

THE SAFETY OF STATIONARY BOILERS.

A measure very closely affecting the interests of saw-mill proprietors, as well as other manufacturers, has been introduced into the Provincial Legislature by Mr. Carson, M.P.P. It provides for a yearly examination of boilers in connection with stationary engines by a duly appointed government inspector, and also that all engineers and firemen shall be obliged to pass examination as to their competency. The bill establishes four grades of ability and defines the class of engine which the holders of certificates of these respective grades shall be qualified to take charge of as follows:

A first-class engineer shall require a thorough knowledge of steam and its uses, of the use of the steam engine indicator, the principles of combustion, the details of the construction of boilers and engines, the strength of materials used in such construction, general mechanics, the principles of steam heating and the working of condensers and feed pumps, and such certificate shall entitle the holder to operate any steam plant.

A second-class engineer shall require a thorough knowledge of steam and its uses, general mechanics, the principles of steam heating and the working of condensers and feed pumps, and such certificate shall entitle the holder to take charge of and operate any steam plant of one hundred horse-power or less.

A third-class engineer or fireman shall have a fair knowledge of steam and its uses and the principles of steam heating and the working of feed pumps, and such certificate shall entitle the holder to take charge of and operate any steam plant of fifty horse-power or under.

A fourth or special class engineer shall require a fair knowledge of the working of feed pumps and be thoroughly capable of taking care of any boiler under his charge, and such certificate shall entitle the holder to take charge of any steam plant or portable engine of fifteen horse-power or under.

Those at present in charge of engines or boilers are allowed to operate them for one year on payment of \$2 for a permit, after which they must pass the examination and apply for a certificate. Certificates will run for one year, and the fee of \$5 will be charged to all applying for the first examination, renewals costing \$1. Owners of boilers are required to pay \$5 for each annual inspection. Owners or managers of boilers who entrust them to persons not duly qualified under the Act are subject to a fine of not less than \$10 or more than \$250. Licensed engineers who discover that the boilers they are operating are unsafe are to notify the manager and demand that they be repaired. In case of refusal or neglect the responsible party is liable to a fine of not less than \$100 or more than \$500. The bill came up for a second reading on the 24th ult., and was referred to a special committee. There is a fear on the part of some engaged in manufacturing industries that the passage of the measure will entail undue trouble and expense upon them. Considering the large number of those employed to manage stationary engines, the fee, \$5, seems unduly large. The same remark applies to the charge for inspecting boilers. As the object of the measure is to provide for the safety of the general public as well as of those employed about engines, it would only be reasonable that the burden of the necessary expense involved should be partly borne by the public. The startling statistics quoted by the introducer of the bill leave no room for doubt that the present system of allowing boilers to be operated by persons who may be entirely ignorant of engineering is a glaring abuse and causes an appalling loss of life every year. There is just as much need for regulations with a view to secure the safety of steam boilers and the competency of engineers in connection with stationary engines as in regard to marine boilers. The statement that according to the reports of insurance companies 700 of the 6,000 stationary engine boilers in Ontario are unsafe shows the urgent need for government supervision. The principle of the measure is sound and just, but in working out its details we trust that every care will be taken to render it as little oppressive as possible in its bearing upon the important interests with which it deals.

NEW TIMBER REGULATIONS.

An extra of the *Quebec Official Gazette* contains the new regulations recently adopted in respect to the management of Crown and timber lands. They provide that newly acquired licenses and renewals of licenses to cut timber shall be subject to a yearly ground rent charged at the rate of three dollars for each square mile or fraction thereof, and establish the following scale of dues to be levied on all timber cut: Oak and walnut, per cubic foot, 4 cents; pine, birch, basswood, cedar, spruce, elm, ash, tamarac and all other square timber, per cubic foot, 2 cents; pine saw logs, boom and dimension timber and all other logs or woods intended for sawing, except spruce, hemlock, cypress and balsam, per standard of 200 feet board measure, (equivalent to \$1.30 per thousand feet,) 26 cents; spruce, hemlock, cypress and balsam saw logs, per standard of 200 feet, board measure, (equivalent to 65 cents per thousand feet), 13 cents; cordwood, hard, per cord of 128 cubic feet, 20 cents; cordwood, soft, per cord of 128 cubic feet, 10 cents; cedar rails, not exceeding 12 feet long, per 100, 30 cents; cedar pickets, per 100, 15 cents; rails of other wood than cedar and not exceeding 12 feet long, per 100, 10 cents; cedar and pine shingles,

short, per 1,000, 10 cents; cedar and pine shingles, long, per 1,000, 15 cents; cedar or other telegraph, telephone or electric light poles, not exceeding 10in diameter at the butt or large end, per lineal foot, ¼ cent; ditto, exceeding 10 inches at the butt, per lineal foot, ½ cent; railroad ties of all kinds of wood, each, 2 cents; hemlock lathwood, per cord of 128 cubic feet, 20 cents; hemlock bark, ditto, 32 cents; pine, cedar, spruce, birch or other small logs, not exceeding 10 feet in length, nor 10 inches in diameter at the smaller end, for shingles, spools, small board stuff, or paper pulp, per cord, 128 cubic feet, 25 cents; futtocks, knees, floors of birch and other shipbuilding material, and all wood goods not enumerated in the foregoing list, an *ad valorem* duty on the invoice or bill of 10 per cent.

PERSONAL NOTES.

MR. A. LECH, secretary treasurer of the Wm. Hamilton Manufacturing Co., Peterborough, who has been confined to his home through sickness for some months, has, we are pleased to know, fully recovered, and is again attending to his onerous duties.

We are pleased to learn that Mr. T. G. Hazlett, one of Peterborough's most extensive lumbermen, who has been ill for some time is now convalescent.

THE LUMBERMAN had the pleasure of a call a short time ago from Mr. John A. McAvity, of the well-known firm of T McAvity & Sons, St. John, N. B. He was pushing business for the firm in this section of the country and meeting with good success. The Orono Cant Dogs and Boot Calks manufactured by the company are meeting with ready sale wherever introduced.

MR. ELBRIDGE G. MERRICK, for many years engaged at shipping square timber to England from Canada, at which business he grew very wealthy, and of late years engaged in the vessel and lumber business at Detroit, Mich, died Feb. 11th.

GEO. MCWILLIAMS, late of the firm of Kincaid & McWilliams, Peterboro', has accepted the position of mechanical superintendent of the Ontario Canoe Co., of the same place.

MARTIN A. RYERSON, aged 33, heir of the millionaire, lumberman Martin Ryerson, of Chicago, who died recently, has given in trust property worth \$250,000 to eight charitable institutions, four Protestant and four Catholic. The gift was a free one on the part of young Ryerson, though in line with his father's oft-expressed wishes.

PUBLICATIONS.

Lumber, a very neat 16-page weekly, under the able editorship of A. H. Hitchcock, late of the *Timberman*, has made its appearance in Chicago. A paper of the same name was previously published in New York, but it was far from being a credit to the influential industry it aspired to represent. Under Mr. Hitchcock's management, however, it ought to command at least a fair share of trade, notwithstanding the fact that Chicago already has three other papers of a similar nature. *Lumber* has our best wishes.

The *Toronto Saturday Night*, edited by Mr. E. E. Sheppard, is one of the best gotten up and most entertaining literary publications on the continent. The latest issue always seems to be the best, and if it keeps this up much longer *Saturday Night* will be a necessity in every home. Those of our readers who have any desire to see a all-round Canadian literary paper should address the Sheppard Publishing Co. Toronto, for a copy of the above.

"Scientific Diary Practice; or Profitable Diary Agriculture for Canadian Farmers" is the title of a new work just completed by W. H. Lynch and issued by the Dominion Government. Its contents are such as to be of incalculable benefit to every Canadian farmer and owner of cattle. It treats scientifically on the methods necessary for the successful carrying on of a diary, and will prove an invaluable help to all such engaged. The book is well gotten up and contains several illustrations.

TORONTO CORRESPONDENCE.

TORONTO, Feb 29.—Business still continues dull. There are some enquiries for bill stuff and the commoner grades of lumber, and prices continue steady with the prospect of an advance. There is some demand from the United States for cutting up lumber. With the opening of spring it is probable that there will be considerable activity in the building trade in Toronto, and at several points in Western Ontario. The demand for house accommodation, consequent upon the continued influx into the city, and the fact that owing to the labor troubles, many building enterprises contemplated last year were postponed, encourages the expectation of a particularly busy season.

Lath is moving at good figures and is in quite a demand. Credit will not be so easily obtained this year as was the case

in the past. This is a good thing, the less of that the better for all. There is no necessity that any dealer should sell to parties about whom there is the slightest doubt. It is not very difficult to obtain information respecting any individual builder, and to any one at all doubtful a positive refusal should be given.

The recent bank suspensions and the unsatisfactory state of financial investments, have turned the attention of investors in the direction of real estate. Making every allowance for too sanguine anticipations, the outlook for the building trade is favorable, provided strikes and labor troubles can be avoided. Much, however, depends on the money market and the action of the loan companies. It is regarded as probable that some of the larger loan companies will shortly have to look for re-investments in the direction of loans on city real estate, though more caution and discrimination is likely to be exercised than has hitherto been the case.

The amalgamation of the Northern Railway with the Grand Trunk, is viewed approvingly by some of the lumber dealers, on the ground that it is likely to be helpful to the trade. There have been frequent complaints as to the difficulty of obtaining adequate shipping accommodation at points along the Northern. It is hoped that the change will result in the removal of this grievance.

Can any of your Toronto readers give any information regarding what has been done by the inspection committee of the lumber branch of the Board of Trade?

NOTES.

—Messrs. Train & Son of Burk's Falls, Ont., are about to introduce the Electric light and run their mills night and day.

—John Forsyth, Pakenham, Ont., will commence to cut about the middle of April, and expects to cut about 400,000 or 500,000 feet.

—W. S. Ramsay & Co., of Sutton, Ont., write that their saw mill and sash and door factory are in full swing and have been so all winter, they having large orders on hand.

—A fire took place on the morning of Feb. 26th in James Shearer's lumber yard. The saw-mill was burned and loss to the amount of \$14,000 was sustained; covered by insurance.

—Messrs. J. S. Ainslie & Bros., Comber, Ont., manufactured 2,000,000 staves in their works last summer, nearly all of which were shipped to English markets. They employed about 60 hands.

—It is understood that G. A. Grier & Co., the big lumber firm of Ottawa, have sold their concern, limits, mills, etc., to Pierce & Co., of London, England, the price named being in the vicinity of a million and a quarter of dollars.

—The Chatham Wagon Company, of Chatham, Ont., have acquired a large tract of heavily timbered land near Thamesville, Ont., the timber upon which will be utilized for the purposes of their business.

—Reports from the vicinity of Doaktown, N. B., state that the weather has been cold and the winter a very favorable one for all kinds of work. The output of logs will be very good as the shoal snow enables lumbermen to gather up scattering logs which could not be got in deeper snow.

MANY fatal and destructive accidents would be prevented if those employing steam power in manufacturing took adequate precautions to see that their machinery was always in good order. The Boiler Inspection and Insurance Company of Canada, the card of which appears in another column, is an institution which should commend itself to all manufacturers.

—It is expected that a post office will be opened at the station at Hepworth, Ont. It will be a great accommodation to lumbermen. Lumbering operations were never so brisk before as they are at this point this year. It is estimated that the output of lumber will total 7,000,000 feet, and this will be supplemented by the usual immense quantities of lumber, poles, ties and tan bark. Hepworth is said to down any inland station in Ontario in its output of forest products.

—It is estimated that Michigan railways used last year three and three-quarters millions of ties, amounting to 131,250,000 feet, and that they used lumber for piling, bridges, etc., to the extent of one-third the forgoing amount; and further, that at least one and one-half millions ties were sent out from the State. This heavy lumber consumption by the railroads should incline the railroad ear to the suggestion of the forestry convention held at Grand Rapids recently.

NORTH ONSLOW, ONT.—Mr. John O'Donnell has a gang of men at work cutting logs at Wilson's Lake. The timber is being hauled to Mr. P. Madden's mills.

MARTINVILLE, QUE.—Messrs. Cass Bros. are getting in a lot of saw logs. They are doing a large lumbering business this season.