

its damaging effect upon navigation. This operation causing it to be the sooner water-logged and consequently to sink. If the stuff was allowed to go into the river as slabs it would be picked up for firewood, now it is useless and sinks to the bottom, forming with the other materials a mattress, which in course of time cannot be broken up or lifted by dredging.

THE Chaudiere lumbermen, says the *Ottawa Journal*, are up in arms over the proceedings of the sawdust committee. They held a private meeting and decided to lay their views on the matter before the public. A deputation of lumbermen, headed by Messrs. J. R. Booth, and Ald. Henderson representing Messrs. James McLaren & Co., waited on Sir Hector Langevin, Minister of Public Works, on the subject. What transpired all parties declined to say, but it is said that Sir Hector was informed that the channel of the Ottawa was not affected by sawdust deposits, that the prohibition by the Government of the use of the river as a dumping facility would probably force some of the lumbermen to remove from the Chaudiere, as the facilities there for disposing of refuse by burning were anything but satisfactory.

NOTWITHSTANDING a determined opposition the Upper Ottawa Improvement Company succeeded in securing an extension of their charter during the session of Parliament just closed. This company is composed of the leading saw mill men of the Ottawa Valley, and it evidently does not enjoy the good-will of outside lumbermen, who claim that extending the charter was simply taking from the Government the control of a great natural highway, and handing it over to a monopoly. The company also applied to the Government to purchase the Cheneaux boom, through which all the saw logs above the Calumet, some sixty miles above Ottawa, have to pass, and which was originally built by the Government; but so determined was the opposition to the bill that the minister of public works declared in committee that the Government had no intention to sell or otherwise dispose of any of the government works to any company. This declaration caused a quietus to another scheme which was under way. The government has made extensive improvements, slides, dams, booms, etc., on the Madawaska river, one of the largest tributaries of the Ottawa, which have cost upwards of a quarter million dollars. Finding that the government would not extend the works sufficiently far up the stream to guarantee the sure driving of the river from the higher limits, a company was recently organized to construct the necessary works, for which purpose a charter was secured from the Ontario Government, and last winter considerable money was expended on the work. Owing it is said to the economical manner in which the Upper Ottawa Improvement Company handle the logs on the Ottawa. The new Madawaska company considered that if they could purchase the government works, and by this means obtain the control of the stream, they could handle the logs and timber to greater advantage and at a much smaller cost than the 4½ cents per log now charged by the government for the use of their works. This scheme failed to mature, however, through the opposition of lumbermen who, although invited to do so, refused to take stock in the company, and the declaration of the Minister of Public Works was stated above.

THE British Consul at Vera Cruz, in Mexico, Mr. Gordon, speaks in his official report of portable wooden houses as a profitable article of import. Though there is a high tariff in Mexico, ready made houses of wood or iron are so much required that they are admitted free of duty. The wooden houses are, however, far preferable to those of iron on account of the heat of the climate. So great is the present difficulty in obtaining what is wanted in this respect that we are told one may often see well-to-do and decently dressed artisans and peasants living in rough board houses, or huts constructed of rafters and sugar-cane. Evidently they would be glad of something a little better. Mr. Gordon says the houses best adapted for supplying this great want would seem to be two-roomed dwellings with spacious porticos and overhanging eaves and roofs high enough at the ridge to give adequate ventilation. All the parts should be so constructed as to be easily put together, and easily carried to the selected site either by rail or by road, the windows not too large, and fitted flush into the panels so as to be easy of transport and safe without much packing. Mr. Gordon says that the roof is a difficulty, as owing to the great heat of the sun corrugated iron is found to be too hot, while unprotected wood is apt to warp and shrink, but he suggests that a wooden roof might be thatched, the material being cheap, if so constructed as to render thatching easy while maintaining a decent appearance on the inside. Another suggestion he makes is that it would be a great advantage if the wood employed could be impregnated with some chemical making it capable of resisting water, fire and vermin without increasing too heavily the cost of the house.

This may be considered authoritative and trustworthy information, being embodied as it is in the official report of a gentleman in Mr. Gordon's responsible position. But it is not only in Mexico that these ready-made houses are required. There would also be a demand for them in some parts of South America and no doubt in some of the West Indian Islands. Once well introduced and carefully adapted to the local requirements an extensive and profitable business might soon spring up. One of our young lumbermen with a taste for travel and some aptitude for designing might do worse than take his holiday in the south this year and see for himself just what is required, also learning at the same time what there is in it. Perhaps in Canada we are a little slack about manufacturing to the most profitable stage, being content to ship the roughest goods and leaving to others the greater profit of further manipulation. In the matter of these ready-made wooden houses Canada ought to be able to compete with advantage against any other country.

#### LUMBERMEN'S WAGES IN NEW BRUNSWICK.

Five members of the Dominion Labor Commission visited Chatham, N.B., recently and examined several witnesses. We extract the following from a local paper, having special reference to the lumber trade.

Ernest Hutchinson, an in the lumber business; employ about 85 or 90 men and boys in the manufacture of deals, shingles, box shooks, etc.; gangmen are paid \$1.50 to \$1.75; tailmen, \$1.30 to \$1.40; patent edger men, \$1.50; lath sawyers, one man, \$2 and others lower; bedmen, \$1.20; surveyors, \$1.50. Pay of log scalers at the brooms is regulated by law, but I think they get 10c. to 15c. per M. The lather pays the scaling fee. Our men are employed from 6 or 7 months a year at the mill and I employ some of them all winter; some of them go to the woods, where they get from \$14 to \$18 a month and found. Our millmen are paid every two weeks. In the woods they are paid as they require pay, and balance, if any is due, at end of season. Perhaps half of the laboring men of Douglastown, where I live, own their dwellings. I do not think wages have increased of late; rather decreased; 10 hours comprise a day's work. Lumber manufacture has decreased here of late. I think this is due to decrease of price. I don't think the high stumpage has anything to do with the depression of the lumber trade. The decline of shipments has been very marked during the last few years. They amounted to 130 millions feet in 1877, 155 millions in 1880, 149 millions in 1883, 37 millions in 1885, 72 millions in 1886, and 68 millions in 1887. The decrease is on account of the limited demand. What affects other parts of the country in the lumber trade affects us. Money was made here some years ago in the lumber trade.

Theophilus Desbrisay, foreman in Mr. Snowball's business; we have between three and four hundred men employed; about three quarters of them live in Chatham; gangmen (head) get from \$1.50 to \$1.60; tailmen, \$1.30 and \$1.10; head circular men, \$1.40 to \$1.50; bedmen, \$1.10 and \$1.20 and \$1.00; filers, \$2; engineers, \$2 to \$2.50; lathmen (highest) \$1.30; we make palings, chiefly, rather than laths. The men work 10 hours a day. We work day and night for part of the season. Some of the men go to the woods in the winter and some fishing. Shipmen (outside) get \$1.20 to \$1.40. Stevedors (inside) \$2.00. The price for loading is about \$1.25 per standard; some vessels are loaded for \$1 a standard because it is a part of their charter. The vessels are principally loaded from the wharf in Chatham. Steam is used sometimes in loading. We pay our men once a fortnight; some families get advances in the form of orders on the store. If anything is coming to the men on pay day they get it in cash if they want it. The orders given are in the way of an accommodation for those who wish to anticipate their wages. We start at half past six for night work and run to 6 a.m.—working 10 hours.

#### A PROGRESSIVE COMPANY.

The Rathbun Company, says a Brockville paper, have been making extensive improvements in their premises on William street. The large planing mill and sash and blind factory has been further enlarged by an addition 25 by 102 feet and several large sheds have been built. These sheds, which enclose two sides of the property, are in all 300 feet in length with a storage capacity of 250,000 feet of lumber. Thus all dressed lumber is kept under cover. Wagons can drive through the mill, through the yard and all the sheds without leaving the plank roadway. On the William street part of the property a fine two storey office, 22x40, has recently been built, the interior arrangements of which are very convenient and handsome. A very handsome counter with wire railing divides the main room and part of the front is taken up by the manager's private office. The finish is ash and cherry, giving a very pleasant effect. The mill itself is splendidly equipped, both as a planing mill and sash and blind factory. The dry-kiln is

one of the best in the country and with some of the latest scientific arrangements as to carrying off the moist air not usually found. A side track of the C. P. R. is being constructed through the large yards on the east side of William street, where a very heavy stock of lumber and mill timber is kept. Altogether the capacity and equipments of the Rathbun Co.'s Brockville branch is excelled by few if any similar establishments in the country.

The company has been fortunate in the selection of its staff. Mr. V. R. Marshall, of the late firm of Kearns & Marshall, is the agent in charge and no more able, honorable or popular man could be found to fill the position. Mr. R. C. Calhoun, in charge of the office, has been only about a year in Brockville but he has already established an enviable reputation. The shipping and yard is in the charge of Mr. Sam. J. Geash, who occupied the same position with Kearns & Marshall, and who is well and favorably known to our citizens. The factory is managed by Mr. Fred. Kearns, who though a comparatively young man, has already a good standing as a thorough business man. The business done here is a very large one. Besides the wholesale trade in car lots several teams are kept busy delivering goods in town.

#### AMONG THE MANUFACTURERS.

We understand the Canadian Rubber Company through their Toronto agent, Mr. J. H. Walker, have secured the contract to supply Messrs. Gooderham & Worts with all the belting necessary for their large new elevator now nearing completion in Toronto.

We are in receipt of a copy of a new 16-page Sectional catalogue of B. F. Sturtevant's Steel Pressure Blowers, which illustrates these well known machines with all their latest improvements. Mr. Sturtevant's catalogues have always been celebrated for the valuable tables relating to the properties of air in motion, and in this are to be found a number which render this catalogue of great utility to foundrymen, blacksmiths and iron workers of all classes. A copy will be mailed upon application to B. F. Sturtevant, Boston, Mass. Ask for catalogue 33.

The late shipment of belting to the Lake of the Woods Milling Company's new mill in Manitoba, is perhaps the most extensive ever turned out in Canada for a single concern. The well-known manufacturers, Messrs. Robin & Sattler, of Montreal and Toronto, filled the order throughout and in accordance with their usual custom have given entire satisfaction. Included in the shipments were about 7,000 feet of all sizes, ranging from two inches to two feet in width. One piece was a double leather driving belt 24 inches wide, and 360 feet long, weighing about 1,400 pounds.

The Hart Emery Wheel Co., limited, of Hamilton, report business very brisk, their sales this year so far, exceeding those of the same period in any year since they started. The demand for the Hart Wheel is steadily on the increase. A strong wheel—quick, cool, cutting and durable — it is a great favorite amongst lumbermen. They advertise this month a line of saw-filers that is attracting the attention of saw mill men. The Rogers' filer, made in three sizes, takes the place of files on the one hand and of the large expensive automatic saw filer on the other. So far they have not been able to keep up to the demand, but they are increasing their facilities and will soon be in a position to largely increase their output.

#### NEWS NOTES.

—The new pulp mill at Ottawa is expected to commence operation about June 1st.

—The Emery Lumber Co., of Parry Sound, recently lost several dwelling houses by fire.

—Andrew Boudreau has commenced operations on his new sash and door factory, at Chatham, N. B.

—The Vancouver *B. C. Herald* says:—In the boom of logs which the Beaver brought in on Friday were two logs of immense size. One was 100 feet long, 4 ft. 9 ins. in diameter at the small end and 9 feet at the big end. Another log 24 ft. long has been cut from the same tree, and like the former was entirely free from knots or flaws. The tree contained 18,000 feet and weighs 40 tons. Two "hand" loggers felled this giant of the woods after which it was taken to the water's edge by means of jack screws.

—The shingle mill of W. P. Christie, of Severn Bridge, was totally destroyed by fire, on the 12th May. The mill was only newly built, and fitted with the latest requisite machinery. The fire originated in the engine-room, when all the employees were away to dinner, with the exception of the foreman, who was busy filing the saws, and did not observe the fire until it was beyond control. Although every possible assistance was rendered, in twenty minutes the structure was a smoking ruin. Mr. Christie intends to rebuild at once, and has the most of the building material on the grounds, and the carpenters busy framing a new and larger mill.