

## THE NEWS.

## CANADA.

—Gillies Bros. have commenced driving on Lone Creek, Ont.

—Neibergall's and Buchanan's mills at Staples, Ont., have started work for the season.

—C. A. McCool & Co's. saw mill at Mattawa, Ont., is expected to be running shortly.

—The Pembroke Lumber Co., has a large drive of logs on the South branch of the Petawawa.

—Chas. Battick, of Midland, Ont., will build and operate a shingle mill at Bying Inlet this season.

—A Waterous portable saw mill has been set to work on the claim of John C. Fraser, near Edmonton, Alta.

—Many million feet of logs, it is thought, will be "hung up" this year owing to the early break up of winter.

—The Brunette Saw Mill Co., of Vancouver, B. C., have sold four cargoes of lumber and are endeavoring to charter ships to load.

—G. Kastner, of Warton, Ont., is pushing work on his new saw mill. He has a large supply of logs at Oxenden and Colpoys.

—The firm of Lamoureux Bros., sawmill, Edmonton, Alberta, has been changed to Chave & Co. The new company have begun sawing.

—The Campbellford Herald says there may not be a drive of logs floated in the river Trent this year, except what may be necessary for the mills in Campbellford.

—Atkinson, Rufus & Co., lumber, etc., Estevan and Alameda, have moved to Hartney, and a new partnership is being formed; A. J. and J. H. Hughes being admitted partners.

—A local correspondent writes of the saw mill of Chas. Birge, and the planing mill and sash and door factory of Leitch & McKinney, at Hornings' Falls, Ont., as doing a good business.

—Gilmour & Co., of Trenton, Ont., have already expended over \$200,000 in preparing water courses, and other needed operations, along the route from their new limits to the southern lakes.

—The Shawnigan Lake Lumber Co., (Limited), succeeds the unincorporated company of that name. Their yards are at Victoria and at Wellington, B. C. Wm. Munsie, T. Elford, John W. Coburn, Andrew Haslem and Lewis Mounts are the directors, and the saw mills of the company, whose capital stock is \$160,000, are at Shawnigan lakes.

—A demand of assignment has been made upon William W. Gibsone, trading under the style of W. Gibsone & Co., lumber merchants, Quebec. Gibsone started business in November, 1891, having obtained a contract from Dobell & Co., to cut lumber on their limits. His capital was small, and he has had hard work to get along. Liabilities not stated.

—The shingle mill industry of British Columbia is represented by the following range of mills:

|                                                           | Daily Capacity |
|-----------------------------------------------------------|----------------|
| H. H. Spicer & Co., Vancouver.....                        | 300,000        |
| W. L. Tait & Co., Vancouver.....                          | 70,000         |
| B. C. Mills, Timber & Trading Co., Vancouver.....         | 70,000         |
| Hastings Shingle Mill Co., Vancouver.....                 | 70,000         |
| A. McNair, Vancouver.....                                 | 70,000         |
| Thos. Kirkpatrick, Vancouver.....                         | 50,000         |
| Geo. Cassidy, Vancouver.....                              | 50,000         |
| D. Kendall, Vancouver.....                                | 50,000         |
| B. C. Cedar Lumber Co., Vancouver.....                    | 50,000         |
| W. L. Johnston & Co., Vancouver.....                      | 70,000         |
| Brunette Mills, New Westminster.....                      | 85,000         |
| Galbraith & Son, Vancouver.....                           | 50,000         |
| Pacific Coast Lumber Co., New Westminster.....            | 150,000        |
| B. C. Mills, Timber and Trading Co., New Westminster..... | 105,000        |
| Revelstoke Lumber Co., Revelstoke.....                    | 35,000         |
| N. Hanson, Wasa.....                                      | 35,000         |
| G. O. Buchanan, Kaslo.....                                | 35,000         |
| K. Night Bros., Chillewack.....                           | 35,000         |
| Total.....                                                | 1,380,000      |

The total dry kiln capacity is 895,000 per day. H. H. Spicer & Co., of Vancouver, operate the only ten block machine in the province, the other mills using double block, hand machines or upright "Boss" machines.

—The story comes from Carleton Place, Ont., of a curious phenomenon observed on the Chalk River limit of the Gillies Bros. Co. A gang of men, who were engaged cutting logs, noticed smoke as from a small fire rising up over the opposite side of a ridge from where they were at work, and it being near noon they thought it must be from a fire started by some of their companions, as it is customary for the men to take their lunch to the woods with them in the morning and sometimes to start a fire to warm it. So they concluded to go over the ridge at noon time and thus save themselves the trouble of making a fire. Imagine their surprise, on reaching the top of the crest, and looking down on the opposite side to see that the fire was in the tops of two green pine trees, and not on the ground or started as they had supposed. On investigation it was found that the trees were leaning one towards the other, so that near

the tops they crossed, and bore heavily against each other. The swaying motion caused by the wind had chafed them so that there was a dry, hard spot on each, where the gum had been oozing out. This day, through the extra length of time the gale had continued, the heavy pressure caused by the friction of the trees rubbing together had evidently caused them to ignite. The trees were cut down and made into logs.

## GENERAL.

—The plant of the Memphis Lumber Co., Memphis, Tenn., was burned a fortnight ago. Loss \$100,000; partly insured.

—The Canadian Pacific, Great Northern, Northern Pacific and Union Pacific are all prepared to haul shingles and lumber from Washington territory on same basis.

—Both of the big saw mills in Tacoma, Wash., are shut down, and the general outlook is blue. The dullness is attributed to the bad conditions that prevail outside the coast.

—London, Eng., imported 12,840,682 feet of mahogany lumber last year, chiefly from the Central American states. The supply of this valuable wood, which once grew in great abundance in Cuba, and the finest color of any in the world, is said to be nearly exhausted.

## FIRES AND CASUALTIES.

## FIRES.

—Jesse Cook's saw mill and planing mill at Zephyr, Ont., was destroyed by fire on 30th ult. Loss \$10,000; no insurance.

—Two men, Larry Murphy, and Eli Kimberby, engaged at lumbering at Straight Lake, Ont., were killed a week ago in a C. P. R. accident.

## PERSONAL.

The president of a lumber company in the Southern States is a woman.

Mr. John Charlton, M. P., was a recent visitor to the Saginaw River cities in the interests of his lumber business.

Lord Rosebery, Great Britain's new Premier, adds lumbering to his many other avocations. He is a large stockholder in the Southern States Land and Timber Company, an English corporation that has several large mills in Florida and its general offices in Pensacola.

## THROTTLING vs. AUTOMATIC CUT-OFF ENGINES.

UPON this question the American Machinist in a recent issue says: There can be but little doubt, we think, that in some instances the throttling engine, with fixed cut-off, will equal in all respects, the automatic cut-off, and we believe it is possible to conceive of an engine being operated under such conditions that the former would show slight superiority. But in the great majority of purposes for which steam engines are employed it seems that the reverse must be true.

The great point of superiority of the automatic cut-off principle comes from the fact that most steam engines are subjected to variable loads, and quite generally some fluctuation in steam pressure. If this was not so then a properly designed throttling engine would be unobjectionable. For, of course, there is a point of cut-off for any engine that is the most economical, and a cut-off can be fixed for that point that shall, at least, be as good in all respects as that under the control of the governor. But because there is such a point of cut-off it does not follow that it is best to fix it, and reduce the pressure as by throttling for lesser loads. This economical point of cut-off varies with the steam pressure, and the automatic cut-off governor so varies it, which is right in principle. That is, if a cut-off at one-quarter stroke is the best for a given pressure, if the pressure is somewhat higher than that, it is better to take advantage of that high pressure by cutting off earlier than to reduce the pressure by throttling or otherwise. This is very near, but probably a universal fact. For example, with the point of cut-off correct for a given pressure it is possible—we think probable—that a little, not much, throttling may be better than a change to earlier cut-off. And in case of very materially higher pressure considerable throttling may be advisable. This would depend upon the quality of steam, and upon other circumstances, perhaps; at any rate it is to be shown that there is enough in it to afford a margin for the economical use of the throttling governor, except in selected instances.

The reaction in favor of throttling is not likely to be violent, but it is interesting. Engineers who set out to-day to improve the throttling engine have to aid them

a good deal of general information that was not on hand at the time the automatic cut off engine made its appearance. Should serious effort be made to bring the throttling engine into competition with the automatic cut-off the attempt will be on quite different grounds from what it would have been made on twenty years ago, and it would not be safe to predict the outcome. It is possible only to fall back on the argument—which does not amount to much—that it cannot be seen how the effort can be successful, and await results.

## CANADIAN SPRUCE FOR MAINE.

MR. EDWARD JACK, of Fredericton, N. B., sees an easy way for the manufacturers of Maine to secure easy access to the vast forests on the upper St. John, in Quebec, transporting the output to Boston with little or no trouble. His outline of the plan is like this:

"From a point about three miles above the Grand Falls of the Saint John to the mouth of the Saint Francis river, the former river is the boundary between the United States and the Dominion of Canada. Where it reaches the Saint Francis it follows that river for a number of miles, then striking off in a northwesterly direction, and crossing many tributaries of the Saint John which have their sources in the Province of Quebec. The Saint John river is thus, for eighty miles, the boundary between the two countries. Two railways skirt the river—the Canadian Pacific from Grand Falls to Edmundston and the Temiscouata railway from Edmundston to Connor's Station—the latter distance being 32 miles; at Connor's Station and from that place to the Saint Francis the strong, deep current of the Saint John has become still, and the river widens out, so that between the Saint Francis river, which empties into the Saint John about four miles above Connor's Station and that station, hundreds of millions of feet, board measure, of saw logs can be held at all seasons in the most perfect safety. From Connor's Station across the Saint John to the State of Maine the distance will be but about fifty or sixty rods; consequently, the Canadian spruce logs can be held in the river here to be made into pulp or even sawn into deals, whence they can be transported to River du Loup, on the St. Lawrence river, a distance of 113 miles. The cost of the transfer of pulp from Connor's Station to Boston is 17 cents per hundred. 118 miles from Connor's Station will place the Spruce product of the Upper Saint John on the wharf at River du Loup, the whole distance being by rail, and at this wharf vessels from Europe can load and discharge. Thus the vast forests on the Upper St. John, in Quebec, can be utilized in such a manner as to give manufacturers of pulp in Maine, within fifty or sixty rods of Connor's station, the output can go in bond to Boston via the Temiscouata or Intercolonial or other roads, or it can be carried by barge up the St. Lawrence either to New York or to the cities on the lakes. Thus the duty will be saved. There are many millions of acres of spruce land on the Saint John above Connor's Station, and at and above that station is the only place above the Grand Falls where logs can be held to any extent in the upper Saint John."

## ALL ABOUT SAW MILLS.

A young miss in the schools of a saw mill town in Michigan has evidently investigated the saw mill business thoroughly and read the following essay on the subject recently, which we republish for the benefit of our readers who may not have had practical experience: "Saw mills is very useful. If it was not for saw mills we wouldn't have no sawdust for to stuff our dolls. If I was a doll I would rather Die than to be stuffed with straw. Straw is very ticklesome when you haint got anything Else on your Inside. I know a good deal more about saw mills but my paper is all gone."

Letters from our readers are always welcome.

"That's a venerable joke," sighed the sawyer as he listened to the "chestnut" of the road man.

WOODMAN, chop that tree! Chop root, trunk, branch and bough! In youth its twigs switched me, and I'll get even now!