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# ANADIAN LUMBERMAN

WOODWORKERS' MANUFACTURERS AND MILLERS' GAZETTE

TORONTO, CANADA, DECEMBER, 1900

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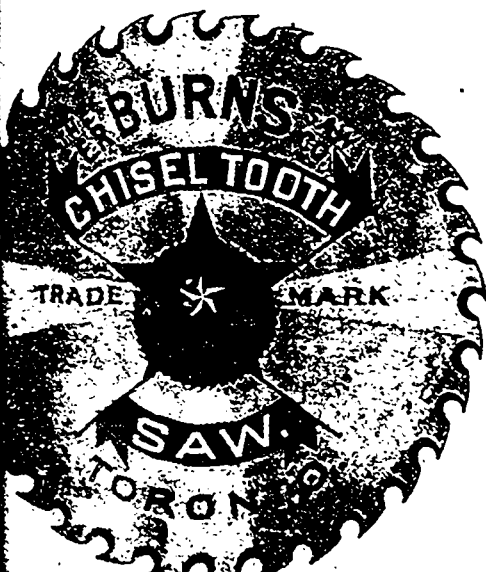
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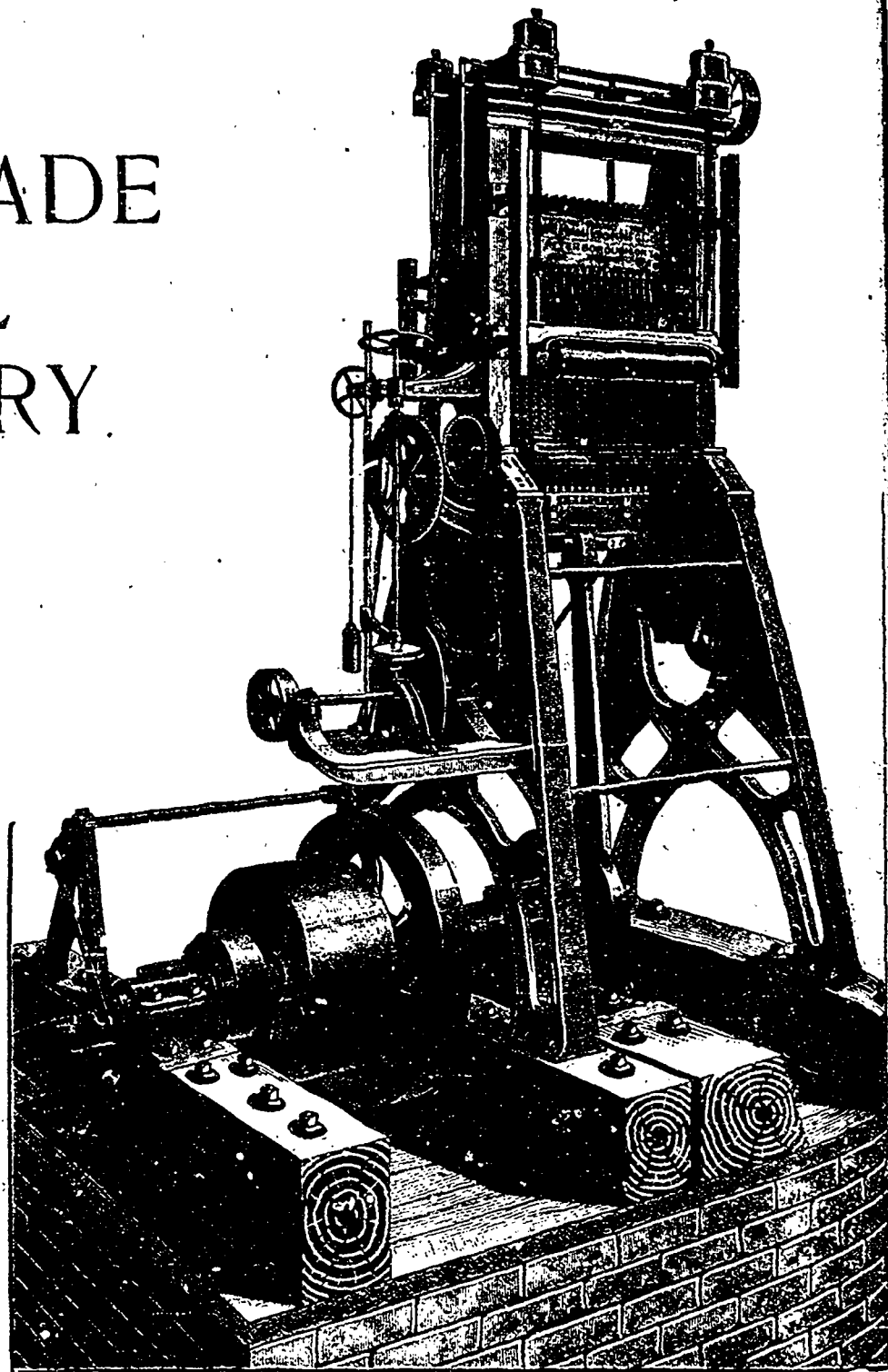
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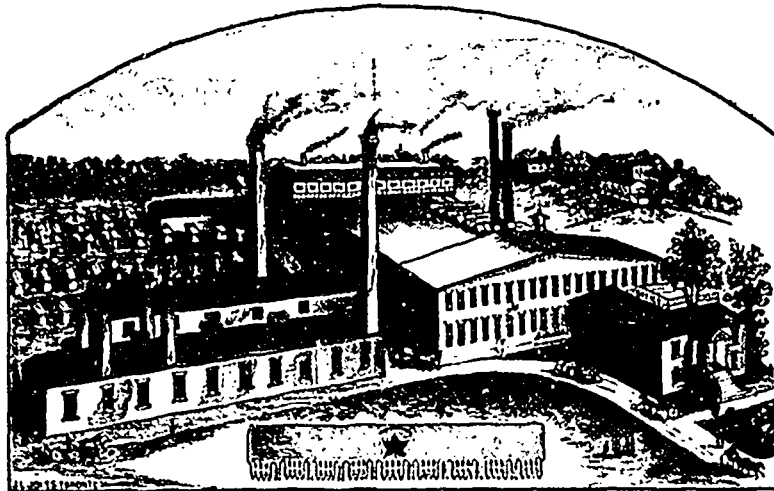
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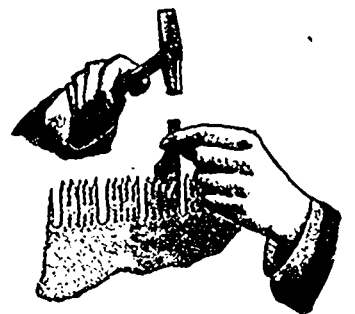


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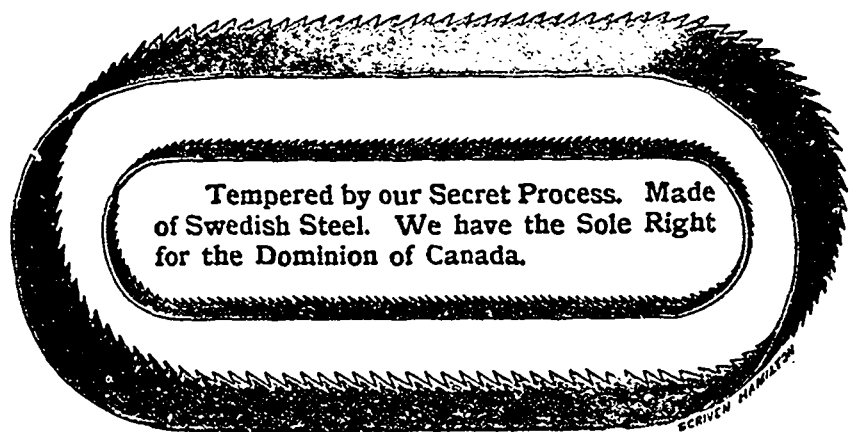
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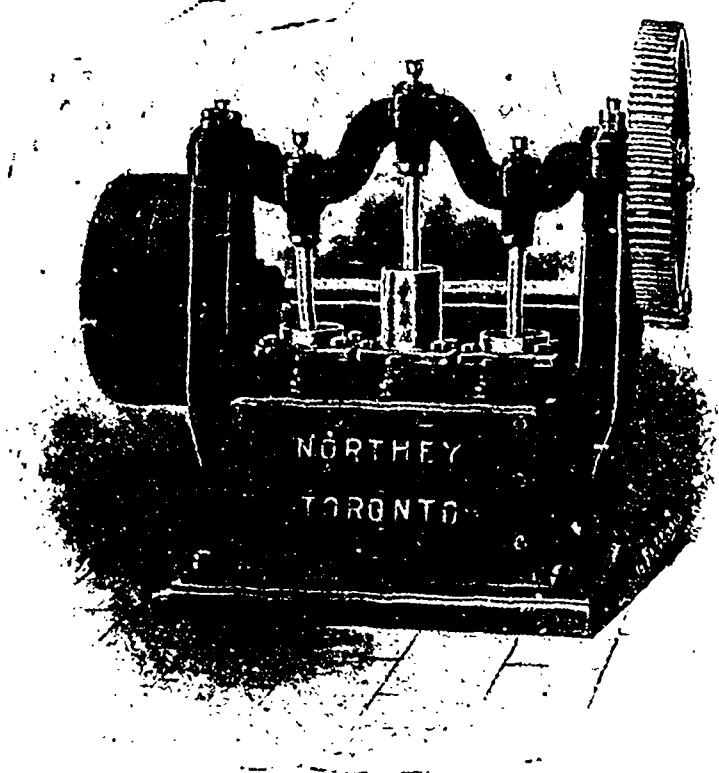
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# THE CANADA LUMBERMAN

TORONTO, CANADA, DECEMBER, 1900

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## TRANSPORTATION OF LUMBER BY MEANS OF SLUICES.

One of the most interesting features in connection with the lumber business in the vicinity of Amherst, N.S., is the method by which lumber is transported from the mountains and hills to the coast. Sluices are constructed of plank and rough lumber using two-inch plank on the bottom and one or one and one-half inch on the sides. The sluices are usually about six feet wide and 7 inches deep, being cleated every three feet. They have an incline which varies according to the lay of the land, the incline being perhaps one inch to the rod at the top, and in other places ten inches to the rod and often steeper.

As the sluice turns and twists about the hills, following the mother earth wherever possible, or defying her close embrace, leaps into space over chasms and valleys with skill.

A few years ago the writer, wheeling from Acadia Mines at Amherst, N.S., suddenly saw before him, down a long, broad, deep valley, what seemed a gigantic spider web deftly stretched from ridge to ridge, and strong enough apparently to waft the breezes. A cautious and slow approach proved most interesting in results. The skeleton structure of round and rough poles, ingeniously framed and spiked together, was aloft to nearly 150 feet above the ground, supported far up there by the breezes which gently held it a strip of wooden planks which here and there

dropped of water upon the wayfarer beneath. I gazed in wonder at the innocent cob-web holding aloft a thread of water, which ran on its surface thousands of feet of lumber each hour of the day, from its home in the recesses of those blue hills to the decks of vessels on the sea shore many miles away.

The illustration given with this article is of one of the fair structures in the neighborhood of Amherst, N.S., on the Moose River, and at this point 135 feet in height. Last spring it was torn down and rebuilt, and in the summer of 1900 feet of lumber passed over it. It is well braced and that it can resist great wind stress, and is an example of the skill and industry required in modern lumbering. The sediment from the streams of water which run into these sluices soon fill up all cracks and make the troughs very water-tight. Sometimes, as in the case of the Canaan sluice, which is six miles long, no feeders are necessary, but on small streams are led into the sluice at convenient points on the line, supplying any deficiency which may be made by leakage. At the head of the sluice the deals are simply placed in the stream of water flowing down the trough, and left to their own sweet will in finding their way to the foot of the mountains or to the sea shore, as the sluice may lead them to. Of course, the precaution has to be taken that no jams occur, and if the deals went singly this would very easily happen, owing to the varying grades and the different depths of water and speed.

On a suddenly increased incline the water flows very swiftly and thins out greatly, so that a deal behind could easily mount upon one in front, causing a jam. To guard against this the deals are tacked together, butt to butt in piles of some dozen or more, usually with five-link chains. Two-inch nails are attached to the end links of the chains, and the work of tacking the deals together is slight. Occasionally lath and

renewing usually being necessary at expiration of that time. They are often over a hundred feet high, and again may tunnel beneath an intersecting lumber road or highway.

It is most interesting to watch the stream of water beneath one flitting swiftly past, bearing presently on its surface from around a neighboring curve a single deal which passes silently and in a moment tops a rise and flips from sight. Then a string of deals may follow, with joined hands as it were, by reason of their connecting links, and they, with equal celerity and silence, swirl past and downwards without a sound save the gentle swish of water and an occasional nudge to the side planks. Of course, the route must be watched, for a jam soon multiplies, and they are not entirely avoidable. Shelters are built here and there for the men along the sluice, and these are nothing if not

picturesque, as they perch high upon the end of a long trestle, but once the sluice is built and in operation the mill is almost equal to being located at the wharf, the expenditure for transportation being limited to the care of the line and its watching, and amounting to perhaps 25 cents per thousand feet of lumber.

A. B. P.

## AN ELECTRIC PLANING MILL.

A writer in Barrel and Box expresses his pleasure in inspecting a planing mill plant which was electrically driven from stem to stern. Every planer along the line, he says, had a motor right on the planer counter shaft of such size as the individual machine

required, and there was no shafting in sight whatever, except these little short counters which go along with, and are essentially parts of the machine. There were eleven motors in this place, each swing crosscut saw had its little individual motor, which was set on an overhead beam and belted directly to the counter shaft at the upper end of the swing frame, and over in one corner was the grinding machinery, which also had its little individual motor. All through the place it was impressive of the statement made in the first of the series of articles, that it seemed as if electricity would crowd the heavy belts and long strings of line shafting to the wall—lay them in the fence corners—for this plant had a general appearance of not having any machinery of this kind about it. The power for the plant was supplied from the engine room of the saw mill, which was some distance away, and it was doing its work silently and unobtrusively.

THE CANADA LUMBERMAN (weekly and monthly) One Dollar per year.



TRESTLE SUPPORTING LUMBER SLUICE OVER HUMMING BROOK, N. S.

ordinary nails are used to make the connection. Arriving at the wharf, or destination, the lumber falls from the carrier on its proper pile, and in some cases has been thrust directly from the mouth of the sluice to the deck of the vessel, while the water falls shorter and goes down between the deck and the wharf. The chains are loosened easily by means of a claw pry two or three feet in length, and as they accumulate are loaded into a wagon and hauled up into the woods again.

A sluice used at River Hébert by Mr. Kelley, though quite a long one, has such a uniform grade that no tacking is necessary. When the sluice is tasked to its full capacity, boards may be loaded on top of the deals and sent down. These carriers are often very long, the longest near here being the one at Moose River, which is 6½ miles in length. The Canaan sluice is 4 miles, another at Lakeland is 3 miles, and the Elderkin sluice, down shore, is a shorter one. The Moose River sluice has been operated for 6 or 7 years, which is about their lease of life,

## PROSPECTS FOR LOGGING OPERATIONS

Information from all parts of the Dominion.—Scarcity of Labor in Many Districts, and Wages Generally High. Output of Logs Likely to be Less than Last Winter.

**L**OGGING operations for this winter being well under way, opinions were solicited from several lumbermen as to the conditions which have existed in the woods and the prospects for the season's work. By the kindness of those from whom enquiry was made, we are permitted to publish below letters from nearly every section of the Dominion :

**ALEXANDRIA, ONT., Nov. 19th.**—We would say the amount of timber expected to come out in the eastern section will be about the same amount as usual. The advance in prices of all kinds of goods, and of wages, will raise the cost of logs about 25 per cent. over that of former years, which, we hope, will be offset by an equal advance in the price of lumber.

MACPHERSON & SCHELL.

**PETERBOROUGH, ONT., Nov. 14th.**—We expect the saw logging industries in this locality to yield about the same output as in the past year. In our camps we expect to cut about 12,000,000 feet. The fine weather this fall has been well taken advantage of in clearing up creeks and dumping grounds and in creek repairs. Labor is offering freely, but at an increase in rates over last season. Supplies generally are plentiful and at about last year's prices, excepting bacon, which is considerably higher.

THE DICKSON Co.

**ROCKLAND, ONT., Nov. 12th.**—At present we cannot give you information that can be relied upon as to the intake of saw logs for the coming winter, so much depends on the nature of the winter we may have. Men's wages are excessively high, and the cost of logs will even be greater than the very high cost of last season. Fewer men are in the woods, and with the most favorable winter the crop will be somewhat short of last season. The full measure of the shortness will depend on the character of the winter.

W. C. EDWARDS & Co.

**OTTAWA, ONT., Nov. 12th.**—Logging operations are about in the same condition as one year ago. Labor is much more unsettled and wages much higher, being fully 20 to 25 per cent. above last year. The same may be said of provisions and supplies in the main, but not every article. Pork is worth fully 30 per cent. more, also sugar, beef, butter, in fact almost everything but flour, which remains about the same. Hay and oats have not advanced nearly so much as pork. I think the production for the winter will be fully as great as last winter and likely more.

ST. ANTHONY LUMBER Co.

**OTTAWA, Nov. 10th.**—Regarding logging operations, we do not think that they will be quite as extensive as last year, owing to the fact that men are so hard to obtain. We know of several operations which are being carried on with not much more than half the complement of men required, and this seems to be the general complaint in every section. Then again, the cost of labor and supplies is going to be the means of putting a number of the smaller operations out of business, as they are going to find it much harder to obtain both men and provisions, the former of which only can be had on a strictly cash basis, as the men are very independent now and will go where they can get the best wages and best attention. Assuming that we have good weather, we think that the output will be fairly large, but we do not know that it will exceed last year's cut, especially in this section, as another difficulty has arisen which will prevent two or three parties taking out as large a supply of logs as they did last year, and that is the fact that two or three of the mills have been burned. There is going to be considerable difficulty experienced in the cutting of the logs.

"OTTAWA VALLEY MANUFACTURER."

**THREE RIVERS, QUE., Nov. 13th.**—From what I can make out now I think the cut this winter in our district

(weather favorable) will be, viz, logs, pine and spruce, fit for sawing into deals, planks and boards, about same; pulp wood logs, spruce, fully one-third more. The cost will be 12 to 15 per cent. greater than last winter.

ALEX. BAPTIST.

**CHARLEMAGNE, QUE., Nov. 17.**—We expect to get out our usual supply of logs this winter, 250 to 300 thousand pieces. No firms in this district have increased their operations. The weather has been very favorable for cutting and skidding, but men are scarce and all supplies dearer. The cost of getting out logs this coming season will be 25 or 30 per cent. more than last year.

CHARLEMAGNE & LAC OUARREAU LUMBER Co.

**QUEBEC, Nov. 13th.**—It is too early yet to say how far weather conditions will affect our output. The labor question is a very important factor, for wages have gone up very considerably and laborers are scarce. Another difficulty which has to be confronted is the scarcity of suitable horses. The cost of supplies will not materially affect the output where markets are good and labor available at reasonable prices. Our view of the situation is that labor being scarce and a large portion of this labor devoted to the production of wood to be converted into pulp, the cut of logs to be sawn into lumber will be considerably reduced, probably to the extent of 10 to 15 per cent. These remarks apply altogether to the crop of spruce logs in the Province of Quebec.

KING BROTHERS.

**AMHERST, N. S., Nov. 20th.**—Regarding the output of logs from this province for the coming winter, our opinion is that the quantity taken out for the regular stationary mills will be about the same as last year. The portable mills, however, will not likely get out over sixty or seventy per cent. of last year's cut.

RHODES, CURRY & Co.

**YARMOUTH, N. S., Nov. 15th.**—The cut of logs for sawing is affected by the kind of weather we have in January, February and March. If we have a fair amount of cold and snow, cold to freeze the swamps over and snow to facilitate hauling logs to the river margin, we will have average cut here.

PARKER, EAKINS & Co.

**BEAR RIVER, N.S., Nov. 13th.**—The outlook for the coming season is about as usual, and the result of the winter's work will depend entirely upon the supply of snow. Last winter was scarcely an average cut owing to the unfavourable winter, but with reasonable good weather there will be a moderate increase over last year's output. The quantity carried over from this year will be the smallest in the last 20 years, and the demand is good.

**WOLFVILLE, N. S., Nov. 19th.**—Regarding lumbering prospects for the coming season, would say, first, that supplies are about the same price as last year; beans, pork and fish are somewhat higher. Labor has advanced slightly. Our logging season usually being very short, we seldom have any snow hauling until the latter part of January, and even if the coming winter should be a favorable one, it is doubtful, on account of many small properties being worked out, if any more logs will be taken out this year than last.

S. P. BENJAMIN.

**LOWER STEWACKE, N. S., Nov. 15th.**—Up to the present time here the weather has been exceptionally mild and also rainy—so much so that lumbering operations in the forest are very much retarded. Supplies are high and labor is higher. I regard the latter item as the worst feature in our business, since labor is both scarce and dear. The production of logs in this section is certain to be smaller than usual this winter, from several causes: First, the scarcity and dearness of labor; secondly, lumber is getting cut away and is not so plentiful as formerly; then again the foreign outlook is not so promising in respect to prices as at this date

last year. On account of snowless winter in Nova Scotia, last winter, our lumbermen were in a bad way, prices did not realize high profits, and now we are in a bad way for lower rates, labor being scarce and wages high. Encouragement is not present for large operations, knowing, of course, what kind of a winter there will be. If as unfavorable as last, it will be better to be operating, especially if any chance for a better business going, but are not in any case proposing more than an average cut, even that much again, a smaller class of operators who are buying up small tracts of timber and cutting the same into deals. These people are not nearly so much in evidence. They can be without much loss to themselves, and are doing a number of instances. Hence, all indications point to a production of lumber here, even under the most favorable circumstances. The foreign market is available stock on hand, and not making any contracting, thinking prices too high. Our prices are backward about going into the woods, but prices, and it will soon be too late to catch up the cut, even should the European buyers take hold.

ALICE

**ST. GEORGE, N. B., Nov. 12th.**—We think the lumber on our river (Magaguadavie) will be smaller than last year.

JOHN DEWALL

**ST. JOHN, N. B., Nov. 12th.**—At present the prospects for successful logging operations are poor, the weather is unfavorable, wages excessively high and men are very scarce, while supplies of all kinds are high. With favorable weather, logging operations are expected to be less than last year.

ANDRE CUSENETTE

**SHEILA, N. B., Nov. 16.**—As far as we can judge there will be about the same quantity of logs in this district as last season. Labor is scarce, and cost more than last year, and the weather has been unfavorable—too much rain all fall; these causes are making logging more expensive than last season, and there is a tendency to reduce the output.

TRACADIE LUMBER

**CHATHAM, N. B., Nov. 19th.**—The weather so far this season have been favorable for logging operations, but it is too early to make any prediction for the winter. The stock wintering here has not yet been up, but so far as we can judge, it will be about the same as last year. The preparations for logging will be twenty per cent. less than last season, but if a favorable weather this may be slightly decreased only slightly, as men are very scarce, and wages are twenty per cent. over last year's rates. The price of provisions is generally higher, and the outlook for this season's European markets is not bright.

J. B. SMITH

**SHEDIAC, N. B., Nov. 21st.**—I can hardly give an opinion as to the quantity of lumber this district will produce for next season's shipment, but it seems pretty generally conceded that the high price of lumber last year will not be maintained during the next year, hence my opinion is that operators will not go to the same extent as last winter—we at least shall not cut as heavily. Labor is at least 15 per cent. higher than last year, supplies somewhat higher, and the weather in this part of the province not encouraging at present for yarding logs.

E. J. SMITH

**BRANDON, MAN., Nov. 17th.**—We are now in the camps and intend sending out two hundred thousand feet this year, 4,000,000 feet from each camp. Last year we cut out 7,000,000 feet last year, so you see we intend to increase our output by 1,000,000 feet. There is a great deal of sentiment here looking very favorable for a nice fall of snow, which will enable us to commence logging at once. We think the output will be about the same as last year. On the other hand, the point will be somewhat scarce. The lumber trade in this district has been very slow for the last two years, owing to the shortage of crops and bad weather.

ER, 1900

band about 4,000 feet from last year's our yard by the time d April are our best

THE HANCOCK MANUFACTURING CO.

Logging operations are as they were last year, though, which may reduce The weather of late with the camp work. at present look as if

HUNTSVILLE LUMBER COMPANY.

owing to the poor crop lumber, stocks in the our opinion logging opera- Sales of The weather has been fine general freeze up, with conditions could not be more favorable for a Wages are high, from \$20 to \$45 per month

HUGHES & LONG.

In reply to your enquiry logging operations in British Columbia for this you probably already know, the great bulk on this coast is done during the summer the winter season being so rainy that work in cannot very well be carried on to advantage. the last few years, however, a number of the go mills, in fact all of them, have been taking logs altogether by machinery, so that they have to carry on work in weather in which teams work to any advantage. The mills which thus equipped have been able during the last to secure a more steady supply of logs the year The mills generally plan to have a consider- of logs in the water at the beginning of season, so that with what they can get out the winter they will have sufficient to keep running again. At the present time, and during all there has been a plentiful supply of logs, and prospects indicate that enough logging will be winter to keep those mills well supplied which recent orders to keep them running. Loggers' and cost of supplies are about the same as during two or three years. We have just had a fall of inches of snow, which is quite unusual here at of the year. This will retard, rather than help the woods, as it has fallen on soft ground. I that the cargo mills in British Columbia, as those on Puget Sound and in California, are short at the present time. This condition has pre- the last two or three months. I may also at the British Columbia mills are considerably pped on account of no lumber carrying ships ned in British Columbia, making it difficult to

H. H. SPICER.

SHIPBUILDING IN BRITISH COLUMBIA.

Following letter, on the important subject of ship- in British Columbia, appears in a recent issue of Advertiser, of Vancouver. The writer is super- of the Moodyville Land and Saw Mill Company: The recent and much needed agitation by our of Trade and business men generally, of the ques- placing suitable steamers on the Vancouver- ay route, calls up the somewhat larger and y more important subject—that of ship-building Province. It is doubtful, however, if the necessary for such work can be secured at the present time ivate sources only, and this being the case, it is esirable that our Provincial Government should nancial aid to the enterprise, to just what extent hat particular way can be left to future consid- The general way, however, for such aid to be ex- is by giving a certain sum per ton register for ng vessels, and so much per mile for distance ed during the first two or three years of a ship's

It is doubtful if there is another seaport, either in Canada or the United States, of the importance of Van- couver, that has not more or less of a locally owned fleet. That a number of vessels, built and owned in and oper- ated from this port, would be a great advantage to all classes of our citizens, can scarcely be questioned. Be- ing somewhat interested in shipping, I have had occasion to note the many disadvantages the port labors under, owing in a great measure to the fact that we have no vessels of our own. I will just give one illustration. A great many of the vessels loaded in British Columbia with lumber are owned either in San Francisco or Puget Sound—the owners in many cases being closely allied with the owners of the Sound mills. The natural result follows, and every American ship-owner does his utmost to have his ships go to Puget Sound, and in order to do this many owners grossly exaggerate the difficulties of coming to Burrard Inlet, and actually state in the Charter Party that if the ship goes to Burrard Inlet, the freight will be 60 cents per thousand feet more than if loaded in Puget Sound. In many cases our mills cannot possibly afford to pay the 60 cents extra, and the vessels go to the Sound—our people lose the orders and many times are compelled to close their mills, which, of course, affects every man with whom they have business rela- tions.

I mention lumber carriers particularly, as for the pre- sent lumber is the principal export; but it is only a ques- tion of time when this discrimination against the port will spread to all other freight, both in and out. Let both the Provincial and Dominion Governments give their aid to ship-building, and the whole Dominion will benefit by it. I trust that persons more competent to handle the subject (to say nothing of the governments) than I, will take it up and give it their earnest attention.

J. G. WOODS.

MOODYVILLE, Nov. 17th, 1900.

LOG RUN OR CULLS?

A peculiar controversy has arisen between a buyer and seller of lumber and has been brought to our attention. A dealer bought of a manufacturer a certain lot of lumber "log run." The National inspection rules defines "log run" as "the full run of the log mill culls out." The buyer had not seen the lumber when he made the contract and when the lumber came to be delivered it was found that almost every board was missawn and badly missawn. The rules say that all badly missawn lumber shall be classed as "culls," the word "culls" evi- dently having reference to shipping culls. Now, the question arises, is the dealer bound to take the lumber as log run?

It seems to us that he is not. When a dealer buys lumber "log run" he takes his chances as to the quality of the logs, but he is entitled to have the manufacturer use ordinary diligence to properly prepare the lumber for market. No matter how poor the quality of the logs, if the dealer had contracted log run, and the manufacturer had properly manufactured the logs into lumber, the dealer would have been compelled to take it, even had it been all culls. When, however, the lumber is made all culls through the negligence of the manufacturer, or his inability to properly manufacture it, then the dealer can- not be compelled to take the lumber as log run.

The rules say that log run is the full run of the log mill culls out. To our way of thinking, that does not only mean the full number of feet in the log, but also the pro- portion of high grade stock which the logs would pro- duce with reasonable care in the manufacture. When, however, the buyer fails to receive the proportion of high grade stock which is in the log, either because it has been selected out by the manufacturer or because through negligence on the part of the manufacturer the high- grade stock is reduced to cull, the buyer is not getting the full run of the log.

In a certain lot of logs, if reasonably well manufactured, there are a certain number of feet of firsts and seconds, a certain number of feet of common and a certain number of feet of culls, the value of all being, say, \$5,000. When through gross negligence on the part of the man- ufacturer the logs produce nothing but culls, valued at, say, \$3,000, then the buyer is falling \$2,000 short of getting that which is his due.

The case will probably be decided in the courts, and we believe the foregoing position will be sustained.—Hardwood Record.

BRITISH COLUMBIA LUMBER SHIPMENTS.

The following vessels sailed from British Columbia ports, lumber laden, for foreign destina- tions, up to October 31st, 1900:

Vessel.	Sailed	From.	For	Cargo ft
Latona	Jan. 9	Moodyville	Valparaiso	788,159
Guy C. Goss	Jan. 19	Hastings	Philadelphia	1,030,625
Alicar	Jan. 19	Moodyville	Callao	901,307
Fred J. Wood	Jan. 24	Equimault	Santa Rosalia	14,440
Antofagasta	Feb. 28	Chemainus	Antofagasta	8,0454
Errol	Mar. 10	Hastings	U. K.	1,069,195
Creedmoor	Mar. 30	Ch mainus	U. K.	1,158,540
Star of France	Mar. 30	Hastings	Sydney	1,180,593
Silo	Mar. 31	Chemainus	U. K.	1,116,308
Adderly	April 5	Moodyville	Sydney	1,080,149
Wrealer	Mar. 31	Chemainus	Melbourne	574,031
Renee Rickmers	May 7	do	U. K.	1,820,956
Glenalvon	May 11	do	London	1,872,368
Caesara	April 27	Hastings	U. K.	1,031,450
Fred J. Wood	May 11	do	Kobe	781,905
Blancheira	May 25	do	U. K.	1,158,195
Gleneslin	May 25	Chemainus	Cape Town	1,425,072
Peru	June 14	do	Cork	1,800,182
Falls of Garry	June 4	Moodyville	Sydney	1,055,947
Arnold	June 6	Hastings	Newcastle, Erg	632,617
Onaway	June 26	Port Moody	Adelaide	687,353
Dehance	June 18	Conwichean	Santa Rosalia	120,133
Drummuir	June 27	Chemainus	Me bourne	1,508,649
Sunoma	June 21	Hastings	Me bourne	789,732
Lakemba	June 25	do	Iquiquil	800,968
Senator	June 29	Moodyville	Callao	1,074,518
John D. Tallant	June 20	Hastings	Guaynquil	371,995
Emilie	July 31	Chemainus	U. K.	1,393,217
John Smith	July 25	N. Westminster	Nagasaki	673,447
Tartar	July 7	Hastings	Hong Kong	449,102
Corona	July 10	Chemainus	Santa Rosalia	70,701
Garibaldi	July 23	Moodyville	Callao	410,975
A. J. West	July 18	Cowichan	Santa Rosalia	14,110
James Drummond	Aug. 13	Chemainus	Sydney	1,164,711
Marie	Aug. 20	Moodyville	London	1,312,375
Thist e	Aug. 29	Moodyville	Freetantle	942,043
Chas. F. Cocker	Aug. 6	Hastings	Sydney	880,405
Bertha	Aug. 15	Moodyville	Valparaiso	673,333
Lymam D. Foster	Aug. 11	Chemainus	Australia	887,130
Elwell	Aug. 8	do	Cape Town	709,574
Heiper	Aug. 24	do	Melbourne	707,059
Elena	Aug. 29	Moodyville	Callao	351,198
J. B. Thomas	Aug. 31	Chemainus	Adelaide	1,443,462
Nymphs	Sept. 27	Chemainus	U. K.	1,028,205
Louisiana	Sept. 14	Hastings	Melbourne	1,111,949
William H. Smith	Sept. 28	Moodyville	Sydney	1,508,362
Landfield	Sept. 24	Hastings	London	1,724,895
A. Miral Tegethof	Sept. 20	Chemainus	Antofagasta	706,225
Marion Chilcott	Sept. 20	Chemainus	Adelaide	1,400,654
Transit	Sept. 20	Chemainus	Sydney	6,7561
Dehance	Sept. 28	Cowichan	Sydney	653,623
James H. Bruce	Sept. 8	Chemainus	Sydney	592,228
Expansion	Sept. 27	Cowichan	Santa Rosalia	131,011
Wilhelmine	Oct. 24	Hastings	South Africa	1,379,306
Nixe	Oct. 17	Moodyville	London	1,207,438
Ivy	Oct. 24	Hastings	Shanghai	602,713
Sea King	Oct. 24	Moodyville	Sydney	1,107,485
Hawaiian Isles	Oct. 23	Chemainus	Melbourne	1,929,447
Arethusa	Oct. 31	do	Havre	1,544,967
Republic	Oct. 24	do	Melbourne	808,812
Condor	Oct. 8	Moodyville	W. C. of S. A.	89,658
Olympia	Oct. 17	Victoria	Japan	63,975
Renee Rickmers	Loading	Hastings	London	
Atlanta	do	do	W. C. of S. A.	
Pallas	do	do	Continent	
Rufus E. Wood	do	Chemainus	Melbourne	
I. B. Brown	do	do	do	
S. David	do	do	South Africa	
Elizabeth Nic'tn	do	N. Westminster	Shanghai	

TRADE ENQUIRIES.

Mr. C. A. Duff Miller, Agent General for New Brun- swick, 17 Leather Market, London, Eng., has received a communication from a Glasgow merchant who wishes to represent a Canadian pulp manufacturer.

The secretary of the Canadian Manufacturers' Associa- tion, Toronto, is in receipt of a communication from the Imperial Institute, asking for the names of manufacturers of wooden handles. The name of a large firm in Manches- ter is furnished as desirous of buying these in large quan- tities, and as Canada has direct steamship service to Man- chester, the prices would be quoted at a very reasonable rate. Along with the request came three samples of the sort of handles required, so that any manufacturers inter- ested can call at the office of the Manufacturers' Associa- tion, Board of Trade building, and be able to place exact figures for the supply of these goods. The secretary is also in receipt of an enquiry for manufacturers of hard- wood blocks for flooring.

A Glasgow firm of timber importers desire to be placed in communication with Canadian firms in a position to supply quantities of boxwood. Name and address at office of CANADA LUMBERMAN.

A manufacturing firm using large quantities of dimen- sion hardwood timber invites communications from Cana- dian manufacturers. Particulars from Mr. Harrison Watson, Imperial Institute, London, Eng.

HARD TO BEAT.

Mr. E. Todd, Brantford, Ont., in renewing his sub- scription, writes: "You will have to hustle next year if you expect to beat this year's LUMBERMAN."

It is rumored that a pulp mill will be established a Nanaimo, B. C.





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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. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information in which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in anyway affecting it. Even when we may not be able to agree with the writers, we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not 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 indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

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 LABOR PROBLEM.

THE difficulties which confront the lumber manufacturer in respect to labor are showing no indications of relief. Logging operators in many instances are unable to obtain a sufficient number of men for work in the woods, and the production of logs during the coming winter promises to be reduced on this account. Some dissatisfaction is also reported as to the class of labor obtainable.

The demand for labor is such that employees are often indifferent and do not discharge their duties as faithfully as when employment was less plentiful. These conditions must affect the cost of producing lumber.

The opinion was recently advanced in these columns that current prices are not out of proportion to the cost of producing lumber. In a recent issue the American Lumberman takes up this question and gives some striking examples of the increase in the wages of those engaged in lumbering operations. Taking the wages paid by a large lumber manufacturer in Duluth, the increase this year as compared with 1896 is about 30 per cent., as the following table shows:

CLASSES OF LABOR	1896	1900	INCREASE
Pilers.....	\$1.62	\$2.00	23 per cent.
Graders.....	1.37	2.00	46 " "
Setters.....	1.75	2.00	14 " "
Clearing gangs.....	1.75	2.12 1/2	21 " "
Common laborers..	1.25	1.62 1/2	30 " "

The increase in the wages of woodsmen have

been much greater, and show an increase as compared with four years ago of nearly 85 per cent. The comparison is as follows:

CLASSES OF LABOR	1896	1900	INCREASE
Teamsters.....	\$16.00	\$30.00 to \$40.00	88 per cent.
Swampers.....	13.00	28.00 to 32.00	115 " "
Choppers..	14.00	28.00 to 32.00	100 " "
Sawyers.....	14.00	28.00 to 32.00	100 " "
Graders.....	13.00	28.00 to 32.00	115 " "
Laying iron...	13.28	28.00 to 32.00	110 " "
Chore boys ...	12.00	20.00 to 26.00	76 " "
Blacksmiths...	35.00	50.00 to 60.00	43 " "
Cooks.....	45.00	50.00 to 60.00	11 " "

We believe that in Canada there has been an almost corresponding advance in the wages of the employees of the lumber trade. This advance cannot be disregarded by manufacturers, who must of necessity secure for their product a price sufficient to cover the increased cost of production. The consumer who believes that by waiting he will be able to purchase his supply of lumber at lower prices will probably find that he has been laboring under a delusion.

THE OUTLOOK.

As the exponent of the lumber industry, the CANADA LUMBERMAN has felt an interest in the election campaign which recently closed in the United States, and we must confess to a feeling of satisfaction with the result. No doubt the prosperity which the country has enjoyed during the past three years was a strong factor in determining the result. The business interests are now assured that there will be no change in the policy of the Government for four years at least. The immediate result will be the carrying out of plans which were temporarily deferred, while the commercial industries will continue to expand.

Although a political campaign in Canada does not affect the business interests in the same degree as in the United States, yet it is a cause for congratulation that in this country also we are now reasonably certain of a settled policy for another four years. Tariff regulations are not likely to undergo material change, and manufacturers will be in a position to plan their undertakings accordingly.

THE lumber trade has perhaps felt a greater interest in the recent election across the border than any other branch of industry, as some 500,000,000 feet of the lumber product of Canada is annually marketed in the United States. A prospective glance shows the outlook for the lumber industry of this country to be rather bright. Lumber is still a large factor in building operations. These will soon be terminated for this year, but we anticipate that the spring of 1901 will be the beginning of an active building season. In the city of Toronto the number of vacant houses has greatly diminished within the past year, and the demand is such that new residences must be built to accommodate the rapidly growing population. The holding of a Dominion Exhibition in Toronto next year is likely to cause the erection of buildings on the Exhibition grounds to cost in the neighborhood of \$200,000, while the proposed palace hotel on King street is expected to call for an expenditure of nearly \$1,000,000. In Ottawa building operations next year promise to be on an extensive scale, as, in addition to the regular building, many structures destroyed by the Ottawa-Hull fire last spring are yet to be replaced. A considerable volume of building is likely to be done in the city of Montreal, not to speak of the extensive harbor improvements

which are under way in that city. While the conditions in these three cities and the situation in the smaller cities and towns of the country, and that we shall expect a healthful revival of building operations next year.

THE consumption of lumber for manufacturing purposes is likely to increase. Furniture and other articles are two of the main branches of manufacture in which lumber is employed, and these are in a most prosperous condition. In addition to a steadily increasing home demand the export of these articles is increasing, as shown by the official returns issued by the Department of Trade and Commerce.

So much for the home consumption. The conditions which will characterize the export are less certain. It is not improbable that the United States will take from this country next year fully as much, if not more lumber, as the season now closing. So with the European market. And it is probable that other countries will increase their imports from Canada, partly as a result of our exhibit of products at the Paris Exposition. The African Republic will eventually be a large exporter of lumber, but the country will not become sufficiently settled to permit of large exports in 1901.

Lumber manufacturers may, we think, look into the future with some degree of assurance that, with a moderate output, all the lumber manufactured will find a market, and the business will realize a fair margin of profit. Of the things to be guarded against is excessive production.

EDITORIAL NOTES.

TO THE lumber fraternity the CANADA LUMBERMAN extends its greetings upon the approaching festive season.

HERE is a trade barometer: "The quantity of wood pulp exported from the Dominion of Canada to Great Britain during the last year was almost twice as great as during the preceding year." The Scandinavian manufacturers are gradually losing ground in the European market, because of the superior quality of Canadian pulp.

NEW blood from lumber circles has been introduced into the Dominion parliament by the nomination of Mr. J. T. Schell, of Alexandria, Ont., and Mr. Gibson, jr., of Marysville, N. B. If these gentlemen put into their parliamentary careers the same keen foresight and telling energy that characterized their business operations as lumbermen, we may expect to see the mark of their impress upon the work of the ninth Parliament of Canada. Is it too much to predict the position of the long-looked-for import of United States lumber?

THE Great Northern Railway has been completed. The road runs from Quebec City to Hawkesbury, connecting with the Boothby system, over which it has running rights to Parry Sound. It passes through the rich lumbered country on the upper reaches of the St. Lawrence that flow from Quebec into the St. Lawrence and furnishes a continuous line between

orgian Bay and water at Quebec. The  
 is of much importance to the pulp industry,  
 mills are located at many points through which  
 passes, including Hawkesbury, Lachute, St.  
 come, Grand Mer, and Shawinigan. The con-  
 duction of the roads opens up bright prospects  
 pulp and paper-making, as well as for the  
 of Quebec.

found in effect that the saw was not securely  
 guarded, and that by reason of the defendants'  
 neglect to guard it the plaintiff was injured, and  
 that their finding involves a finding that plaintiff  
 was properly where he was when the accident  
 happened, and the motion should therefore be,  
 and is, dismissed with costs.

#### LOGGING MAHOGANY.

THE following somewhat lengthy description of  
 the mode of logging mahogany is taken from  
 Self Culture. It is worth reading:

"The mahogany hunter is the most important  
 and best paid laborer in the service, for upon his  
 skill and activity largely depends the success of  
 the season. Mahogany trees do not grow in  
 clusters, but are scattered promiscuously through  
 the forests, and hidden in a dense grow of under-  
 bush, vines and creepers, and it requires a skillful  
 and experienced woodsman to find them. No  
 progress can be made in a tropical forest without  
 the aid of a machete, for the way must be cut  
 step by step. The mahogany is one of the  
 largest and tallest of trees, and the hunter, seek-  
 ing the highest ground, climbs to the top of the  
 tallest tree and surveys the surrounding country.  
 His practiced eye soon detects the mahogany by  
 its peculiar foliage, and he counts the trees  
 within the scope of his vision, notes directions  
 and distances, and then, descending, cuts a nar-  
 row trail to each tree, which he carefully blazes  
 and marks, especially if there is a rival hunter  
 in the vicinity. The axemen follow the hunter,  
 and after them come the sawyers and hewers.

"To fell a large mahogany tree is one day's  
 task for two men. On account of the wide spurs  
 which project from the trunk at its base,  
 scaffolds must be erected and the tree cut off  
 above the spurs, which leaves a stump from ten  
 to fifteen feet in height—a sheer waste of the  
 very best part of the tree, and one which Ameri-  
 can ingenuity would certainly devise some means  
 to prevent. While the work of felling and hew-  
 ing is in progress other gangs are busy making  
 roads and bridges over which the logs may be  
 hauled to the river. One wide 'truck pass,' as  
 it is called, is made through the center of the  
 district occupied by the works, and branch roads  
 are opened through this main avenue to each  
 tree. The trucks employed are clumsy and  
 antiquated affairs which no American would  
 think of using; the axles and boxes are im-  
 ported from England, while the other parts are  
 made upon the ground. The wheels are of solid  
 wood, made by sawing out the end of a log and  
 fitting iron boxes in the center, no spokes or  
 tires being used. New wheels are in constant  
 requisition, and repairs cause frequent and ex-  
 pensive delays. Most of the trucking is done at  
 night by torchlights of pitch pine. The oxen are  
 fed on the leaves and twigs of the bread-nut  
 tree, which gives them more strength and power  
 of endurance than any other obtainable food.  
 The trucking being done in the dry season, the  
 logs are collected on the bank of the river and  
 made ready for the floods. On the longest rivers  
 these begin in June and July, and on others in  
 October and November. The logs are turned  
 adrift and when they reach tide water are caught  
 by means of booms. Indian loggers, usually  
 Caribs, follow the logs down the river in order  
 to release those which are caught by obstacles.

No little judgment and experience are required  
 to determine at what exact stage of the flood  
 the logs should be set adrift. Should the waters  
 rise to what is called 'topgallant flood' before  
 the logs reach the boom, many of them would  
 be carried over the banks and left high and dry  
 in canebrakes and thickets, or covered up by  
 sand and rubbish. From the boom the logs  
 are rafted to the embarcadero and 'manufac-  
 tured' for shipment.

"Mahogany trees give them from two to five  
 logs each, measuring from 10 to 18 feet in length  
 and from 20 to 44 inches in diameter after being  
 hewed. The manufacturing process consists in  
 sawing off the log ends which have been bruised  
 and splintered in transit down the river, and in  
 relining and rehedging the logs by skillful work-  
 men, who give them a smooth and even surface.  
 The logs are then measured, rolled back into  
 the water at the mouth of the river, and made  
 into rafts, to be taken to the vessels anchored  
 outside the bar."

#### LACING A BELT.

A writer in The Engineer suggests a new  
 method of preparing the ends of the belt lacing,  
 concerning which he says: Every one who has  
 to lace belts knows how difficult it is to push the  
 soft ends of the lace through the belt, unless the  
 holes are much larger than they should be. The  
 majority of men use either a nail or the point of a  
 file to aid in this work, but this is cumbersome,  
 and, too, a nail of the proper size or a file is not  
 always on hand. There are metal tipped laces  
 and also metal tips on the market, which are  
 adapted to cover the end of the lace and thus  
 make it stiff enough to be pushed through the  
 holes in the belt, but I believe my method is  
 superior to either of those already mentioned,  
 inasmuch as it is more of a time saver. My  
 method consists in holding the tapered ends of the  
 lace leather over a lighted match until the leather  
 becomes charred, when it will be found to be quite  
 hard, and plenty stiff enough to be pushed through  
 the holes in the belt without breaking. Care should  
 be taken not to char the leather too much, other-  
 wise it will become brittle. A little experiment-  
 ing will enable the work to be done just right.

#### TREATMENT OF RUBBER BELTS.

To obtain the full value from a rubber belt, it  
 is essential to buy the best belt, provide pulleys  
 of ample diameter and face, avoid excessive strain,  
 distribute the strain over the whole width of the  
 belt as equally as possible, have the fastenings  
 made so that they will not pull out the ends of the  
 belt, and avoid having the belt exposed to exces-  
 sive heat or to grease or dirt. You can greatly  
 increase the service and life of a belt by applying  
 with a brush a composition made with equal parts  
 of red lead, black lead, French yellow and  
 litharge mixed with boiled linseed oil and japan,  
 enough to make it dry quickly. This will pro-  
 duce a finely polished surface. A coat of the  
 same composition may be applied if the rubber  
 gets peeled from the surface of the belt. Animal  
 oils, grease and castor oil are injurious to rubber  
 belts and should not be used, the composition  
 mentioned above being all that is necessary.  
 Belts to be adjusted to the pulley should have the  
 ends cut square and true, and be cut shorter than  
 the distance around the pulley by an  $\frac{1}{8}$  to  $\frac{1}{4}$ -inch  
 for every foot when measured with a tape; a  
 steel tape is the best. They should be stretched  
 as tightly as possible, and with wide belts this  
 can be done best by the use of clamps secured  
 firmly to each end of the belt. There is no  
 danger of breaking, as a belt of good quality,  
 6 inches wide and 3-ply thick, will stand a direct  
 strain of 5,000 pounds. — Steam Engineering.

Mr. A. F. Bury Austin, the well known lumber mer-  
 chant, of Montreal, left for British Columbia on November  
 19th, on an extended business trip. Upon his return he will  
 be pleased to receive enquiries for all kinds of material in his  
 line.

THE suggestion recently made in these columns  
 that railroads might be employed to a much  
 greater extent in the near future for the trans-  
 portation of logs from the woods to the mills is  
 practically illustrated in some parts of the United  
 States. It is learned that in Michigan and some  
 other states where a few years ago logs were  
 floated to the point of manufacture, railroads are  
 now used for this purpose. It is also significant  
 that a strong syndicate is planning to ship by  
 rail 1,000,000,000 feet of logs from the Rainy  
 River country to Stillwater, Minnesota.

WE are again reminded of the one great want  
 of the lumber trade in Canada by the receipt of  
 a little booklet giving the rules for the grading  
 of pine and hemlock lumber as adopted by the  
 Lumbermen's Associations of the Mississippi  
 and Wisconsin valleys. A glance at the rules  
 shows that they have been prepared with more  
 than ordinary care. The general instructions  
 are intended to cover points upon which opinions  
 are likely to differ, while to make the rules more  
 explicit several examples of each grade are given.  
 These rules apply to 95 per cent. of all the white  
 pine and Norway lumber manufactured in the  
 Mississippi and Wisconsin valleys. It is to be  
 regretted that in the matter of uniform grading  
 of lumber, Canadian manufacturers have not  
 shown as much progress as their confreres in  
 the United States. One has but to examine the  
 lumber stock sheets as sent out by manufac-  
 turers to at once be convinced of the great neces-  
 sity of the adoption of some such rules. No two  
 mills grade their lumber in the same manner.

#### DAMAGES FOR ACCIDENT.

Blow vs. London and Petrolia Barrel Com-  
 pany came up in the Divisional Court at  
 Toronto, before Mr. Justice Falconbridge, on  
 motion by defendants to set aside verdict of jury  
 and judgment of Mr. Justice Meredith, and for  
 a new trial. The case was an action for damages  
 in law and by statute for injuries sustained by  
 plaintiff, who while employed by defendants and  
 acting under the directions of one Weir, his  
 superior, and removing waste near a circular  
 saw in motion, had his left arm cut off. The  
 plaintiff alleged negligence on the part of defend-  
 ants in leaving the saw unguarded, and in not  
 having a proper mode of ingress to and egress  
 from it. The jury did not agree upon an answer  
 to the first question, which was whether  
 Weir gave the direction to plaintiff, which plain-  
 tiff says he did, to approach the saw by a certain  
 way, and as to the second, found that the saw  
 was unreasonably dangerous, because not pro-  
 perly covered, and that plaintiff was entitled to  
 500 damages. It was contended for defend-  
 ants that the jury not agreeing to a general  
 verdict, and in the absence of a finding that  
 Weir had given an improper order, that plaintiff  
 could not succeed. Held, that the jury have

## NOTES FROM THE EASTERN PROVINCES.

[Correspondence of the CANADA LUMBERMAN.]

A new company has been formed in Fredericton, N.B., for the manufacture chiefly of lumbermen's supplies, including peavies, hames, cant dogs, boot caulks, table blocks, all kinds of drop forgings, wire nails, hay pitchers, etc. The name of the concern is the McFarlane-Neill Mfg. Co., and it starts out under particularly advantageous circumstances. The firm has acquired the fine plant of the late Walter McFarlane, which was so successfully run by him up to his death, and since then with continued success by Mrs. McFarlane. This plant consists partly of a large brick building in St. Marys, just opposite Fredericton, fully equipped with engines and the best machinery. This old concern has a first-class name among the lumbermen and a good connection with them. Their peavies have for years been shipped all over the Maritime provinces and central and western Canada. One customer alone in Quebec has bought over \$5,000 worth of peavies. The personnel of the new company is as follows: Mrs. W. McFarlane, Jas. S. Neill, E. Byron Winslow, F. T. Morrison and N. A. Tweedale, the latter being manager. Mr. Jas. S. Neill is well known among lumbermen, having, in Fredericton, one of the best hardware stores in New Brunswick, from which he has shipped large quantities of lumbermen's supplies. For years he has manufactured boot caulks in a little factory at Nashwaakasis, for which he has found a large market. New equipment is at once to be added to this factory on account of increased output. The concern is the only one in Canada which manufactures the celebrated wrought band and solid eye peavy. For this they hold the Canadian patent, which was taken out by the inventor, the late Walter McFarlane, who made a good thing out of it and sold the United States patent to a Bangor firm. They also manufacture the malleable band peavy such as is made by Upper Canadian firms. To give a slight idea of the extent of this business it may be mentioned that in this factory upwards of 90 carloads of lumber are sawn into peavy handles each year. This lumber is hauled to the factory in the rough log, and there sawn and split in order to get the green of the log.

Thos. Robinson, a well-known mill owner, died a few days ago at his home in Lower St. Mary's, N.B. For many years he successfully ran the saw mill which he recently leased to Alderman McKendrick.

The Robb Engineering Company, of Amherst, N. S., secured the order a few days ago for a large and heavy portable saw mill, with engine and boiler and all appurtenances complete, to be shipped to the Pacific coast. It is destined to the Chilliwack valley in British Columbia. The freight on this purchase will be between \$800 and \$1,000. This mill has been bought by Clifford Paterson and some other lumber operators of this county who have organized to carry on a big lumber industry in the west. The men to man the mill will probably accompany it across the continent.

C. Pickard, of Sackville, has a portable mill at Brooklyn, some miles distant on the Cape Tormentine Railroad, and cuts from one to one and a half million feet of spruce a year, which goes to the English market.

Jas. Smith, of Sackville, has lately been turning out between 10 and 15 thousand pairs of moccasins in a season. These are oil tanned. He has been steadily refusing orders for some time, as the capacity of his factory is not equal to the demand. He employs 35 hands and does a huge trade in these lumbermen's goods.

P. R. Ayer & Company, Limited, in the same town, make enormous quantities of lumbermen's harness, which is now their specialty. Their factory is the largest of the kind in the Maritime provinces and one of the best in Canada.

Jas. F. Sherry has opened up in Memramcook in the manufacture of lumbermen's shoe packs, moccasins and larrigans. He is employing about 20 hands and makes a good article. His specialty is shoe packs. Next year he hopes to have about 50 hands at work.

A. E. Wry & Co., Sackville, are manufacturing lumbermen's harness, and showed THE LUMBERMAN'S representative substantial orders from well known lumbermen and dealers from the north.

Chas. Dickenson, the larrigan manufacturer in Woodstock, whose advertisement is seen elsewhere in this issue, has a pair of shoe packs in his possession which were worn from Cape Town to Pretoria and back by the Rev.

Mr. Lane, who accompanied the first contingent. They are neither worn through or ripped in any part, but show many deep scratches and cuts from the rocks.

The second largest larrigan factory in Canada is in Parrsboro, and lumbermen throughout eastern Canada know the name of J. S. Henderson so well that they will be interested in a short description of his business. It is but a few years since he began to manufacture on anything approaching a large scale, but already his business is enormous and he now employs about seventy-five hands and turns out 32 dozen pair a day of shoe packs and larrigans, not including moccasins. Mr. Henderson has his own tannery in connection which he has been running for many years and makes up all his own leather, so he knows exactly what goes into his goods. His larrigans and shoe packs all have the rivet through the vamp and quarter on each side; this, he claims, is an absolute essential to lasting quality, and it looks most reasonable. Some makes are without this important feature. A large addition was recently added to the factory, and another spring further additions will go up. Mr. Henderson last February sold in one order, to a Montreal firm, 26,000 pairs. He has sent large shipments to Winnipeg and British Columbia. His advertisement may be seen in this issue, and THE LUMBERMAN trusts that soon Mr. Henderson will occupy no second position in Canada. T. E. Henderson, of Parrsboro, is the inventor of the Henderson patent larrigan which is gaining such a good reputation. A pair of these is on exhibition in his shoe store window, made to the order of Chaplain Lane, of the first contingent, for presentation to the Prince of Wales.

## PARRSBORO'S LUMBER INDUSTRY.

It may not be generally known that Parrsboro ships one-quarter of the entire lumber output of Nova Scotia, but there are many interesting things to be learned of this progressive and always busy little town, which is harbored so securely on the northern shore of the beautiful Minas Basin. At an early date THE LUMBERMAN hopes to publish some interesting sketches and descriptions of the town and vicinity relative to the lumber industry, but at present a few items will give the trend of recent events in this connection. Backed by a great lumber district, intersected with splendid carrying facilities, fronted by much good shipping conveniences and peopled by men who know their business, Parrsboro has been doing, and will continue to do a heavy export trade. The town is growing and growing well as the years go by.

The Newville Lumber Co., whose mill is 10 miles from Parrsboro, on the Cumberland railroad, have been cutting about 4,500,000 feet. The mill is equipped with a gang, edger, trimmer, lath, planer and other machines. About 700,000 feet of this cut is of pine. They stream drive largely to the mill. The office of the firm is in Parrsboro, in charge of Mr. McAloney, who greatly admires THE LUMBERMAN. They sell largely to Malcolm Mackay and ship much to the United States; Stetson, Cutler & Co. handling most of this. The firm is composed of W. W. Black, N. A. Rhodes, N. Curry, C. A. and J. B. Lusby, and George A. Fowler. These men are from Amherst, with the exception of Mr. Fowler, who is now in New-oundland as manager of the Explosives Lumber Company there. Captain Nordby, of Parrsboro, agent for George McKean, of St. John, shipped about 12,320,000 feet this year.

D. A. Huntley, manufacturer and shipper, has a mill on the wharf in which he cuts about 1,000,000 feet a year. As he does a good deal of vessel building he uses it for getting out deck planks, etc. He is just now building a 500 ton barque. He has another mill at Canaan, 10 miles north east of Parrsboro; he cuts about 1,000,000 deals a year. He has also stave, shingle, and heading machines. He sells principally to George McKean and B. L. Tucker.

Geo. W. Day, of Parrsboro, at present Mayor of the town, has a portable mill at Canaan, and cut about 2,500,000 feet of deals, boards and scantling last year. Mr. Day knows the lumber business thoroughly in all its features, and has been very successful.

The Moose River Lumber Company has been organized during the past month at Parrsboro, and will now carry on a large business. The gentlemen interested in this concern are Messrs. B. L. Tucker and Newton Pugsley, of that town. They have bought a property consisting of 12,000 acres of well wooded land lying about east of Parrsboro on the northern shore of the Basin of Minas.

This property has been cutting from 000,000 to 1,000,000 feet for years. They expect to cut that much this year using portable mills and doing considerable stream lumber. Mr. Tucker, as buyer and shipper of lumber, shipped 20,000,000 feet last year, shipping to the West Bay English market. He does not ship to the Atlantic market.

Chas. J. Willis & Company, of Sackville, N. B., shipped some 40 cargoes of lumber since April. A cargo was due there on the 15th of November, which will take away 1,500,000 more—the last of the year's shipments. This firm ships from Cape Tormentine, via St. John's, to the Island and other points. In 1900 they shipped over 10 million feet of lumber. Atherton leaves this office early in December to return to England.

The barkentine Florence B. Edgerton, loaded with 1,000,000 feet of lumber, for Cape Town, sailed recently from Parrsboro, N. S. Nearly all of this is to be used in pairing the mines and railways wrecked in South Africa. The commander of the vessel is Captain J. N. Kay, who was but a few weeks ago married to Miss Gertrude Strehlin, of New France, near Weymouth, N.S. Mrs. Kay accompanied her husband on the trip. Mrs. Kay is the well-known lumber operator in New France.

Nov. 18th, 1900.

## QUESTIONS AND ANSWERS.

"C. B.," Halifax writes: I have two lines of belts to be driven from one electric motor. Can I run both belts off it, or will I have to belt from one line of shaft to another?

ANS.—If you have room to put your motor between two lines, it would be best to belt direct from it to the line, the belts driving each way from a special pulley, one on each line. This method has the advantage of reducing the strains on the bearings and frame, and so of giving freer access to the motor for inspection and cleaning.

"Engineer" says: We are putting a new belt in our mill, for which we will have to get a new belt fifty feet long. As I want to get the very best possible out of it, please advise me which side I should belt next the pulley.

ANS.—If your belt is to be single, you should belt the flesh or grain side out, because the outside of the belt passing around the pulleys is subject to more or less extension strain, over and above the strain due to the load it is driving; whereas the inside of the belt goes over the pulley is to a certain extent compressed. Obviously, the flesh side being of a more soft and pliable nature than the hair side, is more suited to take the tension strain. If the belt is double, both sides of grain, the hair sides being glued together, so you have no choice in the matter.

## SNEEZE WOOD.

Among its many peculiarities South Africa includes "sneeze-wood" tree, which takes its name from the fact that one cannot cut it with a saw without sneezing, as fine dust has exactly the effect of snuff. Even in the wood it will sometimes cause sneezing. No insect worm or barmacle will touch it. It is very bitter in taste, and its specific gravity is heavier than water. The color is light brown, the grain very close and hard. It is a nice looking wood, and takes a good polish. For work, piers or jetties it is a useful timber, lasting a long while under water.—The Building News.

## PERSONAL.

Mr. Joseph Botsford, foreman in the planing mill of Graham, Horne & Company at Fort Williams, Ont., stricken with paralysis last month and died a few days thereafter.

The marriage of Mr. J. Quincy Adams, of New Brunswick, inspector for the British-Canadian Timber Manufacturing Company, of London, Eng., should have been chronicled in last issue. The lady of his choice was Miss Maud Minerva, daughter of Mr. W. E. Ross, of Harriston, and the event took place at St. George's church at Harriston, Rev. J. Hirst Ross officiating. Mr. and Mrs. Adams we extend our congratulations.

**THE NEWS.**

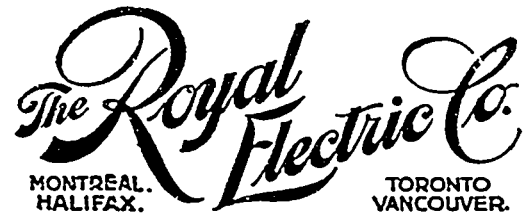
McLaren Esplanade are remodelling their mill at  
 am, Que.  
 saw mill has been completed at Templeton,  
 Greene.  
 and Smith is building a sash and door factory at  
 on, N. B.  
 person Bros., millers, Boundary Falls, B. C.,  
 med business  
 saw mill has been established by Oliver Bros.  
 ord, N. W. T.  
 Eastman Lumber Company are repairing their  
 at Racine, Que.  
 Dickie, of Sawwacke, N. S., is building a large  
 mill at Liscombe Mills.  
 McLean & Company have built a large addi-  
 their planing mill at Windsor, Ont.  
 es Pedwell expects to commence the erection  
 mill at Lion's Head, Ont., early in the spring.  
 erland, Innes & Company, of Chatham, Ont.,  
 blishing a sash and heading mill at Castleford.  
 saw mill, pulp mill and stave factory are among the  
 itions expected by the citizens of Beaver Mills,  
 kie & McGrath, of Tusket, N. S., are desirous of  
 g a number of portable mills to saw hardwood  
 e Chippewa Lumber Company, of Southampton,  
 re extending their planing mill and sash and door  
 liam Millions, of Carleton Place, Ont., has gone  
 oundland to superintend the erection of a large  
 ll there.  
 Patterson, of Millstream, N. B., has purchased a  
 tract near Grand Falls, which he will log during  
 ing winter.  
 illiamson & Crombie, of Kingsbury, Que., expect  
 ate their saw mill throughout the winter, having  
 ed for a supply of logs.  
 A. Patterson, of Apohaqui, N. B., has purchased  
 w mill of the Stevens Lumber Company at Salmon  
 N. B., the consideration being about \$15,000.  
 e Hastings Shingle Manufacturing Company, of  
 iber, B. C., are operating their shingle mill night  
 y. They have installed a new lath machine.  
 en for the lumber woods in the Lake of the Woods  
 ct are scarce. The Rat Portage Lumber Company  
 dvertising for teamsters, road-makers, axemen, etc.  
 An English firm have sent a representative to  
 ada to locate a site for a furniture factory. It is  
 ed that the factory will be located at Arnprior,  
 The Rat Portage Lumber Company are opening a  
 er yard at Portage la Prairie, Man. It will be  
 er the management of A. Stevens, formerly of  
 us River.  
 Price Bros., of Quebec, are building a large saw mill  
 k. Catharines Cove, near Tadoussac, Que., which is  
 ected to be in operation next spring. Mr. Charlton  
 be the manager.  
 The saw factory of William Chaplin, at St. Cathar-  
 Ont., was completely destroyed by fire early in  
 ember. Mr. Chaplin's loss is estimated at \$75,000,  
 is only partially covered by insurance.  
 Mr. Bolton, of Wingham, purposes building a factory  
 amilton, Ont., for the manufacture of broom  
 dies and other wood specialties for foreign markets.  
 may also go into the manufacture of furniture.  
 L. VanDusen, of Ottawa, an employee of the E. B.  
 y Company, has invented and patented a new match  
 time, said to be capable of making from blocks of  
 d 1,000 gross of four kinds of matches in ten hours.  
 Extensive lumber yards have been established in  
 awa by W. H. M. Auliffe. They are situated on  
 annia street, having a piling capacity of over 1,000,000  
 and are equipped with drying and storing facilities.  
 Five attempts have been made recently to effect the  
 ruction, by fire, of Messrs. Schurman, Lefurgy &  
 e property in Lunenburg, C.B. The large new ware-  
 se, which contains their offices and large quantities of

dressed and manufactured lumber, narrowly escaped.  
 No reason for the action has yet been found.  
 —Clifford Patterson, and other lumber operators, of  
 Cumberland County, N. S., intend building a large steam  
 mill in the Chilliwacs Valley, British Columbia. The  
 machinery is being built by the Robb Engineering Com-  
 pany.  
 —It is said that the owners of the McLaren mills at  
 Barnet, B. C., have under consideration the building of  
 several lumber schooners at their mill this winter. This  
 step has been suggested by the excessive freight rates  
 ruling this year.  
 —An order in council has been passed permitting the  
 Pigeon River Lumber Company, incorporated under the  
 laws of the state of Wisconsin, to carry on the  
 business of manufacturing lumber in Ontario. Herman  
 Finger, of Fort William, Ont., is attorney for the com-  
 pany.  
 —The Rat Portage Lumber Company have opened a  
 new retail lumber yard in Winnipeg. It is located on  
 Point Douglas, close to the site of their proposed saw  
 mill, and is in charge of J. M. Christholm, who for some  
 years has been manager of the retail lumber business of  
 Dick, Banning & Company.  
 —It is probable that a large saw mill will be built next  
 spring on the site of the old Conroy mill at Deschenes,  
 Que. The gentlemen interested are Messrs. J. B. Fraser  
 and John Bryson, of Ottawa. The site for the mill is an  
 excellent one, there being large piling grounds and good  
 facilities for the shipping of lumber and the handling of  
 logs in the river.  
 —Davidson & Thackray have entered into the first con-  
 tract with the Pontiac & Pacific Junction Railway, the  
 Ottawa and Gatineau Valley Railway, and the Interpro-  
 vincial Bridge Company to carry lumber across the new  
 bridge between Ottawa and Hull. The contract calls  
 for 400 to 600 car loads a year. The lumber will be  
 brought from Quyon and Fort Coulonge to the firm's  
 planing mill in Ottawa.  
 —What is said to be the largest perfect plank ever  
 turned out by a saw mill was manufactured by a Cali-  
 fornia redwood mill not long ago. The plank is 2 inches  
 thick, 6 feet wide and 17 feet long. It was cut by a band  
 saw, and is perfect and without a flaw. Much larger  
 pieces of redwood in the form of planks have been pro-  
 duced, but they were not perfect specimens.  
 —Rumors have been current for some time that the  
 Pacific coast lumber manufacturers had organized under  
 the name of the Associated Lumber Manufacturers of the  
 Pacific coast. The proposed organization, it is said, is  
 to be divided into two branches, an export branch and  
 domestic branch. The territory to be covered includes  
 British Columbia, Oregon, Washington and California.  
 —The mill of the Longford Lumber Company at  
 Gravenhurst, Ont., was closed on October 31st, the com-  
 pany, as usual, giving the employees a dance and supper.  
 The employees took advantage of the occasion to pre-  
 sent their foreman, Mr. F. L. McNab, with a handsome  
 gold watch and chain, together with an illuminated ad-  
 dress expressive of the good feeling which has existed be-  
 tween the foreman and the employees during the past  
 three years.  
 —The Chemainus Lumber & Manufacturing Company,  
 of Victoria, B. C., have given out the following list of  
 vessels under charter by the company to hold lumber:  
 A 380 ton American schooner, now in port; Hawaiian  
 barque Fort George, to load for Sydney, left Honolulu for  
 Chemainus on October 20th; the Great Admiral, to load  
 for Sydney; the Antofagasta, now en route to load at  
 Chemainus; the St. James, now loading; the Roland,  
 now on the way from Newcastle to Chemainus; and a  
 German vessel and another British ship.  
 —Great improvements have been made to the mill of  
 the North Pacific Lumber Company at Barnet, B. C.,  
 which is now under the management of J. M. Poiras.  
 The circular saw has been replaced by one 10-foot band  
 mill and one 8-foot band mill for resawing. There are  
 four Berlin machines and one timber planer 24x30 ft.,  
 built especially for this mill. The smoke stack is of  
 immense size; the lower 40 ft. has a water jacket in  
 which the refuse of the mill is burned. The capacity of  
 the dry kiln is 250,000 feet of lumber. The shipping  
 facilities are excellent, an ocean wharf 500x500 feet per-  
 mitting of vessels loading from three sides. A loading  
 shed on the railroad track is 66x100 feet.

—An important deal was recently completed at Van-  
 couver by which the Buse mill at Hastings was pur-  
 chased by the William Tytler Lumber Company. The  
 Buse mill was owned by some Minneapolis parties, J. J.  
 Banfield being their local representative. The mill itself  
 is of small capacity, but the site is an excellent one, with  
 deep water wharfage for ocean vessels at low tide. It is  
 stated that English capitalists are interested in the  
 purchase, and that it is the intention to erect an export  
 mill of large capacity.  
 —From Kingston, N. B., the manager of the Mer-  
 chants' Bank of Halifax sends some interesting particu-  
 lars about matters on the Northumberland Strait: "Trade  
 here, which is principally in lumber, has been very good  
 this year. All the mills on the Richibucto and Buctouche  
 rivers have been very busy during the summer, and  
 prices have been high. Shipments of deals to England  
 have been larger than usual, and the "boom" in Cape  
 Breton has increased our coastal trade." To a similar  
 effect writes the manager of the Union Bank of Halifax  
 at Annapolis, N. S.: "In reply to your enquiry I would  
 say that our lumber exports have been more active  
 than for many years past, and business generally has  
 been fairly good in this section."  
 —The new saw mill of Edmund Hall at Sarnia, Ont.,  
 is nearly completed, although work on the tramways and  
 docks will probably not be commenced until next spring.  
 The mill is located about 1,000 feet from the shore of  
 Sarnia bay. It is the present intention to make an island  
 of the space immediately surrounding the mill, with a  
 causeway and tram connecting it with the Grand Trunk  
 railway, the main line of which runs parallel with the bay  
 shore line. The equipment of the mill consists of two  
 band saws, one gang saw, lath mill, and shingle mill.  
 Power will be furnished by seven 16-foot boilers, supply-  
 ing two engines of approximately 500 h.p. each, and  
 smaller engines as occasion demands. There will be a  
 private lighting system and an independent system of fire  
 protection.

**CASUALTIES.**

—While working in Nichols & Kennedy's sash and  
 door factory at Omemece, John Watson had the thumb  
 sawn off his right hand.  
 —Patrick Flannigan, a logger, was instantly killed in  
 Forbe's logging camp, near Vancouver, B.C., by a branch  
 of a tree falling upon him.  
 —George Milton, who operated an edger at Drader's  
 mill at Chatham, Ont., was almost instantly killed by  
 being struck by a board thrown from the saw.



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 IN CANADA OF**

**S. K. C.**

**ALTERNATING CURRENT APPARATUS**

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 MOTORS  
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 All kinds of supplies in stock

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 ESTIMATES PROMPTLY FURNISHED

# WOOD PULP ~ ~ DEPARTMENT

## THE SAULT STE. MARIE PULP MILLS.

In a previous issue we outlined the steps which led to the establishment of the great pulp mills of the Sault Ste. Marie Pulp and Paper Company at Sault Ste. Marie, Ont. In this number we present illustrations of the mills, and give some particulars of the extensive industries which have been established.

Two of the mills, shown in the first illustration, manufacture mechanical pulp. Their cost of construction was in the neighborhood of \$2,000,000, and they give employment to 500 men, while 400 others are engaged in the forest getting out spruce logs. The mills are operated day and night and the value of the annual production is about \$1,000,000. No. 1 mill is 600 feet long and 80 feet wide, and No. 2 800 x 100 feet. It is estimated that the power required to run the mills is 14,000 horse power. The company have established a reserve supply of raw material and of the finished product, in order to meet the possible contingency of an accident entailing a delay in operation. This consists of about 30,000 cords of spruce logs and about 1,000 tons of wood pulp.

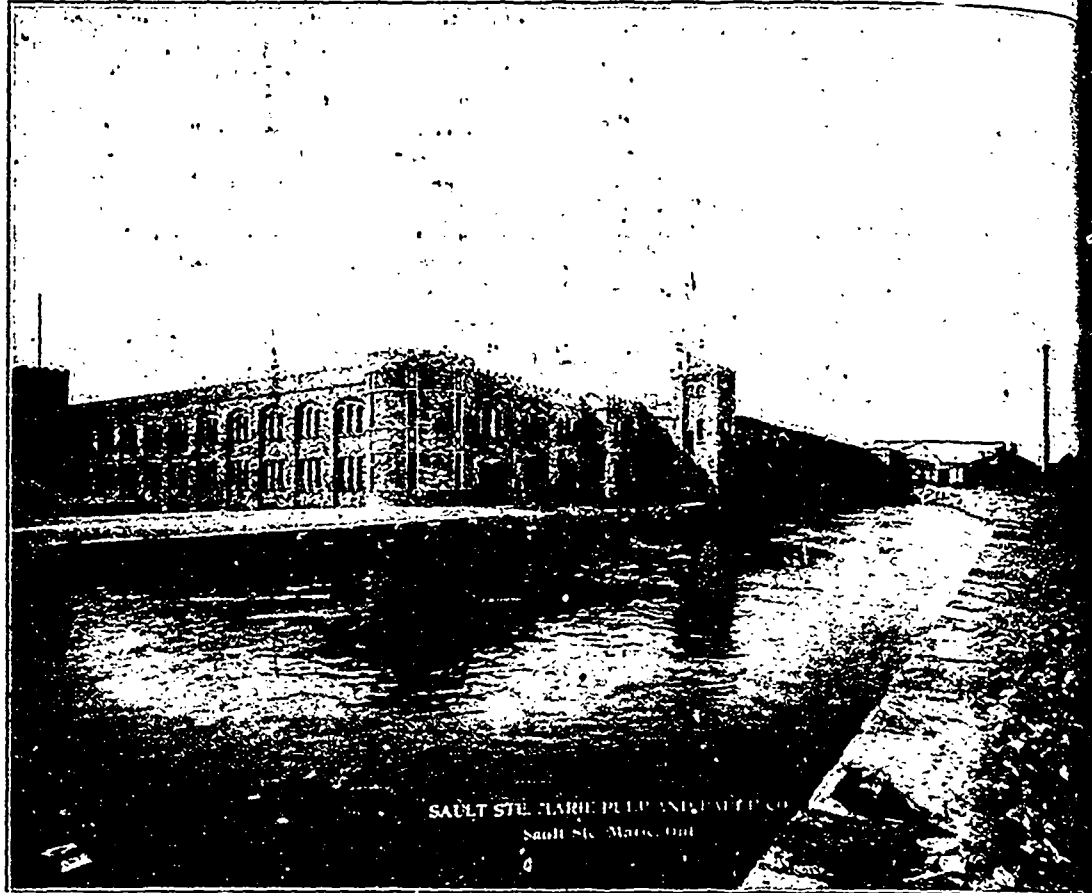
These mills being completed, the manufacture of sulphite pulp next engaged the attention of the manager, Mr. F. H. Clergue. The great drawback to the economical manufacture of sulphite pulp was the high price of sulphur, the chief source of supply being the Sicily mines. Mr. Clergue, however, set about to discover a means of getting a supply of sulphur. He went to Sudbury and noticed that sulphuric acid gas to the value of \$2,000 a day was being allowed to escape during the process of roasting nickel ore, large quantities of which exist in the Sudbury district.

The outcome was that Mr. Clergue discovered a method to get sulphurous acid gas out of the pyrrhotite, and the erection of a sulphite mill was immediately decided upon, and is now nearing completion. It is 170 feet long, 68 feet wide, and 110 feet high. At the southern end there is an annex for the acid department 46 by 42 feet, surmounted by a stately tower. The height of this tower from the ground is 130 feet. The sulphite mill has been built of structural steel and native stone. It will turn out sufficient chemical pulp to treat the product of the two wood pulp mills, and in addition will produce daily 75 tons of clear, bleached sulphite fibre. The latter brings \$75 a ton, and the annual output represents a value of over \$2,000,000. The same number of hands will be given employment as in the ground wood pulp mills, viz., 500.

Two huge digesters, 54 feet in height by 17 feet in diameter, and built of 1 1/4 inch steel, are being placed in the sulphite building. The foundations of masonry under each will be capable of sustaining 750 tons, and will rest on solid rock.

The question of a supply of sulphur having been disposed of, Mr. Clergue turned his attention to other discoveries. It was found that the residue left after the sul-

phur had been removed from the ore contained nickel and iron in a perfect state of harmony, and when fused into a metal it produced an alloy of nickel steel. This discovery resulted in the construction of reduction works and a ferro-nickel plant. The works consist of a building 104x54 feet, containing an ore crushing plant with a capacity of 500 tons per day, and a second building 158x88 feet containing the roasters.



SAULT STE. MARIE PULP AND PAPER CO.  
Sault Ste. Marie, Ont.

PULP MILLS NOS. 1 AND 2.

To remove the copper from the nickeliferous pyrrhotite, alkali works were established. They are equipped with 120 electrical machines for treating salt by the Rhodin process. Sodium is used for separating the copper from the nickel, but there is the chlorine still to be considered. This is converted by the aid of chlorine gas and lime into bleaching powder, a substance used for bleaching woollens, cloths and fabrics. The chlorine gas, instead of being allowed to escape, is forced by a

glass pump into limewater, which is then used for bleaching the sulphite pulp.

So large a quantity of nickel ore is required to be the reduction works that the sulphite mill is unable to utilize it all, and a surplus of sulphurous fumes are therefore, undisposed of. To allow this to escape was a great loss, and so a means was devised of converting the gas into liquid sulphuric acid, which is in great demand for the purposes of ore refining, and for use in the arts. It is proposed to manufacture the acid and deliver it in tanks to the trade for use in making sulphite pulp 50 per cent. less than sulphur can be obtained for Sicily.

The nickel ore or pyrrhotite having been freed from sulphur, will be delivered to 100 electrical furnaces of 10 tons a day, where it will be turned out in the form of ferro-nickel pig. The intention is then to refine the nickel steel. There are a splendid foundry, machine

shop, pattern shop, carpenter shop and laboratory. These are equipped with plant and appliances of the most modern character. The foundry building is 160 feet in length by 100 feet in width, but a new foundry building 200x75 feet is in course of erection. The machine shop is 160x80 feet, operated by electric power.

Extensive works are still contemplated. At Morris Point, three miles west of the present group of industries will be located huge blast furnaces and works for the manufacture of Bessemer steel. In these works over 5,000 operators will be given constant employment.

## ~ SPECIAL NOTICE ~

We have inaugurated a **STOCK REDUCING SALE** for October, November and December, and will quote reduced prices on all inquiries received for shipment during time named.

We have a complete stock in all kinds, grades and dimensions, one to two years old, Bone Dry Hardwood Lumber, Yellow Pine and Cypress, kiln dried Maple Flooring, plain and quartered White and Red Oak Flooring, Surfaced Lumber, Wagon and Dimension Stock, and can ship straight or mixed car lots, quick delivery.

We have numerous stocks, last year's cut, piled in connection with saw mills in the country that we propose to close out and will quote for on a basis of lumber made, dried and delivered from the stump to your factory (no yarding expense). Besides we are offering special prices on Quarter Sawed Forked Leaf strictly White Oak, all one kind and color, well manufactured, band sawed, principally large figure, good widths and bone dry, including Quarter Sawed Red Oak, uniform color, quality and grade.

Inquiries solicited.

# GEO. T. HOUSTON & CO.

Main Office: CHICAGO, ILL.  
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**PULP NOTES.**

American capitalists are said to be considering the establishment of a pulp mill at Buckingham, Que.

Hanna & Hutchison Bros., of Huntsville, Ont., want to purchase 5,000 cords of spruce and hemlock pulp wood.

The Royal Paper Mills Company, of East Angus, Que., is building a dam and intends erecting another pulp mill at an early date.

The steamer Neelen has been chartered by the Cushing

A scheme is said to be under way, in which Glasgow parties are interested, to remodel and put into operation the pulp mill built some years ago at Alberni, B. C. The capital of the proposed company is fixed at £100,000. An English capitalist residing in Victoria, B. C., is interesting himself in the undertaking.

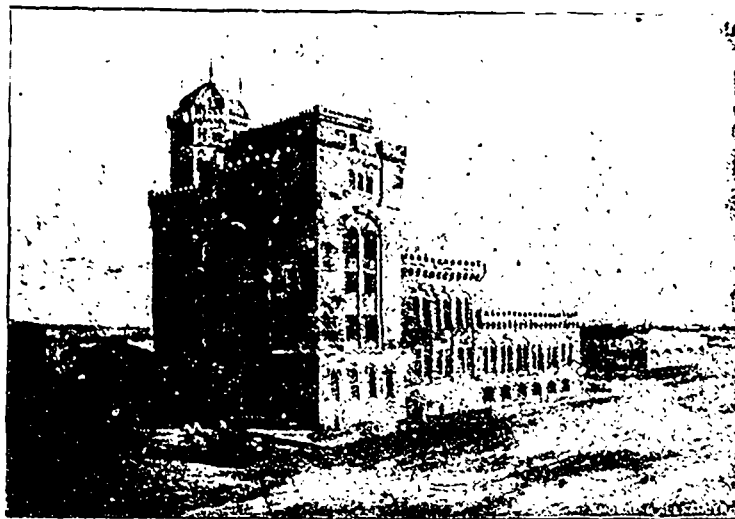
The Lake St. John district, in the province of Quebec, is attracting considerable attention from pulp mill projectors. Mr. Worden, representing a large firm from Christiana, and Messrs. Ghysrui and VonBruysel, representing a Belgian

Messrs. Edmund de Vialder & Herman Cortuet, of Brussels, are shareholders in the Belgo-Canadian Pulp and Paper Corporation, which intends building pulp and paper mills at Shawinigan Falls, on the St. Maurice river, Que. Mr. J. N. Greenshields, Q. C., of Montreal, recently visited Belgium and France in connection with the enterprise. He states that over one million dollars is to be put into the undertaking by the Belgian capitalists. It is expected that the output will be marketed largely in Belgium.

Another efficient substitute for pulp wood in paper making



GRINDERS IN NO. 1, PULP MILL—SAULT STE. MARIE PULP & PAPER COMPANY.



SULPHITE PULP MILL—SAULT STE. MARIE PULP & PAPER COMPANY.

Sulphite Fibre Company to take a cargo of pulp from St. John, N. B., to Great Britain.

The Chicoutimi Pulp Company, of Chicoutimi, Que., purpose increasing their plant. The present capacity is 100 tons of pulp a day. This will be increased to 300 tons. It is said that the company will produce 150 tons daily of dry pulp for the French market, for which purpose special machinery will be installed.

syndicate, have been looking over the limits and water powers with a view to the establishment of pulp and paper mills.

The Dominion Industrial Company is applying for a Dominion charter, to manufacture pulp wood, pulp and paper, and to acquire the business of the Cookshire Mill Company, at Cookshire, Que. The capital is to be \$200,000 and the head office at Sherbrooke. R. H. Pope, M. P., of Cookshire, and F. P. Buck, of Sherbrooke, are directors of the company.

has been discovered in the southern saw palmetto, which hitherto has been considered merely a troublesome undergrowth to remove in clearing land. A paper plant has now been established at Pensacola, Fla., relying entirely upon this material for its supply and very successfully. The palmetto is very hardy and can be cut to the ground each year with the assurance that it will be just as abundant the following season. It remains to be seen whether as a valuable product of the soil it will retain the thriftiness which is supposed to belong merely to useless plants.

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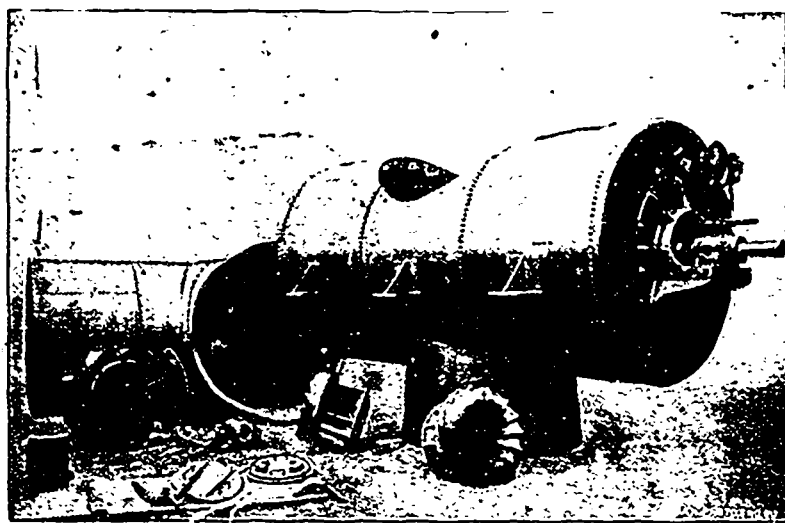
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Let us have your address and we will send you a copy of our new 1900 Turbine Catalogue, also circulars of the Port Henry Grinder, etc.

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TRADE NOTES.

We are advised by Mr. Feeny, manager of the Ottawa Saw Works Company, that the company's new works will be put in operation in about a fortnight.

The Truro Foundry & Machine Company, of Truro, N.S., recently shipped a steam rotary mill, with trimmer and haul-up, to Rutledge & Sample, Salmon River, N.S.

The Jenckes Machine Company, of Sherbrooke, Que., have found it necessary to increase their accommodation. When the addition now under way is completed their foundry will be 200x80 feet.

We have received from Messrs. J. E. Rhoads & Sons, of Philadelphia, a handsomely printed and illustrated catalogue of one hundred pages, descriptive of their leather belting and factory fire extinguishing appliances, etc.

Messrs. W. B. Mershon & Co., Saginaw, Michigan, make an announcement in the advertisement pages of this number regarding their celebrated band resaws. They report trade to be satisfactory, one of their most recent sales in Canada being one of their style F band log mills to Messrs. Firstbrook Bros., of Toronto.

About fifty men will be employed in the new factory erected by Mr. J. W. Woods, the well known manufacturer of lumbermen's supplies, Queen street, Ottawa. The building is about completed, and operations will be started on a full scale by December 1st. An electric motor is being installed to operate the sewing, cutting, binding and button hole machines. The new structure, one of the most imposing in Ottawa, is a four storey one, thoroughly fireproof. The basement has been arranged for the safe storage of goods. Mr. Woods intends making a considerable increase in his manufacturing department.

Messrs. Campbell Bros., of St. John, N.B., advise us that during the past year they have done an exceptionally large trade in axes. They have received some encouraging testimonials on their last season's goods, and report that lumbermen are asking for their axes to a greater extent than ever before. Their hand made single and double bitted axes seem to be great favorites with the choppers, who appreciate a good axe better than anything else.

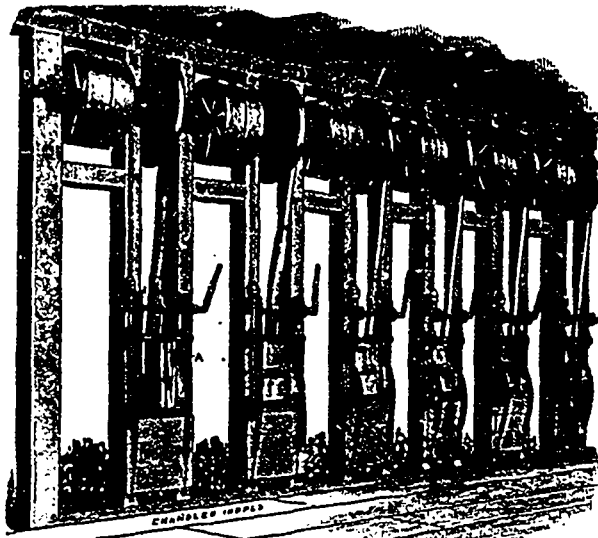
Messrs. Campbell Bros. are now operating their factory to its full capacity, with an increased number of employees, and expect that their output of axes this season will be 50 per cent. greater than last year.

Elsewhere in this issue will be found the advertisement of the Blyth Handle & Turning Works, situated at Blyth, Ont., of which Mr. E. Livingstone is proprietor. Blyth is situated on the G.T.R., but shipment on the C.P.R. can be made from Wingham, or by boat from Goderich. Fire destroyed Mr. Livingstone's plant a few years ago. Since that time he has built his present factory and thoroughly equipped it with the most modern machinery necessary for the manufacture of all kinds and sizes of tool handles. Being situated in a district where second growth elm, suitable for handles, is to be had, he made a practical test of its adaptability for this purpose. It proved perfectly satis-

factory, making the best handle in the market. Mr. Livingstone expects to do a large export trade, while paying particular attention to lumbermen's supplies.

A most enjoyable evening was spent by the members of the James Warnock Co. and their employees on the occasion of their second annual dinner held on Nov. 9th, at the Imperial Hotel. Mr. John St. Clair, foreman of the tool shop, presided, the vice-chair being occupied by Mr. Geo. Fairgrieve, superintendent of the works. The chairman referred to the fact that they had three generations working in the shops, a condition that probably did not exist in any other factory in town. Mr. F. H. Hayhurst, the efficient business manager, replied to the toast "Ourselves," referring to the history and growth of the business since first established in 1844. Mr. Charles Stewart replied on behalf of "Our Manufacturing Industries." Mr. Geo. Fairgrieve did justice to "The Land of the Maple." An excellent orchestra and some well rendered songs added much to the enjoyment of the occasion.

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CONGRATULATIONS.

Mr. O'Hara, Director of Crown Lands, Agnes Beauce, Que., when receiving his subscription to the CANADA LUMBERMAN, was very complimentary about some of the "practical" articles that have appeared in the LUMBERMAN during the past twelve months.

A DOUBLE-CUTTING SAW.

Mr. J. F. McRae and Mr. Charles Hamilton, foreman and filer respectively for the Rat Portage Lumber Company, of Rat Portage, Ont., have for some time been experimenting on a double-toothed saw, running on an old type of a Prescott band mill. As a result, they have

satisfied themselves that they can operate the saw on this mill to advantage, and effect a considerable saving. We understand that they intend installing the saws for next season's cut. McRae claims that on account of having a top guide on the mill, it is an advantage over the telescopic mill, inasmuch as sawyers will not keep the mill down to the cut.

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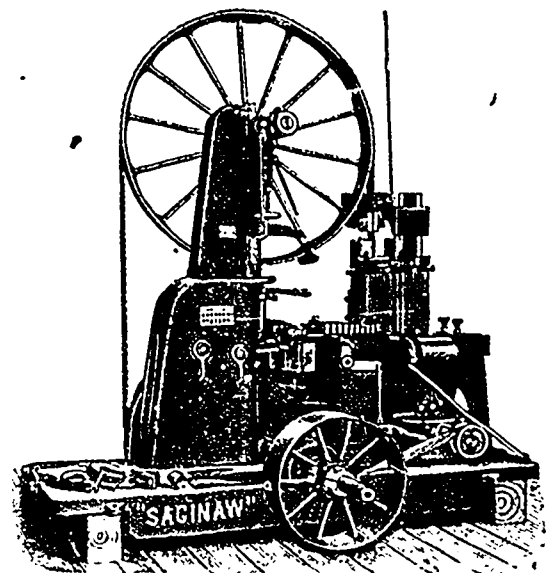
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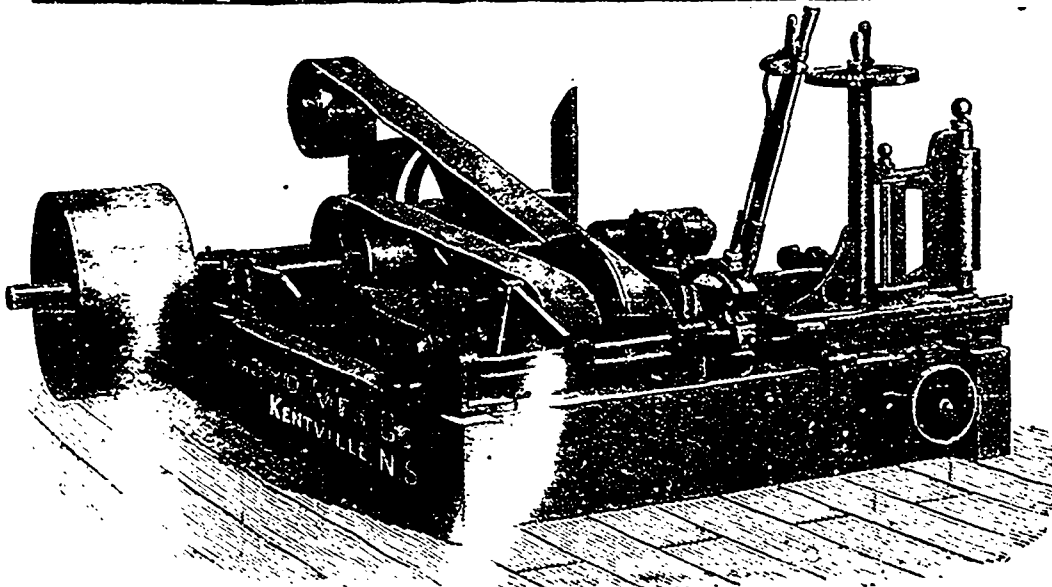
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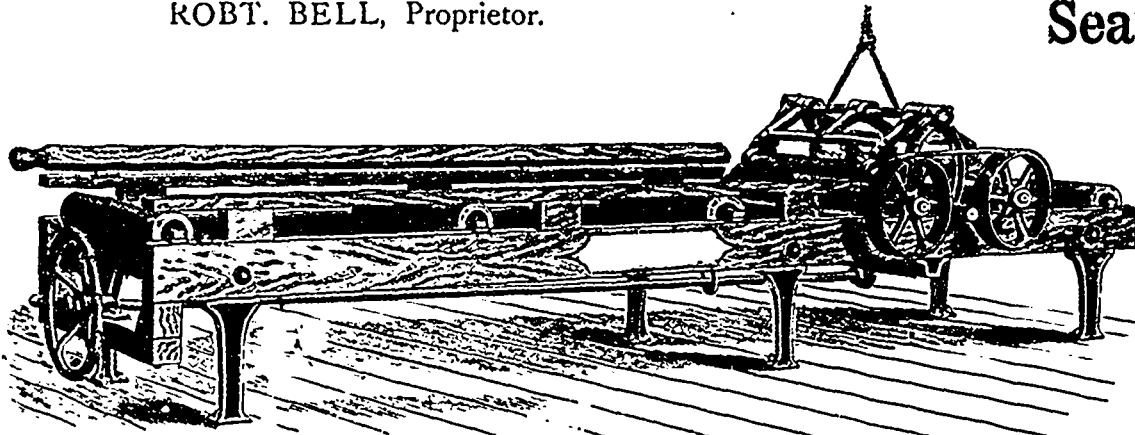
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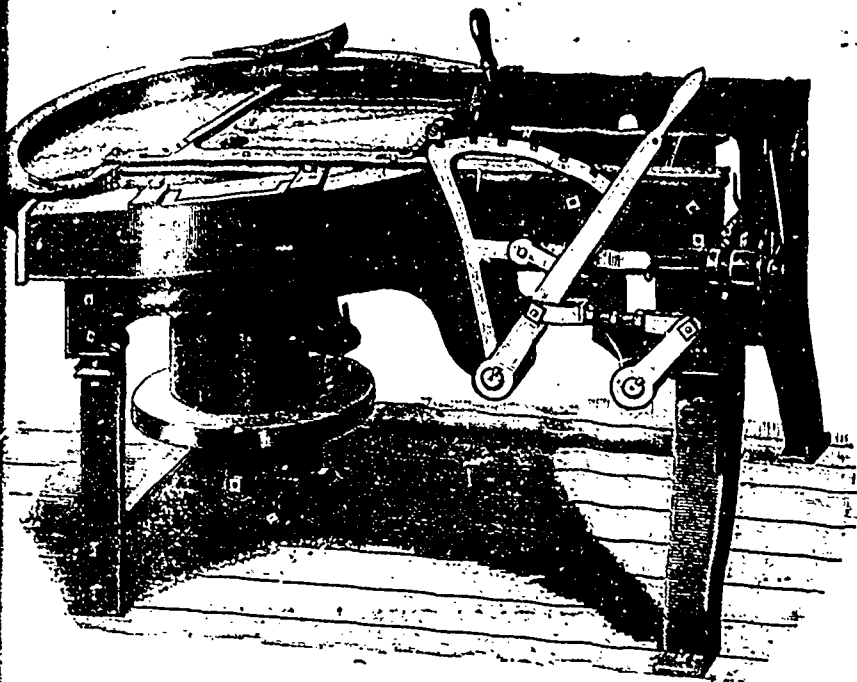
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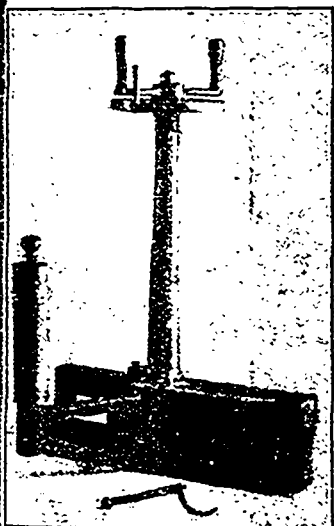
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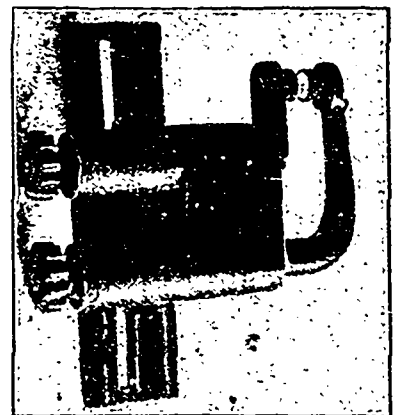
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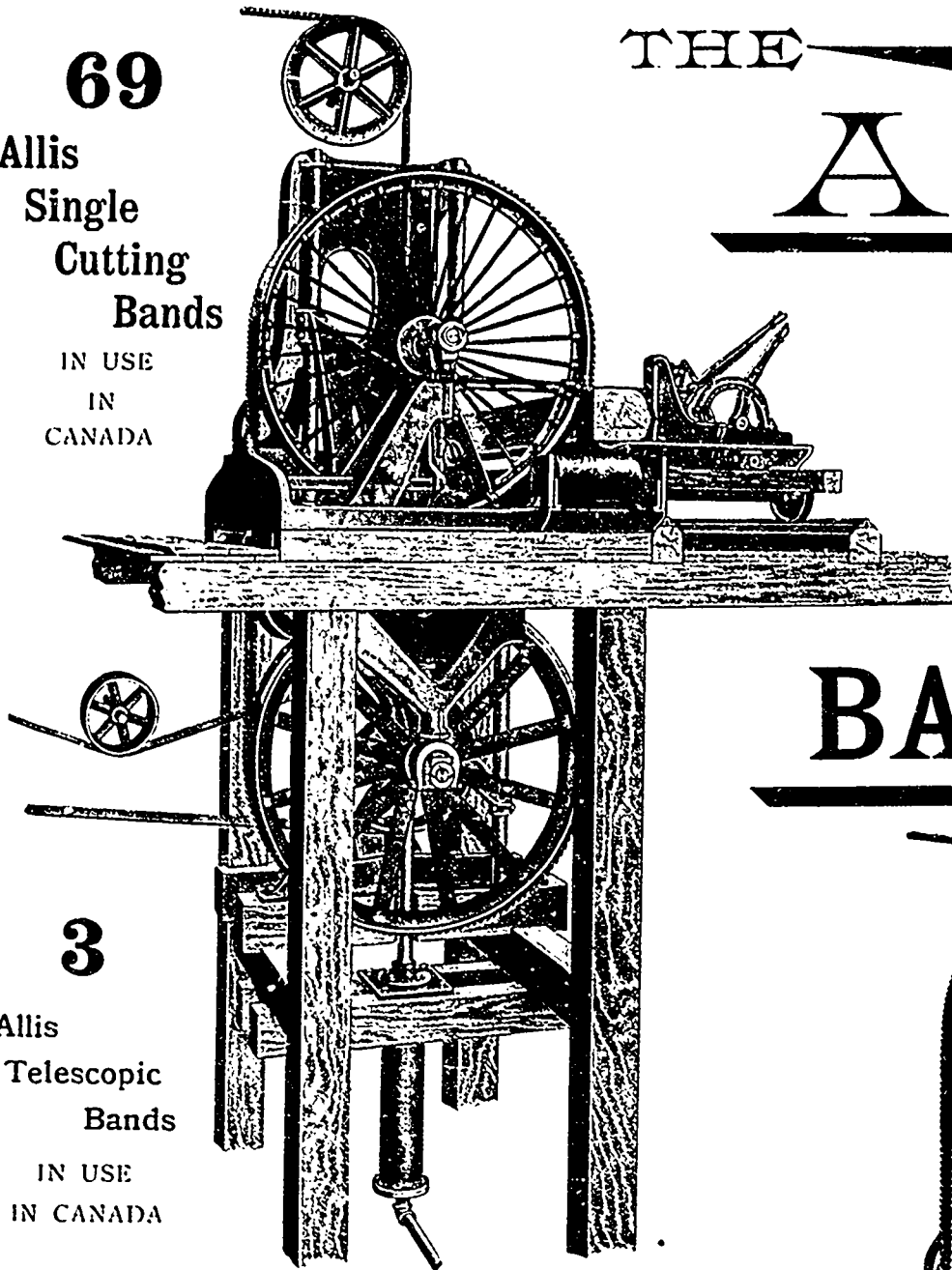
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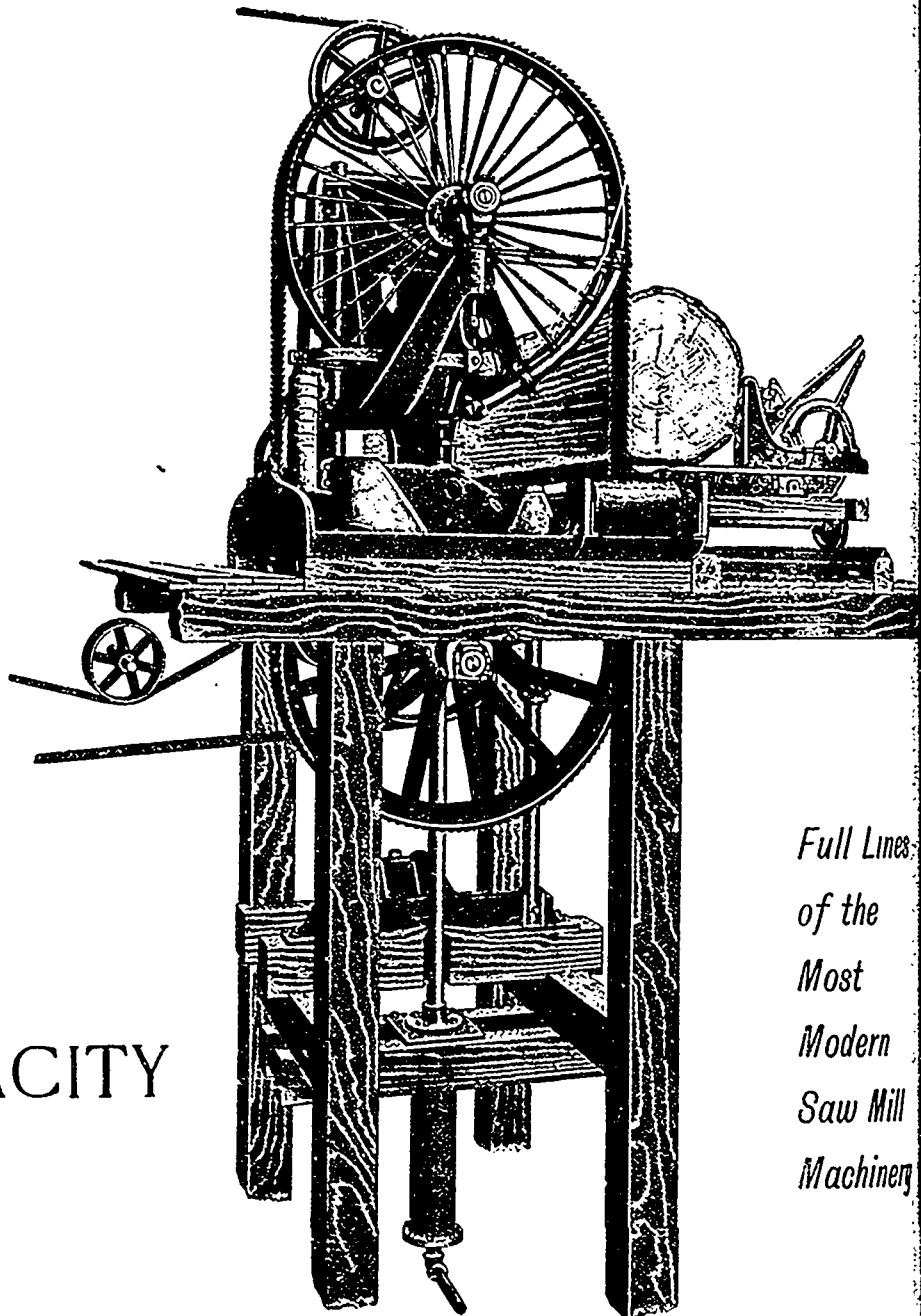
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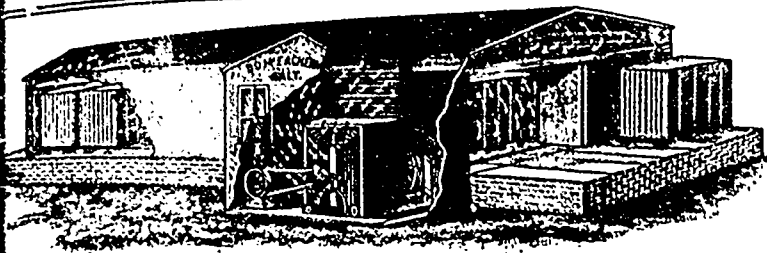
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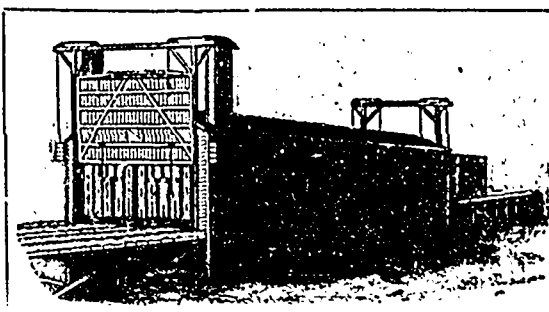
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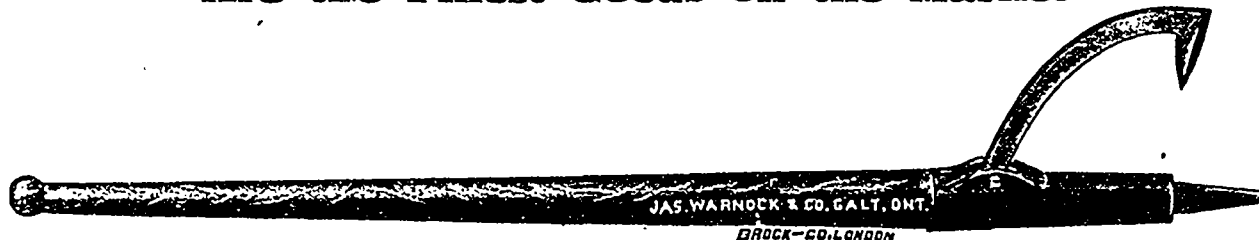
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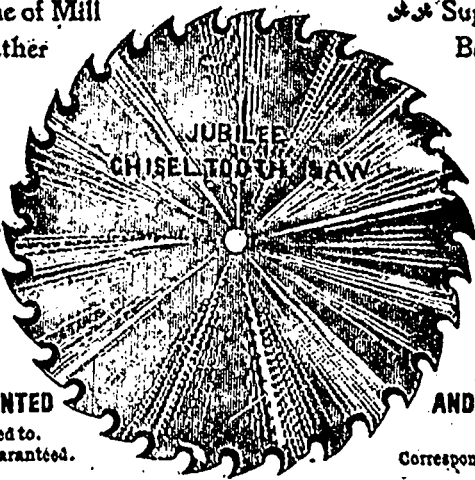
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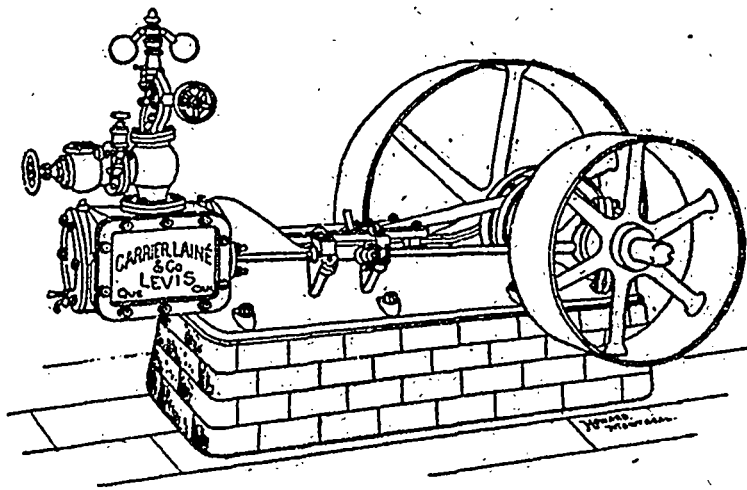
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