



In earlier days many a snug little fortune was made by speculation in timber limits, but of late years few turn-overs have netted more than a fair interest on the investment. Andrew McCormack, of Ottawa, however, has just closed a deal by which he realizes more than five times the original investment. Here are the particulars: About ten years ago the Rathbun Company purchased the Little Hiboux timber berth, near Desert, for the sum of \$4,000. Without cutting any timber from the limit, this company sold it in 1893 to Mr. McCormack, for \$11,000. In the winter of 1895-6 Mr. McCormack took therefrom 3,000 pieces of square and waney timber, valued at \$25,000, and a few days ago sold the limit to McLaren & McLaurin, of East Templeman, for \$38,000. This sum added to the \$25,000 gives a total of \$63,000 realized from the property, which, after deducting a fair interest on the original investment, represents a profit of over 500 per cent.—certainly not a bad speculation.

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A VISITOR to Toronto recently was Mr. Angus B. McInnes, superintendent for Booth & Gordon, of Sudbury, Ont. Mr. McInnes tells me that the firm are removing their mill from Sudbury to Raeside, where it is being fitted up with some improved machinery, the intention being to manufacture almost exclusively for the British market. Their specialty will be red pine, which they believe has a future more promising than the past. Their limits are situated adjacent to Raeside, and contain sufficient timber for from five to ten year's operations. Referring to the work in the woods, Mr. McInnes said there was a superabundance of snow, which made it difficult to get good roads for hauling and also interfered with cutting. Asked if the cutting was not over for the season, he replied that it was being carried on later than usual. One firm in the vicinity that was cutting logs for export to Michigan had put in some extra camps on the first of February, a very unusual occurrence, and one which seemed somewhat strange in view of the unfavorable logging conditions. It is possible that an awakening to the fact that the legislation passed by the Ontario government is certain to be carried into effect is responsible for the decision of this firm to increase the season's production. There are some who still have a faint hope that the Dominion government will disallow the bill.

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BIRCH lumber was the subject of a short conversation with a lumber dealer the other day. His remarks, in part, I give to lumbermen, who may find therein something of profit. "Throughout the country," he said, "I find a scarcity of inch birch, and cannot obtain the necessary stock to fill orders. I will take 250,000 feet of inch and inch and a quarter for spring shipment, provided the stock is right. Manufacturers make a great mistake in cutting birch; they do not appear to study the requirements of the

market. They will find it to their advantage to cut a greater quantity of thin lumber, averaging from one inch to one and one-half inch, and as much of it as possible over ten inches in width. Many manufacturers slab the logs so narrow that the stock is not marketable; they have pursued this method year after year, because by doing so they may get an extra board out of the log. But there is any amount of narrow stock both in the United States and Canada, for which there is little demand. It should be borne in mind that according to New York inspection, firsts call for 66 2/3 per cent. of stock to be eight inches and up in width. Another mistake made by mill men is in cutting too many thicknesses. Manufacturers getting out only a small quantity of stock should cut it all to the same thickness." The lesson to be learned from the above is that mill men should give greater attention to studying the requirements of the market. Lumber that was in demand five years ago may to-day be little asked for. The demand for specialties is as true of lumber as of any other commodity.

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THE following story is vouched for by Mr. C. H. May, until recently connected with the Chemainus Lumber and Manufacturing Company, of Chemainus, B. C.: Up at a little place on Queen Charlotte sound called Takush Harbor, an English syndicate decided to build a saw mill to get out yellow cedar, of which there is quite a large body in that vicinity. You know British Columbia is full of sons of English lords, sent out to make their way in the world, or "pensioned," as the case may be. The "pensioners" are in many cases wild boys in need of reformation, but there are also quite a number of able and industrious men among them, who honestly are endeavoring to carve out their own way. Of course they bring their customs and habits with them, and are amusing enough to Americans and native Canadians. Well, the syndicate decided to send out a young Englishman to assume the position of mill superintendent. The young man, of course, hadn't the remotest idea of the hardships he had to undergo, nor did he know a thing about the saw mill business. I happened to be on the steamer that took the mill crew and the superintendent up to the mill. The superintendent had a large quantity of baggage and a valet. The idea of a mill man having a valet naturally struck the mill crew as something exceedingly rich, and all sorts of remarks were made. In the afternoon of the first day the superintendent decided to take a nap on deck, and calling on his valet said, "Hi, there, me man; bring me a rug, aye say!" The valet brought the rug and the superintendent proceeded to enjoy his nap. Being near the smoke-stack, it was not long before soot began to fall, and in half an hour the sleeper's face was black. In the meanwhile the valet had secured a rug, and, seeking another portion of the deck, was soon wrapped in slumber. One particularly large speck of soot settled on the superintendent's nose, and awaking he sought to brush the same away. Of course this served only to spread the soot and his face was as black as a negro's. Noticing that his hands were black, he reached for a hand-bag, and taking therefrom a mirror saw what the trouble was. He then set up a yell for the valet, who came rushing to the spot in haste.

The superintendent requested him to get water, and while laying on his back the valet carefully bathed his face, amid the laughter of the mill hands, who had congregated near the spot. Well, when Takush Harbor was reached it was found that no quarters had been prepared for man and valet, and they were forced to take up their quarters in a hastily made hut. Of course the mill hands told the mill wrights about the superintendent, and when next morning the valet came down to the office to warm his master's shoes and stockings he was unmercifully grieved. The superintendent stood all sorts of jokes for one month (there was only one steady a month), when he returned to England.

CORRESPONDENCE

Letters are invited from our readers on matters of practical interest to the lumber trades. To secure insertion, communications must be accompanied with name and address of writer, and must be of a nature suitable for publication. The publisher will not hold himself responsible for return of correspondence.

CANADIAN TRADE AND THE DINGLEY BILL

VANCOUVER, B. C., Feb. 11th, 1898.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR: I notice that in the "News" column of your February number you say: "James McNair, of Hastings Shingle Mfg. Co'y, Vancouver, B.C., has moved to Whatcom, Wash., having obtained possession of the Cooper mill in that city. Mr. McNair hopes thus retain his extensive American trade." Now, this putting it pretty nearly correct so far as it goes, but case we may be misunderstood as to our Canadian trade with our present and would-be customers, you might as that, by having a shingle plant, we will be enabled to take care of our Canadian as well as our American trade for, as there is no duty on lumber or shingles coming from Canada, and we have a fine wall on the American side where timber is cheaper, we can handle the Canadian trade splendidly for some time yet, no doubt, as our Parliamentary representatives in Canada are too slow for our American neighbors.

By being in Washington and manufacturing for besides there, we can be right "in it." We must say, however, that Canada is doing a very wrong thing not to encourage those infant industries in British Columbia.

I enclose a clipping of what the Americans think of the Dingley Bill. It may be of some use to you if you are in favor of getting Canadian rights.

Yours very truly,

JAMES A. McNAIR.

The clipping referred to by Mr. McNair is taken from the Whatcom, Wash., Reveille, and reads as follows:

THE DINGLEY BILL.

James McNair, a member of the Hastings Mill Shingle Co., of Vancouver, B. C., has an operating claim on the Cooper shingle mill at Goshen and has secured much valuable timber in that vicinity, and will run the mill at high pressure when he commences, which will be seen. Mr. McNair is a member of one of the best shingle firms on the Canadian side, a firm that had a trade in shingles established in the Eastern States. The Dingley bill duty of 30 cents per thousand shut them out from competition with American mills, and the result is that they come over on the American side and pay American workmen wages to be sent in supporting American homes and American trade, and in paying American taxes to support American schools and courts and institutions. The Dingley bill is all right in that direction.

In a series of articles dealing with the immediate problems which concern the great powers of the world now appearing in the American Monthly Review of Reviews, Mr. W. T. Stead writes for the February number a paper on "British Problems and Politics for 1898." This is a candid piece of criticism, all the more interesting to the non-English reader because of its strictly British point of view.

"Eight Routes to the Klondyke" is the title of an up-to-date hand-book issued by the Colonist Printing and Publishing Company, of Winnipeg, giving the latest information about the various routes by which the famous Yukon gold fields may be reached. It contains full descriptions of the different routes, together with tables of distances, cost of outfits, a map of the routes, etc. Copies may be had from the publishers for 25 cents each.