

CORRESPONDENCE

SAWING FROZEN LOGS.

LISCOMB MILLS, N.S., Dec. 18, 1901.

CANADA LUMBERMAN:

SIR,—After seeing on page 9 in your monthly issue of the LUMBERMAN the question about sawing hardwood, I may say that if the logs are not full of knots, if saws are properly hammered and teeth shaped, you can make better and even lumber from frozen logs, as the log will not spring when cut through the heart of the log. You need not slow up if you have plenty of power and the right kind of saw. If the party will send me the exact make of his saw, a templet of teeth, I will be with him and tell him if his saw is right for hardwood. No man can do good work in frost easing logs up the feed.

Cleaning dirty and gravelly logs I have used a Penberthy injector with some piping from in front of rubber hose was connected. I then put a pipe from dome of boiler, connected in some way to heat the water hot, then a boy to handle the pipe and play it on the logs and skidway before rolling them in the mill. If a little care is taken you can clean logs perfectly clean, and if they are not so hot about frost if not more than 20 below and if colder it will work some harder.

Reason I write this is that I know it to be so, because I have worked in the Adirondack mountains in the winter for five winters sawing hardwood boards. It was years before I knew how to properly fit and saw.

Yours truly,
M. J. KILLAM.

QUARTER-SAWING.

CANADA LUMBERMAN:

SIR,—An article on quarter-sawing appeared in the November number of the CANADA LUMBERMAN. The method of sawing adopted by the author of this being entirely different from what I have been used to, I would like to know which is the correct way to do the work. His method is to cut the log into quarters and lay it as shown in Figure 1, with the bark down. The way some sawyers have advised me to do is to quarter the log and then lay it as in Figure 2,

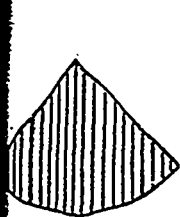


FIG. 1.

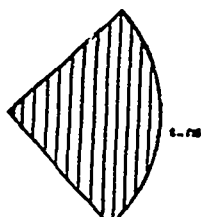


FIG. 2.

the bark against uprights of saw carriage. The circular lines shown in both drawings is the way the logs are sawn. Will some of your readers kindly let me as to the correct method?

Yours truly,
"SUBSCRIBER."

THE "ROSSENDALE" MAY-WOVEN BELTING.

I learn from Messrs. R. H. Buchanan & Co., of Manchester, England (who handle the "Rossendale" belting), that they are sending these belts out very extensively to pulp and paper mills, who speak very highly of them being specially adapted for damp work. It is well to note that the "Rossendale" belting is obtained from the agents here in Canada, and I am to carry the largest stock of woven belting in the Dominion. We mention this because we learn that several Canadian firms have enquired from the Rossendale Co. direct to Manchester, England, only to be referred to their agents in Montreal. Messrs. Buchanan & Co. are being ably assisted by the company's own representative, Mr. W. E. Denison, of Manchester, England.

JAMES P. SHERRY.

Attention is directed to the advertisement of James P. Sherry, Memramcook, N. B., manufacturer and dealer in shoe packs, larrigans, lumbermen's hand-made boots and shoes, lace leather for belting, harness, etc. Mr. Sherry succeeded his father, the late Owen



TANNERY OF MR. JAMES P. SHERRY.

Sherry, twenty-one years ago, the business having been established by him in the year 1851 as a general store. With close attention to business Mr. Sherry has increased his business to such an extent that it is one of the largest jobbing and retail stores in the provinces. Mr. Sherry thought there was an opening for manufacturing, and in the year of 1899 he erected a building 80x35 feet, three storeys, with engine room and out-buildings attached. A tanning mill was added and modern machinery installed necessary for a well equipped shoe, harness, larrigan and shoe pack factory. The hides are brought in in their rough state and afterwards turned out into manufactured goods. This branch of Mr. Sherry's business has been in operation ever since that time and is gradually increasing, giving employment to a large number of men.

In addition to the above factory, Mr. Sherry carries on a large jobbing and retail business. The main store is 80x35, three storeys and basement, a second store 100x35, two storeys, together with four warehouses which give ample accommodation to exhibit his large stock of goods. Memramcook is situated on the main line of the I. C. R., thus affording convenient shipping facilities to all points.

LUMBER CONSUMPTION.

Dr. N. H. Eggleston estimates that the United States consumed last year more than 36,000,000,000 square feet of sawn lumber alone. This amount of lumber would load a train of cars long enough to encircle the earth at the equator. If to the sawn lumber be added the timber, the railway ties, the telegraph poles, the posts for fences, and the wood cut for fuel and for mining, the train of cars would have to be 100,000 miles in length, or long enough to reach four times around the globe. The annual consumption of wood in the United States is 350 cubic feet per capita, says Dr. Eggleston, whereas in Germany it is 40 cubic feet and in Great Britain only 14 cubic ft.

THE LATE J. W. McRAE.

Many lumbermen throughout Canada and the United States learned with regret of the death of Mr. John W. McRae, of Ottawa. Deceased, who accidentally shot himself in his office a few days ago while cleaning a revolver, was well and favorably known to the trade.

Mr. McRae was born in Renfrew on January 31st, 1848, and for the past 30 years had resided at Ottawa. He entered upon the forwarding business, and was for many years vice-president of the old Ottawa and Rideau Forwarding Company, which has since been incorporated in the Ottawa Forwarding Company. Mr. McRae was also a leading promoter of the Ottawa Transportation Company, which now handles all the lumber shipped from Ottawa by barge. In the latter concern he became actively and prominently identified with the lumber interests of the Capital. He was secretary and treasurer of the latter company for

years. Mr. McRae was also well-known as one of the strongest workers in the development of power at the Chaudiere. He was one of the organizers of the Ottawa Electric Street Railway, the first of its kind in Canada. He was also prominently associated with several other successful enterprises.

The fire on April 26th, 1900, dealt him a severe blow, as it wiped out several of the industries to which he had subscribed capital, two being the Ottawa Paper Company and the Dominion Carbide Works. The latter had just before the fire been rebuilt after an explosion which wrecked them.

In his death, Ottawa loses one of its most energetic and generous citizens. Associated



THE LATE J. W. McRAE.

with Mr. McRae at different times were Mr. J. R. Booth, Mr. E. B. Eddy and Mr. Denis Murphy.

As a young man Mr. McRae was identified with the business of Mr. L. Barnes, an extensive lumber operator of Burlington, Vt. There he learned the lessons of the trade that stood him so well in Ottawa.