

THE Canada Lumberman

MONTHLY AND WEEKLY EDITIONS

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ADVERTISING RATES ON APPLICATION.

THE CANADA LUMBERMAN is published in the interests of the lumber, wood-working and allied industries, being the only representative in Canada of these important interests. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Special pains are taken to secure for publication in the WEEKLY LUMBERMAN the latest and most trustworthy market quotations throughout the world, so as to afford to the trade at home and abroad information on which it can rely in its operations. Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, wood-working factories, pulp mills, etc., the CANADA LUMBERMAN is undoubtedly the cheapest and most profitable advertising medium. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which are inserted in a conspicuous position on front page of the Weekly Edition.

TWENTY-FIFTH ANNIVERSARY NUMBER.

Away back in the year 1880 the first number of the CANADA LUMBERMAN was sent on its mission. From that time to the present it has continued to be the sole exponent of the Canadian lumber industry, and is now entitled to rank among the oldest publications of its kind in the world. The publishers have considered it appropriate to distinguish in some manner this twenty-fifth year of the journal's existence, and this it is proposed to do by the publication of a special number, to be designated a Twenty-Fifth Anniversary Number and to be issued on January 1st, next.

We prefer to let the number speak for itself, but the aim is to make it the most attractive and interesting edition of a trade journal ever published in Canada. The pioneers in the business will tell of the early methods of lumbering; others will review the development in the various branches of the industry, contrasting the conditions of to-day with those which existed twenty-five years ago; statistics of the lumber production for the quarter century will be given, and as far as possible features of special interest and particularly adapted to a number of this character will be introduced.

Besides the large circulation which the journal enjoys, several thousand extra copies of this number will be printed and circulated in every part of Canada and abroad. To advertisers desirous of reaching the lumber and woodworking industries it offers a splendid opportunity. Regular advertisers have already arranged for enlarged spaces, and orders are in hand for many new advertisements.

Others who may contemplate being represented in this number should reserve space at once, as no advertisement can be accepted after the 29th inst.

INFLAMMABILITY OF BUILDING TIMBER.

There has recently been a great deal of discussion about the fire extinguishing facilities in Toronto, and the Underwriters are clamoring for additional water supply and new engines for the business district. It seems opportune, therefore, to enquire regarding the class of material that is being used in the construction of new buildings. An inspection of these shows that the interior construction is almost exclusively of steel and Southern pine, notwithstanding that it is a well-known fact that water has little effect in extinguishing fire in Southern pine owing to the excessive quantity of turpentine which it contains.

The difference in weight between Canadian white pine and Southern yellow pine shows approximately the amount of pitch in the latter, the former weighing when dry about 2,500 pounds per thousand feet B.M., and when green 3,200 pounds, while, according to weights given by the Southern Lumber Manufacturers' Association, Southern pine weighs 3,400 pounds when dry and 4,200 pounds when green. Surely when the Underwriters restrict the quantity of bulk turpentine that may be stored in buildings, it would be pertinent that they should see that the material of which the buildings are constructed does not contain a large proportion of this highly inflammable article.

It has been repeatedly demonstrated by fires that water runs off Southern pine like oil and has little effect upon it, while our Canadian pine absorbs the water and when the fire is extinguished the walls are left intact. Where water is applied early enough the charred woodwork will remain in place and carry weight.

If the architects allege that they specify Southern pine because it is cheaper, it may be pointed out that they obtain less material for a thousand feet from the South than from Canadian mills. For instance, Canadian mills furnish flooring $\frac{3}{8} \times 3\frac{1}{2}$ in., while from the south it is accepted $1\frac{3}{16} \times 3\frac{3}{4}$ in.—a difference in quantity of 15 per cent., which increases the price of Southern pine in comparison with white pine. Further, in the case of joisting, Canadians are asked to furnish this material when planed $1\frac{1}{8}$ in. thick, while Southern mills furnish it $1\frac{3}{4}$ in. In dressed timber there is almost a corresponding shortage in the quantity of yellow pine supplied per thousand feet.

It seems strange that Canadian architects should use Southern pine so extensively, while architects in Pennsylvania, Ohio, and other states give white pine the preference, even at much higher prices, on account of its better fire-resisting qualities and greater durability. It may be that arguments can be advanced in favor of the use of yellow pine; if so, such advantages should be of a very important character to offset the greater inflammability of the material.

THE PROBLEM OF LUMBERING.

The lumber business has made rapid advancement within the last half century and has fully kept pace with the general march of progress. Since the days of the muley saw for the manufacture of lumber, and the hand knife for the cutting of staves, one improvement after another has been perfected, until the operation of what we now term a modern saw mill would seem to represent almost the acme of science and invention. But with it all, the problem of successful lumbering has not been simplified; indeed, we almost question whether the difficulties and inconveniences which are encountered at the present time are not more pronounced than in the earlier days.

Improvements have been confined chiefly to mill equipment as the most natural field for the application of new devices. Manufacturing methods have been wonderfully modernized, but the plan of conducting woods operations has, quite naturally though, undergone no important change. It is, therefore, in respect to the cutting and transportation of the timber that the operator of to-day is confronted by problems which give him the most concern.

Lumber, like every other commodity of common use, is affected by periods of prosperity and depression. The maximum in demand is usually reached at a time when the country generally is in a prosperous condition and labor fully employed. At each recurring period of this nature, greater difficulty is being experienced by lumbermen in obtaining men to work in the woods and in retaining them after once engaged. The high wages which prevailed during the past two winters seemed insufficient to induce men to submit to the trivial hardships associated with life in the woods; the industrial activity of the more thickly populated districts, where work could always be obtained, proved too great an attraction. The severity of last winter also tended to discourage the woodsman and make his labors unpleasant. It was likewise disheartening to the operators, who have no desire to experience another such season.

Turning to physical conditions, the question of moving the logs from the limits to the mill is one which, as time goes on, is becoming a more difficult problem. The source of the timber supply is gradually becoming further removed from the consuming markets, and in many cases from the saw mills. Transportation by means of water channels is still the common method, but the greater distance means increased expense and more liability of having the logs hung up on account of the longer period which must elapse before they reach their destination.

The construction of railroads for the transportation of logs means a heavy expenditure, but this method is recognized as possessing advantages over a water route, affording greater security, and being quicker and cheaper after once the road is built. In the United States logging railroads have been extended into many districts where a few years ago it was not considered that the timber would be accessible. In Canada a few logging railroads are in operation, and as these increase in number the problem of the transpor-