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WOODWORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

TORONTO, CANADA, FEBRUARY, 1899

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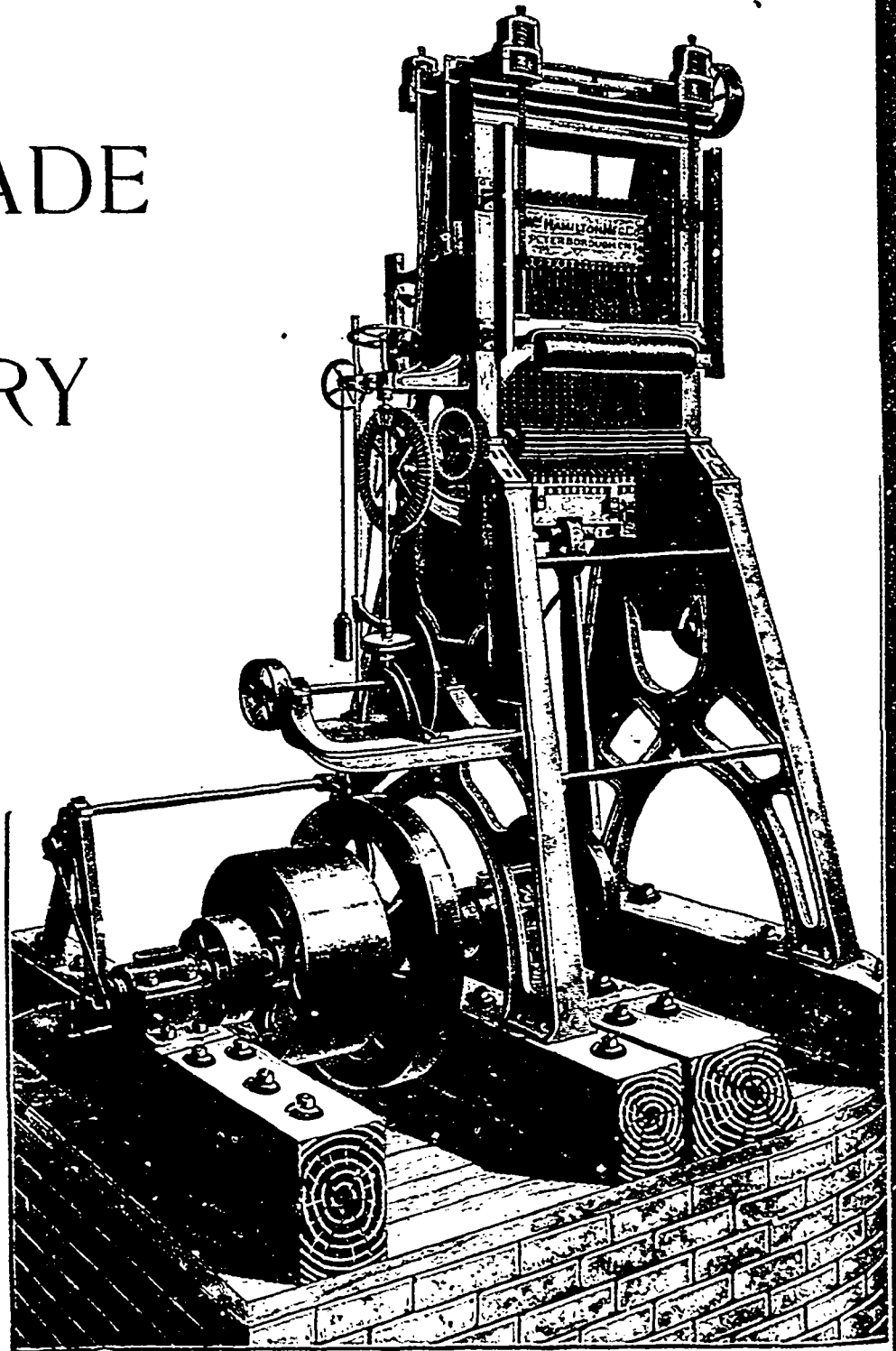
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1898

Review of the Lumber Trade of the Year.

GENERAL SURVEY.

By a study of the data bearing upon the lumber trade of the year 1898, the conclusion is reached that the aggregate volume of business was somewhat below that of the previous year. British Columbia shows a falling off in exports to foreign countries of about 10,000,000 feet, and the Maritime provinces of nearly 150,000,000 feet, while the exports from Ontario and Quebec were no greater than in 1897.

Yet, considering the conditions, the record of the past year is not one which shows a backward tendency. Manitoba, which does not rank as an exporting country, consumed more lumber than in any previous year in the history of the province. The production of spruce in the Maritime provinces in the year 1897 was too great for the requirements of the then exploited markets, and the business of the following year suffered as a consequence. But this was not an unmixed evil, as the low price of spruce permitted it to secure a foothold in markets where it was previously unknown.

The war between Spain and the United States seriously interfered with the trade of the year, not only in lumber, but in other lines of commerce. Contemplated improvements on the eastern seaboard of the United States were entirely stopped, and the demand for vessels caused freight rates to advance sharply, making it difficult to secure lumber tonnage at a rate which would permit of chartering.

The experience of the past years leads to the conclusion that in foreign markets the demand for lumber is giving place to that for the more finished product, just as timber in the log has been replaced in late years by boards and deals. To this the attention of Canadian lumbermen is directed.

ONTARIO.

Lumbermen in Ontario will look back upon the year 1898 as one in which business showed a substantial improvement over that of the previous few years. In nearly every department of the lumber industry the returns were greater in proportion to the volume of trade. Notwithstanding that lumber exported to the United States was subject to a duty of two dollars per thousand feet, prices advanced considerably during the latter part of the year, when there was a strong demand, in the face of light stocks.

The position of the pine trade will first be considered. In the winter of 1897-98 lumbermen owning mills in Ontario operated in the woods only moderately, as it was desirable that stocks of lumber then in the yards should be reduced.

There were two principal markets in which lumbermen hoped to dispose of their stock, viz., Great Britain and Ontario. The British market had been heavily stocked in 1897, but it was found possible, nevertheless, to dispose of about the usual quantity of Ontario lumber for consumption in the Mother country, and at the usual prices. The feature of that trade was the urgent demand for Norway, or red pine, which seems to be gaining ground, and replacing other woods. Sales of the Ottawa valley production were made last winter at favorable prices.

The consumption of lumber in the local market more than counterbalanced the loss in the volume of the United States trade. Building operations opened unusually brisk in the spring, and continued active throughout the season, resulting in a greatly increased demand for pine lumber, and especially for the lower grades. This improvement in building was not confined to the country districts and small towns and villages, but extended to the cities. In Toronto the buildings erected in 1898 were valued at \$1,701,630, as compared with \$951,130 in the previous year. United States buyers also entered the Canadian market in search of box lumber, which, partly on account of the Spanish-American war, had become scarce in the United States. This was a further drain upon the common grades, and as a result prices advanced fully two dollars per thousand. At the close of the year stocks were greatly reduced as compared with the holdings of previous years, a condition which cannot but strengthen the position of manufacturers in 1899.

The hardwood industry was in a flourishing condition throughout the year. The trade of the spring and summer was characterized by active buying and a heavy movement of stock. Towards the fall it became evident that the available supply would not be equal to the demand, and consequently there was a marked advance in prices. It soon became a question of where to obtain the stock rather than the price to be paid for same. Manufacturers who held any quantity of dry hardwoods were in a position to dictate terms to buyers. There was quite a heavy export of hardwood lumber to the United States, notwithstanding the duty, which was paid in nearly every instance by the consumer. Hardwood prices made a gain during the year of from \$2 to \$3 per thousand, but it cannot be said that the full benefit of this was realized by the manufacturer, as the cost of logs for 1898 sawing was considerably greater than in the previous year. This winter prices even higher than those of last year are being paid; a step the wisdom of which is open to doubt.

The shingle industry was prosperous in 1898. Pine and cedar shingles were in good demand on account of the increased building, and higher prices were obtainable. The production of shingles was also much heavier than 1897, and a number of new mills were put in operation.

The reports from the lumber manufacturers in Ontario are almost unanimous on one point, viz., that the business was more remunerative last year than in any season for many years. The volume of trade was perhaps no greater, but business yielded a larger margin of profit. The production of lumber was curtailed both in the Georgian Bay district and in the Ottawa valley. For the purposes of comparison, we give below

the average cut for two years of a few mills in Western Ontario:

CUT OF SOME WESTERN ONTARIO MILLS.

	1897 Feet.	1898 Feet.
Holland & Emery Lumber Co., Byng Inlet		37,000,000
Georgian Bay Lumber Co. Wau- baushene	23,000,000	26,000,000
Victoria Harbor Lumber Co., Vic- toria Harbor	23,000,000	21,500,000
Spanish River Lumber Co., Spanish River	14,600,000	13,000,000
A. McPherson & Co., Longford Mills	6,750,000	5,000,000
Mosson Boyd & Co., Bobcaygeon	6,000,000	1,000,000
Loveland, Roys & White, Midland	7,500,000	
Huntsville Lumber Co., Huntsville	4,500,000	4,000,000
John Harrison, Owen Sound	3,000,000	4,000,000
Blind River Lumber Co., Blind River	2,000,000	2,500,000
Snider Lumber Co., Gravenhurst..	3,000,000	5,000,000
Cockburn & Sons, Sturgeon Falls	3,000,000	
Keeling & Bower, Warren	1,500,000	1,000,000
Michel Bros., Berkely	2,000,000	3,500,000
John P. Newman, Warton	3,500,000	2,500,000
J. E. Murphy, Hepworth Station..	2,200,000	1,000,000
Goderich Lumber Co., Goderich..	3,500,000	3,000,000
C. Beck Mfg. Co., Penetanguishene	1,000,000	1,500,000
Reid Bros., Hepworth Station..	800,000	600,000
J. A. Shaver, Ancaster	750,000	750,000
Pickard & Rowan, Owen Sound..	800,000	1,500,000
Jones Bros., Warton	1,500,000	1,500,000
Anderson Furniture Co., Wood- stock	2,000,000	2,000,000
John Carew, Lindsay	3,000,000	3,000,000
H. Cargill & Son, Cargill	5,000,000	4,000,000
A. G. Seaman, Warton	3,500,000	3,000,000
Wm. Young, Warton	4,000,000	4,000,000
Milne & Heffernan, Trout Creek..	2,500,000	2,000,000
Robert Watt, Warton	1,500,000	2,500,000
Toner & Gregory, Collingwood..	5,000,000	2,500,000

The lumber production of the Ottawa valley in 1898 was about 115,000,000 feet less than in the previous season, being, as nearly as can be estimated from the data at our disposal, 633,000,000 feet. It will be observed that practically all the larger firms reduced their output. The production of the different mills for two years was as follows:

OTTAWA VALLEY PRODUCTION.

	1897 Feet.	1898 Feet.
J. R. Booth, Ottawa	130,000,000	118,000,000
Gilmour & Co., Canoe Lake ..	55,000,000	33,000,000
Hull Lumber Co.	60,000,000	55,000,000
McLachlin Bros., Arnprior ..	70,000,000	65,000,000
Bronsons & Weston Company, Ottawa	50,000,000	12,000,000
Hawkesbury Lumber Co.	55,000,000	52,000,000
W. C. Edwards and Co., Rock- land and New Edinburgh..	68,000,000	75,000,000
St. Anthony Lumber Co., Whit- ney	70,000,000	45,000,000
Gillies Bros., Braeside	50,000,000	20,000,000
Gilmour & Hughson, Hull	40,000,000	35,000,000
Canada Lumber Co., Carleton Place	12,000,000	12,000,000
R. & W. Conroy, Deschenes Mills	12,000,000	17,000,000
Wm. Mason & Son, Ottawa	12,000,000	12,000,000
Pembroke Lumber Co.	15,000,000	17,000,000
Ottawa Lumber Co., Calumet	11,000,000	16,000,000
Ross Bros., Buckingham	10,000,000	10,000,000
McLaren Estate, Buckingham	12,000,000	15,000,000
R. H. Klock & Co., Aylmer ..	14,000,000	5,000,000
J. R. & J. Colles, Arnprior	3,000,000	3,000,000
A. Hagar & Co., Plantagenet	5,000,000	5,000,000
A. & P. White, Pembroke	4,000,000	4,000,000
McLaren & McLaurin, East Templeton		7,000,000
Total	748,000,000	633,000,000

The above figures are, in the main, reliable, although in one or two instances where no reply was received to our request for data it has been assumed that the cut was the same as in 1897. In making a comparison with 1897, it must be remembered that the cut of that year was an unusually heavy one, and showing an increase over 1896 of 114,000,000 feet.

The export of forest products from the consular

district of Ottawa to the United States, as furnished by the United States Consulate General, shows a decrease as compared with 1897 of over \$1,000,000. The detailed figures for the four quarters of the last three years are as follows:

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1896.

ARTICLE.	Qr. ending March 31.	Qr. ending June 30.	Qr. ending Sept. 30.	Qr. ending Dec. 31.
Bark	\$ 1,724.00	\$	\$	\$
Lath	3,577.30	27,497.91	27,415.38	22,283.65
Lumber	97,265.15	658,803.82	514,979.02	5,512,943
Pulp Sulphite	16,678.95	12,332.8	8,039.53	3,763.12
Cordwood	30.0			14.75
Shingles	2,160.05	6,051.9	6,957.48	15,178.5
Railroad Ties	6,59.82	5,469.84	68.0	636.02
Logs	129.00			
Timber	425.82	1,960.50	5,745.81	154.32
Pickets	5,39.95	749.90	964.74	
Curtain Sticks		3,583.73	3,704.9*	
Match Blocks		2,790.5	731.5	960.00
Posts and Poles		93.00		30.00
Pulpwood		157.50	297.00	
Total	\$333,349.12	\$722,218.95	\$562,133.34	\$48,401.57

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1897.

ARTICLE.	Qr. ending March 31.	Qr. ending June 30.	Qr. ending Sept. 30.	Qr. ending Dec. 31.
Bark	\$ 5,000.00	\$	\$	\$
Curtain Sticks		10,466.8	3,069.47	
Lath	7,379.99	14,391.74	14,632.24	14,097.47
Lumber	467,510.05	1,334,607.72	364,025.63	191,648.80
Logs	220.00			
Match Blocks	966.00	17,880.83	83.33	594.00
Pickets	6,824.39	3,823.13	1,079.62	
Posts and Poles	147.52	1,396.65		405.05
Pulp Sulphite		12,630.91	5,225.90	2,746.61
Pulpwood		128.00		131.02
Shingles	57,401	14,641.81	8,347	5,475.51
Railroad Ties		4,738.80	2,712.74	
Timber		0.0	2,210.77	601.50
Total	\$489,007.54	\$1,434,350.65	\$418,374.53	\$48,833.13

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1898.

ARTICLE.	Qr. ending March 31.	Qr. ending June 30.	Qr. ending Sept. 30.	Qr. ending Dec. 31.
Lath	\$ 363.26	\$ 3,027.48	\$ 8,217.85	\$ 9,957.79
Lumber	1,028,910.0	450,634	358,489.31	358,145.14
Logs	75.42			
Match Blocks	4,554.75	4,917.75	8,16.82	5,774.5
Pickets	4,587.4	4,587.4	6,744.08	7,901.84
Posts and Poles		601.70		454.48
Pulp Sulphite	7,218.19	1,100.74		
Pulp Wood				5,500.00
Railroad Ties	22.43	4,535.64	860.77	14,615
Wood Board			80.6	898.98
Timber		2,070.01	7,509.99	45,773
Shingles	1,275.25	6,191.08	9,416.7	10,651.25
Total	\$115,665.65	\$458,007.98	\$499,491.7	\$9,110.82
Grand Total	1896		\$2,170,990.60	
"	1897		2,261,550.83	
"	1898		1,509,007.4	

QUEBEC.

The year was not a particularly prosperous one for the lumbermen of the province of Quebec. The local trade was below the average, and shipments made to the United States were sold at such a low figure as to leave but a small margin of profit. The price of hemlock and spruce at New England points was lower than before the United States duty was imposed, and as a result only very moderate sales were made, leaving manufacturers with heavy stocks. Work in the woods is therefore being restricted, although a larger quantity of spruce will be taken out for pulp wood. Owing to the depression in the United States trade, a tendency is slow to work stocks of all kinds into the British market. The export trade of the year was not altogether satisfactory. Spruce and pine deals were marketed in foreign countries to about the same extent as in 1897, but prices of the lower grades of spruce weakened slightly in sympathy with the depression in the Maritime provinces trade. The South American market was more active than for several years. From the port of Montreal there were shipped during the season to the United Kingdom and continental ports 323,435,266 feet board measure, an increase over the previous year of 2,632,533 feet. To the River Platte and South America there were shipped 11,993,924 ft. board measure, an increase over 1897 of 11,576,419 ft. The following table shows the quantity shipped by the various exporters, and a comparison with the previous year:

	1897 Feet	1898 Feet
Dobell, Beckett & Co.	98,000,000	76,924,116
W. & J. Sharples	56,829,640	62,488,502
R. Cox & Co.	38,125,185	44,819,842
J. Burstall & Co.	36,390,608	39,627,140
McArthur Bros.	32,786,506	35,595,538
Watson & Todd	30,359,130	30,802,571
E. H. Lemay	8,000,000	5,122,000
Sundry shippers	20,582,664	28,045,557
Total	320,802,433	323,625,266

The statement below shows the quantity and value of lumber and timber exported from the ports named:

PORTS.	ARTICLES.	QUANTITY.	VALUE.
Montreal	Pine Deals	78,565 Std. H.	\$3,622,910
	Spruce Deals	12,212 "	352,349
	Deal Ends	7,498 "	445,835
	Planks, Boards, &c.	35,858 M. ft.	747,048
	Square Timber		125,319
	Other Headings		110,165
	Total value.		\$5,403,605
Three Rivers and Batiscan	Pine Deals	7,503 Std. H.	\$343,526
	Spruce Deals		230,632
	Pulp Wood		260,113
	Planks, Boards, &c.		88,422
	Total value.		\$939,693
Sorel	Pine Deals	927 Std. H.	\$37,483
	Spruce Deals		60,480
	Planks, Boards, &c.	7,241 "	15,377
	Other Headings	1,528 M. ft.	7,018
	Total value.		\$120,368

Mr. James Patton, supervisor of cullers, furnishes the following comparative statement for three years of the chief kinds of timber measured and culled at that port:

STATEMENT OF TIMBER MEASURED AND CULLED AT THE PORT OF QUEBEC DURING THE SEASON OF 1898.

Description of Timber.	1896.		1897.		1898.	
	Cubic Ft.	1896.	Cubic Ft.	1897.	Cubic Ft.	1898.
Waney White Pine	2,870,879	4,311,340	1,993,148			
Square White Pine	316,093	832,589	1,062,157			
" Red Pine	50,609	211,217	239,512			
" Oak	1,139,155	1,448,960	1,072,588			
" Elm	416,625	666,577	474,194			
" Ash	83,749	132,435	35,104			
" Birch	252,424	262,297				

There were also measured this year, 955 cubic feet of butternut, 1,049 feet of maple, 513 feet of spruce, 113 feet of walnut, 2,600 feet of hickory, 2,915 feet of whitewood, and 3,682 feet of cherry.

The timber trade of Quebec is reviewed by J. Bell Forsyth's annual circular as follows:

The past season shows a diminution in the business of the port in wood goods, with the exception of spruce deals, pine boards and sidings shipped from Montreal, and Ottawa pine deals, now almost altogether sent from same port, continue, year by year in an increased degree, to displace waney and square pine in the markets of the United Kingdom. Prices have remained without alteration in this market in nearly all lines, though forced down by oversupply and competition in the home markets.

Ship-building in the United Kingdom has never been in a more satisfactory condition, but the consumption of Canadian wood in connection with this business is a diminishing quantity. General prospects and present volume of business in other lines are distinctly good and promising.

WHITE PINE.—With a diminished export the stock of square pine has increased considerably, and that of waney pine slightly, as compared with last year, but square pine suitable for deck plank purposes and waney pine of really first class quality and good average size, are comparatively light in stock. The Ottawa, Western and Michigan production will all be exceedingly light this winter.

	Supply	Export.	Stock.
1898	1,062,157	3,015,320	1,353,799 Square.
1897	1,903,148		2,451,838 Waney.
1897	4,311,340	3,773,040	482,849 Square.
			2,288,249 Waney.

RED PINE. The stock is heavier than last year, and ample for reduced demand. The price must advance considerably to induce increased manufacture.

	Supply	Export.	Stock.
1898	239,512	145,600	391,639
1897	211,217	168,760	183,552

OAK.—Shipments have been light as compared with recent years, and stock is heavier than last or preceding winter in consequence. Manufacture will not be heavy.

	Supply	Export.	Stock.
1898	1,072,588	949,095	942,995
1897	1,448,960	1,412,200	694,111

ELM. Has been in good demand at full prices all season, and stock is under last year. Suitable standing timber is now very difficult to obtain,

especially of large size, and a scarcity seems probable at no distant date.

	Supply.	Export.	Stock.
1898	474,194	459,020	138,029
1897	662,577	587,080	163,522

ASH.—The stock is exceedingly light, and wood of large average and good color is scarce and difficult to obtain, manufacture will be small.

	Supply.	Export.	Stock.
1898	35,164	74,040	9,579
1897	132,435	76,200	93,744

BIRCH.—Reduced production last winter has resulted in little being left on hand to which New wood of good lengths seems likely to be required, but production is easily overdone.

	Supply.	Export.	Stock.
1898	211,451	211,000	16
1897	262,297	214,080	24,711

PINE DEALS.—Until shorter rail communication with Hawkesbury and Ottawa is established by the completion of the Great Northern extension of the Parry Sound Road, pine deals will continue to be shipped almost altogether from Montreal, though the business is largely controlled and carried on by Quebec houses. There seems to be probability of producers accepting any reduction on last year's prices for new cuttings, and United States duty is taken off lumber, an advance may be established.

	Supply.	Export.	Stock.
1898	392,381	192,581	152,843
1897	601,864	49,716	168,853

SPRUCE DEALS.—Continue in an unsatisfactory position, owing to heavy production and competition of Baltic whitewood at reduced prices. A removal or reduction of the United States duty on sawn spruce lumber would greatly benefit the owners. The increased business in pulp wood is sending up the value of spruce limits.

	Supply.	Export.	Stock.
1898	3,881,670	3,592,782	1,132,005
1897	3,049,322	3,753,107	1,071,313

FREIGHTS.—Opened at same figures as last year, seventeen shillings for Clyde, and nineteen shillings for Liverpool for timber cargoes by rail. Quebec loading, and forty shillings for deals by steam liners from Montreal to leading U.K. ports, with half a crown more for entire steamers. As season advanced chartering became difficult even at advanced rates, but the summer freights returned to spring level. In the fall the usual advance, consequent on increased insurance paid by steamers after September loading, took place, but was not so marked as last year.

THE MARITIME PROVINCES.

Low prices, a weak demand, and high freight rates, were the characteristic features of the timber trade of New Brunswick and Nova Scotia in 1898. The British market was overstocked with spruce deals from these provinces in the previous year, and consequently when navigation opened it was difficult to obtain a quotation from shippers which would more than cover the cost of production. Profiting by experience, the lumbermen operated in the woods in the winter of 1897-98 very moderately, and much less than the usual quantity of logs was taken out for manufacture. In New Brunswick the production of lumber last year was curtailed by nearly one-half in comparison with 1897, and in Nova Scotia the output was restricted to some extent. To this is due the improvement in the market which took place in the early fall. Stocks having become reduced both at home and abroad, prices showed a tendency to stiffen, and some sales were made at a considerable gain over the quotations of the spring. But, partly owing to the Spanish-American war, freight rates fluctuated greatly, making it difficult to calculate, and rendering the results of contracting on c. i. f. terms very uncertain. It can be truly said that British shipments, on the whole, were unsatisfactory.

One advantage of the prevailing low prices was in opening up a new market for spruce. Hitherto Canadian spruce was little known on the east

coast of England, but the high price of Baltic deals caused buyers to turn their attention to spruce, with the result that a considerable quantity was disposed of in east coast ports. A foothold having now been secured for our eastern spruce, it will no doubt continue to be marketed there to a greater or less extent.

The markets of South America, France and Australia, improved during the year. There were shipped from the port of Miramichi to France 12,000,000 feet, against 4,000,000 feet in 1897. To Australia, from the port of St. John, the shipments totalled over 5,000,000 feet; this being a marked gain over any previous record. Nova Scotia manufacturers marketed more lumber than usual in South America and the West Indies, but even in this trade profits were small. The Cuban demand was interfered with by the war. The demand from the United States for lumber was very meagre. There was a good shingle trade during the year, although prices were low. The hardwoods of the Maritime provinces were sold only to a moderate extent. More box shooks are each year being disposed of in the British market, and indications point to a speedy increase in this branch of the lumber industry.

The outlook for the season of 1899 is more hopeful. Operations in the woods this winter are light, and are being interfered with by mild weather. Prices are improving, and a degree of confidence pervades the trade generally.

According to J. B. Snowball's Miramichi wood trade circular, the combined trans-Atlantic shipments of deals, etc., from New Brunswick and Nova Scotia during the year 1898 amount to almost 561,000,000 superficial feet, this being almost 119,000,000 less than in 1897. Several parts of each province show an increase, but the decreases in the others are sufficient to bring both provinces very much behind the previous year.

A feature of this year's business was the large decrease in the exports from almost every New Brunswick and Nova Scotian port, showing a reduced shipment from the former province of 82 million sup. feet and from the latter of 37 million superficial feet. The shipment of lower port woods is yet, however, entirely too large for present market requirements, and a further curtailment of from 10 to 20 per cent. would give much better results for both shippers and producers. The prospects of improved markets in the United States, the West Indies and South America are most promising, and if these consume even a limited additional quantity of the smaller sizes (such as they usually take) it will, to a large extent, curtail consignments to Europe and have a marked beneficial effect on prices. The stock of merchantable spruce deals and logs wintering at this port is above the average, although 23 million superficial feet less than last year. This, with the decreased production of this winter and prospects of improved business on this continent will, no doubt, strengthen sellers' ideas of values.

SHIPMENTS FROM MIRAMICHI FOR 10 YEARS, FROM 1889 TO 1898, INCLUSIVE.

Year	Sup. Ft.	Year	Sup. Ft.	Year	Sup. Ft.
1889-110,000,000.	1893-84,000,000.	1897	102,000,000.		
1890-88,000,000.	1894-96,000,000.	1898	113,000,000.		
1891-72,000,000.	1895-82,000,000.				
1892-95,000,000.	1896-106,000,000.				

SHIPPERS FROM THE PORT OF MIRAMICHI, SEASON 1898.

Shippers	No. Vessels	Tons.	Sup. ft. deals, etc., scantling and boards.	Palings, etc.
J. B. Snowball	35	27,322	25,103,580	2,015,332
W. M. McKay	15	21,669	24,944,666	
Wm. Richards	11	12,866	17,808,165	36,000
G. J. Vaughan	9	9,933	13,308,150	31,000
D. & J. Ritchie & Co.	15	11,636	11,727,000	150,000
E. Hutchinson	12	10,595	12,233,981	
Geo. Burchell & Sons	6	5,661	6,315,000	12,000
Clark, Skillings & Co.	2	2,526		
F. E. Neale	2	1,495	1,726,563	
Total	107	103,643	113,167,105	2,244,332

Birch Squares—J. B. Snowball, 160,048 sup. ft. Spool Wood—Wm. Richards, 200 sup. ft.; D. & J. Ritchie & Co., 934,500 sup. ft.; Clark, Skillings & Co., 2,985,054 sup. ft.; total, 3,919,814 sup. ft.

DISTRIBUTION OF MIRAMICHI SHIPMENTS.

Country	No. Vessels	Tons.	Sup. ft. Deals, Scantling, Linds and Boards.	Palings, etc.
Great Britain	53	55,105	60,378,916	2,087,132
Ireland	39	34,940	37,877,969	1,571,200
France	10	10,270	12,132,627	
Africa	5	3,528	2,777,593	
Totals	107	103,643	113,167,105	2,244,332

Great Britain, birch squares, 160,048 ft.; spool wood, 3,919,814 ft.

ST. JOHN, N.B., SHIPMENTS OF DEALS, &c., TO TRANS-ATLANTIC PORTS, DEC. 1ST, 1897, TO DEC. 1ST, 1898.

Shippers	Sup. ft. Deals, &c.	Timber (tons) Pine Birch.
W. M. McKay	105,748,151	95 6,070
A. Gibson & Sons, Limited	39,374,785	
Geo. McKean	22,087,230	
Andre Cushing & Co.	5,045,299	
Other Shippers	12,098,878	566
Total	184,954,343	95 6,636

DISTRIBUTION OF ST. JOHN, N.B., SHIPMENTS, DEC. 1ST, 1897 TO DEC. 1ST, 1898.

Ports	Sup. ft. Deals, &c.	Timber (tons) Pine Birch.
Liverpool	43,213,712	95 6,576
London	6,082,530	
Penarth l.o.	9,644,918	
Stockton on Tees	507,834	
Fleetwood	10,210,023	
Bristol	2,826,727	
Manchester	25,564,365	
Sharpness	10,635,083	
Hull	3,269,750	
Tyne Dock	944,994	
Barrow	3,273,325	
Newport	3,286,295	
Garston	789,473	
West Hartlepool	1,574,100	
Cardiff	4,593,996	
Grangemouth	1,673,935	
Glasgow	10,738,476	
Ayr	479,346	
Greenock	2,083,379	
Belfast	10,345,237	
Cork	5,353,536	
Drogheda	478,428	
Limerick	4,140,076	
Bantry	547,798	
Sligo	526,933	
Dundalk	476,380	
Tralee	428,544	
Galway	404,266	
Dublin	688,424	
France	6,215,373	
Holland	4,712,883	
Spain	1,993,416	
Africa	1,934,075	
Australia	5,367,574	
Total	184,954,343	95 6,636

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 10 YEARS.

Year	Total Sup. ft. Deals, &c.	Timber (tons) Pine Birch.
1889	180,107,488	7,221 487
1890	132,608,516	1,511 4,317
1891	122,242,682	5,004
1892	140,529,309	10,200
1893	156,653,334	5,294
1894	153,473,076	5,015
1895	126,449,797	8,374 324
1896	167,246,442	9,892 128
1897	244,399,066	9,454 92
1898	184,954,343	6,636 95

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK, 1898, COMPARED WITH 1897.

Ports	No. Vessels	Tons.	Sup. ft. Deals, &c.	Timber (tons)
St. John			184,954,343	6,731
Miramichi	107	103,643	113,167,105	
Moncton	29	27,751	29,549,783	
Dalhousie	42	30,654	28,230,563	256
Campbellton	20	17,207	16,249,172	
Shediac	25	12,514	11,740,280	
Sackville and Baie Verte	18	9,347	8,972,658	
Richibucto and Buctouche	18	8,019	7,455,899	
Bathurst	9	9,768	12,159,857	
Totals	268	218,811	412,479,660	6,987

Ports	No. Vessels	Tons.	Sup. ft. Deals, &c.	Timber (tons)
St. John			244,399,066	9,546
Miramichi	102	100,505	101,719,077	880
Moncton	38	53,574	58,187,504	962
Dalhousie	44	27,722	24,185,011	
Campbellton	16	14,375	14,960,267	323
Shediac	31	15,711	14,980,765	
Sackville and Baie Verte	27	14,147	14,419,134	
Richibucto and Buctouche	21	8,800	7,489,438	
Bathurst	13	13,658	13,864,133	29
Totals	262	247,862	494,204,195	11,740

The trans-Atlantic shipments from the Province of New Brunswick for the past ten years were:

Year	Sup. feet	Year	Sup. feet
1889	369,000,000	1891	320,000,000
1890	293,000,000	1895	291,000,000
1891	253,000,000	1896	380,000,000
1892	325,000,000	1897	491,000,000
1893	312,000,000	1898	412,000,000

SHIPMENTS FROM NOVA SCOTIA.

Ports	No. Vessels	Tons.	Sup. ft. Deals, &c.	Timber (tons)
Halifax	57	34,572	62,495,950	458
Parrsboro	29	39,489	37,214,102	
Amherst and outports	43	31,347	21,797,890	95
Sheet Harbor	13	7,856	8,030,958	
Hubbard's Cove	5	3,012	2,912,000	
Ship Harbor	6	4,108	1,213,627	
Pictou	6	6,591	6,446,000	925
Sherbrooke	1	269	291,776	
Liscombe	4	4,388	4,798,531	
Totals	164	128,832	148,239,840	1,478

The shipments of deals from Nova Scotia to trans-Atlantic ports for the past ten years were:

Year	Sup. feet	Year	Sup. feet
1889	92,605,488	1894	106,327,259
1890	99,512,924	1895	100,324,393
1891	78,603,742	1896	123,116,389
1892	87,861,398	1897	185,362,562
1893	109,254,930	1898	148,239,840

MANITOBA AND NORTHWEST TERRITORY.

As predicted in our review one year ago, the production of logs during the winter of 1897-98, for the purpose of supplying the lumber requirement of Manitoba and the Northwest Territory, was greatly increased in comparison with that of the previous season. This was in anticipation of a greater consumption of lumber. Nearly all the mills cutting for that market increased their output during 1898, but at the close of the year the demand had absorbed the bulk of the stock manufactured. Much activity characterized the trade of the spring and summer months, and a slight advance in price was made. Continued rains interfered with the fall trade, which, although of a considerable volume, was not as heavy as was anticipated. It is reported that the total sales of lumber in Manitoba and the Northwest exceeded those of the previous year by about 30,000,000 feet. The quantity of spruce cut by Manitoba mills is estimated at 15,000,000 feet in excess of 1897. The growth of the trade in imported lumber from the United States has been very great. In 1892, before the duty was taken off, the importation of rough lumber was only a little over a million feet, while that of dressed lumber was very much smaller. In 1897 the importation from the United States amounted to 16,000,000 feet, and in 1898, 35,000,000 feet. The lumbermen anticipate a good season in 1899, and are preparing for same by operating heavily in the woods. They are encouraged by the knowledge that retail stocks are unusually light, and that the spring promises to witness a resumption of building operations on no small scale.

BRITISH COLUMBIA.

The lumber trade of British Columbia made some progress during the year 1898, and this notwithstanding adverse circumstances. The quantity of lumber disposed of in the Canadian market was greater than in the previous year, while the exports to foreign countries were somewhat less. Owing to the failure of the salmon pack, the local box trade fell off perhaps 50 per cent., but this was counterbalanced by the increased consumption of lumber for building purposes. Throughout the province the volume of building was unusually large, while the destruction by fire in the early fall, of a large portion of the buildings of New Westminster proved a boon to the mills in that vicinity. The Manitoba and Northwest demand was larger than in 1897, with prices fully 10 per cent. higher, but shipments of timber and decking to Ontario and Quebec were lighter. More than the usual quantity of cedar was disposed of in Manitoba for house finish, which seems to indicate that this wood is growing in favor.

There were two obstacles which prevented

lumber manufacturers from realizing more than a limited profit on their product. One of those was the increased price of logs, consequent upon the timber adjacent to the mills having become exhausted. The other was the extreme competition from United States manufacturers, who secured the bulk of the Kootenay trade, and who, having free access to both the United States and Canadian markets, used the border towns in British Columbia as a dumping ground for their low grade lumber.

The outlook for 1899 is better than it was one year ago. To meet the conditions caused by the scarcity of accessible timber, combined efforts have been made to advance the price of lumber, and with some success. Logging railways are also being constructed by some manufacturers, which will facilitate the getting of a normal supply of logs.

The shipments from British Columbia to foreign countries last year were 49,000,000 feet, valued at \$406,000, as compared with 68,000,000 feet, valued at \$600,000, in 1897.

The table below shows the value of shipments to the different countries for the past two years :

	SHIPMENTS BY COUNTRIES.	
	1897.	1898.
Australia	\$188,955	\$176,303
United Kingdom	154,684	43,288
China	87,934	75,393
South Africa	71,246	50,111
South America	49,227	43,406
Japan	30,084	
United States	25,602	17,500
Total	\$607,732	\$406,001

The noticeable feature in the above returns is the falling off in the shipments to the United Kingdom. It is understood that manufacturers received numerous enquiries for clear spruce deals for shipment to that country, but the cost of transportation prohibited a profitable business. It will also be noted that last year no shipments were made to Japan. The decrease in the foreign trade is no doubt due, in a large degree, to the high freight rates prevailing, but it is hoped that during 1899 the lost ground will be recovered, and also business will be transacted on a larger margin of profit.

THE BRITISH COLUMBIA SHINGLE INDUSTRY.

A member of the trade furnishes the following able review of the shingle industry of British Columbia during 1898 :

SIR,—In some respects the shingle trade of British Columbia was disappointing last year. The business opened about the usual time last spring, and the demand continued very good until about the end of June, when it dropped off suddenly—particularly in Ontario. By the end of July some of the large mills closed down, and remained idle for three months; and almost all the other mills, whose output is of any considerable importance, curtailed their daily cut about fifty per cent., and at the same time did not run steadily the balance of the year. It is also to be noted that all the manufacturers engaged exclusively in the manufacture and shipment of shingles, complain that the volume of trade to Manitoba was very small during 1898. This is accounted for, to some extent, by the fact that a number of the lumber dealers throughout Manitoba had a considerable stock of shingles on hand at the end of 1897; also that large quantities of Puget Sound shingle were imported into Manitoba last year. All points in Manitoba reached only by the Northern Pacific Railway use Puget Sound shingles exclusively, while Winnipeg, Brandon and Portage la Prairie, the largest places in Manitoba, and being also reached by the N. P. Railway, take a great many Washington shingles.

I would estimate the total rail shipments of B. C. shingles for 1898 at 125,000,000. Perhaps half of this amount went to Ontario, and the balance to Manitoba, the North West Territories and interior points in this province. I think that from 160 to 175 million a year may be set down as the total Canadian market for B. C. shingles.

The yearly capacity of the existing shingle mills of this province, running ten hours per day, is 350,000,000, and by operating night and day this may be doubled. It will be seen from these figures how much the present supply is in excess of the demand.

The price of B. C. shingles in Ontario has been exceedingly low during the last three or four years. In fact, some of the mills here have discontinued shipping to Ontario altogether, claiming that they could not possibly produce shingles and deliver them there at the prices that have been ruling during the past few years. The price obtained in Manitoba and the North-West was slightly better last year than it has been for some time, but it is still too low, by at least 25 cents per thousand, to make the business safe and profitable.

A feature of the B. C. shingle business that is becoming marked, is the growing scarcity of cedar timber near the mills suitable for making shingles; so much so is this the case that one of the largest manufacturers in the province has this year moved his mill to a point on the coast north of this city, in order to be assured of a steady supply of timber. This means extra handling, and towing shingles on barges from the mill to the railway, and a resultant greater cost of production. The time has now practically passed on this coast for shingle manufacturers to get timber within a radius of a half to three miles of their mills, permitting it to be hauled in direct with teams. This handy timber accounts for the astonishingly low prices at which red cedar shingles have been sold. In fact, the value of the standing timber for shingle bolts has hardly been taken into consideration, the cost of the bolts simply being the labor of making them in the woods, and hauling them a short distance to the mills. It can therefore be readily seen that this question of timber supply will make it absolutely impossible for manufacturers to very much longer sell shingles at the present prices. It will also have a tendency to prevent only those with ample capital from embarking in the business.

The Canadian importations of U.S. lumber and shingles previously noted, naturally calls to mind the present juggled lumber tariff now in existence between this country and the United States. So far as the shingle business in British Columbia is concerned, it is not a matter of being unable to compete with American manufacturers, but simply a question of the division of a home market with Puget Sound manufacturers, notwithstanding that it is more than fifty per cent. too small for the existing mills in this province, if they were operated steadily the whole year.

Manitoba and the North-West is our natural market, and we are certainly fairly entitled to the whole of that trade until such time, at least, as the Americans will give us free access to their market.

We entertain the hope, however, that at the next session of Parliament the Dominion Government will come to our relief, by placing an import duty on lumber and shingles equal to the American duty. So far as the U.S. is concerned, we certainly hold the trump card in the matter of forest products.

I confidently believe that if our Government would take a bold and firm stand, and place a prohibitive export duty on logs and wood pulp, and an import duty on rough and dressed lumber, shingles and sash and door factory work, equal to the U.S. duty on similar Canadian products, that it would only be a question of a short time when the Americans would come forward and ask for reciprocity with us on lumber and its products on a fair and equitable basis.

Vancouver, B.C., January 12th, 1899.

H. H. S.

PUBLICATIONS.

The Covell Manufacturing Company, of Chicago, have favored us with a copy of their catalogue of machinery and tools for the care of saws, which contains illustrations, descriptions and prices of the numerous machines manufactured by this firm. The Covell Manufacturing Company are represented in Canada by the William Hamilton Manufacturing Company, of Peterborough, Ont., who have made a large sale of their filing room machinery and other tools to Canadian sawmill owners.

Our two esteemed Chicago contemporaries, The Timberman and the Northwestern Lumberman have joined forces, and on the first of the year appeared as one journal, bearing the name of the American Lumberman. Mr. J. E. Desebaugh, editor of the Timberman, takes the position of editor of the new journal, while the business end has been placed in the hands of Mr. W. B. Judson, the late editor of The Northwestern Lumberman. The result of this change will, no doubt, be beneficial alike to the parties interested and the lumber trade in general, and to our contemporary we extend our best wishes.

TRADE NOTES.

For an 1899 calendar we are indebted to Walter Wilson & Son, of St. John, N.B. This firm, which has been established over 50 years, are manufacturers of band, circular, drag, gang, shingle, and cross-cut saws.

The Jenckes Machine Co., of Sherbrooke, Que., recently shipped the Boulder Gold Mining Co., Rat Portage, Ont., two large Locomotive type boilers, 8 x 10 Hoisting engine, and complete portable saw mill plant, with engine and boiler.

The Saginaw Manufacturing Company write us that they have sold the Gilbert Band Re-saw business, consisting of good mill, machinery, patterns, and parts to Wm. B. Mershon & Co., of Saginaw, who will be in a position to furnish necessary repairs to the Gilbert Band Re-saw.

The Jenckes Machine Company, of Sherbrooke, are adding a large number of tools to their plant, some of which may be mentioned—a 14 feet Vertical and Turning Lathe, a 34 feet Shafting Lathe, a new ten ton Cupola, which is being put in place in the foundry, and another Air Compressor in the tailor shop.

Mr. Madison Williams, of Port Perry, Ont., reports that trade is brisk with an outlook for great enlargement. Recent orders include the following: two 84 inch Leffel Turbines for J. A. Booth, Ottawa; one 26½ inch Leffel, with shafting, gearing, &c., for J. C. McLeod, Middle

River, N.S.; steel flume 5 feet diameter for Wm. Brock Cadmus, Ont.

The Jenckes Machine Company, of Sherbrooke, Que., builders of the Duke Engine, are now prepared to furnish those engines with dynamos direct connected, for lighting installations, of from 15 to 150 lights. The remarkable perfection to which this engine has been developed, and the simplicity and economy attending its operation, marks the future for this arrangement.

Messrs. Wm. B. Mershon & Co., Saginaw, Mich., announce to the trade that they have purchased from the Saginaw M'fg. Co., the Gilbert Band Re-saw business. They state that the greatly increased demand for re-saws was taxing their present manufacturing capacity to its utmost, and it became necessary to increase facilities by purchasing the Gilbert equipment and increasing their stock of manufactured machines, when it is hoped to take care of their customers' requirements and prompt delivery.

THE FILER AND THE SAWYER.

"BY MECHANIC."

EVERY competent saw filer should have some knowledge of running saws. Sometimes it occurs that well-fitted saws are found to be running snaky, making bad lumber, although the mill is in perfect condition. The trouble is that the guides are closed too tightly against the saw causing the rim to heat and run snaky. It is an old saying that a good sawyer can do fairly good work with a poorly fitted-up saw, and a poor sawyer can spoil a good saw and butcher up the lumber. Therefore it is a great advantage to the filer to have a practical knowledge of running saws, as he can detect at once whether the fault is in the saw or in the sawyer. As a rule, if the saw makes a crooked cut, it is said to be the fault of the filer. Some times it is the fault of the filer, but in nine cases out of ten the filer is not at fault.

There is a class of travelling uncertainties that, either by being clever with the tongue, or by misrepresentation, are fortunate sometimes to get a position as filer or sawyer, as the case may be. I have seen one of these take hold of a saw lever and rush the carriage backward and forward, crowding the saw beyond its capacity, spoiling the lumber and straining the saw. Good sawyers should be quick and energetic; and the man who can maintain and repair his own saws has marked qualifications over the one of lesser experience. Give the good sawyer well fitted-up saws, a good strong carriage, the track straight and level, and lots of power to drive the saw, and the quantity and quality of the output then depends very largely on the judgment and husking qualities of the sawyer. The ideal sawyer is active, strong, of temperate habits, cool-headed, fearful enough to comprehend danger, and possessing quick decision to avoid it. He wastes no time with unnecessary carriage travel, he avoids passing the back of the saw with the end of log; his good judgment and practiced hand imparts a strong, steady feed to the very end of the cut; and he reverses as the teeth leave the cut. The careful sawyer will not force his saw beyond its capacity in rough, tough and knotty logs; he knows exactly what the saw can stand, and he travels his carriage accordingly. The good sawyer knows just how to place the log on the carriage, and cut it into the sizes, grades and thicknesses most profitable for his employer.

(To be Continued.)

Messrs. Arthur T. Hillyard and Joseph T. Knight are at present in England, for the purpose of laying before capitalists a scheme for the construction of another large pulp mill at St. John, N.B. It is said that engineers are now making a survey of the proposed site.

Mr. W. E. Bigwood, manager of the Holland and Emery Lumber Company, states that his company shipped 23,000,000 feet of lumber from Ryng Inlet, Ont., during the year 1898, principally to South America and European ports. He states that they have established a large foreign trade, and are almost independent of the United States market.

Mr. Charles Burrill, of Weymouth, Digby county, N.S., has gone to England for the purpose of concluding arrangements for the purchase of large tracts of timber land along the Sissiboo river, back of Weymouth, and the erection there of one or more pulp mills. The rights of purchase have already been secured, and it remains only to finance the enterprise and begin operations.

CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trade. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

DISCRIMINATION AGAINST THE HARDWOOD TRADE.

HEPWORTH, ONT., Jan. 9th, 1899.

To the Editor of the CANADA LUMBERMAN:

DEAR EDITOR.—I was pleased to notice in your January number that a brother lumberman had taken up the question of freight discrimination against hardwoods, and also to read in a previous issue your editorial on the same subject. There are three conditions, most unjust ones, that so long as they exist will deter lumbermen from operating in hardwood forests, when anything else is available. The first is the most unaccountable, viz., the discrimination in freight charges. The second is the extremely hard inspection on export stock, and the third is the faulty nature of hardwood, which results in at least 25 per cent going to the wood-pile. You are not allowed to ship it as low grade lumber with pine or other culls without being charged the discriminatory rate of freight.

For the benefit of your readers, among whom I trust are some railway officials, I will relate an experience of my own that occurred about four years ago. That year I had handled a very large stock of hardwood, my lumber yard was in a very congested condition with the culls and rejects from the stock, and I wanted the room for new stock. I could not sell the culls and rejects as lumber for anything, so I applied to the railway people for a reduced rate (the wood rate), offering to sell it as wood, it being dry beech, maple and birch. I could not get the reduction unless I cut it to 4-ft. lengths, which entailed too much labor. A Buffalo dealer came my way and I showed him over the piles and sold him seven cars, filled to their utmost capacity (no measurement being made), for five dollars per car. On this grade of lumber the buyer had to pay 10 cents per 100 lbs. to Buffalo, as against 5 1/2 cents on good pine lumber. Under such conditions as these, is it any wonder that the hardwood trade is not what it ought to be?

Notwithstanding the strong demand there is for rock elm lumber from local and foreign industries, I prefer selling my timber to square timber men and allow my mills to stand idle rather than face the conditions above mentioned. Hardwood square timber, I understand, is earned on a specially low rate to Toronto, where it is rafted to seaport at Quebec.

Thanking you in anticipation of giving space for the above, I remain

Yours respectfully,
"MANUFACTURER."

OWEN SOUND, Jan. 10th, 1899.

Editor CANADA LUMBERMAN:

DEAR SIR.—In the last monthly issue of the CANADA LUMBERMAN there appeared a letter from Owen Sound, signed "Hardwood." I am pleased to note that friend "Hardwood" has, with others, become interested in this important matter, and hope our combined exertions may bring more quickly into effect a uniformity of freight rates, the lack of which has hitherto been the source of so much annoyance among hardwood lumber dealers throughout Ontario.

It is, I believe, an acknowledged fact that our Canadian railroad companies make a specialty of dealing more unjustly with lumbermen than with other classes of people, for not only do they discriminate unfairly in hardwood freight rates, but also in passenger rates; and it is most surprising that managers of such corporations, whose existence depends so largely on lumbering operations, should allow such a state of affairs to exist. Compare the position of the lumberman with that of the stock dealer. The freight bill of the former exceeds annually by 90 per cent. that of the stock dealer, yet the latter, when shipping to Toronto or Montreal, as the case may be, is presented with free passage to destination, where he completes his business, and is then granted return passage home at the rate of one cent per mile. Of course, to offset this, the railway companies may offer as an explanation that in consequence of stock being classified perishable, it is necessary for a man to accompany the stock, so as to be on the ground to receive same at destination. But is it not of vastly more importance for the lumberman to accompany his consignment, and is he not entitled to equal or even greater privileges, having so much more money at stake. We have to assume the responsibilities of shortages or losses in transportation, together with small margins and extreme freight rates, and occasionally, if not frequently, we meet with unscrupulous dealers, and are compelled in such cases to follow our lumber to its destination to secure settlement, and in event of such misfortune we are allowed to travel at the rate of three cents per mile, or in other words, we are granted the same privilege when traveling as a person whose patronage to the railway company amounts to probably less than fifty cents in a year.

While we do not ask for anything unreasonable, yet we feel that such discriminations are grossly dishonest, and should such important matters as mentioned by your correspondent "Hardwood," together with the above, be fairly and intelligently submitted to the railway companies, they should at once see the ridiculous imposition and offer some redress. I think we might reasonably

expect a grant of equalization in lumber rates and a passenger rate of say two cents per mile. Hoping to hear from others who are equally interested,

I am, yours truly,
"SHIPPER."

OWEN SOUND, ONT., Jan. 7th, 1899.

Editor of the CANADA LUMBERMAN:

DEAR SIR.—Even at the risk of appearing as if Owen Sound lumbermen wish to monopolize your reading pages, as they evidently do the advertising pages of your weekly, the writer must add a word of approval to "Hardwood's" letter in your January number.

To one familiar with the facts of the case, it is little less than astounding that the hardwood shippers and mill men have borne such unjust discrimination so long, and it argues poorly for the intelligence of the hardwood men generally, when they look for relief to the Pine Men's Association. The injustice that is being done us can best be stated by giving an example of how present rates work. The writer being a hardwood shipper, loads an ordinary box car with maple lumber, average weight, 4 1/2 lbs. per foot, loading 9,000 feet; weight of car, 40,500 lbs.; rate to Buffalo, Tonawanda or Suspension Bridge, for shipment east or elsewhere, 10 cents per 100 lbs.; cost of shipping this car, \$40.50; average cost per M, \$4.50.

My pine colleague loads a car of pine for same point, putting on 10,000 feet; weight of same, 27,000 lbs.; rate to same points as above, 8 1/2 cents per 100 lbs.; freight on above, \$22.27; average freight per M, \$2.22, or slightly less than half of what it costs us to ship hardwoods to the same points. And remember that the railroads performed exactly the same service in each case, and even in case of accident or damage to the shipment, the value of the pine shipment would undoubtedly be more than the hardwood shipment.

The above needs no comment, as it speaks for itself, but now stirred by the protests of the hardwood men in the association, the pine men have interested themselves, and you remember the old saw, "The mountain labored and brought forth a mouse"—they are trying to persuade the railroads to lower the rate for export lumber, something that will not benefit the average shipper an iota.

I am not blaming the pine men; they understand their business, and know that any change in rates would not benefit them in any way, while, if they were equalized, they would harm them, but what I am kicking at is for hardwood men to entrust them with the doing of OUR OWN business. I would suggest that a meeting be arranged between all the hardwood men that can be got together (even a few would suffice), to appoint some competent man to stir up the shippers and mill men (for in these days of fierce competition, what will help one will help the other). This can be done by correspondence, at little cost, and the writer will gladly pay his share of the expenses of the campaign.

Respectfully yours,
HARDWOOD SHIPPER.

PARKERSVILLE, ONT., Jan. 9th, 1899.

Editor CANADA LUMBERMAN:

DEAR SIR.—I notice in your January number a letter from "Hardwood" Owen Sound, respecting the rate on hardwood lumber. There should be no time lost in bringing this to the notice of the railways, as a great number of small mills erected for the purpose of manufacturing hardwood have been forced into bankruptcy and idleness by the high freight rate and low prices. The railways should favor the small mills—they go back several miles from the railway and work up timber that cannot be got to market any other way. The price of maple and birch has been from \$10 to \$11 per M. f.o.b. cars for common and better culls, of which there are about 30% not saleable. The contentions of the railway authorities that hardwood lumber is more valuable than pine is quite absurd. I hope other mill men will make themselves heard.

Yours truly,
W. PARKER.

INVITATION TO THE HARDWOOD TRADE.

CINCINNATI, OHIO, Jan. 13th, 1899.

Editor CANADA LUMBERMAN:

SIR.—I desire to congratulate you upon your able editorial under the head of Valuable Lumber Associations, in your issue of January, this year. I also notice that you have part of the rules of The National Hardwood Lumber Association that applies to the different kinds of lumber manufactured in the Dominion, which your people in common are interested with us in this country. There are a great many different kinds of lumber that are shipped from the United States into the Dominion which doubtless your constituency would desire to be conversant with, and if it is not too much trouble I would ask that you publish the balance of the list. We desire it distinctly understood among the manufacturers and wholesale dealers of the Dominion of Canada that we would be much pleased to have them become members of our National Association, as they, like us, are as much interested in uniform inspection throughout the world as we, as that is the object of our Association. It will certainly be a matter of great pleasure to the manufacturers and wholesale dealers who consign their stock to buyers or sell at home on these rules, to know that this Association now numbers among its members some of the largest and best of the manufacturers and wholesale dealers of the

United States, and it is rapidly growing. Many cities in this country have adopted it as their standard of inspection, and from the present outlook it will not be long before, in all probability, it will be universally adopted. These rules are subject to a change at any meeting of the Association, and there is no reason why the people who are interested in Canada should not have a voice in their changes as well as our members here.

The dues are three dollars per annum. The next meeting will be held on July 13, 1899, at Charlevoix, Mich. It will be certainly a pleasure to have as many of your people attend this meeting as possible, and a cordial invitation is hereby extended to any manufacturer or wholesale dealer in Canada. All remittances should be made to A. R. Vinnedge, Secretary, The National Hardwood Lumber Association, Division and North Branch Sts., Chicago, Ill.

Trusting that you will give this matter all the publicity possible, I am,

Yours truly,
The National Hardwood Lumber Association,
W. A. BENNETT, Pres.

Lack of space in this issue renders it impossible to publish the balance of the rules referred to by Mr. Bennett. This we may do at some future time, should we consider them of sufficient interest to the lumber trade in general.—THE EDITOR.

LUMBERMEN'S ASSOCIATION FOR THE MARITIME PROVINCES.

ALBERT, N.B., January 10th, 1899.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR.—In reference to the formation of a Lumbermen's Association for the Maritime Provinces, we have often wondered why such an association was not formed long ago. Some few years ago we were the instigators in getting together at Moncton, N.B., a few of the lumbermen from Nova Scotia and New Brunswick to talk over the much discussed sawdust question, that was then agitating our minds. We had quite an enthusiastic convention, and a large delegation from both provinces, but we noticed that a large percentage of the heavy operators paid no attention to the meeting. Our opinion is, that if some of the leading lumbermen in both provinces would take a little interest in the matter and call a convention, they would find a representation at the place of meeting that would astonish them. You can understand that for any of the small operators to notify Mr. A. Gibson or Senator Snowball, or others we might mention, to attend such a meeting, would avail nothing, because they would pay no attention to the notice. But, on the other hand, if such men as these would notify the small operators, such as ourselves, we would be certain to attend, and the formation of an association would be the result. Without such men as we have mentioned, the association would not be a complete success. Our humble opinion in the matter is, that a "Lumbermen's Association" would be of incalculable benefit to lumbermen generally, and we would be only too glad to assist in any way possible to bring about such an organization. We would be pleased to hear from others, and to learn their views.

Yours truly,
C. & I. PRESCOTT.

OBITUARY.

J. LARKIN COOK.

Mr. J. Larkin Cook of the firm of Cook Bros., lumber merchants, Toronto, died at his home a fortnight ago, in the 73rd year of his age, as the result of a complicated illness of some years duration. The firm of Cook Bros. consisted originally of the late J. W. Cook, ex-M. P., of Williamsburg; George Josiah Cook, the present president of the firm, and the deceased. They succeeded to the business of the late Captain George Cook, who established it about 100 years ago, and was one of the first manufacturers to export timber from Quebec to the old country. Deceased was a brother of Mr. S. S. Cook, ex-M. P. for Dundas, of the late Mr. J. W. Cook and of Mr. H. H. Cook, ex-M. P. for East Simcoe. The family was of United Empire Loyalist stock, and as far back as the establishment of responsible government in Ontario took an active part in promoting Reform views. From 1828 until the era of responsible government an uncle of the deceased, Captain Fred Cook, and a Mr. Shaver represented Dundas county. The father of the deceased fought at the battle of Crysler's Farm in 1813, and for his services obtained the Victoria medal. He also fought in the war of the rebellion of 1837 on the side of the administration. The late Mr. Cook married Miss White daughter of James White, of Dalston, Simcoe county. He never occupied a public position in politics, but he was an active supporter of the Reform party. As a business man he was successful and energetic.

Mr. T. J. Aquin, ex-Mayor of St. Henri, Que., is dead, at the age of 52 years. Ten years ago, in company with Mr. L. P. Itzweire, he established a sash and door factory and planing mill, which developed into an extensive business.

Mr. William A. Ralph, one of the best known lumbermen's agents on the Ottawa River, died in Ottawa early in January. Deceased, who was 64 years of age, had been for twenty years in the employ of William Mason & Sons. Upon the dissolution of this firm a few months ago, Mr. Ralph engaged with the E. B. Eddy Company.

THE CONCATENATED ORDER OF HOO-HOO.

Some Particulars of the Society.—Portraits of the Members in Manitoba.



FOR the benefit of those unacquainted with the modus operandi of the Concatenated Order of Hoo-Hoo, a few explanatory remarks may be offered. It is a society formed some years ago in the United States, being exclusively of a social character,

and composed of persons engaged in the manufacture and sale of lumber, timber, lumber trade journal men, general officers and principal agents of railroad companies, and men engaged in the sale of saw mill machinery and supplies.

The initiation fee is \$9.99, and the dues 99 cents per year. At each initiation the sum of \$3.33 is allowed from each fee for the purpose of providing a spread or entertainment for those present. The regular annual meeting is held on the ninth day of the ninth month, but local branches are permitted to meet as frequently as is desired. The membership is limited to 9,999. There are nine chief officers, known as the Supreme Nine, and designated, in order of importance, as follows: Snark of the Universe; Senior Hoo-Hoo; Junior Hoo-Hoo; Bojum; Jabberwock; Custocatian; Scrivenoter; Arcanoper; Gurdion. The chief executive office is now held by Mr. Nelson A. Gladding, of Indianapolis.

The lumbermen in the United States have found the order of material advantage. It has brought them together in social intercourse, which has helped to oil the wheels of business and promote general good feeling among the trade. The membership at present is, approximately, 6,000, including, as stated in a former issue, two branches in Canada, one being at Vancouver, B.C., and the other at Winnipeg, Man. The concatenation at Winnipeg is of the more recent date, being held on November 12th last. Thirteen lumbermen doing business in that province were initiated into the secrets of the order, and after recovering their equilibrium, unanimously selected Mr. John C. Graham as their vicegerent for Manitoba. Another concatenation will likely take place in Winnipeg on February 8th, simultaneously with the annual meeting of the Western Retail Lumbermen's Association. It is with much pleasure that we present below portraits and some particulars of the members of the Winnipeg branch.



MR. J. C. GRAHAM.

The vicegerent for Manitoba, Mr. J. C. Graham, was born at St. Catharines, Ont., on November 26th, 1860. At eighteen years of age he became a purser on a lake steamer, and for eight years was associated with a steamship company in different capacities. In 1886 he launched out as a railroad conductor, being thus engaged for two years. His connection with the lumber business commenced in the year 1888, and for the next ten years he

was manager of the sales department, and a member of the firm of Graham, Horne & Company, Fort William, Ont. In the year 1897 he was appointed manager of the Winnipeg branch of the Rat Portage Lumber Company, to which he now devotes his exclusive attention. Mr. Graham is a general favorite among his confreres, as is evidenced by his unanimous appointment as vicegerent.



MR. D. C. CAMERON.

Mr. D. C. Cameron is president and general manager of the Rat Portage Lumber Company, of Rat Portage, Ont., and may be said to be the lumber king of that district. The saw mills of the company at Rat Portage manufacture upwards of 60,000,000 ft. of lumber annually, while in addition they have an extensive sash and door factory and planing mill. Mr. Cameron, although a comparatively young man, has shown much ability in the management of this extensive concern.



MR. R. H. O'HARA.

Mr. R. H. O'Hara is a member of the firm of Barclay & O'Hara, retail dealers, Brandon, Man. He is 46 years of age and was previously engaged in the lumber business at Quebec and at New Westminster, B.C. Mr. O'Hara is a director of the Western Retail Lumbermen's Association.



MR. JOHN M. CHISHOLM.

Mr. John M. Chisholm is a native born Canadian. For the past seven years he has been manager for Messrs. Dick, Banning & Company, whose saw mills are at Rat Portage. This company manufacture about 7,000,000

feet of lumber annually. They have for some years cured the contract for the supply of lumber to the City of Winnipeg, which amounts, approximately, to 2,000,000 feet. Under Mr. Chisholm's management, the firm has become noted for its enterprise.



MR. JOHN DICK.

Mr. John Dick is secretary-treasurer of the Western Retail Lumbermen's Association. In 1872 he became connected with Dick & Banning, lumber manufacturers of Winnipeg, as their bookkeeper. Ten years later he was taken in as a partner, when the firm name was changed to Dick, Banning & Company.



MR. GEORGE W. CAMPBELL.

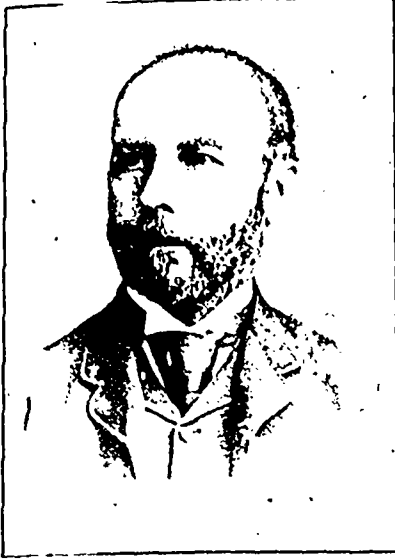
Thirteen years of the life of Mr. George W. Campbell were spent at Vancouver, B.C., in the employ of the British Columbia Mills, Timber and Trading Company. In 1898, he was appointed to look after the Eastern business of the company, with headquarters in Winnipeg. He is an enthusiastic member of the Hoo-Hoo order.



MR. RICHARD VIGARS.

For fifteen years Mr. Richard Vigers has been engaged in the lumber business at Port Arthur, Ont., he being the chief member of the firm of Vigers & Company. This firm operate a splendid sawmill on Thunder Bay, having steam power, and a capacity of 50,000 feet per day, 10-

other with dry kilns, etc. The output is chiefly red and white pine lumber, which finds a ready market in Manitoba.



MR. HENRY BYRNES.

Mr. Henry Byrnes is associated with G. B. Housser & Company, of Portage la Prairie, Man., making his headquarters in Winnipeg. He carries in stock an ample supply of lumber, sash and doors, etc.



A. F. E. PHILLIPS.

Mr. A. F. E. Phillips is a native of Quebec, and is 29 years of age. He was associated with the Federal Bank until that institution went into liquidation, when he engaged with the Minnesota & Ontario Lumber Company of Norman, Man., his duties being quite varied, and including those of traveller, foreman, shipper and scaler. Since the year 1892 he has represented the Brunette Sawmill Co., and the Pacific Coast Lumber Company, of New Westminster, B.C., being their Winnipeg representative. He devotes his attention to the interior car trade, which amounts to a considerable business in that district.



MR. D. B. SPRAGUE.

To Mr. D. B. Sprague belongs the distinction of being the youngest member of the Hoo-Hoo order in Canada. He is a nephew of Mr. D. E. Sprague, lumber manu-

facturer of Winnipeg, was born in township of North Gwillimbury, near Toronto, is 22 years of age, and a graduate of the British North America Business College. Five years ago he removed to Winnipeg to become junior clerk in the office of D. E. Sprague, and by strict attention to business he has advanced to senior book-keeper. He is a great lover of manly sports, such as bicycling, curling, lacrosse, etc.



MR. G. B. HOUSSER.

Forty-five years ago Mr. G. B. Housser was born on a farm in South Cayuga, county of Haldimand, Ont. Upon reaching manhood, he was employed for five years with Messrs. J. V. Wisner & Son, implement manufacturers, of Brantford, Ont., but a desire to "go west" culminated in his acceptance, in 1881, of the position of accountant with the lumber firm of Dick & Banning, of Winnipeg, with whom he remained for nine years. In 1890 Mr. Housser formed a partnership with Mr. S. R. Marlatt, of Portage la Prairie, Man., under the firm name of Marlatt & Housser, conducting a retail lumber yard at that place. One year ago Mr. Marlatt disposed of his interest to Mr. H. Byrnes, of Winnipeg, and the firm name was changed to G. B. Housser & Company.

TRADE OPENINGS.

Messrs. Goodwin & Company, Birmingham, England, desire to receive quotations on 200 gross, Canadian broom handles, 50 inches long, and 1 1/2 inch thick, delivered at Cardiff, South Wales. The requirement is for a nice white handle, free from knots and imperfections.

The Canadian High Commissioner at London, England, states that there is a large and constantly increasing demand in Great Britain for a commodity known as wood flour, of which Canada might supply unlimited quantities. It is not coarse sawdust, but the fine dust that results from the manufacture of hardwood, and it can be artificially produced by kiln drying hardwood sawdust. It is used in the manufacture of explosives, taking the place of charcoal.

United States Consul Halsted, writing from Birmingham, England, states that there has been a large sale of American broom handles. One agent informed him that he could have disposed of many more if the ends had been "turned in," the favorite style for broom handles in England. His firm, he said, worked along the line of least resistance, and having once succeeded in inducing an American manufacturer to endeavor to make broom handles exactly like those of English manufacture, but finding them on receipt to have been turned in a rough and slovenly manner, they simply sent them back to the United States and have made no further effort in that direction.

United States Consul Covert, of Lyons, France, states that shooks for silk boxes and stave wood for wine and liquor barrels would find a good market in Lyons. Manufacturers inform him that they would buy sawed and planed boards from America. They must be about 3/4 of an inch thick, length and breadth being immaterial. It is not worth while to attempt to send boards cut ready to be made into boxes. The merchants who buy the boxes first arrange their goods in piles as they intend to ship them. The packer is then sent for, and he measures the piles and makes his boxes to fit them. Merchants never make a contract for boards until after the forestry commission has fixed the price for timber. It is believed that Americans could sell much below these prices after they had learned the rate for the year as established by the commission.

Writing of the lumber trade, United States Consul Tourgee, of Bordeaux, France, says: Most of the trade in hardwood lumber products is done by English houses. Of course the product originally comes from American mills. Wagons, spokes, and handles, and all turned goods in this district are, I think, imported from England,

though the wood itself is mostly of American origin. Whether it would pay to seek to get this trade direct, is a question which can only be determined by months of careful study on the part of one thoroughly familiar with every branch of the business. Though I have been a manufacturer in this line and have consequently a particular inclination to the study of conditions affecting this trade, I should hesitate to advise any manufacturer to enter this field without some months of careful study of actual conditions, not of the market merely, but of the ultimate consumption. Judging from what I have learned, I should doubt the policy, of competing with English trade, which is carried on by customers of American producers.

Mr. D. M. Rennie, Dominion Commercial Agent at Buenos Ayres, South America, writing to the Department under date of November 11th, 1898, says: During the two months I have noted the arrival of 56 cargoes of lumber, 25 of which were white pine, 16 pitch, and 16 spruce. The demand for white pine has not yet begun, and the market is overstocked. The pitch pine and spruce cargoes were placed promptly on arrival. Arrivals after 23rd September were subject to the extra duty of 10 per cent, and the loss to importers who had sold to arrive, was considerable. As advised in mine of 13th October, the duty on spruce, white and pitch pine is now \$8.14, an increase of \$2.08 per M. feet. This additional duty is to be collected up to 31st December, 1899. Under the circumstances it is not likely that the Government will at present accede to the reduction on valuation of spruce as petitioned for.

Mr. Thomas Moffat, commercial agent at Cape Town, South Africa, has submitted to the Dominion Government a somewhat comprehensive report on the trade of Cape Colony. The total imports into the colony in the year 1897 amounted to \$89,659,390. In that year unmanufactured goods are imported to the value of \$1,146,495; planed or grooved wood, \$848,705; wood manufactured, other than furniture, \$651,105. There was imported by the Colonial Government unmanufactured wood to the value of \$222,400, making the total import of that class of wood \$1,358,895, classified as follows:

DESCRIPTION.	Value.
Ash.....	\$ 14,075
Bass.....	7,795
Hickory.....	23,030
Karri.....	6,965
Masts and spars.....	2,915
Pine.....	1,028,780
Poplar.....	6,535
Teak.....	204,610
Walnut.....	18,175
Other kinds.....	46,075

Total, 1897.....\$1,358,895

Referring to the importations of pine lumber from New York, Mr. Moffat says that there is little doubt that more or less of this product was supplied by Canada. He gives a list of the many articles which Canada is shipping to Cape Colony in competition with the world, these including sawmill and woodworking machinery, engines, boilers, beltng, furniture, hardwood fittings, wooden ware, doors, joinery, lathing, ceiling, and interior finish.

A GENEROUS RESPONSE.

An appeal was recently made by Mr. Aubrey White, Assistant Commissioner of Crown Lands, to some of the lumbermen of Ontario for financial assistance towards the sustenance of that deserving institution, the Sick Children's Hospital in Toronto. The response was most generous, and showed, in no slight degree, the liberality of the lumbermen. Upwards of \$1,000 was donated, the following firms contributing: Arthur Hill, Saginaw, Mich., \$100; Mossom Boyd, Bobcaygeon, \$100; L. P. Graves, Holland & Emery Lumber Co., Buffalo, \$100; David Gilmour, the Gilmour Co., Trenton, \$100; W. J. Shepherd, Georgian Bay Lumber Co., Waubauskene, \$100; J. J. C. Thompson, Robert Thompson & Son, Hamilton, \$100; Gillies Bros., Braeside, \$50; F. H. Clergue, Sault Ste. Marie Pulp & Paper Co., Sault Ste. Marie, Ont., \$50; Alexander Fraser, Westmeath, \$50; Chas. Beck, Penetang, \$25; Wm. Thompson, Longford Mills, \$25; Imperial Lumber Co., Toronto, \$25; E. W. Rathbun, the Rathbun Co., Deseronto, \$25; Wm. Mackey, Ottawa, \$20; A. McPherson, Longford Mills, \$10; Chas. McCool, Geneva Lake, \$5.

FORECAST OF THE LUMBER OUTLOOK.

In an interview on the outlook of the lumber trade, Mr. Frank J. Saxe, manager of the Export Lumber Company, of New York, stated that he believed the year 1899 would be an exceptionally good one. "We are at peace with all the Latin-American countries," said Mr. Saxe, "and they are our heaviest consumers. We ship lumber, principally white pine and walnut, to many countries, including those on the Pacific Coast of South America, Van Dieman's Land, Australia and others on the Pacific. I do not remember a year when the prospects of the trade were so good at the opening of the season as they are to-day. There seems to be a good steady demand in every country for our white pine. Trade with Argentina may be light, on account of her difficulties with Chili over the boundary question, but that is the only dark spot on the whole horizon. We are having a good trade just now with Germany in white oak and walnut."



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ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country.

Special attention is given to the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trader in Canada information on which to rely in its operations.

Special correspondents in localities of importance present an accurate report of prices and the condition of the market, but also of other matters specially interesting to our readers. Not correspondence is not only sent in but is invited from all who have any information to communicate on subjects of interest to the trade or in any way affecting it.

Any items of interest are particularly requested, for even if of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is an expensive one for those who would bring themselves before the notice of that class.

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.

THE JOINT HIGH COMMISSION.

ANOTHER month has passed, and no agreement has been reached by the Commissioners at Washington as to the basis of a treaty. This can be attributed in large measure to the difficulty of reaching a settlement of the lumber and log question.

The death of Hon. Nelson Dingley, one of the United States commissioners, and who was very largely responsible for the present high tariff on lumber, was a matter of much concern to that country.

Acting on the invitation of the United States representatives, a few of the Ottawa valley operators visited Washington early in January, to discuss the situation with the lumbermen of the United States.

factured here cheaper than in the United States. A statement was presented showing that the actual amount of Canadian pine and spruce entering the United States for consumption was from 400,000,000 to 450,000,000 feet annually, which is about seven per cent. of the annual production of white pine lumber.

The Newspaper Publishers' Association has taken up the cudgels in favor of free pulp, and in this way is lending assistance to the free lumber movement, as the principle involved in each case is the same.

It is difficult to understand the attitude assumed by some of the Michigan lumbermen in advocating a reduction of the lumber duty to one dollar. What they are interested in is the securing of access to the Georgian Bay timber, in order that they may continue to operate their sawmills.

They are opposed to any form of compromise, and in this they are backed by the Ontario government. The anxiety of the Michigan lumbermen and certain other agencies in the United States to secure a reduction of the lumber duty is regarded as the strongest evidence of the expediency of the Ontario law.

PUBLICITY IN THE LUMBER BUSINESS.

THE peculiar nature of the lumber business offers few opportunities for persons thus engaged to become skillful in office management. A lumberman may attain success in his particular field, and yet possess but a meagre knowledge of the many office details which pertain to the management of the average business.

Canadian lumbermen have not, in the past, given themselves that degree of publicity which has characterized other lines of commerce. But as each year they are competing more extensively in foreign markets, the necessity of advertising becomes greater.

The value of an advertisement depends greatly upon the attention given it by the advertiser. It is his privilege to furnish new copy for each issue

of the paper if so desired. Where a lumberman is engaged in the manufacture of any special line of goods, an announcement of the fact should be made. It is for these specialties that buyers frequently enquire.

A few words as to the field covered by the CANADA LUMBERMAN. In the nineteen years of its existence, the number of readers of THE LUMBERMAN has steadily increased, and to-day has a wide circulation in the Dominion, the Eastern States, and foreign countries.

EDITORIAL NOTES.

THE eighth annual meeting of the Western Retail Lumbermen's Association will be held in the city of Winnipeg, on Wednesday, February 8th, simultaneous with the annual "bonspe"

MUCH of interest will be found in the communications from the trade, which appear in our correspondence page in this issue. Subjects of vital importance to lumbermen at large are touched upon, and it is hoped that the sentiments expressed will not be permitted to pass out of mind, but that they may be the means of drawing out discussion, and, eventually, of accomplishing the objects sought.

BRITISH timber merchants visiting Canada for the first time frequently express surprise at the vastness of our forests and the excellent natural facilities for lumbering. They have shown great astonishment that, in view of these advantages, more ample steamship service between Canada and foreign countries has not been established.

THE NEWS.

A. W. James has opened a lumber yard in Cornwall.

Mr. Nicholl, of Lindsay, is fitting up a shingle mill at Emee, Ont.

S. Brown, of Bracebridge, Ont., purposes putting in a small saw mill plant.

It is stated that the Rathbun Company's mill at Lind-
Ont., will be enlarged.

J. P. Middleton, of Staples, has purchased a small
mill near London, Ont.

C. Simons, of Ruscom, Ont., is making preparations
to build a saw mill on his farm.

Want of snow is deterring the hauling out of logs
at the local mills at Lancaster, Ont.

The residence of W. E. Fillion, lumber inspector,
Quebec, was destroyed by fire last month.

James White, of Alexander, contemplates starting a
planing mill and sash and door factory at Carberry, Man.

William Evans and Thomas Samson have formed a
partnership at Hampton, N.B., to conduct a lumber busi-
ness.

John Thacker has submitted a proposition to the
Council of Teeswater, Ont., to erect a large carriage and
wagon factory.

Messrs. Leclaw & McDonald are running their mill
North Lancaster, Ont., Mr. Barney Gafferney being
in charge of the levers.

Mr. Colin Reid, of Bothwell, has put in a Stafford Tim-
ber Gage, manufactured by the Lancaster Machine
Works, Lancaster, Ont.

A new gang mill was recently put into operation at
West Northfield, Lunenburg county, N. S., by Brum
& others. The mill is first-class in every respect.

It is announced that the Hastings Shingle Manufac-
turing Company of Vancouver, B.C., will erect a large
single mill on Lake Hatcom, in Washington territory.

The Carling Lumber Company have recently com-
pleted a new saw mill at Carling, in the Parry Sound
District, the mill having a capacity of 30,000 feet per day.

Mr. Owen Fortune, of the Gilmour Company, of
Trenton, Ont., is receiving the congratulations of his
friends upon his recent marriage to Miss Morris, a pop-
ular lady of Belleville.

Mr. Carl Zentler, Canadian Agent for Boech & Pollit-
zer, licensed wharfingers and forwarding agents, London,
England, has removed his office to the Imperial Bank
Building, No. 2 Leader Lane, Toronto.

It is stated that the Royal City Planing Mill Com-
pany, of Vancouver, B.C., contemplate putting in machi-
nery for the manufacture of sash and doors. The
manager of this company is Mr. A. E. Woods.

The estate of the late John Bryson, the rich lumber-
man, who represented Pontiac in the House of Commons,
and who died in January 1896, is now the subject of liti-
gation. It is probable that the case will be fought in
the Supreme Court.

The Jencks Machine Company, of Sherbrooke,
have finished and installed at the mills of the Chicoutimi
Pulp Company, two Replogle Relay Returning Governors,
for regulating the Grinder Wheels. The Governors do the
work very effectively.

The Calloun Lumber Company, of Calloun, N. B.,
seeking incorporation. The applicants are: Josiah
Woods, of Westmoreland; H. N. Wood, of Sackville,
T. R. Calloun, of Calloun Mills; J. C. Calloun, of
Albert; and N. G. Teed, of Dorchester.

The same Veneer Works, of Orillia, Ont., has
undergone a change of ownership, as we learn that
Messrs. N. James & Son took control on February
1st. They propose to add some new machinery, which
will enable them to turn out up-to-date work.

Over 700 men are engaged on the construction of the
Restigouche and Western Railway, which will extend
from Campbellton to Grand Forks, N.B., a distance of 110
miles. It will pass through a country rich in forest re-
sources, and will provide a short line to American points.

The Restigouche Boom Company, of Campbellton,
N. B., now incorporated by the legislature of New Brun-
swick, will apply at the next session of parliament for a
Dominion charter, with power to take over the assets of

the original company and to operate in Quebec and other
provinces.

—In a letter to the CANADA LUMBERMAN, A. L. Cope
& Sons, manufacturers of lumbermen's wooden supplies,
pike poles, etc., state that they are building a water
power mill at Wilberforce, Ont., which they expect to
have completed this spring. Attention is directed to their
advertisement on another page.

—Mr. R. B. Goddard, of Westmeath, Ont., is moving
his saw mill up to Crow River in the Coulouge district,
having secured a contract for sawing from Mr. A. Fraser
of Ottawa. The lumber is to be used for building lum-
ber camps, slides and dams. Mr. Goddard intends run-
ning his mill night and day, so as to get through before
the ice breaks up in the spring.

—Messrs. A. & P. White, of Pembroke, Ont., are en-
larging their mill considerably by putting in two large
boilers, one circular saw frame, one double edger, one set
of trimmers, one set of live rolls, one log carter and one
large grip pulley for circular saw. This will increase the
capacity considerably. The machinery was purchased
from the Waterous Engine Works Company, of Brantford,
Ont.

—V. L. Emerson, of Baltimore, is said to have demon-
strated the feasibility of converting the sawdust deposits
at the bottom of the Ottawa river into gases which can be
used as smelting fuel. He has devised a plan by which
this deposit can be pumped out, converted into gas, and
conveyed by a pipe line under pressure to smelting fur-
naces at the mines in the Ottawa vicinity, at a cost of
about one-tenth that of coke.

—A change has taken place in the management of the
Ontario Lumber Company at French River, Ont. Mr.
Hancock has been succeeded by Mr. J. F. Gillies, who
for a number of years has been manager for the Ontario
Boom Company. It is learned that the Company's mill
will be started early in the spring, and will be kept at
work throughout the season. Four large gangs of men
are in the woods getting out logs.

—George St. Pierre & Company, of Rivere du Loup,
Que., advise us that they have recently purchased two
saw mills, one at St. Cyprien, Temiscouata county, and
the other at Hamqui, Rimouski county. In addition to
the output of hardwood and spruce lumber, they will have
in operation this year five shingle machines. It is prob-
able that their mill at St. Honore will be removed to
Rivere du Loup, where they have sufficient timber to
stock the mill for fifteen years.

—The extensive business of Alexander Gibson & Sons,
of Maryville, N.B., will hereafter be controlled by the
Alexander Gibson Railway and Manufacturing Company,
in accordance with an act passed at the last session of
the legislature. The company is composed of English
and Canadian capitalists, who have secured control of the
Canada Eastern Railway, 200,000 acres of timber lands
on the Nashwaak river, half a dozen saw mills in York
and Northumberland counties, the Gibson cotton mills, at
Maryville, and other assets. The entire property is val-
ued at \$7,000,000.

—The second lecture in the Teachers' Lecture Course,
at the High School, Ottawa, was given recently by Pro-
fessor John Macoun, botanist of the Geological Survey of
Canada, the subject being "Forest and Forest Resources
of Canada." The lecturer enumerated, by the aid of a
map the large valuable forest areas in the Dominion yet
untapped, awaiting but the coming of the railway to yield
a rich and bountiful harvest. The growing importance
of the pulp industry was commented upon, and the lectur-
er closed by exhibiting some interesting lantern slide
views of native trees.

—Mr. E. C. Grant, manager of the Ottawa Lumber
Company, was in New York last month attending the
meeting of the Board of Trustees of the National Whole-
sale Lumber Dealers' Association. At this meeting it was
decided to hold the next annual meeting at Boston,
Mass., on March 1st, 1899. Mr. Grant extended to the
Association an invitation to meet in Ottawa in the year 1900,
and it is probable that the invitation will be accepted. The
Association, Mr. Grant states, has established a Bureau
of Information similar to Bradstreet's, a strong legal de-
partment, and a department for the securing of better
freight rates, etc. The insurance question is also engag-
ing the attention of the trustees. From figures submitted
it was shown, that, whereas \$2,500,000 had been paid in
premiums, but \$1,000,000 had been recovered as compen-
sation for losses sustained.

WOOD PULP DEPARTMENT

THE PROCESS OF MANUFACTURING MECHANICAL WOOD PULP.*

BY W. A. HARE.

PART I.—THE DEVELOPMENT OF THE WOOD PULP INDUSTRY IN CANADA.

WITHIN the past two or three years there has been a
marked impetus given to the pulp and paper industry in
Canada. When one considers the vast resources we have
at hand, coupled with the splendid waterways and canals
for transportation, and other facilities for the building up
of this great and important industry, he is apt to wonder
why these conditions were not taken advantage of before.
Changes occur in existing avenues of trade very slowly,
and though the condition of the industry is at present in
its infancy, Canadians may be expected to take full advan-
tage of their opportunities in the near future.

Wood pulp will, for many years to come, be used to
supply the world's demand for a filler in the manufacture
of paper, in many of the coarser grades of which it is the
only constituent. Its use is more likely to widen than to
be curtailed. A very large amount of paper is made to-
day from linen rags, esparto grass, etc., and for the manu-
facture of the finer grades of paper these materials may
be expected to find a ready market. In the manufacture
of news paper wood pulp is used altogether, and as long
as it can be produced cheap enough, there is little danger
of a substitute being found. It is not confined, however,
to the manufacture of paper alone, but is made into many
useful articles of daily service, the market for which is
increasing rapidly.

There is no reason to doubt that Canada will have a
prosperous future, as far as this industry is concerned;
and if the efforts put forth during the last two or three
years are any forecast of the future, we will, in a few
years, have good reason to be proud of the position this
country will occupy as a producer for the world's markets.
It is estimated that in the United States there are 1,200
pulp mills in operation, turning out an annual product of
1,500,000 tons of pulp, which requires the consumption of
2,000,000 cords of wood. There is an ever-increasing
amount of this wood supplied from Canada year by year,
which goes to show that the mills in the United States
cannot obtain an ample supply from their own forests.
There is no country in the world that is so eminently fitted
for the establishment and expansion of this industry as
Canada.

Any country, to be pulp producing to any extent, must
possess three things which are factors in the development
of this industry, i. e., water powers, spruce forests, and
shipping facilities. Canada, fortunately, is abundantly
favored in respect to these. Of the three, the first two
are natural advantages, while the third is artificial to some
extent. In water powers we have all that could be desired.
The rivers of the Maritime provinces and Quebec have
numerous falls and rapids, and those of Ontario are no
exception, especially in the western part.

Our share of the black and white spruce forests of the
world is larger than that of any other country, producing
the finest raw material known for the manufacture of
wood pulp. Coupled with these two natural advantages,
is that of our transportation facilities, which are not sur-
passed in the world. The Maritime provinces are directly
on the sea coast, Quebec enjoys the use of our great
national waterway, the St. Lawrence, while Ontario is
intersected with canals and rivers, which afford easy and
cheap communication to tide water. By our system of
canals and waterways we can transport pulp long
distances by water, and in this way those long hauls by
rail, which are comparatively so expensive, are obviated.

With regard to markets, it may be mentioned that Great
Britain imported in 1897, 530,000 tons of wood pulp, three-
fourths of which came from Norway. Canada supplied
less than 3,000 tons. Here is a good market for some
time to come, for all the pulp that can be manufactured
in Canada. Our great competitors in the British market
are Scandinavia and the United States. From the latter
country we have nothing to fear, as their wood supply is
almost exhausted, and the mills now in operation there
are dependent to a great extent upon our forests—so
much so that if an export duty were placed on Canadian
pulpwood their exportations would cease.

Even the great forests of Norway and Sweden are show-
ing signs of depletion; and it will only be by the enact-
ment of strict forest regulations that the export trade will
be kept up. It is a significant fact that the Scandinavian

* Paper read before the Engineering Society of the School of Practical
Science, Toronto, and published by permission.

mills are taking wood now that would have been rejected a few years ago.

The quality of the pulp made in Norway and Sweden is not as good as that made in Nova Scotia and in other parts of Canada. It cannot be denied that some of the mills there, can, and do make as good pulp as is made in Canada; but the average mill does not. The writer has seen samples from many different Norwegian mills, and can say that with one or two exceptions the product was not equal to that manufactured in the Maritime provinces.

The Scandinavian pulp makers, in competing with us in the British market, have the advantage of a short ocean voyage, and also, in that they employ cheaper labor. But our possibilities of development are far beyond those of Scandinavia by virtue of our great natural resources and advantages. Though we have to contend with the long carriage and high freight rates, it is only reasonable to suppose, that, with the growth of the industry, rates will be reduced.

The Canadian wood pulp industry has grown very considerably of late years. Newfoundland, if we may consider her as among the provinces of the Dominion, is just entering on an era of development that has long been retarded. One or two mills are in operation at present, while others are projected, that will, in all probability, be in operation soon. There are a number of valuable water powers on the island, while the spruce forests are extensive; the trees being of a smaller variety, and of slower growth, which adds to their value as pulp wood. Newfoundland spruce makes an extremely strong fibre and finds a ready market at prices in advance of the Canadian product.

The maritime provinces are well favored with extensive spruce forests, numerous water powers, and easy shipping facilities. The industry has advanced very much of late years, and by next year a number of new mills will be building or projected. Pulp making was carried on in the town of Bedford, in Nova Scotia, as far back as 1837, but it did not exist as an industry until 1894, when two mills went into operation. These mills, as well as the more recent ones, are equipped with modern up-to-date machinery, nearly all of which was manufactured in Canada.

In Quebec there has been the most activity; and it is here that we must look for the bulk of Canada's exports in wood pulp and paper. The numerous rivers that flow into the north side of the St. Lawrence, have many rapids and falls necessary to supply the required power; while further up the streams are the best and most extensive black spruce forests in Canada. These splendid natural advantages, together with the St. Lawrence River as an avenue of commerce, only need the capitalist and the engineer to transform the wilderness into a hive of industry.

In Ontario the possibilities for development are of no small character, especially in the western part, where there is more spruce, and, where the water powers are more frequent. Along the Ottawa and its tributaries there are many good sites, and before long we may look for their development. Explorers also inform us that in the north country there is an abundance of spruce especially suitable for pulp wood, and that numerous falls and rapids are to be found. Whatever the possibilities are of this part of the province, it is not likely that anything will be done there for many years to come, especially as so many good sites for mills are to be found nearer shipping ports.

Though British Columbia has as yet only one or two pulp mills, we may expect considerable activity on the western coast. While it is not likely that this province will market much pulp in Great Britain, owing to the great distance, yet there might be a profitable industry built up in manufacturing pulp and paper for Japan and Australia.

PART II. - MECHANICAL PULP AND SULPHITE FIBRE.

It is the intention of the writer to confine his remarks to the process of manufacturing Mechanical or Ground Wood Pulp, but as there may arise some ambiguity as to the distinction between this product and that known as sulphite pulp, a few words in explanation may not be out of place.

THE SULPHITE PROCESS.—The process of manufacture of sulphite fibre is a more difficult one than that of making mechanical pulp. Sulphite Pulp is worth more in the market and finds a ready sale if of good quality. It requires more raw material than "mechanical" to manufacture one ton of pulp, generally from 2 1/2 to 2 3/4 cords. It is altogether a chemical process, with the exception of cutting up the log in small chips. The raw material comes in the form of pulp wood, which is sawn, barked, split and all knots bored, and then it is chipped up in a chipping machine. These chips are next broken to uniform size and screened to remove the sawdust. The wood is now prepared, and the next step is the chemical part where the wood is digested to its constituent fibres. It is essential that a great amount of care should be taken to procure entirely good sound wood, so that the pulp will be uniform and free from specks. It is for this reason that all knots are bored out. The acid is next prepared carefully, as too much care cannot be taken with this part of the process. The acid when made is kept in large tanks ready for use. The digester is filled with chips, which have been prepared as described, and the requisite amount of acid introduced when it is closed up. Steam is now turned in, and kept on for 12 hours, or until the wood is all digested, when it is blown out into tanks. After being well washed to remove acid, and then screened twice, first coarse, and then fine, it is passed through the paper machine, and comes out as paper pulp. It is now finished as far as the pulp mill is concerned.

THE MECHANICAL PROCESS. The Mechanical Process is, as its name implies, purely mechanical. In this process, which will be discussed at length later on, the wood is prepared almost in the same manner as in the sulphite process with this exception, that the bolt is not chipped, simply being sawn and barked. It then passes to the grinders where it is ground by revolving stones into pulp. It is then mixed with water and pumped to the screens, whose duty is to remove all pieces of splinter, etc., which are above a certain size. It is next passed onto the wet machine which, to be brief, removes the excess of water, and rolls it into large sheets. This is now finished as pulp; but it goes through a further process of removing more water, and baling, to facilitate shipping.

USES OF PULP.—These two methods of manufacture are not rivals; each has its own place in the pulp industry, and one cannot supply the want of the other, more than to a very limited extent. Sulphite pulp can perhaps be used for many things that mechanical pulp is now used for, but it could not be economical, owing to the process of its manufacture being more expensive. It is a finer, softer and longer fibre than mechanical, and is used where these qualities are required, such as in fine writing paper, and paper for engraving, etc.; in fact all fine papers require more or less sulphite fibre, and some grades contain nothing else. Mechanical pulp is used in all papers of a more or less coarse nature, such as wrapping paper, etc. In making "news" paper both kinds are used, the proportion varying according to the quality of paper required and the general practice of the paper maker. Some makers use 15 per cent. of sulphite to 85 per cent. mechanical, while others think 20 to 25 per cent. of sulphite is necessary. Even 40 per cent. of sulphite to 60 per cent. of mechanical is used in some mills, but when the per cent. of the former is as high as this the quality

of the sulphite is inferior. The introduction of from 10 to 15 per cent. cotton waste improves the size and finish of the paper.

RAW MATERIAL.—The woods used in the manufacture of mechanical pulp are principally the spruce, poplar, aspen, fir or balsam spruce, and sometimes hemlock. The great bulk of the pulp ground is made from spruce, being the most widely dispersed of the above mentioned woods, besides possessing qualities which eminently fit for the manufacture of ground pulp. It is found in the principal varieties, i.e., the white, red and black spruce. Of these three, the white spruce makes the whitest pulp, and the black variety has the toughest and strongest fibre. Poplar or aspen makes a beautiful grade of pulp, being soft, smooth and very white. It is not as strong, however, as that made from spruce. The great difficulty in manufacturing poplar pulp in this country is from the fact that it is extremely difficult to secure clear wood. In many districts, principally in Nova Scotia and other parts of the eastern provinces, the poplar is apparently firm and sound to the eye, but on being cut through the centre it is found to be discolored, and black at the heart. This black heart has to be entirely removed before the wood goes to the grinder, or the pulp will be full of specks, and almost useless. It black knots, it will also have to be removed for the same reason. When clean wood can be secured, poplar or aspen makes a beautiful pulp, that will bring a high price in the ready market. Fir or balsam spruce makes a very heavy pulp. Its weight is less than the ordinary spruce, and consequently more raw material, by measure, is required to make a ton of pulp. It is also more bulky, and for the same weight, which adds to the freight charges. Fir pulp does not bring as high a price as spruce, and for the reason mentioned it is very brittle. Hemlock is used to a very small extent where an inferior quality of pulp is required. It is hard to grind, splinters more than spruce, and is therefore more difficult to screen. It is sometimes used with spruce by grinding both together, introducing say about 12 per cent. of hemlock. This is only done, as in the case of fir, where an inferior quality of pulp is required. It is never introduced into "news" pulp.

It is the case with all these woods that the best comes from the wood that has the longest and toughest fibre, and this is found in the trees of slowest growth and of greatest density. The Newfoundland spruce, for example, is of very slow growth and of such a specific gravity that it will hardly float. It makes a very heavy pulp, which, I am told, brings a higher price than any made from Canadian spruce. In the same way, Canadian spruce, being of slower growth, makes better pulp than that from spruce grown in the United States. Experiments have proved that the slower the growth of the tree, the greater the strength of the pulp. Norwegian is said to be better than Swedish, and it is claimed that German is better than either, though it is hard to see how such could be the case unless the trees were grown in mountainous districts, or on poor soil.

MIXING WOODS.—Spruce and fir, when mixed, make a very good pulp, a little whiter than pure spruce, and of greater or less extent lacking in weight and strength according to the proportion of fir added, the fir being somewhat lighter than spruce. Spruce and poplar sometimes mixed, and go very well together. Spruce gives strength of fibre and toughness, and poplar adds whiteness, while the length of its fibre in the mixed product softer than pure spruce. This pulp is also easier to handle on the wet machines, whereas a percentage of spruce is sufficient to give the strength of fibre that the poplar lacks. The great bulk of the mechanical pulp made in this country is almost entirely spruce, or a mixture of spruce and poplar, or a mixture of spruce and fir. This is the most widely distributed of the different woods, and is also the best of them all for the purpose.

(To be Continued.)

John A. Campbell, Jr., of Fredericton, N. B., has purchased the old mill site at Springhill and proposes erecting a large saw mill next summer.

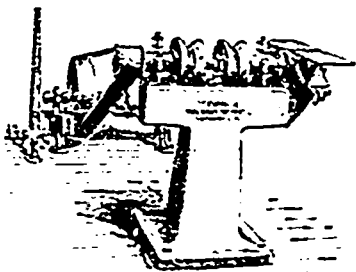
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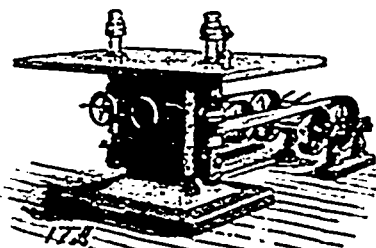
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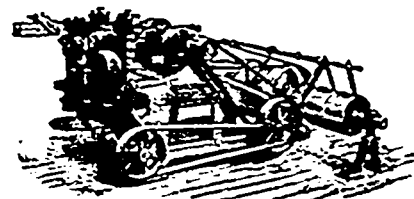
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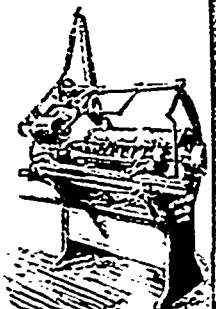
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PULP NOTES.

It is rumored that a company is being formed for the purpose of erecting a pulp mill at Bathurst, N.B.

The British Canadian Timber and Manufacturing Company, of London, England, is said to be looking into the question of erecting a pulp mill in Canada.

The Canadian Society of Civil Engineers held their annual convention in Montreal last month. The programme included a visit of inspection to the extensive pulp mills of the Laurentide Pulp Co. at Grand Mere, Que.

When in Toronto recently, Mr. A. E. Bremner, manager of the Sturgeon Falls Pulp Company, stated that the manufacture of pulp at Sturgeon Falls, Ont., had commenced, one mill being in operation, making 20

tons per day. Another was being built, and more would follow, until the daily capacity reached 120 tons.

The American Newspaper Publishers' Association, representing 157 daily newspapers in the United States, has presented to the Anglo-American Joint High Commissioners a carefully prepared argument in favor of free paper and pulp.

We have received a copy of the prospectus of the Bedford Electric Company, Limited, of Halifax, N. S. The directors of this company are Murdoch Chisholm, W. E. Crowe, M. E. Keefe, Robert O'Mullin, A. E. Soules and E. T. Freeman, of Halifax, and the capital stock is placed at \$250,000. In addition to carrying out other extensive works, the company have in view the establishment of a pulp mill at St. Margaret's Bay, where there is

available 2,350 horse power. The company claims to have secured, in connection with its water privileges, about 20,000 acres of spruce forests, averaging not less than 30 cords of wood to the acre. The cost of manufacturing one ton of pulp is given as \$27.25, while in England pulp is worth from \$35 to \$55 per ton.

Mr. Kyobasha Senju, one of the largest paper manufacturers in Japan, is now in Canada, and paid a visit of inspection to the large pulp mills at Sault Ste. Marie, Ont., on January 23rd. Mr. Senju buys 200 tons of pulp per month for his company in Tokyo, which supplies the five daily papers in that city. The only difficulty he says, in the way of buying Canadian pulp is the excessive freight rates to Japan. With cheaper freight Canadian pulp would have no competition in Japan.

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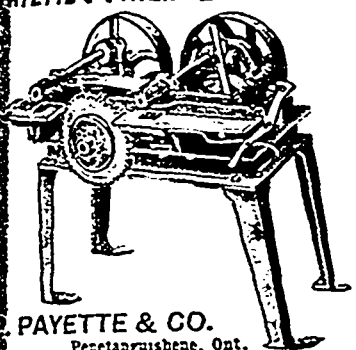
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Accountant and Auditor

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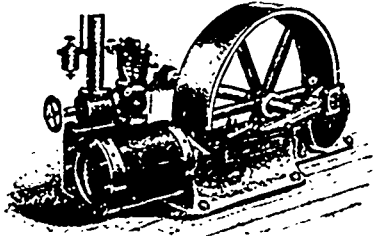
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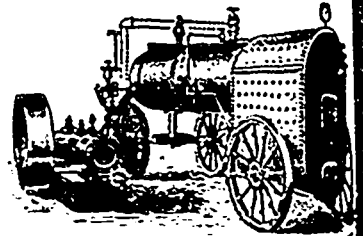
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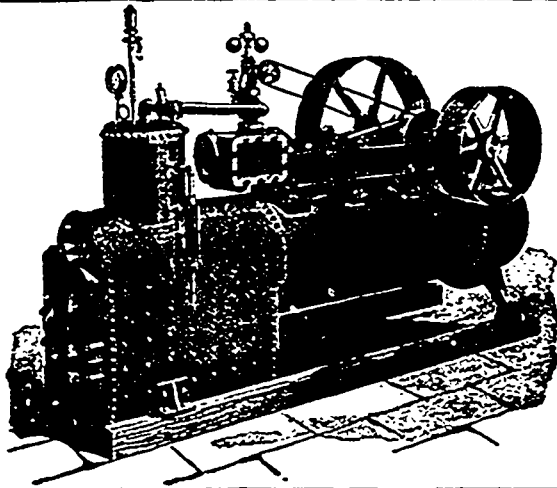
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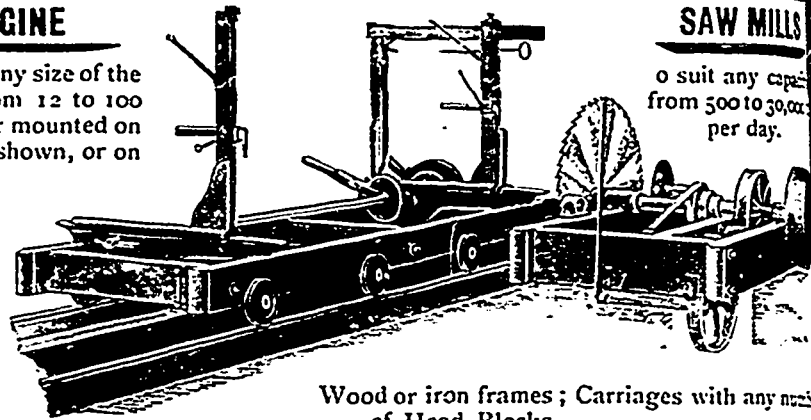
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Wood or iron frames; Carriages with any number of Head Blocks.

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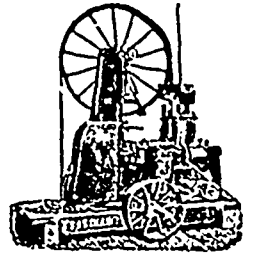


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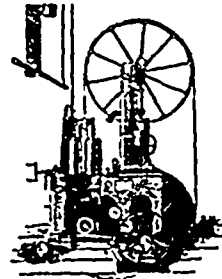
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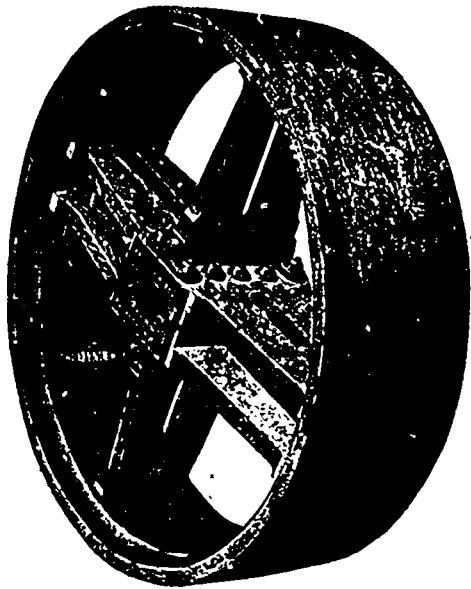
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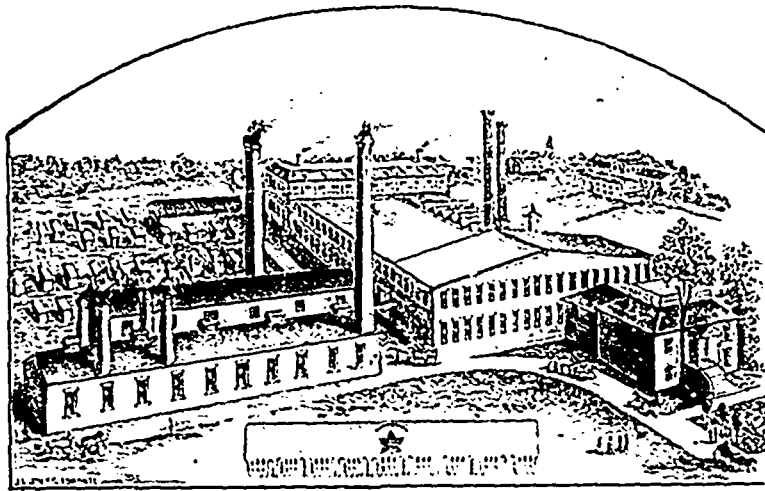
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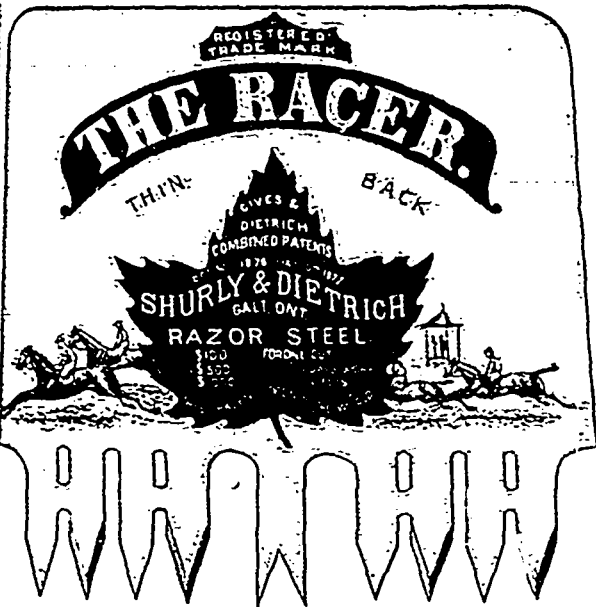
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This Saw Stands Without a Rival

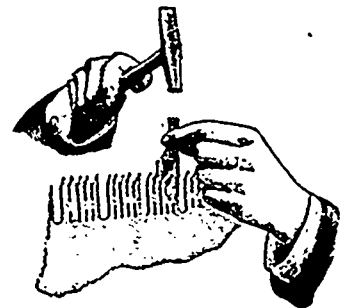
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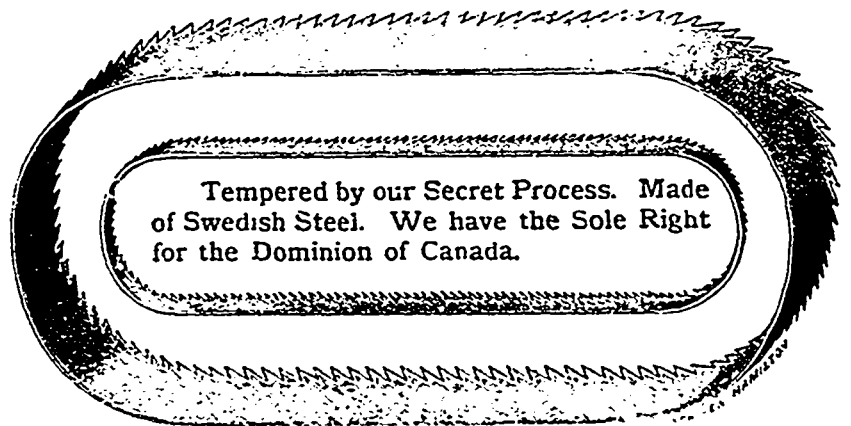
Maple Leaf Saw Set

MANUFACTURED BY
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Directions Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more level.
 If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. On receipt of 40 cents we will send one by mail.



We are the only manufacturers in the world who export Saws in large quantities to the United States.



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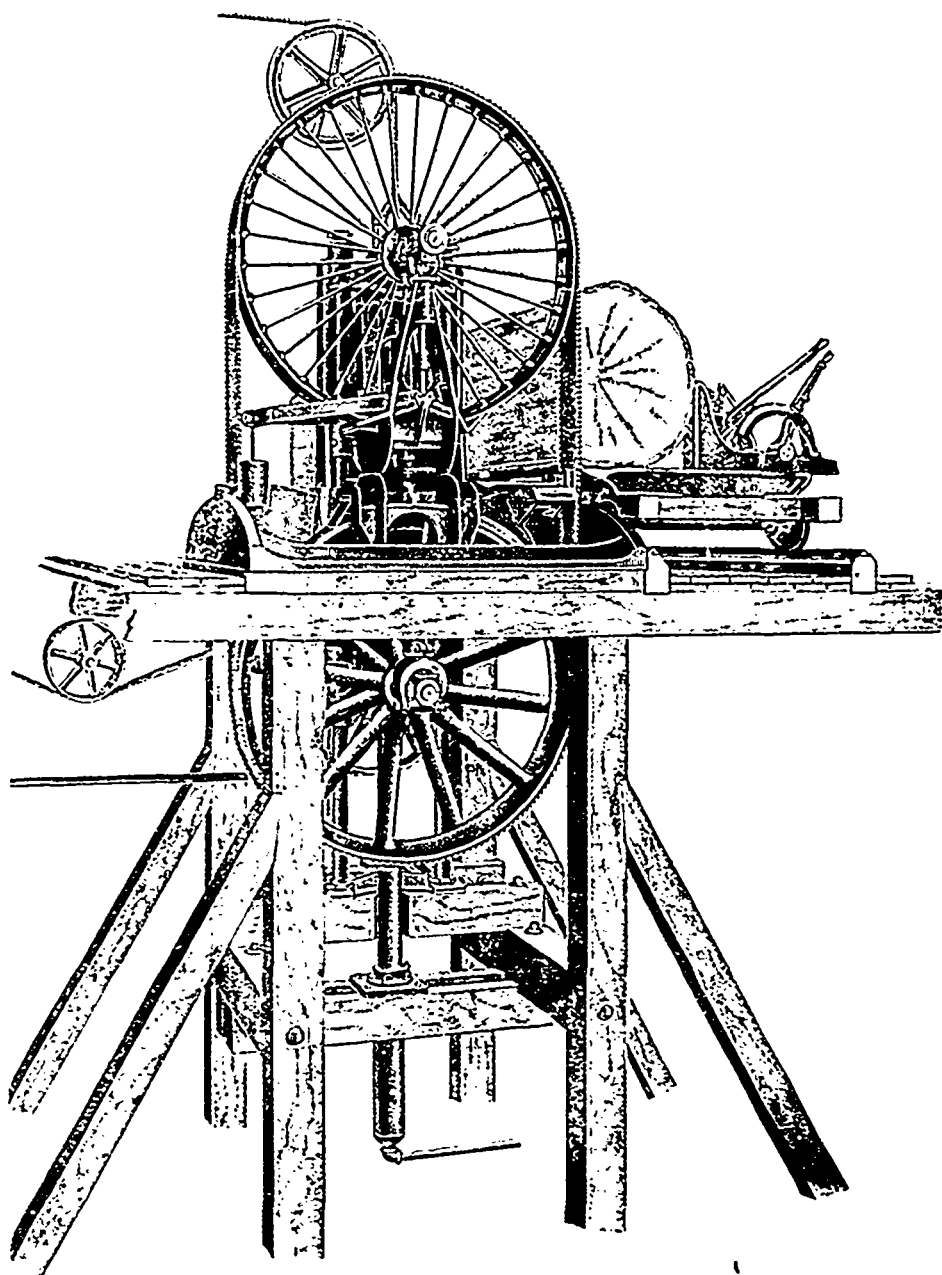
HIGH GRADE BAND SAWS

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These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

Double Cutting Band Mill

PATENTED IN CANADA



THE New Allis Telescopic Band Mill has passed the experimental stage, and after running day and night for six months, is pronounced by competent saw mill men to be a perfect success as to the quality of its work and practicability as a machine. By the use of our Double Cutting Band Mill a gain of 50 per cent. in the amount of lumber cut is made by the addition of two men to the regular crew.

We are now building Telescopic Band Mills for
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In regard to this, we wish to announce that six months of constant use have demonstrated the fact that the double toothed band saw will cut equally as well with one edge as with the other. It has also been proven that with the

adjustments provided on the Telescopic Band Mill, lumber can be cut of a uniform thickness in both directions and taken care of without loss of time or at any disadvantage. It has also been shown that the double toothed band saw is a safer saw to operate than the single toothed saw, on account of its ability to cut its own clearance in either direction through slivers or other projections on the logs that catch the ordinary saw and back same off the heels. It has also been demonstrated that advantages are to be gained by avoiding the use of an offset on the carriage.

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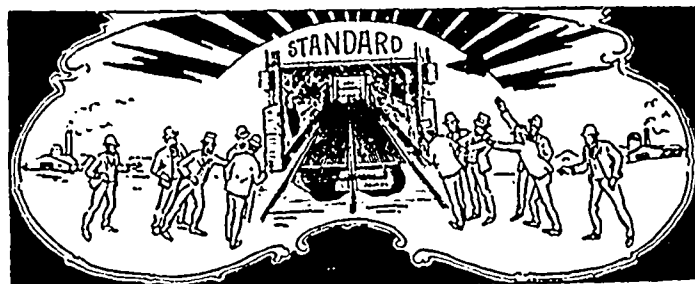
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We can prove that—by demonstration or by evidence. We will mail you the evidence of many users, if you want it. It will give you a good idea of the range and the quality of its work. Here is one firm's opinion:

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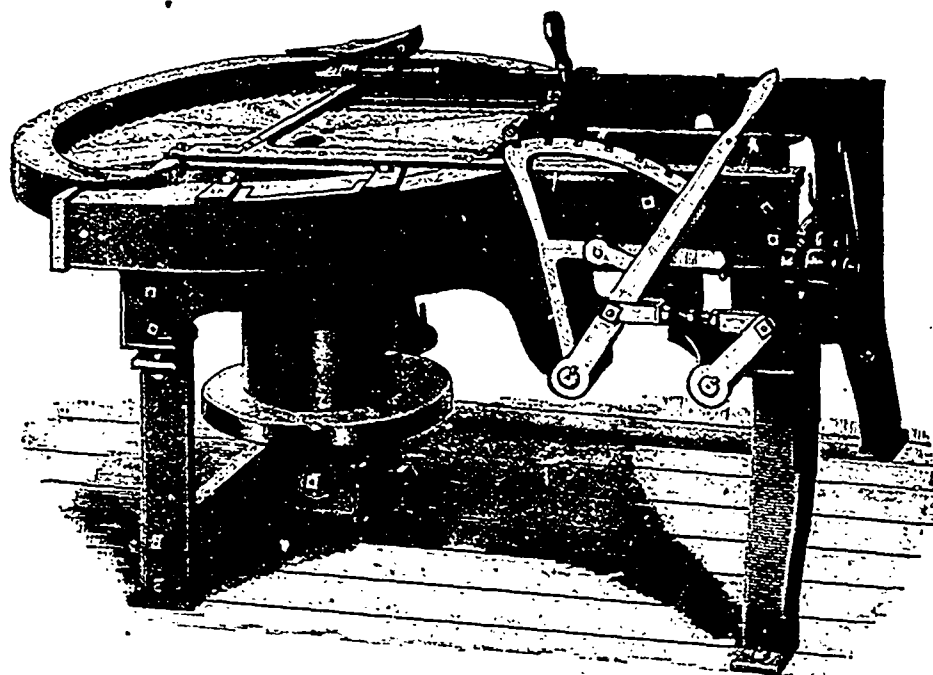
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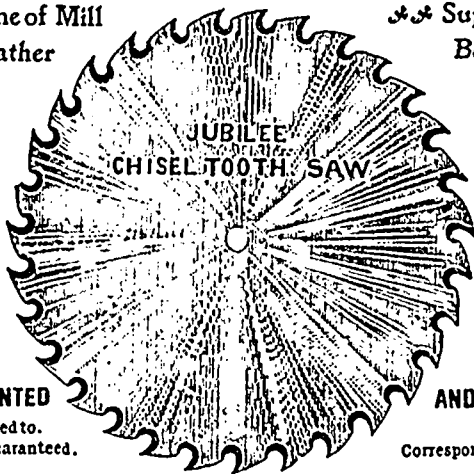
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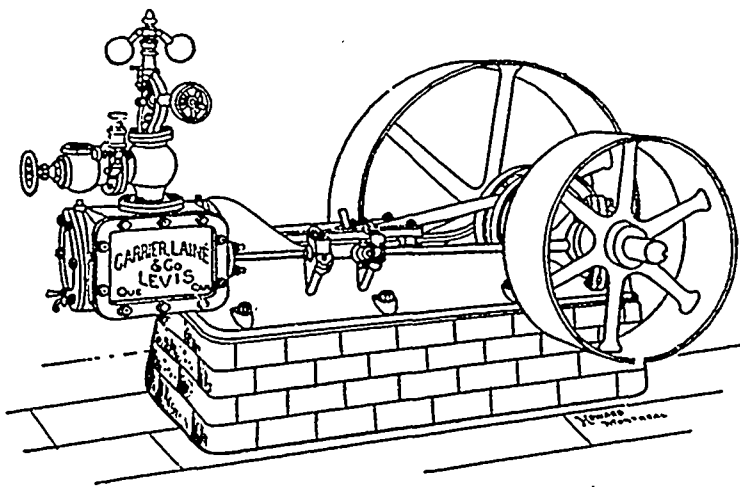
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