

lumber manufacturers from realizing more than a limited profit on their product. One of those was the increased price of logs, consequent upon the timber adjacent to the mills having become exhausted. The other was the extreme competition from United States manufacturers, who secured the bulk of the Kootenay trade, and who, having free access to both the United States and Canadian markets, used the border towns in British Columbia as a dumping ground for their low grade lumber.

The outlook for 1899 is better than it was one year ago. To meet the conditions caused by the scarcity of accessible timber, combined efforts have been made to advance the price of lumber, and with some success. Logging railways are also being constructed by some manufacturers, which will facilitate the getting of a normal supply of logs.

The shipments from British Columbia to foreign countries last year were 49,000,000 feet, valued at \$406,000, as compared with 68,000,000 feet, valued at \$600,000, in 1897.

The table below shows the value of shipments to the different countries for the past two years :

SHIPMENTS BY COUNTRIES.

	1897.	1898.
Australia	\$188,955	\$176,303
United Kingdom	154,684	43,288
China	87,934	75,303
South Africa	71,246	50,111
South America	49,227	43,406
Japan	30,084	
United States	25,602	17,500
Total	\$607,732	\$406,001

The noticeable feature in the above returns is the falling off in the shipments to the United Kingdom. It is understood that manufacturers received numerous enquiries for clear spruce deals for shipment to that country, but the cost of transportation prohibited a profitable business. It will also be noted that last year no shipments were made to Japan. The decrease in the foreign trade is no doubt due, in a large degree, to the high freight rates prevailing, but it is hoped that during 1899 the lost ground will be recovered, and also business will be transacted on a larger margin of profit.

THE BRITISH COLUMBIA SHINGLE INDUSTRY.

A member of the trade furnishes the following able review of the shingle industry of British Columbia during 1898 :

SIR,—In some respects the shingle trade of British Columbia was disappointing last year. The business opened about the usual time last spring, and the demand continued very good until about the end of June, when it dropped off suddenly—particularly in Ontario. By the end of July some of the large mills closed down, and remained idle for three months; and almost all the other mills, whose output is of any considerable importance, curtailed their daily cut about fifty per cent., and at the same time did not run steadily the balance of the year. It is also to be noted that all the manufacturers engaged exclusively in the manufacture and shipment of shingles, complain that the volume of trade to Manitoba was very small during 1898. This is accounted for, to some extent, by the fact that a number of the lumber dealers throughout Manitoba had a considerable stock of shingles on hand at the end of 1897; also that large quantities of Puget Sound shingle were imported into Manitoba last year. All points in Manitoba reached only by the Northern Pacific Railway use Puget Sound shingles exclusively, while Winnipeg, Brandon and Portage la Prairie, the largest places in Manitoba, and being also reached by the N. P. Railway, take a great many Washington shingles.

I would estimate the total rail shipments of B. C. shingles for 1898 at 125,000,000. Perhaps half of this amount went to Ontario, and the balance to Manitoba, the North West Territories and interior points in this province. I think that from 160 to 175 million a year may be set down as the total Canadian market for B. C. shingles.

The yearly capacity of the existing shingle mills of this province, running ten hours per day, is 350,000,000, and by operating night and day this may be doubled. It will be seen from these figures how much the present supply is in excess of the demand.

The price of B. C. shingles in Ontario has been exceedingly low during the last three or four years. In fact, some of the mills here have discontinued shipping to Ontario altogether, claiming that they could not possibly produce shingles and deliver them there at the prices that have been ruling during the past few years. The price obtained in Manitoba and the North-West was slightly better last year than it has been for some time, but it is still too low, by at least 25 cents per thousand, to make the business safe and profitable.

A feature of the B. C. shingle business that is becoming marked, is the growing scarcity of cedar timber near the mills suitable for making shingles; so much so is this the case that one of the largest manufacturers in the province has this year moved his mill to a point on the coast north of this city, in order to be assured of a steady supply of timber. This means extra handling, and towing shingles on barges from the mill to the railway, and a resultant greater cost of production. The time has now practically passed on this coast for shingle manufacturers to get timber within a radius of a half to three miles of their mills, permitting it to be hauled in direct with teams. This handy timber accounts for the astonishingly low prices at which red cedar shingles have been sold. In fact, the value of the standing timber for shingle bolts has hardly been taken into consideration, the cost of the bolts simply being the labor of making them in the woods, and hauling them a short distance to the mills. It can therefore be readily seen that this question of timber supply will make it absolutely impossible for manufacturers to very much longer sell shingles at the present prices. It will also have a tendency to prevent only those with ample capital from embarking in the business.

The Canadian importations of U.S. lumber and shingles previously noted, naturally calls to mind the present juggled lumber tariff now in existence between this country and the United States. So far as the shingle business in British Columbia is concerned, it is not a matter of being unable to compete with American manufacturers, but simply a question of the division of a home market with Puget Sound manufacturers, notwithstanding that it is more than fifty per cent. too small for the existing mills in this province, if they were operated steadily the whole year.

Manitoba and the North-West is our natural market, and we are certainly fairly entitled to the whole of that trade until such time, at least, as the Americans will give us free access to their market.

We entertain the hope, however, that at the next session of Parliament the Dominion Government will come to our relief, by placing an import duty on lumber and shingles equal to the American duty. So far as the U.S. is concerned, we certainly hold the trump card in the matter of forest products.

I confidently believe that if our Government would take a bold and firm stand, and place a prohibitive export duty on logs and wood pulp, and an import duty on rough and dressed lumber, shingles and sash and door factory work, equal to the U.S. duty on similar Canadian products, that it would only be a question of a short time when the Americans would come forward and ask for reciprocity with us on lumber and its products on a fair and equitable basis.

H. H. S.

Vancouver, B.C., January 12th, 1899.

PUBLICATIONS.

The Covell Manufacturing Company, of Chicago, have favored us with a copy of their catalogue of machinery and tools for the care of saws, which contains illustrations, descriptions and prices of the numerous machines manufactured by this firm. The Covell Manufacturing Company are represented in Canada by the William Hamilton Manufacturing Company, of Peterborough, Ont., who have made a large sale of their filing room machinery and other tools to Canadian sawmill owners.

Our two esteemed Chicago contemporaries, The Timberman and The Northwestern Lumberman have joined forces, and on the first of the year appeared as one journal, bearing the name of the American Lumberman. Mr. J. E. Desebaugh, editor of the Timberman, takes the position of editor of the new journal, while the business end has been placed in the hands of Mr. W. B. Judson, the late editor of The Northwestern Lumberman. The result of this change will, no doubt, be beneficial alike to the parties interested and the lumber trade in general, and to our contemporary we extend our best wishes.

TRADE NOTES.

For an 1899 calendar we are indebted to Walter Wilson & Son, of St. John, N.B. This firm, which has been established over 50 years, are manufacturers of band, circular, drag, gang, shingle, and cross-cut saws.

The Jenckes Machine Co., of Sherbrooke, Que., recently shipped the Boulder Gold Mining Co., Rat Portage, Ont., two large Locomotive type boilers, 8 x 10 Hoisting engine, and complete portable saw mill plant, with engine and boiler.

The Saginaw Manufacturing Company write us that they have sold the Gilbert Band Re-saw business, consisting of good mill, machinery, patterns, and parts to Wm. B. Mershon & Co., of Saginaw, who will be in a position to furnish necessary repairs to the Gilbert Band Re-saw.

The Jenckes Machine Company, of Sherbrooke, are adding a large number of tools to their plant, some of which may be mentioned: a 14 feet Vertical and Turning Lathe, a 34 feet Shafting Lathe, a new ten ton Cupola, which is being put in place in the foundry, and another Air Compressor in the tailor shop.

Mr. Madison Williams, of Port Perry, Ont., reports that trade is brisk with an outlook for great enlargement. Recent orders include the following: two 84 inch Leffel Turbines for J. A. Booth, Ottawa; one 26½ inch Leffel, with shafting, gearing, &c., for J. C. McLeod, Middle

River, N.S.; steel flume 5 feet diameter for Wm. B. Cadmus, Ont.

The Jenckes Machine Company, of Sherbrooke, Que., builders of the Duke Engine, are now prepared to furnish those engines with dynamos direct connected, for lighting installations, of from 15 to 150 lights. These markable perfection to which this engine has been developed, and the simplicity and economy attending its operation, marks the future for this arrangement.

Messrs. Wm. B. Mershon & Co., Saginaw, Mich., announce to the trade that they have purchased from the Saginaw Mfg. Co., the Gilbert Band Re-saw business. They state that the greatly increased demand for re-saws was taxing their present manufacturing capacity to its utmost, and it became necessary to increase facilities by purchasing the Gilbert equipment and increasing their stock of manufactured machines, when it is hoped to take care of their customers' requirements and prompt delivery.

THE FILER AND THE SAWYER.

"BY MECHANIC."

EVERY competent saw filer should have some knowledge of running saws. Sometimes it occurs that well-fitted saws are found to be running snaky, making bad lumber, although the mill is in perfect condition. The trouble is that the guides are closed too tightly against the saw, causing the rim to heat and run snaky. It is an old saying that a good sawyer can do fairly good work with a poorly fitted-up saw, and a poor sawyer can spoil a good saw and butcher up the lumber. Therefore it is a great advantage to the filer to have a practical knowledge of running saws, as he can detect at once whether the fault is in the saw or in the sawyer. As a rule, if the saw makes a crooked cut, it is said to be the fault of the filer. Some times it is the fault of the filer, but in nine cases out of ten the filer is not at fault.

There is a class of travelling uncertainties that, either by being clever with the tongue, or by misrepresentation, are fortunate sometimes to get a position as filer or sawyer, as the case may be. I have seen one of these take hold of a saw lever and rush the carriage backward and forward, crowding the saw beyond its capacity, spoiling the lumber and straining the saw. Good sawyers should be quick and energetic; and the man who can maintain and repair his own saws has marked qualifications over the one of lesser experience. Give the good sawyer well fitted-up saws, a good strong carriage, the track straight and level, and lots of power to drive the saw, and the quantity and quality of the output then depends very largely on the judgment and husking qualities of the sawyer. The ideal sawyer is active, strong, of temperate habits, cool-headed, fearful enough to comprehend danger, and possessing quick decision to avoid it. He wastes no time with unnecessary carriage travel, he avoids passing the back of the saw with the end of log; his good judgment and practiced hand imparts a strong, steady feed to the very end of the cut; and he reverses as the teeth leave the cut. The careful sawyer will not force his saw beyond its capacity in rough, tough and knotty logs; he knows exactly what the saw can stand, and he travels his carriage accordingly. The good sawyer knows just how to place the log on the carriage, and cut it into the sizes, grades and thicknesses most profitable for his employer.

(To be Continued.)

Messrs. Arthur T. Hillyard and Joseph T. Knight are at present in England, for the purpose of laying before capitalists a scheme for the construction of another large pulp mill at St. John, N.B. It is said that engineers are now making a survey of the proposed site.

Mr. W. E. Bigwood, manager of the Holland and Emery Lumber Company, states that his company shipped 23,000,000 feet of lumber from Ryng Inlet, Ont., during the year 1898, principally to South America and European ports. He states that they have established a large foreign trade, and are almost independent of the United States market.

Mr. Charles Burrill, of Weymouth, Digby county, N.S., has gone to England for the purpose of concluding arrangements for the purchase of large tracts of timber land along the Sissiboo river, back of Weymouth, and the erection there of one or more pulp mills. The rights of purchase have already been secured, and it remains only to finance the enterprise and begin operations.