

OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

A. L. PINGHAM is enthusiastic over the quality of logs that are coming from the drives this season. He says that in his 19 years' experience on the Gatineau he never saw such fine logs as those now on the way down to be sawn in Gilmour's mill at Gatineau Point. There are thirty thousand logs 16 feet long, and their diameter at the small end is about 27 inches, almost double the size of the ordinary log. Edwards & Co. have a lot of fine logs coming down, but they are not so large as Gilmour's, which were cut in a virgin limit.

INDIFFERENT LENGTHS.

W. C. Edwards & Co. are enlarging their piling grounds.

Gilmour & Hughson's new mill at Hull Point will commence running, it is expected, about the 15th of next month.

The E. B. Eddy Co.'s large planing mill at the Chaudiere is rapidly being transformed into a paper mill.

The Hawkesbury Lumber Co.'s drive of logs are running out at the mouth. The first boom was commenced on 10th inst.

Wm. McBeth, of Saginaw, Mich., is in the city superintending the placing of machinery in Gilmour & Hughson's new mill at Hull Point.

Death has claimed Mr. Robert S. Montgomery, one of the early residents of Ottawa, and who at one time was engaged in lumbering in these parts.

A large raft of 187 cribs of fine square timber of Klock's is one of the river departures of the month. Old rivermen say it is one of the best that has come down the river for some time.

Ed. Bourque, a bright Ottawa boy, son of Mr. S. Bourque, of this city, has been appointed lumber inspector of the West Bay City Manufacturing Company, Mich., a concern which does a very large business.

The Bronson & Weston Lumber Company have all their drives out of the tributary streams in the Ottawa, except that from the Madawaska. There are a large number of logs belonging to McLachlin Bros., and other companies, which will be sorted out in the deep water before being sent down the Ottawa. This drive is never out before August. Men are also employed under Mr. David Ring constructing a little railroad line from the shores of one of the lakes.

George Richardson, a man who came down from the woods a week ago, and who was stopping with friends on Lisgar Street, accidentally fell over the cuff at Major's Hill Park, directly opposite the old brewery. He rolled down the slope a distance of about 25 feet, and then dropped almost straight down fully 30 feet, to the road beneath. Some bushes and stones broke his fall, and thus he was saved from a terrible death. His head was badly cut and his body severely bruised, but he was not unconscious when picked up.

Shipping in lumber at the Chaudiere yards is becoming more brisk. A new dock is being constructed at the wharf opposite Booth's large mill, which will afford better facility to barges loading in that place. Since the floods in the spring this wharf has not been used for shipping, but now that it is built up with fine new lumber, barges will be brought up there instead of crowding into the little inlet on the Hull side of the Suspension bridge. The repairs will be finished in a short time. A large number of barges are waiting for loads of lumber. There are eight American barges below the Queen's wharf, and about the same number on the Hull side.

OTTAWA, Can., July 27, 1893.

BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

ONE is hardly wrong in the opinion that for a year or more the lumber trade of the Pacific Coast has in several important respects been restricted. I need only refer to the financial disturbances in the markets of South America, and the more recent and severe and continued financial depression in Australia as material causes producing these results. A little time, however, is all that is required to restore these markets to their old-time life and importance. But what pleases British Columbians most, perhaps, when the question of their lumber resources is under discussion, is the undoubted possibilities that the future will certainly develop. Reference has been made several times of late in these letters to the very favorable impression our lumber is making in the British markets. And the better it becomes known the stronger this impression grows. We are again reminded of this fact from an article that appeared in a recent issue of the Western Weekly News, of Plymouth, Eng., bestowing unstinted praise on the good qualities of British Columbia lumber that has reached that port. The News says: "Probably the best timber ever imported into Plymouth arrived last week in Cattewater from Vancouver, British Columbia. The timber varies in length

from 30 to 90 feet, is sawn all four sides, and is perfectly straight and even. It is admirably adapted for the construction of ships and yachts and building purposes. The vast forests which fringe the western coast of North America produce the finest timber in the world, and they are 'worked' by companies with as much energy as Cornish mines."

A SIGNIFICANT SHIPMENT.

The recent arrival at Montreal of the bark Highlander, from Vancouver, with a cargo consisting of 697,000 feet of Douglas fir, and 200,000 feet of cedar boards, has, I am informed, created unusual interest in lumber circles in the Eastern metropolis. The cargo was consigned to J. & B. Grier, of that city, this firm retaining about two-thirds of the cargo, and the balance will be shipped to Glasgow, Scotland.

NEW WESTMINSTER, B.C., July 22, 1893.

NEW BRUNSWICK LETTER.

[Regular Correspondence CANADA LUMBERMAN.]

IT is a long way around from British Columbia to the Maritime Provinces. Lumbermen from the Pacific Coast, however, do not intend to allow distance to be a barrier in placing their splendid timbers in these provinces. The story has already been told in LUMBERMAN columns of the arrival of British Columbia timber, for ship-building, in this section of the Dominion, and this trade we are hoping has only commenced.

Another indication of trade between these two corners of confederation is found in the visit here this month of George Cassidy, a large lumberman, of Vancouver, B.C. Mr. Cassidy is a native of Miramichi, and some six years ago operated a small mill at Chatham. This fact gives a pleasurable zest to his coming among us just now. Mr. Cassidy is anxious to see the woods of his adopted province take a good hold in his old home. He is showing miniature samples of doors, sash, etc., made of cedar that are quite captivating in their beauty to the trade here. Mr. Cassidy has already done business in New Brunswick, and also in Boston, and trusts his present visit will lead to a larger development of this trade.

SEASIDE SPLINTERS.

Seeley's Mill, at Greenwich, recently destroyed by fire, will be rebuilt.

Vessels are in great demand to take cargoes of sawed lumber from points at head of Bay of Fundy.

Coastwise freights have advanced 25 cents on lumber to Boston and 5 cents on laths to New York.

Four cargoes, embracing 4,206,635 superficial feet of deal and 293,851 feet of ends, were shipped to Great Britain, from Parrsboro, N.S.

The sale of timber licences of crown timber lands, which is advertised for August 29th is being looked forward to with much interest by lumbermen. It is not unlikely that lumbermen from the other provinces may take a hand in the sale.

St. JOHN, N.B., July 25, 1893.

MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

ASTUDY of the business situation at the leading lumber points in this State shows no little stagnation. Mills, it is true, are fairly busy, and logs are arriving in large quantities, but selling and buying are at a low ebb. This is a reaction from the bright conditions at the opening of the season, and is chargeable to the generally disturbed financial conditions throughout the country. We may expect that commercial operations will be conducted on a limited scale, certainly, until after the action of Congress in August is clearly understood. This does not mean any serious collapse in lumber. Disaster will doubtless occur to some extent, for in every trade there will be found some who cannot withstand even a slight storm. Happily the lumber trade is at the present time in a healthy and vigorous condition, and while the shrinkage in operations that will take place will be a disappointment to everyone, it is not anticipated that any trouble in lumber will go beyond this.

BITS OF LUMBER.

The mills at Menominee are running overtime.

450,000 feet of deals have been loaded at Manistee, for Quebec. Rather better than a dollar in excess of last year's prices for similar stock was secured. The steam barge Clinton takes a load of Elm timber for Quebec. This makes five loads shipped from this point this season.

Sibly & Bearinger have been successful, after much labor, in securing a raft of 2,000,000 feet of logs that went ashore last fall in a gale at North Point, near Alpena, while being towed from Georgian Bay. The logs have been towed to Alpena and will be used by the Minor Lumber Company.

Three towing associations are employed in bringing logs from up our own lakes and from Canada. The rate on logs from Georgian Bay is \$1.50 a thousand, and no losses have been incurred so far this season.

Thomas Pitts, of Bay City, is an addition to the many lumbermen of this State, who are this year securing their supplies of logs from Canada. The Saginaw Lumber and Salt Company have received some large rafts this month from the Georgian Bay territories. Albert Pack, of Alpena, has received over 8,000,000 feet of logs so far from the Canadian North Shore.

E. Jennings's shingle mill at Pinconning is cutting 35,000 a day, and during the last six months the output has been 9,000,000 shingles. A new heading mill has just been built to be operated in connection with the shingle mill at a cost of \$5,000 dollars. An excelsior mill with 26 machines is also operated in connection with the shingle and hoop plant. Mr. Jennings operates a force of 57 men. He has recently purchased 3,680 acres of timber near Vanderbilt, which will stock the plant for a number of years.

SAGINAW, Mich., July 28, 1893.

BOILERS.

THE causes of deterioration in boilers is varied. In some districts, the feed-water contains an excessive quantity of salt, or of acid or it is taken from copper mines or artesian wells. All these are detrimental to the good condition of a boiler. The feed-water should be the best obtainable, and many explosions have been caused by negligence in this respect. Boilers should never be set in damp places, for external corrosion is injurious. The introduction of a fresh supply of water is, owing to the rapid generation of gases and the sudden excess of pressure, another fruitful cause of explosions. For the same reason an explosion sometimes takes place when the engineer, discovering low water, raises the safety-valve and starts the engine; it relieves the pressure of steam, causes the water to rise and strike the heated parts, and steam in consequence is heated over-quickly.

It would materially decrease the risk of explosions if the following points were always observed:

There should at all times be a sufficient quantity of water.

There should never be a higher pressure of steam than can be helped; the pressure allowed by the inspector should under no circumstances be exceeded.

The boiler should be allowed to cool down before being refilled.

Before starting the fire, it is well to try the water gauges and to see that the water is at proper level in the glass gauge.

Glass gauges and gauge cocks should be kept in perfect order; the openings should never be allowed to stop up. Otherwise, owing to the quantity of scale and sediment, one is apt to be deceived as to the real water-level.

The safety-valve should be kept in perfect working order, be lifted and oiled at short intervals, to prevent corrosion, and occasionally it should be ground in.

If the steam gauge and safety valve are found not to correspond, the former should be tested, and if defective, repaid without delay.

The steam gauge should not be exposed to much heat. The pipe should be so arranged that the condensed water will act on the gauge and not the steam direct. There should be a small cock to prevent the freezing of condensed water in cold weather.

The boiler should be cleaned often, and after each cleaning, it should be examined internally so that any defectiveness in the braces, fire-box, crown-sheet, or other part should be discovered and rectified at once.

Water should not be put into a boiler at low temperature. It is best to use feed water heaters or injectors, which, in the long run, are economical, and add to the boiler's lease of life. The feed-pumps should be kept in good order.

A stop-valve should be put between the check-valve and the boiler, so that the former may be easily examined at any time.

Finally, the best safeguard against the risk of an explosion is to take great care in keeping every part of the boiler thoroughly clean and in good working order.