

A VISITOR FROM NEW SOUTH WALES.

Mr. G. W. Hudson, of the firm of G. Hudson & Son, timber merchants and lumbermen, Sydney, Australia, has been visiting in Canada, looking into the lumber market for Australian hardwoods and also with a view of placing orders with the mills on the Pacific Coast for the export to Australia of some British Columbia pine, fir and cedar.

Speaking of his visit, Mr. Hudson stated that in some respects the Canadian lumbermen appeared to be ahead of the Australian millmen in the style and efficiency of their machinery.

The different conditions ruling in the two countries necessitate different methods of handling logs, and whereas in Canada the logs are cut on the limits and floated down, often a hundred miles or more to a mill, in Australia the mill itself is usually located right in the limit, and it is the sawn lumber and finished product mainly that is shipped out of the woods. Again, the skid road in the timber limits or woods is almost unknown in Australia, as is also the portable engine and cable for this purpose. The method of hauling logs most generally in operation there is on a "junker," which is a two-wheeled vehicle, very strongly built, and consisting only of an axle and long tongue or pole in addition to the two wheels. To the tongue a pair of bullocks are harnessed, and often from 14 to 24 head of oxen constitute a logging team. The average Australian log being shorter, enables this method of haulage to be adopted, the log being rested upon the wheels, and but a very slight portion upon the trailing end. The weight of the logs necessitates, apparently, an excessively numerous number of bullocks to handle them. It also necessitates this method, and transportation and the establishment of the timber mill either in the limits or in close proximity thereto.

Although rivers are not lacking in the timber districts, booms of logs cannot be made up in the Australian forest and floated down to the mill, as is done here; the weight of the wood prohibits this, as the majority of the Australian hardwoods sink very quickly after being submerged in water. Water transportation is, however, used where the mills are situated at some distance from the standing timber. In this case steam punts are used. These are stern-wheel steamers with all their machinery, etc., placed well aft, the tow being built with almost a flat bottom. The weight of the machinery being aft, causes the bow to be raised up out of water, consequently when reaching the place where the logs are to be loaded, the nose of the punt is easily run ashore; two sticks are then run out from the bank on the side of the boat, and the logs are rolled on board, and it does not matter if the logs project on either side 8 or 10 feet. Logs from 25 to 35 or 40 feet are easily carried by these craft. As a rule, however, the logs are sawn up at mills in or near the limits, and the planks, flooring and other classes of manufactured lumber only shipped out according to order. The finished lumber is shipped in ketches or sailing vessels capable of handling from 20,000 to 90,000 feet of lumber each trip.

A few small steamers are also employed in the trade.

Speaking of the Australian hardwoods, some of which, Mr. Hudson thinks, should find a ready market throughout Canada, he remarked that Vancouver business men would very probably have an excellent opportunity of judging their quality shortly, as Messrs. C. Woodward and W. Murgatroyd had secured some thirteen or sixteen samples, which arrived on the Moana. They included the sample of the noted turpentine wood which is used extensively for wharf and dock piles, being teredo proof and very strong. Only a few months ago a turpentine wood pile was removed from the old Piermont Bridge, Sydney, which had been in the water for 55 years, and was yet found to be as good as new. There are also pieces of iron bark, blackbutt, tallow wood, box, mahogany, blue gum, spotted gum, grey gum and ti-tree. The iron bark wood is used extensively in New Zealand for the planking of wharves and also for piling, and for the spokes of wheels; it is also regarded as one of the most serviceable woods in existence.

The ti-tree wood is used very largely in boat and ship-building, for knees or ribs of boats, etc., and Mr. Hudson's firm supply large quantities of this wood to the Fitzroy dock, Sydney, for Government boat-building purposes. The spotted gum is also used extensively in coach and boat building, as it will bend readily when steamed, and is a very strong wood. The tallow wood is used largely for flooring, especially of dancing rooms, etc., the boards being slippery and tallowy as the name indicates.

A wood of which no sample was apparently sent over is the Australian rosewood, which is hard and very prettily grained, and is much in demand for furniture and similar class of work.

GRADING OF LATH.

There are no recognized rules either in the United States or Canada for the grading of lath, this branch of the lumber business being unique in this respect. None of the large lumber associations have considered the subject, although the lumber section of the Toronto Board of Trade, in 1890, adopted two lath grades, as follows:

No. 1 lath shall be 4 feet long and shall be when cut 1 1-8, 1 3/8 and 1 5/8 inches in width, cut out of good, sound, live timber, free from wane, rot or knots, well manufactured and trimmed square at the ends.

No. 2 lath shall be of the same width and length as No. 1 lath and shall admit of a small portion of wane and also will admit of lath sap stained, and of small, sound knots; must otherwise be well manufactured.

It is claimed that lumber seasons much better when piled each width by itself, and that the difference in results pays for the expense of careful sorting. This also applies to piling in kilns. The ideal method of drying hardwoods is on end, the next best, for hard or soft woods, to give the piles as much pitch as they will stand.

PLANS FOR THE HOUSE OF HOO-HOO.

So much has been said and written about the House of Hoo-Hoo, the lumbermen's club building to be erected on the grounds of the Louisiana Purchase Exposition, St. Louis, that it has brought out a perfect volume of inquiry as to what this building will look like, the size of it, what will be attempted in the way of privileges for the members, and the general scheme of the exterior and interior arrangement and decorations. The illustrations on opposite page will partially answer these questions and will give a clearer idea of the intentions of the Board of Governors than anything that could be written.

The selection of these plans involved considerable time and labor on the part of the Board of Governors. Architectural competition was invited about three months ago, and, from the plans submitted the board selected the design of F. C. Bensink, the well-known St. Louis architect, which, with the slight changes that have been made, is deemed perfect for a building of this character.

The general plan, in form, is that of the letter 'H,' the central court on the front forming the principal entrances, veranda and approaches to the terraces, while that of the rear is surrounded by a peristyle connecting the different parts of the main building with the service building, which, because of the heat of the kitchen, will be detached. Within this peristyle will be arranged a cozy flower garden, with space for tables and chairs, affording a quiet, cool and private place for refreshments.

The various lumber associations throughout the country will each take a room to finish in each of the special lumber commodities, the whole being made to harmonize and comply with the general design of the architect. In this way the building will show the results and effects obtained by a proper handling of the various woods and will be a beautiful exploitation of the commercial woods of the United States. It will be noticed that the ladies are taken care of in the plans, practically the whole of one wing of the building having been reserved for their use. The assembly hall on the second floor will have a seating capacity of 700 and will be used for all special occasions such as lumber conventions, receptions of various sorts, lectures on forestry and lumber topics, Hoo-Hoo concatenations, the Hoo-Hoo annual and various other events which will be a feature of the Exposition and this club. It is intended that the members may receive and hand their mail at the building and every convenience of the sort that will be beneficial will be adopted.

As has been stated in the foregoing, the House of Hoo-Hoo is a club for lumbermen which will have its doors open during the World's Fair to be held in St. Louis in 1904. Broader than this, it is a club for lumbermen, lumber newspaper men, saw mill suppliers and railroad traffic officials. Although it derives its name from the Concatenated Order of Hoo-Hoo, a man need not be a member of that order to be a member of this club. The membership fee is \$9.99, payable with the application, and this includes all dues to the club so long as it may exist, which will be until the close of the exposition. The benefits to be derived by members need not be explained to those who have visited other World's Fairs and been at a loss for some home-like place where they could rest, be comfortably taken care of, eat their meals away from the crowded restaurants and meet their friends. Even broader plans than these are gradually being evolved and will make the club wonderfully complete and attractive.

From the office of the secretary of the club, in the Fullerton Building, St. Louis, comes the information that the lumbermen throughout the country are taking to the idea with great enthusiasm. While the membership books have been open but a short time, there are already members in 26 states and territories and the daily additions to the roll are very gratifying. The point is also brought out by him that the fact that the fair has been postponed until 1904 does not in the least lessen the necessity for prompt action in securing the full quota of members, 9,999, as the detailed plans and construction of the building will take a least a year and it is important to have the work completed several months before the opening of the fair because of the labor troubles and rush which will exist during the beginning of 1904.