

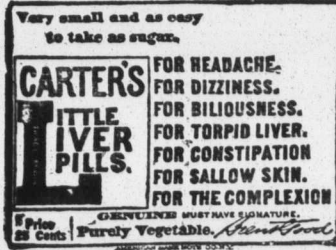
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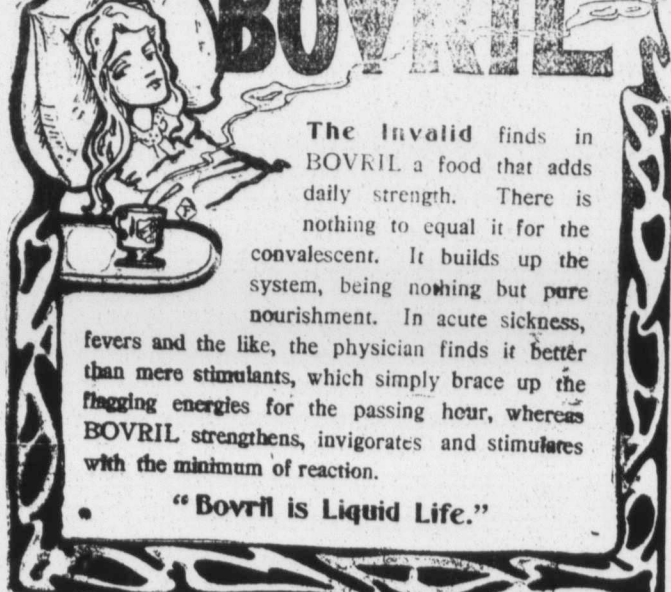
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A Half Century of Lumber Operations.

(Continued from page 3.)

the century found the figures in the vicinity of \$11.50 for merchantable. Then followed three very prosperous years. The demand during that period was extremely brisk and the shipments from the provinces were larger per year than they had ever been before, conditions being so favorable that in many cases American logs (that are usually worth \$2 more per M. because of their product, when they are manufactured by an American citizen, being allowed to go into the United States free of duty) were sawn into English sizes and shipped to the United Kingdom.

The high-water mark in prices was touched in 1903, when merchantable deals were sold in large quantities at figures that ranged from \$13.25 per M. to \$13.75 f.o.b. steamer at New Brunswick port. Early in 1904 the English market took a decided slump. Prices fell suddenly and emphatically until on September 1st purchases could have been made as low as \$11.50 per M., with the goods plentiful. That these low figures will be in evidence as only temporarily is generally felt on all sides; nearly all of those most interested seem to have confidence in the probability that before many months have passed the purchase price of spruce deals for the English market will have climbed nearer to the figures prevalent in 1903, which in most opinions are, in view of the conditions bearing directly upon the industry at this particular period, much more normal than the prices current this month.

The general decrease in the dimensions of the logs being sawn which was referred to earlier in this article, has had a marked effect upon the quantity of wide deals turned out and the result is that the difference in the percentage of wides in the specifications is very apparent and very important in figuring the value.

As to quality, the general impression seems to be that the lumber of twenty years ago excelled that which is being manufactured to-day. This is owing to the fact that the larger growth is almost certain to be cleaner and to have fewer knots and twists. Of course in making a comparison of prices this degeneration in size and quality is a very important element.

Changes that are important to American manufacturers more than to any others are those which have taken place in the vital conditions of the lumber markets of the Eastern States. Twenty-five years ago the consignments to this mar-

ket consisted chiefly of pine, the greater part of which was made up of one-inch boards. Today, for reasons mentioned in an earlier paragraph, the shipments of pine are few and light. With spruce it is exactly the reverse. In the late seventies and the early eighties the shipments of spruce from the Maritime Provinces to the United States were not of very much importance; today spruce is the staple.

The spruce trade in this direction has also changed in that the smaller sizes have been much less in demand during the last few years; where before the demand was principally for plank and scantling today it runs chiefly to three-inch.

On the whole the variation in price has not been so great as in the case of the English markets, although sudden fluctuations are more frequent. In making a comparison, it cannot be said that there is any improvement in price. There have been heavy advances and again sharp drops, but there has been no change that could be positively said to be permanent.

Perhaps the change that is most apparent to the unpractised eye will be found in the machinery used in manufacturing. In the early eighties the old-time water mill was no uncommon sight; today they are so scarce that it might be said they are extinct so far as their usefulness is concerned.

The improvements in mill machinery have come gradually. There has been no abrupt departure from the old methods. The gang was the pioneer of long lumber manufacturing machinery. In or about the year 1880 the first rotary made its appearance in the province of New Brunswick. Since that time the number of these machines has steadily increased, although they are used chiefly in country districts in small portable or stationary mills. They also find great favor in the minds of many when used in connection with a stock-gang.

It is now about ten years since the band saw was first adopted, and while it has grown steadily in favor on account of its thin cut and consequent saving of material, the gang still has many partisans. Of the improved double-cut band saws there are very few in this section of the country.

Another important change which has taken place in the last quarter of a century will be found in the price of labor. Twenty-five per cent. would probably cover the actual outlay in cash, but when it is considered that the ten-hour and sometimes longer day has now been changed (by means of strikes in nearly all cases) to a nine-hour day, the increase takes on still larger proportions.

Freights by water to all points and by all sorts of shipping are much more favorable to the shipper. Twenty-five years ago 60s per standard on deals to the West Coast of England was about the average rate, and \$3 to Boston per M. s. ft. was quite ordinary. Charters have been made to the West Coast this season as low as \$2.25 per standard, while to Boston \$2.25 per M. has been the prevailing figure.

A review of the whole situation from a financial standpoint leads to the following conclusions:
Lumber of all kinds, manufactured in the Maritime Provinces, has netted during the last ten years probably 20 per cent. more than was the case during the preceding ten years. In spite of this fact it is well known that the profits of the men who own and operate the manufacturing plants were no larger during the latter period than during the former;

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indeed it is a question if their gains were as great. Part of this increase in returns and an important part, has gone to the laborer, the chopper, the log-driver and the mill-hand. The manufacturers of logging implements, the builders of mill machinery and the dealers in lumbermen's supplies have each had a substantial portion of what is left. A large sum has gone yearly to the Department of Mines, Forests and Fisheries and to the private owners of lumber lands in the shape of the increase in stumpage rates. Charles McIntyre.

MILLS AND PROPERTIES OF THE SHIVES LUMBER COMPANY.

(Canadian Lumberman.)
We present in this issue several views of the mills and lumber operations of The Shives Lumber Company, Limited, doing business in the town of Campbellton, New Brunswick, and vicinity.

The company have three mills: a long lumber mill at Athol, two mills above Campbellton on the Restigouche river, and two mills in the town. The mill at Athol is one of the largest and most modern in the Maritime Provinces. It is 265 feet long and 65 feet wide, with two large sorting sheds in which the lumber passes over travelling chains on to the sorting tables, is sorted in sizes and qualities, placed on small cars and taken out to the piling ground on elevated tramways and lowered down on the piles.

The engine room contains 450 horse power engine, a dynamo engine driving the dynamo for supplying light to the mills and houses, and for driving a planing mill which is situated some distance from the main mill, and which is driven by motors. The engine and boiler houses are brick with a rafters and galvanized iron roof, both entirely separate from the main mill.

The steam plant consists of a battery of five tubular boilers with brick ovens in front. The fuel consists of sawdust, which is fed automatically into hoppers over the top of the brick ovens.

A refuse burner 130 feet high and 28 feet in diameter, built of steel and lined with firebrick, consumes all surplus sawdust and waste wood from the mill. All the engine rooms, shafting, boiler houses, engine house and burner foundations are concrete.

The machinery of the mill consists of a rotary carriage and twin circular for snubbing the logs for the gangs. The gangs are placed on massive concrete foundations, and are not connected with the

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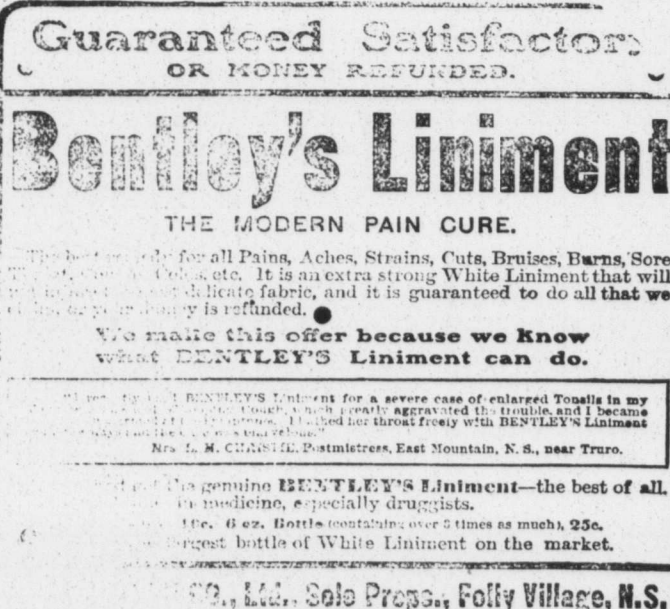
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