



PUBLISHED
SEMI-MONTHLY.

The only Newspaper devoted to the Lumber and Timber Industries published in Canada

SUBSCRIPTION
\$2.00 PER ANNUM

VOL. 6.

PETERBOROUGH, ONT., JULY 1, 1886.

NO. 13

BURLEIGH FALLS SLIDE.

ON Wednesday a deputation of lumbermen met, by appointment, Mr. T. Rubidge, Chief Engineer of the Trent Valley Canal at Burleigh, in reference to a dam and slide at Burleigh Falls which is to be constructed by the Government to take the place of certain improvements which were built by the lumbermen at this point and which the Government found necessary to expropriate for the construction of the Trent Valley Canal.

The deputation consisted of Messrs. Hillard, Ulyott, Strickland, and Hazlitt and of Mr. Irwin, who acts as Secretary for the Lumbermen's Association.

The interview was entirely satisfactory; it was found that the projections of Mr. Rubidge in regard to the work were entirely in accord with the views of the deputation, the only point now being the early construction of the works so that they may be completed before another season.

There is no question that the closing of the channel known as the Big Chute at Burleigh for the purpose of the construction of the locks, has put the lumbermen on this stream to a very serious disadvantage. The turning of all the water into the channel known as Little Burleigh rendered the improvements which they constructed themselves entirely useless, and we understand that it was merely the great interest which all lumbermen feel in the early construction of the Trent Valley Canal which hindered them from expressing their views as to the expropriation of these works of their own building at this point in a more forcible manner than they have done.

They, however, are now satisfied that the Government have not lost sight of the disinterested part that they have taken in the matter, and, although for two seasons past they have been laboring at great disadvantage at this point and a great unnecessary cost, it is believed the proposed improvements, which they hope will be constructed at an early date, will obviate the difficulties they have felt themselves laboring under.

THE EXPORT DUTY.

A duty was put on the export of saw logs, which is probably intended to compel the Americans who hold timber limits in Canada to manufacture the lumber here; where it fails to do so, it will bring some revenue into the country, unless it should result in leaving the limits unworked. The approaching exhaustion of the supply of timber in the States, and at a remote period in Canada, is a matter about which opinions differ very much, and concerning which there is a great want of precise information. One thing is certain: American lumbermen find it easier to get logs in Canada

than in their own country. The export duty will stand in the way of their exporting logs, and if lumber gets scarce in the States the price must go up to a figure that will enable them to pay the duty.—*Monetary Times.*

BAND MILL REPORTS.

To the Editor of the Canada Lumberman.

SIR,—We enclose to you some figures in regard to band mill sawing that will go far to establish confidence in this new and useful machine for making lumber.

S. A. Hale, Esq., of Whittlesey, Wisconsin, has kindly given us the record of five consecutive days sawing of 11 hours each, commencing

June 1st sawed...	47,492 ft.
" 2nd "	45,816 "
" 3rd "	54,380 "
" 4th "	47,200 "
" 5th "	60,667 "
Total.....	255,555 "

As band mills usually make from 15 to 20 per cent more lumber than the actual scale of the logs. We shall be at liberty to add at least 15 per cent, which is 38,333 feet, this added to 255,555 = 293,888. This sum divided by five, the number of days, gives 58,777 feet the average daily cut.

About 40,000 of this whole quantity was 2 inch plank; about 3 of the whole was 1 inch board, the remainder beside the plank, 1 1/2 inch.

Another report of 4 1/2 consecutive days work performed last month gave an average daily cut of 56,069 ft.

A large log which scaled 1,029 feet was sawn in eight minutes.

E. P. Attis & Co., of this city, are manufacturers. About 20 such mills have been started since Jan 1st and are all doing good work.

Heretofore the most potent objection to band mills was that enough work could not be got out of them, 25,000 feet per day being about the best average obtainable. But these figures approach the best cutting of the circular mills.

Yours truly,

W. H. TROUT.

Milwaukee, June 11th, 1886.

LUMBER FREIGHTER'S GRIEVANCE

The following letter appeared in the Toronto *Globe* of June 15th:—

SIR,—Under the head of local news in this morning's issue of the *Globe*, reference is made to the mode of weighing freight lately adopted by the railroads centring in this city, which demands more than a passing notice.

Under the words "concealed excess-weights," as contained in the circular issued by the said railroad companies, there is an attempt made to cover up from the sight of persons not immediately interested a grab game which for impudence has never, so far as the writer is aware, been tried before.

In order to make the matter plain to your readers let me say that this beautiful little scheme hatched by the railroad officials ("parlour" ones of course) is levelled at the lumbermen, and against them solely it is intended to operate. Various schemes have been brought into play from time to time in order to extort more money from this class of their patrons, such as increased rates of freight and additions to the cost of their yearly travelling tickets, but this last stroke bears away the palm for downright impudence.

The minimum load for a car of lumber is 24,000 pounds, but it must be borne in mind that there is no means provided for weighing at any of the stations where lumber loading is usually done, so that the loader must simply use his judgment. The lumber may be green or half-dry, it may be white or red pine or hemlock; all of which vary materially in weight. When any of said cars arrive in Toronto the weigh-master passes them over the company's scales. If the weight of one car should turn out to be only 20,000 pounds the consignee is charged with 24,000 pounds. Should car No. 2 unfortunately weigh 28,000 pounds the consignee has to pay for the full weight, and 25 per cent additional on 4,000 pounds "concealed excess weight." This is an exceedingly convenient term to cover up that which anyone may see, after the above explanations, is nothing more or less than a complete swindle.

LUMBERMAN.

DEATH OF AN OLD-TIME LUMBERMAN.

Thomas Smith, one of Ottawa's pioneer lumbermen, died at his brother's house at Stewarton on Saturday morning. He was seized on Wednesday with paralysis of the brain and sank rapidly, death resulting as above stated. Born in Ireland in 1825, the deceased, the third son, came with his parents to this country about 60 years ago. His father, the late Isaac Smith, first located in business at Hull Landing, opposite the Government Hill, now the Parliament grounds, but a few years afterwards removed to Bytown and engaged in the brewing and other business, and is remembered by the surviving Bytonians as a graceful Irish gentleman, a patient but fearless magistrate, and square upright man in his business dealings. The family of six sons and one daughter reflected the fine qualities of their parents. The deceased early engaged in the square timber business on the Upper Ottawa, taking down his own raft to Quebec over 40 years ago; in the days when good road horses and a canoe navy were the means of business transport in the lumber trade, before those of railways and traffic in charters. Industrious and knowing his business, he kept actively to it for thirty-five years, the latter twenty five in partnership with a younger brother, Charles,

his and their operations being on and from the Pettewawa, Mattawa, Amable, Dupot, Kippewa, Dumoine and other stream feeders of the Grand River. For some time past he has not been actively engaged in business. He lived at the Russell House and had but the looking after his property, means and investments to engage his time. Clean, straight, square, honest, truthful, amiable, generous, modest, but manly "Tom Smith," can only be remembered by those who knew him as a man whose word, friendship, honor and record in all relations of life were as pure, true and reliable as the sunlight. He never married, and at his death was well off. He appeared last Wednesday evening, when seized with the fit that ended his life, to be in the best of health, even quit young looking. On Thursday he was taken to his brother Joseph's house at Stewarton. His physician entertained but uncertain hopes of his recovery. On Friday he became insensible, and his case hopeless. On Saturday forenoon, one of nature's few noblemen passed away, to be hereafter numbered with his eldest splendid brother Joshua, and the latter's companions of the Ottawa and this city: John Egan, Col. McDonald, Big Rogerson, Jerard McCrea, James Skead, Daniel McLachlin, John Supple, Wm. Morris, Jos. Amond, Robert Conroy, Samuel Dickson, William McAdam, the Grammas, (Black and Madawaska Bill), John Thompson, Wm. Byers, Frank Powell, John Bower Lewis, Wm. Stewart, George R. Baker, Edward Sherwood, Christopher Armstrong, Godfrey Baker, Charles O'Connor, James Fraser, with his youngest, happy and humorous brother Patton—amongst the ever increasing, but silent majority.—*Ottawa Journal.*

BIG FIRE IN OTTAWA.

OTTAWA, June 18.—About one o'clock this morning the furniture factory of J. Oliver & Son, on Head street, Chaudiere, was discovered by the night watchman to be on fire. He immediately gave the alarm, and the city brigade and the Union Fire Company promptly turned out. The building, which was a two storey one, 109 feet by 30, was well filled with furniture; the whole being inflammable as a tinder box, and, despite the four heavy streams of water poured upon the flames, the entire building was consumed. The wooden building adjoining, forming part of Baldwin's planing mill, caught fire several times and one side wall was pretty badly burned as well as a portion of the roof. McKay & Co., whose oatmeal mill adjoined Oliver's, also lost a little by the fire, smoke and water. Though the fire was in the heart of the lumber district, yet, fortunately, high brick and stone buildings checked it on two sides. The river was on another and on one side only was danger threatened, unless a heavy wind sprang up. Mr. Oliver places his loss at about \$10,000, on which there is but about \$2,500 insurance.