

MEETING OF PACIFIC COAST LUMBERMEN.

The monthly meeting of the Pacific Coast Lumber Manufacturers' Association was held at Vancouver, B.C., on June 27th. This is the first meeting of this character has been held in British Columbia, and will be the means of bringing the lumbermen of the two countries closer together.

The following British Columbia mill men were present: John Hendry, R. H. Alexander and M. Beecher, of the B. C. Mills, Timber & Trading Co., Vancouver; J. G. Woods, of the Moodyville Lands & Saw Mill Co., Moodyville; J. Palmer, of the Victoria Lumber & Manufacturing Co., Chemainus; Andrew Haslam, of Nanaimo; R. C. Ferguson, of the Royal City Mills, New Westminster; J. W. Hackett and J. Robertson, of Hackett & Robertson, Vancouver; G. Scott, of the Pacific Coast Lumber Co., New Westminster; W. H. Lewis, of the Brunette Saw Mill Co., New Westminster; J. C. MacClure, of Robt Ward & Co., Vancouver; E. H. Heaps, of E. H. Heaps & Co., Vancouver; H. H. Spicer, of the Spicer Shingle Co., Vancouver; H. Rowe, of the Canadian Pacific Lumber Co., Port Moody; J. De Pencier, of the North Pacific Lumber Co., Port Moody.

The British Columbia Mills, Timber & Trading Co., of Vancouver, and the Moodyville Lands & Saw Mill Co., of Moodyville, were elected members of the association.

It was decided to make two classes of membership—one for the rail and the other for the cargo trade.

The report of the rate committee was heard and other matters discussed. The cargo committee also made a report, and trade conditions were gone over.

In the evening a splendid banquet at the Hotel Vancouver was tendered the visiting lumbermen by the British Columbia mill men, and toasts were offered and speeches made until 10 o'clock, when the Washington delegation repaired to the steamer Mainlander for the return home.

The big plant of the British Columbia Mills, Timber & Trading Co. was visited. The Washington lumbermen were pleasantly surprised at the quantity of lumber turned out, the up-to-date equipment of the plant and the good workmanship. After the meeting, in the forenoon, a visit was paid to E. H. Heaps & Co.'s shingle plant, and also the plant of the Hastings Shingle Manufacturing Co.

LUMBERMEN TO ENTERTAIN ROYALTY.

The following have been appointed a committee of the lumbermen of the Ottawa Valley for the purpose of providing their Royal Highnesses, the Duke and Duchess of York, with a suitable trip from Britannia to some point above the Chaudron Falls down the square timber slide channel on the occasion of their approaching visit to Ottawa: Wm. Anderson, Ottawa; F. W. Avery, Ottawa; A. Barnett, Renfrew; Samuel Bingham, R. M. Beckett, C. Jackson Booth, J. R. Booth, L. Blackburn, L. H. Bronson, F. P. Bronson, J. C. Browne, Ottawa; George Bryson, Fort Colonge; James Carswell, Renfrew; Robert Conroy, Aylmer; R. M. Cox, Levi Crannell, Hon. R. R. Doherty, Ottawa; E. B. Eddy, Hull; W. C. Edwards, M.P., Oakland; H. K. Egan, Ottawa; John Ferguson, Chatham; Allan Francis, Renfrew; Alex. Fraser, J. B. Fraser, Gillies Bros., Braeside, Gillies, J. and A., Arnprior; George Gordon, Pembroke; Allan Gilmour, John Gilmour, G. B. Greer, Ward Hughson, Robt. Hurdman, Ottawa; James B. Klock, Klock's Mills; Alex. Lumsden, C. A. McCool, M.P., David MacLaren, Ottawa; Claude McLachlin, Hugh McLachlin, Arnprior; Thomas Mackie, Pembroke; Wm. Macky, John Vather, Edward Moore, Capt. Murphy, Ottawa; J. W. Munro, Pembroke; G. B. Patten, George H. Perley, Chas. E. Reid, Hiram Robinson, Peter Whelen, Ottawa; Hon. Peter White, Pembroke; Walter White, Ottawa.

The committee are preparing an elaborate programme. It is proposed to construct the flat boat in which the Duke will shoot the slides on an extensive scale. The start will be made from a point near Britannia, and the Royal boat will be escorted by a flotilla of canoes and lumbermen's river boats, in which there will be a large number of shanymen dressed in the garb of the old-time voyageurs. His Royal Highness will be privileged to listen, it is said, to a programme of river songs as sung by the lusty voyageurs. Pork and beans (shanty style) will be supplied to the party at the base of Parliament Hill. It is intended to make the scene as representative as possible.

THE RECENT FIRES.

The principal losers by the late fires in the Temiscaming and Kippewa districts are the Shepard and Morse Co., J. R. Booth, Alex. Lumsden, Hull Lumber Co., Gillies Bros., of Braeside, and McLachlan Bros., of Arnprior.

Mr. D. B. Rochester, of the Hull Lumber Company, estimates the loss at from \$500,000 to \$750,000.

Mr. J. R. Booth has limits between 300 and 400 miles in extent, and it is said portions of these limits suffered severely.

The Shepard and Morse Co. have about 160 miles in the burned district, but the company does not expect to lose much. It was first reported all their limits were burned over, but this was found to be untrue.

Mr. A. Lumsden has about 100 square miles near Hay Bay, in the southern portion of the burned area. This limit is said to have been pretty well burned over. Mr. Lumsden also had about 100 square miles near Lake Kippewa, but this limit is believed to have escaped.

The Hull Lumber Company has limits about 300 miles in extent, and the fire has covered about twenty-five miles. The principal loss on this limit was in the destruction of young pine that would be valuable in a few years. A large quantity of the older pine, although damaged by fire, can be cut and saved.

The forest fire at Ingraham River, St. Margaret's Bay, N.S., consumed over one thousand acres. Mr. Beardmore, of Toronto, was the heaviest loser.

THE BEST BAND MILLS.

What are the best band mills in use to-day? I claim those with the most sensitive and equal tension are best. By equal tension I mean that both front and back columns will take up strain exactly alike.

I will endeavor to explain a little actual experience I lately had on a mill with a poor tension. The tension on this mill as it was originally built would raise and lower the columns alike under a certain amount of strain, but when a little more was needed—as was the case when sawing—the back column would take up the stretch in saw when in the cut, but the front column was not equal to the emergency, and would remain rigid, or perhaps on the contrary drop a little. This was caused by the straining device being so arranged that it gave a direct strain on the back column, but to get strain on the front column the builders of the mill had used four extra knuckles, two connections and two extra shafts, and the result was, the less hook I carried in my saw teeth the more the saws, when in the cut, would come ahead on the wheels. Why? Because the less hook I carried, the harder my saws cut (causing them to stretch more) and the more strain it put on the mill. The back column was equal to the extra strain and would take up the stretch in saw, but the front column was intended to do just the opposite. Consequently, while sawing lumber with the mill in that condition, the average filer will readily understand each edge of the saw was bearing the heavy load on the wheel and whether

it was possible to make straight edges with a good, heavy feed.

Some filers may say that making the saws long in the back would have helped it out. To those of that mind I would ask, would you not, right on the start, have had to tilt your top wheel ahead to take up that extra length of back saw? And wouldn't your back column have been right there to take up the stretch just the same, and the front column have acted as before? I tried it, and that was the way it served me.

Perhaps it would not be a bad plan for the foreman that informed Mr. Gebbott there was no excuse for a filer having cracks in the backs of his saws to do a little experimenting on a mill where the straining device acted like the above. I was more fortunate than Mr. Gebbott, as my foreman, when he saw the condition of the mill, at once set about to remodel the straining device, and consequently saved the saws and at the same time was able to get more and better lumber through the mill.

To others who have cracks in the backs of their saws, it might not be a bad plan for them to put the lines on the mill and see if the top wheel is not cross-lined into the log.—N. E. Huff in "The Wood-Worker."

BRITISH COLUMBIA LUMBER SHIPMENTS.

Following are the export shipments of lumber from British Columbia for the six months ending June 30th, 1901:

Name	From	For	Carg	Ft.
Antofagasta	Chemainus	Antofagasta	777,156	
Alsterthal	Moodyville	Valparaiso	1,467,071	
Selome	Hastings	Valparaiso	728,193	
Alex. Gibson	Moodyville	Cape Town	1,603,585	
Atheman	Moodyville	Bombay	44,852	
Palatinia	Moodyville	Yokohama	718,838	
Admiral Tegethoff	Hastings	Antofagasta	1,198,120	
Dundee	Moodyville	Cork	706,844	
Prince Victor	Chemainus	Queensboro	1,712,532	
Anna	Hastings	Callao	784,942	
Senator	Moodyville	Liverpool	1,332,873	
Roland	Chemainus	Greenock	1,074,930	
James Drummond	Chemainus	Fremantle	834,582	
Antuco	Chemainus	Callao	1,135,518	
Passepartout	Hastings	Sydney	1,225,458	
Commerce	Barnet	Sydney	436,891	
Falls of Garry	Pender Isle	Santa Rosalia	169,540	
Prince Albert	Hastings	Sydney	1,627,472	
Antonieta	Hastings	Queensboro	1,211,970	
Star of Bengal	Chemainus	W.C. of S.A.	790,434	
Fantasi	Chemainus	Adelaide	1,461,765	
Eric	Hastings	Liverpool	927,103	
Sonoma	Hastings	Santa Rosalia	143,233	
Mindoro	Chemainus	Melbourne	741,000	
Thalassa	Hastings	Fremantle	880,650	
Hawan	Hastings	Plymouth	1,091,970	
Palatinia	Chemainus	Taku	1,102,347	
Bangor	Hastings	Taku	883,094	
Sulitelm	Hastings	St. Michaels	170,260	
Cavour	Moodyville	Valparaiso	Loading	
Luzon	Moodyville	Callao	"	
Sixtus	Pender Isle	Santa Rosalia	"	
Highlands	Chemainus	Continent	"	
Khorasan	Chemainus	Cape Town	"	
	Hastings	W.C. of S.A.	"	

To sharpen dull files, lay them in diluted sulphuric acid until they are eaten deep enough.

An authority suggests that in finishing white maple, only one coat of varnish be used, in order that the wood shall retain its whiteness, and let this be the lightest copal, of good body.

Mr. H. Sapery, manager of the Syracuse Smelting Works, Montreal, has just returned from an extended trip of three months on the Pacific coast and in San Francisco, and reports the condition of affairs very good.

W. H. C. Mussen & Co., dealers in contractors', railway and mining supplies, etc., 763 Craig St., Montreal, has recently received the sole agency in Canada for the wire rope manufactured by W. B. Brown & Co., of Liverpool, Eng.

Hose for fire-lighting purposes about mills and yards should have an outside connection. If the connection is within the mill, the fire may be in exactly the location to prevent the hose being used.