



ARIVERMAN from the Georgian bay district says the water is running so swiftly in the Wainapitae that the logs go down stream with almost the rapidity of a locomotive under full head of steam. The American firms have nearly all their tugs employed in towing the logs across the Georgian bay to the different ports on the Michigan side. * * *

A prominent Ottawa lumber agent said that he thought a cut of 250,000,000 feet at the Chaudiere mills for the season would be rather below than above the mark. Asked what he estimated the money value of the output at he said he believed it would reach \$3,000,000, as the lumber cut would on the average bring \$12 per thousand. Asked about how the "drive" was coming out he said everything was doing well. Messrs. Shepherd, Morse & Co. had an alligator tug on the Kippewa and the way this tug brought out a tow of logs astonished all the old time river men. The tug, as its name indicates, works almost as well on land as on water. It is worked by a cable wire and can go across a portage at a fair rate of speed. In the water, when the cable is not used, the tug can ply her paddles and steam along at the rate of six miles an hour. * * *

In the opinion of Mr. Henry Gannett, a member of the geological survey of the United States, there is no fear of the forests of that country giving out soon. He says: There is to-day nearly if not quite as great an area of woodland in the United States as when the white man set foot on our shores. There are not so many square miles of merchantable timber now, as then, but the territory occupied by growing trees is about as extensive as it was 400 years ago, and these trees will in time grow to size suitable for the production of lumber. Some of Mr. Gannett's statements are quite inconsistent with the general belief that American forests are giving out. He says, for instance, that only about 270,000 square miles, or less than one-tenth the area of the country, is artificially cleared land, while to offset this loss there has in recent years been great extension of wooded land in the prairie states as well as in some of the natural tree-growing states. A table is published showing the total area and the wooded area of each state, the figures having been obtained from reports of the census and agricultural department, from official surveys, and in a few cases from careful estimates. As a grand result it is shown that the wooded area in the United States, excluding Alaska, is nearly 1,113,000 square miles. * * *

It may be that there will be a strike among the mill hands of the Chaudiere within a day or two. The mill-hands are asking for a ten-hour day and a short time since addressed a circular to the mill-owners making this request, and asking for a joint meeting for Saturday, May 27th. The mill-owners made no response to the circular, and the day named has passed without any meeting being held. It is certain that the mill-owners have determined to resist the demand. A member of the firm of J. R. Booth & Co. stated that if a strike did take place it was very probable that the mills would be boarded up for the season rather than accede to the demands of the men. The only way in which the strike would affect the mill-owners would be that they would have a smaller quantity of dry lumber for shipment next season. Mr. F. P. Bronson, of Bronson & Weston, when spoken to regarding the matter said: "Let the men strike. We can get along without them. If they really want to strike we will not prevent them." Mr. Robt. Hurdman, of the firm of Buell, Hurdman & Co., stated that he did not fear a strike. Their mill was now shut down for want of logs, and as it would be some days before they would get them, it did not matter to his firm whether the men struck or not. The mill-men will hold a mass meeting to consider the situation. With the record of the strike of 1891 yet fresh in the memory of

Ottawa mill-men, and remembering the distress that followed to wives and little ones, as a result of that month's cessation from work, am I not doing a kindness to fellow workmen, when I say: "Boys, go it slow?" * * *

A cablegram to a leading lumber firm here from their representative in great Britain does not point to a satisfactory state of trade across the Atlantic. The correspondent states that in both lumber and deals sales are very dull and hard to negotiate. Great difficulty, he says, is experienced in obtaining the advanced prices which have been paid for this year's cut. Consumers, he says, in England, are doing very badly, and there is much financial uneasiness. Shippers express themselves as being unwilling to purchase further ahead unless the outlook very materially changes, which he believes is most improbable. The trade on the east coast and Bristol channel has been affected by the recent strikes. The union men who were the original strikers now desire to return to work if the non-union men who were brought in from the country to fill their places are discharged, which the employers are refusing to do. It has been hoped, he says, that a new avenue of trade would be opened up in the French market, but the excessive import duties imposed under the new French tariff precludes the possibility of developing the lumber trade in this direction. The recent heavy failures among the Australian banks have caused considerable alarm among shippers, who are on this account inclined to be more cautious than before. * * *

A correspondent, of Saginaw, Michigan, says: "The apprehension exists to quite an extent that the exceptional activity that has characterized the lumber business the last few months will suffer a reaction before the manufacturing season closes. This feeling no doubt arises from the disturbance in financial circles, and is, perhaps, fostered by the bear element, or lumber buyers, who regard prices as having reached a higher level than the conditions of business will warrant. In other words that prices in manufacturers' hands are too high to enable buyers to handle the stock at a profit. The tightening of the money market and difficulty in obtaining discounts, except on first-class, gilt-edged paper, also exerts an influence favorable to the apprehension referred to. A contraction of credits and disposition to conservatism in financial circles generally affect most branches of the industry, and should these result in a contraction in building trades with a consequent falling off in the demand for lumber it would naturally affect prices. Some think that such large quantities of lumber have been contracted for, and the demand is still so active that no reaction is likely to be felt in time to affect this season's output. There is general complaint of dull business and banks are chary in discounting accommodation paper." * * *

The capacity of the coast mills of British Columbia is placed by Mr. H. H. Spicer, the large shingle manufacturer, of Vancouver, at 740,000,000 feet annually, but the annual cut is not anything like this amount, and a large amount of milling capacity is standing idle. Any one of the large mills could cut enough lumber to supply the home trade, and the population east of the mountains is so small that only a limited trade can be done in this direction. The duty prevents business with the States to the south and southeast. The mills have to depend largely upon the export trade to Australia, the west coast of South America and China and Japan, and this export demand has not been nearly great enough to keep the mills going. The two largest mills in the province are closed down entirely. Some lumber has been sent round the Horn to England, and a vessel has recently loaded for Montreal, via the Horn. But the distance is so great that the mills cannot expect much trade from the Atlantic side of the continent, while railway rates across the continent are out of reach for any considerable trade via rail. The completion of a ship canal across the isthmus between North and South America, connecting the Pacific and Atlantic oceans, would, said Mr. Spicer, add millions to the value of British Columbia coast timber, as it would enable British Columbia lumber to compete freely in Atlantic coast markets, both in America and Europe.

NOTES AND QUERIES

Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column. Correspondents need not give their own name for publication, but it must be made known to the editor. Anonymous communications will find space in the waste basket.

No. 36. BUYING A BOILER. The advice of the MILLER is not unfrequently asked concerning the buying of a new boiler. Consult a firm of known ability and character is advice we never fail to give. There is no economy in the simplest purchases of life in trying to save a few cents in buying the cheap and nasty. But the disaster that may befall unwise buying is not the same in all cases. Where a boiler is needed is a case where it is difficult to say what may be the outcome of "a penny wise and pound foolish" policy. A writer in the Safety-Valve puts the matter tersely in these words: "If you want a brick wall built or a well dug, it's a good plan to advertise for bids and let every mason and well-digger in town compete. The most irresponsible and conscienceless boiler-maker is sure to get the contract, and you'll have no end of trouble with your new boiler. A little consideration will assure you that boilers can not be made for less money than is asked by those who make boilers of standard quality, and who could not afford to deliver a boiler of poor material and faulty construction, because it would injure the reputation of their work and workmanship."

No. 37. CHALK AND GREASY BELTS. There are many places where leather belts are used so greasy from drippings that can not be well prevented, from flying oil and spray, or from other unavoidable causes, that they become thoroughly saturated with grease, so much so that they become very inefficient and practically useless unless the grease is washed off or otherwise removed. It is said that a belt so disabled can be best renovated by the use of common chalk. Take a large piece of chalk that will cover the width of the belt, and hold it against it while running. The chalk takes up the grease as it is worn off by the friction of the belt. After chalking awhile, take a scraper and hold it against the belt in such a manner as will scrape the accumulated mixture of chalk and grease all off, and then renew the chalking operation, and keep repeating until the belt is in good working condition, when the cleaning process can be discontinued until it becomes dirty again. This is a simple remedy, and is by some considered the best way for keeping greasy belts clean and in good working condition.

No. 38. THINK BEFORE YOU ACT. Not a month goes by that we are not reminded, as we worry through some hundreds of newspapers, from all parts of the country, of the many accidents occurring in mill and factory solely through carelessness. Scores of these are so serious that we are surprised that the carelessness continues, but no sooner is warning sounded on one hand than an accident occurs on the other from almost a like cause. We are moved to write in this strain by a letter from a correspondent detailing and bewailing, as well he might, an accident, the result of simple carelessness, that had come immediately before his notice. To further illustrate what we have been saying, we shall quote here from a forceful paragraph that has come to our notice in a technical exchange. It is this: "Prompt action may avert a catastrophe, but thought as to cause and effect must come a little ahead of action, otherwise more damage than good may follow. I have in mind a young oiler in an electric light plant, who, being in a hurry to fill his oil cups, that he might be relieved for supper, grabbed an oil can in each hand and inserted the spouts on cups with different bearings at the same time. He immediately lost all appetite for supper. Another case, in which a poor fellow lost his life. A heavy belt commenced to slip. He grabbed a can of resin, and, running under the belt threw a great quantity of the dry resin, some of it in large lumps on the belt, which resulted in throwing the belt from the pulley, which struck him on the head and threw him into the fly-wheel of the engine." Care, care, constant care, that eternal vigilance that we sometimes talk about, is the only recipe against a continuance of these sad casualties.

DAMPERS IN STACKS.

BE careful of dampers in stacks; use them with care; be sure they are open before starting the fires. The greatest care should be exercised when light fuel is used, for to close a damper with large body of fuel on grate bars will cause flame to impinge on bottom over same, thus concentrating heat on one point of boiler. Many good boilers have been bagged and burned from the same cause. Always try and regulate draft by damper in bottom or front.

McCaffrey's planing mill at Huntsville, Ont., was burned on 31st ult. Loss, \$3,000; no insurance.