. If a wide belt cannot be used and a narrow one is not able to do the work, increase the diameter of the pulleys proportionately and you will overcome the difficulty. When a thick belt is run at high speed over a very small pulley with unfavorable results, if a wider and thinner belt cannot be used, increase the pulleys also, and note the improvement.

The lacing has quite a lot to do with the life of a belt, as when a belt is not properly laced the holes soon tear out, destroying the belt. I lace in three different ways for three different kinds of belt, namely, very thick, medium to thin, and crossbelts. Thickbelts, being usually run on large pulleys, work well with the straight lace. Thin belts on smaller pulleys work best with what I call the interwoven lace, as laced in this way the holes never tear out. But for a cross belt, rubber or leather, I prefer the lace known as the "boot-leg," as the lace cannot wear when the belt rubs together, and laced in this way any cross belt will work well.

AMERICAN LUMBER IN GERMANY.

MR. E. L. HARRIS, United States Consular Agent at Eibenstock, reports to his government on the prospects of extending the trade in lumber with Germany. He says:

"The kinds of foreign lumber which find a ready sale in Germany are black walnut, poplar and oak. The logs which the sawmills buy readily are usually not less than 24 inches, but run to 3 to 4 feet in diameter. The length is from ten to seventeen feet. The logs should have as few knots and as little sap as possible. Last fall such logs brought, c. i. f. Hamburg, about \$17.85 per cubic meter (35.316 cubic feet). The average price of white oak lumber of 2 inches, 1 3/4 to 1 1/2 inches in thickness, and 6 to 11 and 12 inches in width, in Hamburg and Bremen last fall was 60 cents per cubic foot. The price of poplar lumber is about the same. If our exporters would only put the very best lumber on the market in Germany, much higher prices would be realized."

"The inland cities of Germany are capable of consuming much more lumber than at present. This is especially true of logs. I personally know of German sawmill owners who would cheerfully give space and shelter gratuitously to any American firm of exporters who would be willing to keep a stock of first-class logs on hand. They themselves would at once buy large quantities. The American consignor would be at liberty to sell to anyone else in the Empire. The best policy would be to appoint

some responsible agent to take charge of the stock and sell for 5 per cent. commission."

During the calendar year 1898, German statistics give the following figures on importation of wood from the United States:

Description.	Quantity.	
	Kilograms.	Pounds.
Wood for building and manu-		
facturing, in the log ...	21,797,300	48,054,328
Oak dowels.....	32,411,800	71,455,054
Hardwood:		
In the log.....	7,289,700	16,070,668
Sawed.....	72,400	159,613
Timber and lumber sawed	300,452,900	662,378,663
Cedar.....	1,684,400	3,713,428

The following is extracted from a letter written by a merchant in Hamburg:

"The modes of payment are generally as follows: The importers on this side generally pay from 50 to 75 per cent. of the invoice value on receipt of the documents, and after having inspected the lumber in order to satisfy themselves that the shipment is in accordance with the order. Lumber merchants in Hamburg who are not sharp, however, have suffered considerable losses from shipments for the following reasons: They ordered lumber from the United States, received the documents, paid one-half or three-fourths of the invoice value, inspected the cargo after having paid for the same, and then found that the lumber was not in accordance with the order. They had to sell the best they could, experiencing loss in order to cover the same, being obliged to bring suit against the firms in the United States, and, in every case I have come in contact with, the parties in Hamburg have been losers. This is caused by the expenses connected with the suit or by the firms in the United States compromising in such a manner that the firms here were obliged to accept the compromise. I know of one case in Hamburg in which the firm has lost about \$14,280 in this way."

BRITISH COLUMBIA LUMBER SHIPMENTS.

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

Vessel	Sailed	From	For	Cargo-ft
Iskona	Jan. 9	Moodyville	Valparaiso	788,319
Guy C. Cox	Jan. 19	Hastings	Philadelphia	1,306,625
Alicar	Jan. 19	Moodyville	Callao	922,307
Fred J. Wood	Jan. 24	Esquimaux	Santa Rosalia	14,440
Antofagasta	Feb. 28	Chemainus	Antofagasta	820,454
Erol	Mar. 10	Hastings	U. K.	1,067,195
Creedmoor	Mar. 30	Chemainus	U. K.	1,156,540
Star of France	Mar. 30	Hastings	Sydney	1,180,193
Adderly	Mar. 31	Chemainus	U. K.	1,156,308
Wrestler	Mar. 31	Moodyville	Sydney	1,080,349
Renee Rickmers	May 7	Chemainus	Melbourne	574,632
Glenavon	May 11	do	U. K.	1,820,956
Caesar	May 17	do	London	1,872,368
Frederic Wood	May 17	Hastings	U. K.	1,415,450
Handanera	May 25	do	Cape Town	1,358,925
Gleneslin	May 25	Chemainus	Cape Town	1,425,972
Peru	June 14	do	Cork	1,800,382
Falls of Garry	June 14	Moodyville	Sydney	1,635,847
Arnold	June 16	Hastings	Newcastle, Eng	632,617
Onaway	June 26	Port Moody	Adelaide	687,353
Dehance	June 27	Conowichan	Santa Rosalia	120,135
Drummuir	June 27	Chemainus	Melbourne	1,508,610
Sonoma	June 21	Hastings	Melbourne	720,712
Lakemba	June 25	do	Iquique	800,968
Senator	June 29	Moodyville	Callao	1,074,518
John T. Tallant	June 30	Hastings	Guayaquil	327,995
Emilie	July 31	Chemainus	U. K.	1,393,217
John Smith	July 31	N. Westminster	Nagasaki	673,447
Tartar	July 7	Hastings	Hong Kong	449,02
Corona	July 10	Chemainus	Santa Rosalia	76,701
Garibaldi	July 12	Moodyville	Callao	410,075
A. J. West	July 18	Cowichan	Santa Rosalia	14,10
James Drummond	Aug. 13	Chemainus	Sydney	1,104,711
Marie	Aug. 20	Moodyville	London	1,312,375
Thistle	Aug. 29	Moodyville	Fremantle	942,443
Chas. F. Cocker	Aug. 29	Hastings	Sydney	850,405
Beatrice	Aug. 15	Moodyville	Valparaiso	673,335
Lyman D. Foster	Aug. 15	Chemainus	Australia	887,130
Elwell	Aug. 8	do	Cape Town	1,099,574
Hesper	Aug. 24	do	Melbourne	795,059
Elena	Aug. 29	Moodyville	Callao	351,198
J. B. Thomas	Aug. 31	Chemainus	Adelaide	1,443,465
Nymph	Loading	Chemainus	U. K.	
Louisiana	do	Hastings	Melbourne	
William H. Smith	do	Moodyville	Sydney	
Lindfield	do	Hastings	London	
A. Miral Tegethof	do	Chemainus	Antofagasta	
Wilhelmine	do	Hastings	South Africa	
Nixe	do	Moodyville	London	
Marian Chilcott	do	Chemainus	Adelaide	
Lowwood	do	do	South Africa	
Ivy	do	Hastings	Shanghai	