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THE CANADA LUMBERMAN

Wood-Workers', Manufacturers' and Millers' Gazette

VOLUME XXIV.
NUMBER 2.

TORONTO AND MONTREAL, CANADA, FEBRUARY, 1904

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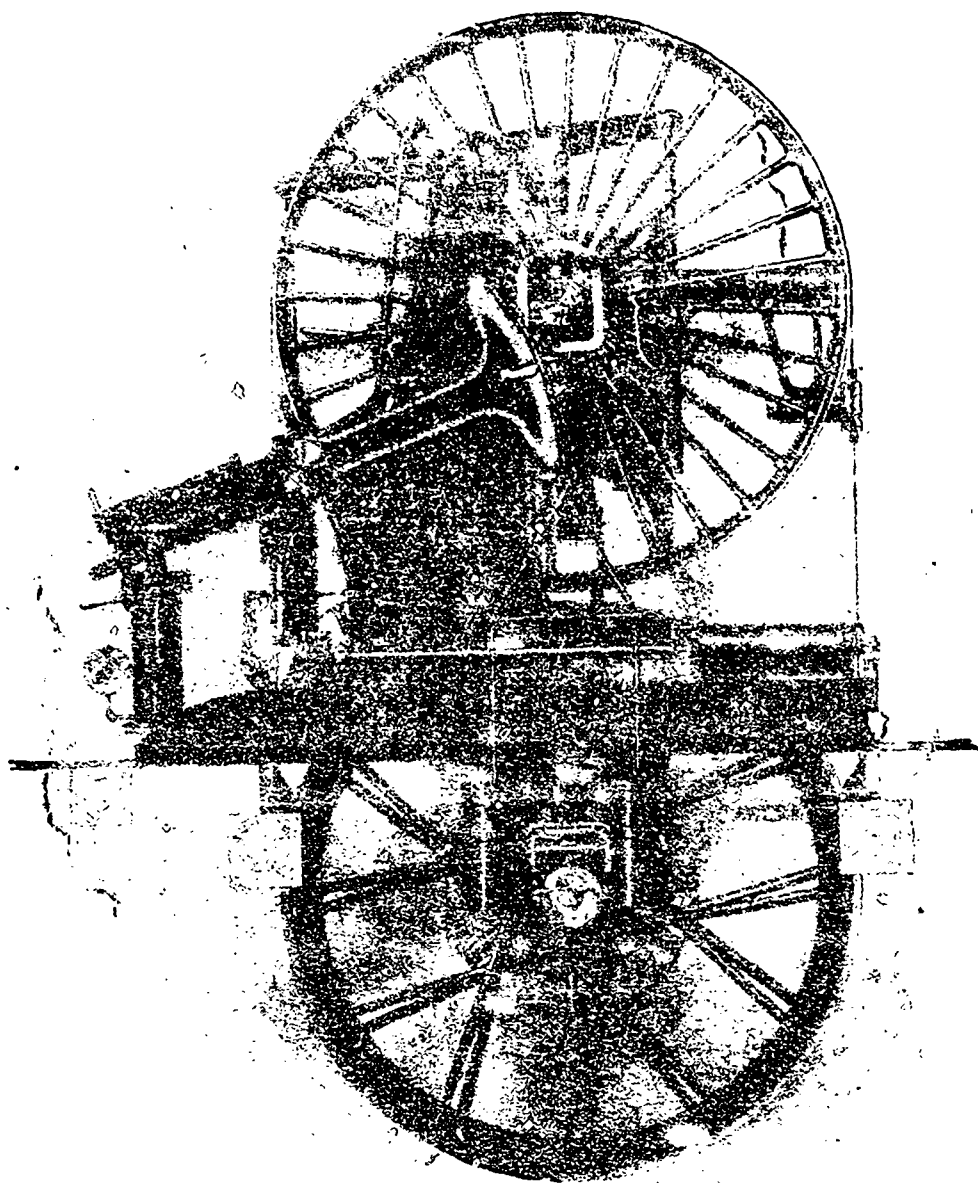
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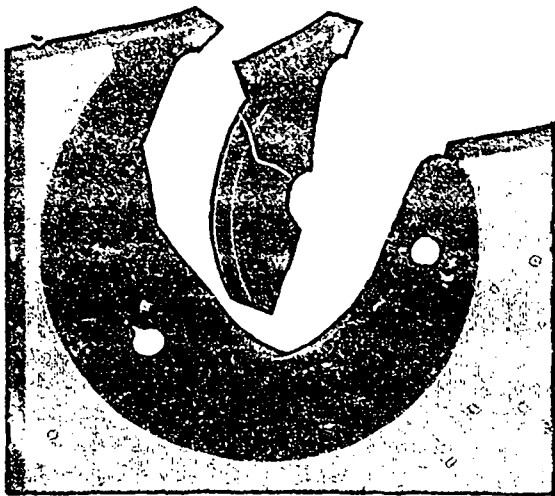
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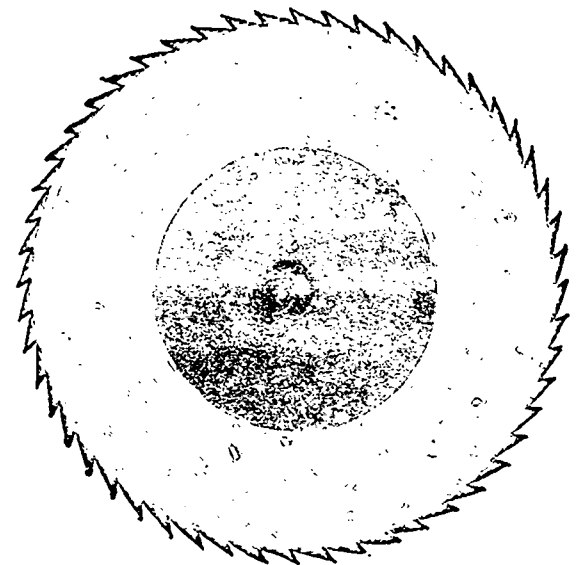
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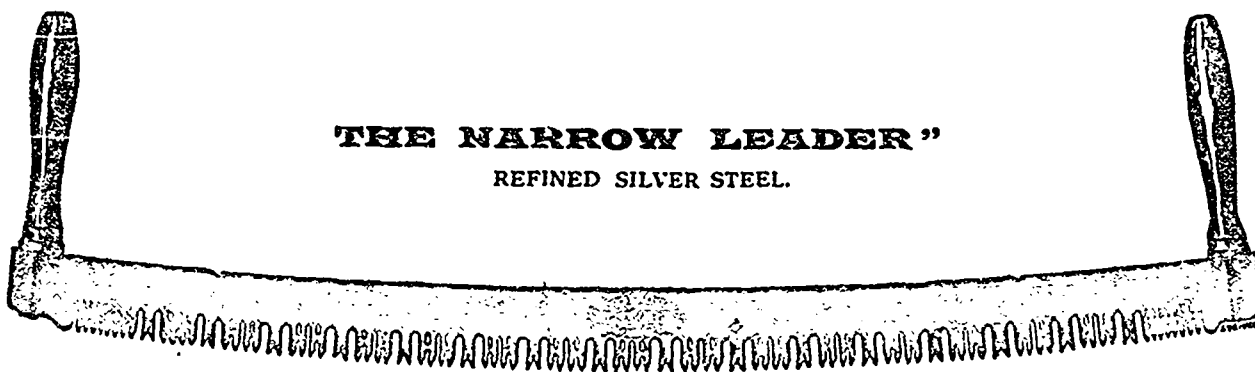
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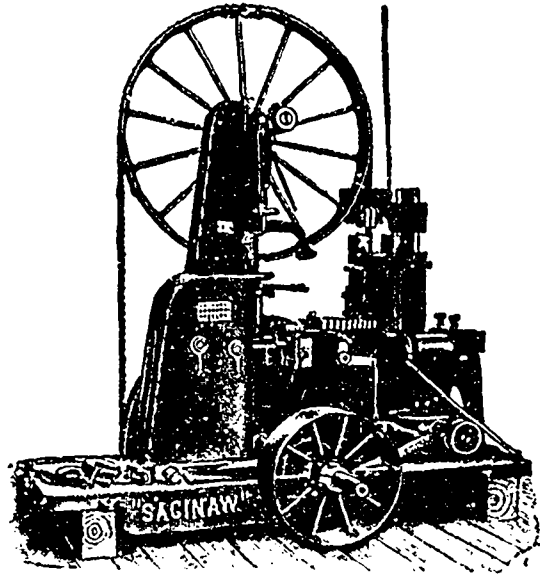
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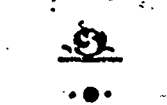


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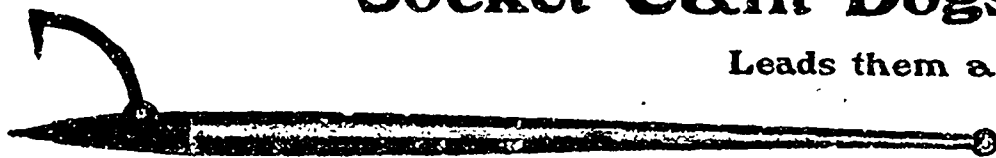
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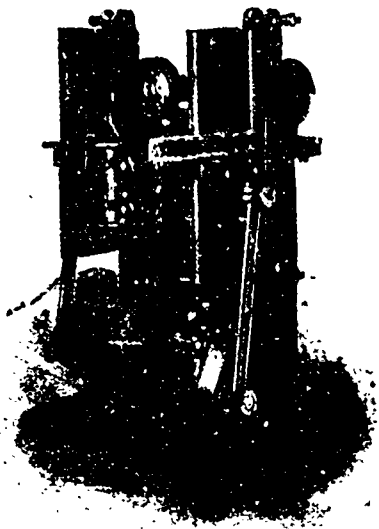
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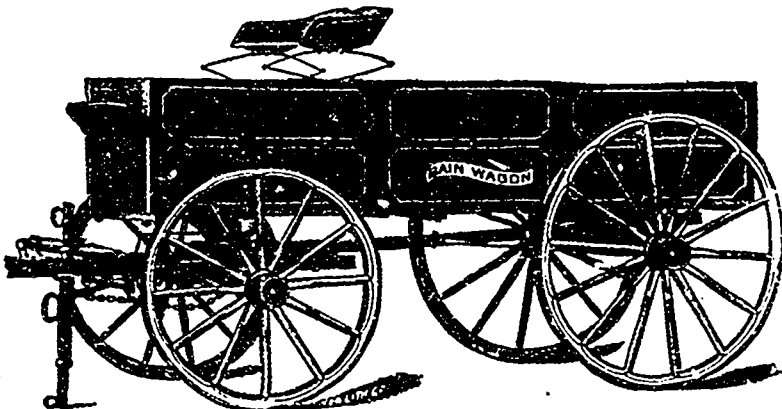
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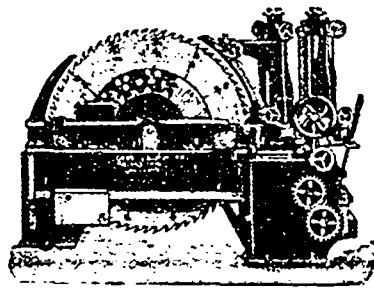
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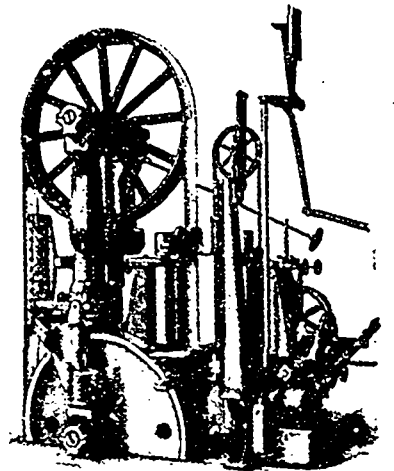
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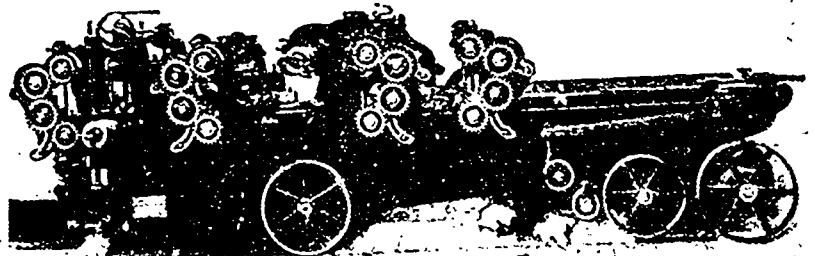
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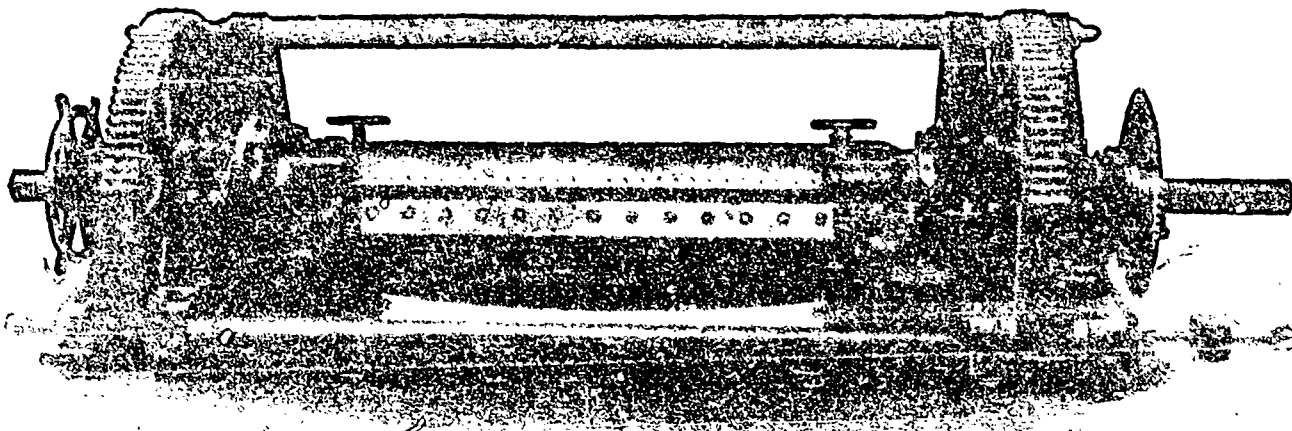
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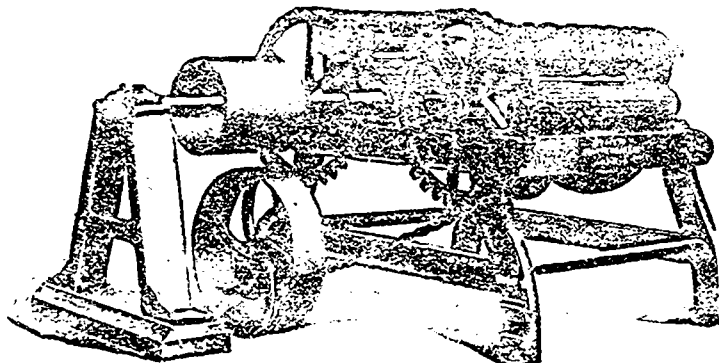
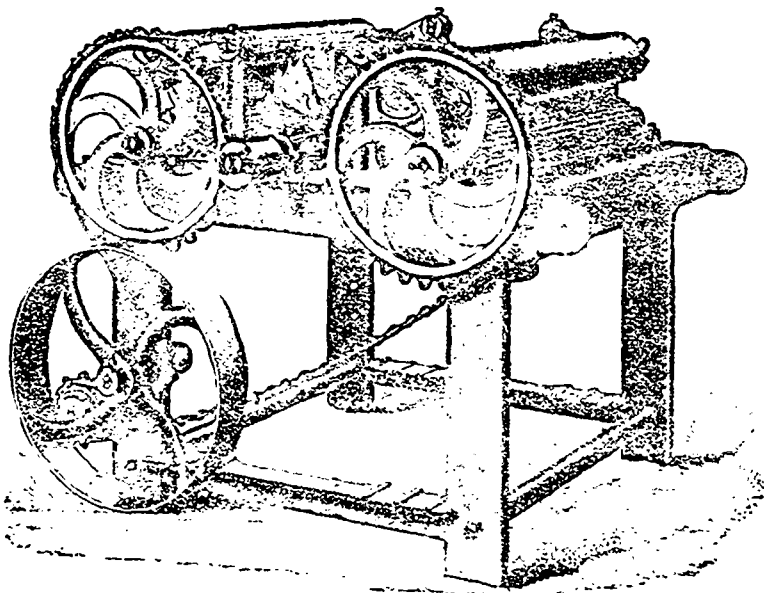
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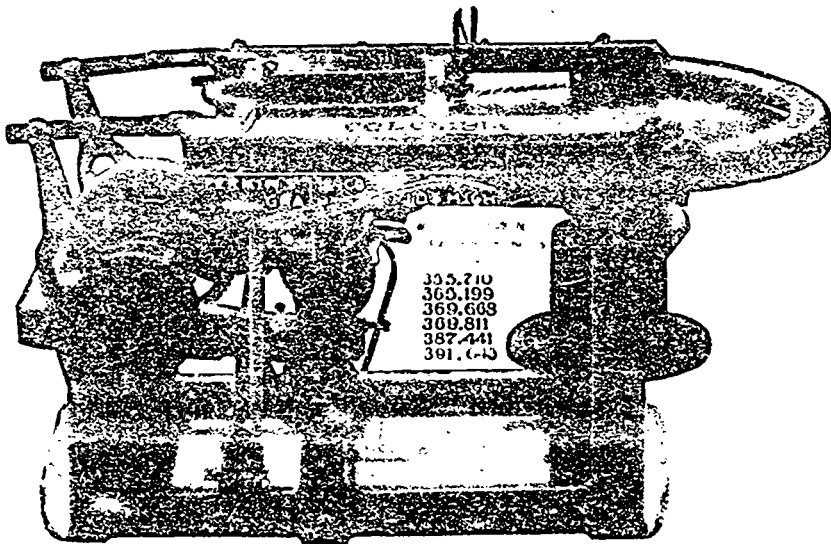
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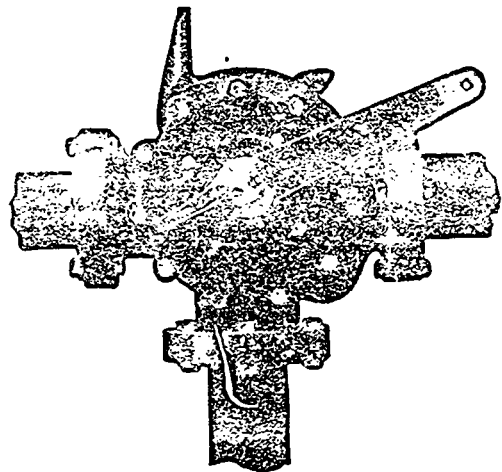
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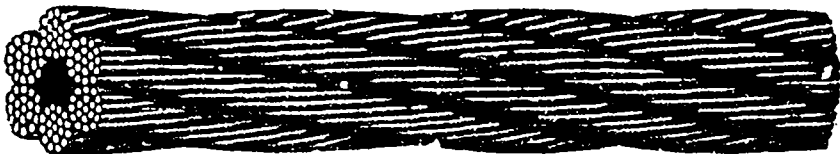
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The Steam Boiler Policy of the Canadian Casualty and Boiler Insurance Co. gives Free of Cost—
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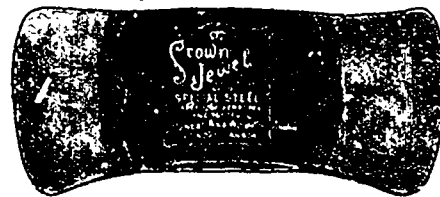
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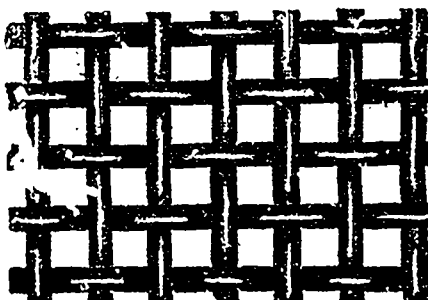


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THE CANADA LUMBERMAN

VOLUME XXIV. }
NUMBER 2. }

TORONTO AND MONTREAL, CANADA, JANUARY, 1904

{TERM, \$1.00 PER YEAR
{Single Copies, 10 Cents

AN INTERESTING LETTER CONCERNING COOPERAGE STOCK.

Mr. J. C. Shepherd, of Tilsonburg, Ont., sends to our contemporary, Packages, a very interesting letter on the cooperage stock situation, in which he advocates the employment of soft wood for staves. He says:

"Last year was a very much off year with us. The supply of elm having given out the year before, I didn't even get in one log. Things looked mighty blue, and I began to look around for something else to do—a hardware stock, a farm or some other easy thing to end my days on; chance threw me in company with a miller who had heard that poplar and other soft woods made a first rate flour barrel stave and was willing to try them if he had some to try. Well, I knew where there was an old stave saw that had been lying around in saw dust heaps for six or seven years that could be had for almost any price, so I picked up that saw, fixed it up, set it up and made a few staves which I sent out for samples to some of my old customers. Sent out six lots and five out of the six wanted to buy. To one of these, the one who had first spoken to me about the staves, I sent a carload and they gave such good satisfaction that he bought all I had and all I could make the rest of the season. For this year his company takes half the saw can cut, while another company takes the other half.

"Naturally I feel pretty good, with all this work before me, and wouldn't take a hardware stock nor a farm just now as a gift. And, what's more, this thing is going to last me my time out, and a generation or so after me, if not on for all time, for you see these soft woods reproduce themselves every few years and with a little care the supply will keep up to the demand and then the thing will be everlasting.

"A few weeks ago I was in a bush where a hundred or so cords of poplar had been taken out for pulp-wood 10 or 12 years ago, and today as much more is there for stave wood. This, then, will do away with the notion that the slack barrel will have to be abandoned for another package because the supply of material will be exhausted. And then, mind you, this sawed stave barrel is a great barrel—far ahead of any cut-stave barrel that was ever made—no shake, and every one of them will ring like a pork barrel, a thing no cooper could ever make a cut stave barrel do. And again, the wire hoop is just the thing on the quarters—far stronger than a cut hoop, and never going to break in course of transportation, as the cut hoop so often used to do.

"Now then for a sort of sum-up, let me say that it seems to me slack barrel coopering is going to be just about turned upside down. Soft wood for staves and hard wood for heads. Beech, birch, maple and any old thing that can be picked up for heads. Poplar, basswood, spruce, balsam, hemlock, tamarack, and other soft woods for staves. Wire for hoops, with the exception of the chime hoops, which can be made out of birch quite as well as elm. This, then, is how I see it in the future. And in the very near future, if this cold weather continues, and there is every indication that it will, a drop in prices down to those that prevailed the year before last, but never so low as they were a year or so ago.

"As you know, winter has much to do in fixing the price on forest products. In fact, it



PILE OF BROAD 2 INCH CLEAR SIDINGS, 24 INCHES AND UP WIDE, FRASER & COMPANY'S YARD, DESCHENE, QUE.

can do more than a meeting or even two meetings of any association that was ever organized. From the outlook now this winter promises to be a very low-priced winter—next summer."

Timber contains 45 per cent. of its weight in moisture. Timber felled in the winter holds at the end of the following summer more than 40 per cent. of water. Wood kept for years in a dry place retains 15 or 20 per cent. of water; wood that has been thoroughly kiln-dried will, when exposed to the air under ordinary circumstances, absorb 5 per cent. of water in three days, and will continue to absorb till it reaches 14 or 15 per cent., the amount fluctuating above or below this according to the state of the atmosphere. It will be evident, from the above statements, that wood, however dry, is still subject to change, and that even if kiln-dried, it requires to be stocked in a dry place until it settles to its natural condition of seasoned wood.

EXPERT SAW FILING.

LOCHLIN, January, 25, 1904.

Editor CANADA LUMBERMAN:

DEAR SIR,—In order to substantiate the claim made by me in the January LUMBERMAN, viz., that there is a great loss from improper saw filing, I will cite an instance that I made note of some time ago. I was employed with a lumber company who had a filer in their employ who ran his 8 gauge circular saws with $\frac{3}{8}$ swage. The following season I had charge of the same filing room and had no trouble in running the same saws with $\frac{1}{4}$ swage, and I put out the cut of 900,000 feet in shorter time than the man the year before had taken to cut 500,000 feet. I figured that he made a loss to the company by swaging his saws $\frac{3}{8}$ too heavy of 62,500 feet of lumber, which was worth that year \$812.50, to say nothing of the lumber that was reduced in price by bad sawing. Therefore, it is plain that the smallest fraction of unnecessary swage will count a large loss at the end of a season's cut. Now, the fact is that the better the saw is levelled and the more evenly it is tensioned and balanced the closer it will run to the timber, allowing the filer to diminish the swage to a trifle clearance and making a great saving of timber, time and power.

I see no other way of getting a uniform practice among saw filers than to establish an examination and furnish them with a diploma for the proficiency of their work. A manager of a well-known lumber firm, noticing my article in THE LUMBERMAN, told me the other day that he did not think my plan would improve that trade, as he said lots of men could talk theory on saw filing who could not do the work, but he freely acknowledged that a great loss was caused by poor mechanics in that line. I told him that the system of examination would not be only talk, but test, as the examination could be in a mill or in a saw works where each man's work could be tested by an expert, the same as a log scaler's examination, by giving them a certain piece of work to do. There is no reason why it would not improve the work of saw filers and be profitable to the manufacturers.

Yours very truly,
T. A. McALLISTER.

An estimate made recently by the Crown Lands Department of Quebec gives the forest area of that province as two hundred million acres. On this it is estimated there is sixty thousand million feet of standing timber, exclusive of pulp wood and undersized trees.

THE LUMBER TRADE OF 1903

Review of Conditions Throughout the Dominion.—Statistics of the Export Trade.—
Prices Higher, but Cost of Production Proportionately Greater.—
Favorable Outlook for 1904.

THE statistics which we publish in this number confirm the general opinion that the lumber trade has passed through another year of prosperity. The volume of business was of large proportions, and while the exports to European countries fell off slightly, this was probably due to an enlarged home consumption and increased shipments to the United States, of which no complete returns are available. The record of the white pine trade is very gratifying, and as each year goes by the conviction becomes more thoroughly grounded that there is no better asset in Canada than white pine timber.

Of the lumber requirements British Columbia furnished a greater percentage than in any previous year. There was a good local demand, heavy shipments were made into the Canadian Northwest, and exports to foreign countries were on an enlarged scale. In the latter connection the marked expansion of business with South Africa is a reason for congratulation, as showing that Canadians are gaining a foothold in that market.

Spruce lumber has many competitors in foreign markets, and when due consideration is given to this fact, it must be admitted that prices were sustained remarkably well. The falling off in spruce shipments was no more than could have been expected in view of the unsettled condition of the British market.

The year witnessed the erection of a number of new saw mills in various parts of Canada—more perhaps in British Columbia than in the other provinces. In mill improvements substantial progress was made, the installation of numerous double cutting bands being an evidence of the determination of manufacturers to keep up with the march of progress.

The indications are that during the coming season lumber will find a ready sale. There may not be as much snap to the demand as in 1903, for the Presidential election in the United States must be reckoned with; but a steady trade at remunerative prices may reasonably be expected. There will be little lumber forced upon the market, as manufacturers are in a position to hold their stocks through temporary depression.

ONTARIO.

The lumber manufacturers in Ontario have expressed satisfaction with the business of 1903. Although some adverse influences prevailed, conditions in the aggregate were favorable. Dealers were somewhat handicapped by the difficulty of finding suitable stock, as early in the year a large percentage of the lumber production was placed under contract. United States firms were aggressive buyers of pine lumber, their purchases probably exceeding those of 1902, which was considered a banner year for white pine. Last spring log run pine was freely contracted for at an average of

from \$20 to \$22 per thousand feet, but some sales were made considerably above these figures. Those manufacturers who sold on grades realized equally good prices. During the first six months all kinds of pine lumber were very active and strong, but towards the fall there was a slight falling off in the demand for dressing and better, which resulted in a decline in the prices of these grades of from \$2 to \$4 per thousand. The phenomenal demand for box lumber was easily the feature of the white pine trade. Everything suitable for making boxes was bought up at an advance of about \$3 per thousand as compared with the prices obtained for box lumber in 1902. There was also a large consumption of mill culls, which also improved in price. It is fair to assume that the white pine product of Ontario was disposed of at an advance of \$2 per thousand over the 1902 prices. The developments of the year demonstrated that white pine lumber is still favored by many consumers.

The history of the hardwood trade records substantial improvement. The consumption by local industries was almost as great as the production, leaving but a small quantity of hardwoods to be exported. The mill man, therefore, gave little concern to the disposal of his lumber, as buyers were numerous and usually eager to contract for stock even at the higher prices. Throughout the year there was a scarcity of basswood and thick maple, and orders had sometimes to be refused on account of inability to supply the desired stock. The tone of the hardwood market continued good up to the close of the year. Prices appreciated from \$2 to \$4 per thousand. Mill run soft elm and maple which in 1902 bought \$16 per thousand at the mill sold last year at \$19. Basswood bought \$21 and ash \$20, as compared with \$17 the previous year. Hardwood timber is becoming scarcer and indications point to a liberal demand and good prices for hardwood lumber during the coming season.

Hemlock lumber was used to a greater extent than ever before. The average price at the mill was about \$11, as against \$10 the previous year. The comparative cheapness of this class of lumber is likely to result in a still larger consumption during the year 1904.

The shingle market was rather unsteady during the year. Dealers in Ontario found themselves with too heavy stocks of red cedars, and in attempting to unload, prices were weakened. This in turn had its effect on white pine and white cedar shingles, although prices did not break more than fifteen cents per thousand. The close of the year found several manufacturers carrying a considerable supply of white pine shingles, for which they had not found ready sale and which they did not wish to force upon the market lest it should become demoralized. The feeling in the shingle trade is now

more hopeful, and, given a good building season, both demand and price should improve.

From the foregoing remarks the conclusion would be natural that lumber manufacturers had made a great deal of money during the year. This, however, was not the case. The increased prices obtained were in large part wiped out by the excessive cost of labor and supplies and the inefficient service rendered by the average lumber employee. Work in the woods was extremely costly; the woodsman did not accomplish within fifty per cent. of as much work as the woodsman of a few years ago. There was also great difficulty experienced in keeping the camps in operation owing to the number of "jumpers." The net profits accruing to lumbermen, therefore, were probably little, if any, greater than in the previous year.

OTTAWA VALLEY LUMBER SHIPMENTS.

Mr. H. M. Sanford, Deputy United States Consul at Ottawa, furnishes the following statement of the quantity of lumber shipped to the United States from the consular district of Ottawa:—

	Feet B. M.
Pine lumber	94,875,941
Ash	419,305
Basswood	1,509,255
Birch	73,436
Elm	22,975
Hemlock	266,399
Maple	18,500
Oak	4,000
Red Pine	1,973,296
Spruce	4,890,774
Total	104,053,941

The production of white pine lumber was about equal to that of 1902. The Georgian Bay district shows an increase of about 10 per cent., while this increase is offset by a smaller output in the Ottawa valley. In the following comparative table of the Georgian Bay production, the figures apply almost exclusively to white pine:

GEORGIAN BAY PRODUCTION.

Place.	1902.		1903.	
	Feet B. M.		Feet B. M.	
Midland	70,000,000	64,000,000	64,000,000	64,000,000
Parry Sound	60,000,000	57,000,000	57,000,000	57,000,000
Sarnia	50,000,000	36,000,000	36,000,000	36,000,000
Byng Inlet	48,000,000	42,000,000	42,000,000	42,000,000
Little Current	40,000,000	46,000,000	46,000,000	46,000,000
Blind River	38,000,000	51,000,000	51,000,000	51,000,000
Waubushene	30,000,000	30,000,000	30,000,000	30,000,000
Sandwich	23,000,000	26,000,000	26,000,000	26,000,000
Collingwood	23,000,000	16,000,000	16,000,000	16,000,000
Peneanguishene	23,000,000	40,000,000	40,000,000	40,000,000
Cutler	20,000,000	37,000,000	37,000,000	37,000,000
Gravenhurst	20,000,000	25,000,000	25,000,000	25,000,000
Spragge	20,000,000	27,000,000	27,000,000	27,000,000
Victoria Harbor	42,000,000	50,000,000	50,000,000	50,000,000
French River	18,000,000	16,000,000	16,000,000	16,000,000
John's Island	17,000,000	17,000,000	17,000,000	17,000,000
Spanish River	16,000,000	16,000,000	16,000,000	16,000,000
Bracebridge	14,000,000	14,000,000	14,000,000	14,000,000
Huntsville	15,000,000	15,000,000	15,000,000	15,000,000
Seymour	10,000,000	5,000,000	5,000,000	5,000,000
Cache Bay	17,000,000	19,000,000	19,000,000	19,000,000
Callendar	6,000,000	10,000,000	10,000,000	10,000,000
Bobcaygeon	6,000,000	4,000,000	4,000,000	4,000,000
Warren	5,000,000	15,000,000	15,000,000	15,000,000
Powassan	3,000,000	2,000,000	2,000,000	2,000,000
Thessalon	7,000,000	16,000,000	16,000,000	16,000,000
Other Points	20,000,000	25,000,000	25,000,000	25,000,000
Total	661,000,000	721,000,000	721,000,000	721,000,000

The reason for a decline in the Ottawa Valley production is probably found in the great distance of the mills from the source of timber supply. This distance is each year increasing as the timber is cut away, and while for a number of years the Ottawa Valley was the premier white pine district of Canada, this honor is now held by the Georgian Bay district.

The production of the mills of the Ottawa Valley for 1902 and 1903 was as follows:

OTTAWA VALLEY PRODUCTION.

	1902—Feet.	1903—Feet.
J. R. Booth, Ottawa	125,000,000	115,000,000
W. C. Edwards & Co., Rockland and New Edinburgh	85,000,000	95,000,000
McLachlin Bros., Arnprior	70,000,000	70,000,000
Hawkesbury Lumber Co., Hawkesbury	50,000,000	50,000,000
St. Anthony Lumber Co., Whitney	50,000,000	33,000,000
Gillies Bros., Braeside	40,000,000	32,000,000
Gilmour & Hughson, Hull	40,000,000	28,000,000
Hull Lumber Co., (using Ritchie mill, Aylmer)	40,000,000	15,000,000
Gilmour & Co., Trenton	13,000,000	8,000,000
Pembroke Lumber Co., Pembroke	14,000,000	12,000,000
G. H. Perley Co., Calumet	21,000,000	18,000,000
James McLaren Co., Buckingham	25,000,000	25,000,000
J. R. & J. Gillies, Arnprior	3,000,000	3,000,000
A. & F. White, Pembroke	5,000,000	4,000,000
McLaren & McLaurin, East Templeton	27,000,000	27,000,000
Rideau Lumber Co., Ottawa	5,000,000	5,000,000
Shepard & Morse, Ottawa		12,000,000
Fraser & Co., Deschenes		5,000,000
Davidson & Thackray, Fort Coulonge		5,000,000
Total	608,000,000	562,000,000

A. Hagar & Company, of Plantaganet, sawed this year almost exclusively on contract for the Rideau Lumber Company.

QUEBEC.

The lumber manufacturers of the Province of Quebec suffered inconvenience and loss during 1903 owing to extreme drouth through the spring and summer, and, in fact, continuing well into the fall. Many logs were hung up, and consequently the mills were not kept in constant operation. There was a good demand for spruce lumber throughout the year, and, on the whole, prices were slightly higher than in the previous year. Almost without exception manufacturers placed their production of British deals under contract early in the season, so they were not affected by the temporary decline in spruce prices which occurred in Great Britain about mid-summer. Clapboards were exported largely to the United States, and prices continued high until near the close of the year, when there was a drop of about \$3 per thousand feet, part of which was subsequently recovered. Cedar shingles sold slightly higher than in 1902. Stocks at the close of the year were exceptionally light, and conditions are favourable for another good season.

The trans-Atlantic shipments from the St. Lawrence ports show an increase of 5,698,345 feet. This increase is due to the expansion in trade at the way ports, as the exports from Montreal and Quebec show decreases of 9,243,418 and 6,500,285 feet respectively.

The exports from Montreal in 1903, in comparison with the previous year, were as follows:—

MONTREAL LUMBER SHIPMENTS.

	1902.	1903.
	Ft. B. M.	Ft. B. M.
Watson & Todd	51,311,775	51,801,668
W. & J. Sharples	42,344,225	41,845,282
Dobell, Beckett & Co.	40,711,000	35,591,600
R. Cox & Co.	30,326,457	24,162,470
J. Burstall & Co.	20,066,117	22,105,969
Charlemagne & Lac Ourcau Lumber Co.	14,428,674	10,289,247
McArthur Export Co.	13,508,543	15,412,472
McLaurin Bros.	7,000,000	7,478,000
Cox, Long & Co.	4,997,726	8,941,100
E. H. Lemay	2,335,000	1,815,000
Railway, small shippers, etc.	11,442,566	11,782,947
Total	240,472,113	231,228,695

The shipments from Ottawa via Portland, Boston and

other ports, which were of considerable volume, are not included in the above.

FROM PORTS EAST OF MONTREAL.

From ports east of Montreal the trans-Atlantic shipments were:

Shippers	Quebec Feet.	Three Rivers and Pigeonville Feet.	Other Ports Feet.
Dobell, Beckett & Co.	28,803,600	34,171,200	
W. & J. Sharples	27,394,643	10,429,870	3,505,200
Price Brothers & Co.			56,658,178
McArthur Export Co., Ltd.	12,953,511		
J. Burstall & Co.	2,313,381		
H. R. Goodday & Co.	16,054,343		
King Bros., Ltd.	15,833,139		
Harold Kennedy	6,336,000		
Total 1903	109,688,817	44,601,070	60,163,378
Total 1902	116,189,102	27,883,200	55,440,200

It will be seen that of the Quebec exporters Messrs. Dobell, Beckett & Company head the list with a total of 102,974,800 feet from St. Lawrence ports, followed by Messrs. W. & J. Sharples with 76,669,795 feet.

We are again indebted to E. J. Dalkin for the following particulars relating to the Quebec trade, extracted from the annual timber circular of J. Bell Forsyth & Company.

WHITE PINE.—The stock of waney and square together is under that of any recorded year, except the preceding one. Prices reported paid for rafts now making show a very considerable advance over any previous figures. No doubt present values are fully justified by the greatly increased value of standing white pine, but the continued advance demands caution, as it will certainly eventually affect consumption.

	Supply.	Export.	Stock.
1903 { Square..	419,600	2,181,961	413,469 Square
{ Waney..	1,865,560		406,038 Waney
1902 { Square..	384,440	2,445,548	395,962 Square
{ Waney..	1,830,120		61,363 Waney

RED PINE.—The supply and stock are again under all previous records, and business in this wood as square timber is rapidly disappearing.

	Supply.	Export.	Stock.
1903	57,360	34,292	53,225
1902	71,100	80,150	66,958

OAK.—The wintering stock shows a decided increase over the low figures of recent years, owing to advanced prices having stimulated production. There is every certainty of a great reduction in the manufacture this winter, and it is well there should be.

	Supply.	Export.	Stock.
1903	926,680	651,969	491,851
1902	652,520	578,121	192,162

ELM.—The supply continues to fall rapidly in face of advanced prices freely given. First-class rock elm of good average girth and cube is within measurable distance of becoming a thing of the past. Stock figures are swollen by a large quantity of soft elm that remains unshipped from year to year, and include very little real rock elm.

	Supply.	Export.	Stock.
1903	417,800	477,217	419,659
1902	561,920	586,777	539,183

ASH.—Seems rapidly going out of consumption in the United Kingdom, no doubt under the influence of changed fashion in furniture. There is no present appearance of an improved demand.

	Supply.	Export.	Stock.
1903	57,200	59,441	47,035
1902	79,920	49,970	49,818

BIRCH.—The export of this wood from Quebec steadily tends to diminish, Montreal, from various reasons, taking a larger proportion of the shipments.

	Supply.	Export.	Stock.
1903	196,240	201,521	11
1902	260,200	247,390	5,739

SPRUCE DEALS.—Export from Quebec and Lower St. Lawrence has somewhat exceeded last

year's shipments, and a small wintering stock remains in the port. The returns of stocks wintering do not include those at the various mills below Quebec. The shipments made from Montreal, Three Rivers and other ports above Quebec are not included in export figures. Values seem likely to be fully maintained. The cost of production has materially increased.

	Supply.	Export.	Stock.
1903	4,919,710	5,060,053	157,213
1902	4,735,657	4,691,149	297,556

PINE DEALS.—A further advance of ten per cent is being held for by the Ottawa millowners for coming season's production, and has been paid in some instances. Following the similar advance established last year, this brings these goods up to prices which, though they may be quite justified by Canadian conditions, will be reluctantly paid by United Kingdom importers. Export from Quebec has become very inconsiderable.

	Supply.	Export.	Stock.
1903	41,890	49,730	2,570
1902	116,432	114,480	10,410

SAWN LUMBER.—A considerable quantity of spruce lumber has been shipped this season to the River Platte, the market there having improved. Local consumption has been large, and the demand for the United States has been greater than for some years past. The available stock of spruce lumber in first hands is in consequence nil.

FREIGHTS.—Opened for Montreal liners at 30s. 3d. London, 35s. Glasgow and 32s. 6d for Liverpool, became weaker as season advanced, and only rallied to higher figures quite at the end of shipping season. Quebec rates for timber rated at about 60s. for leading ports, with higher rates for surplus hardwood.

THE MARITIME PROVINCES.

No expansion of the lumber business of the Maritime Provinces occurred during 1903. On the contrary, shipments show a considerable falling off owing to two causes—first, an inadequate supply of logs to keep the mills constantly in operation, and secondly, the somewhat unsettled condition of the British market. The log shortage was perhaps a blessing in disguise, for it is doubtful whether the markets could have absorbed much more lumber than was manufactured without bringing about a decline in prices. As it was, the manufacturers realized fair prices and net profits were nearly as great as in the previous year.

The log cut on the Miramichi river in the winter of 1902-1903 was 125,000,000 feet, against 123,000,000 feet the year before. Lack of sufficient water was a great drawback to stream driving operations, and as a consequence a portion of the log output was hung up. On the St. John river, also, 40,000,000 feet of logs failed to reach the mills on account of drouth. The logs hung up will, in all probability, come out next spring and be available for early sawing. The estimated cut of logs on the Miramichi river this winter is 200,000,000 feet. The stock of logs wintering on the Miramichi is 5,000,000 feet more than last year, and the sawn lumber 10,000,000 feet greater.

It will be seen from the statistics below that the total trans-Atlantic shipments of lumber from the province of New Brunswick were 391,000,000 feet, a decrease of 61,000,000 feet as

compared with the previous year, and the smallest since 1896, when they were 386,000,000 feet. The port of St. John shows a falling off of 25,000,000 feet, and Miramichi 20,000,000 feet.

No complete returns are obtainable showing the shipments to the United States, which were quite heavy, that market having absorbed a large quantity of spruce clapboards, cedar shingles, and lath. From the consular district of St. John the shipments of lumber, shingles and lath to the United States were valued at \$941,851, as against \$1,105,714 in 1902, or a decrease of \$163,963. The statement for 1903 as furnished by the United States Consulate is as follows:

LUMBER EXPORTS FROM ST. JOHN, N.B., TO UNITED STATES, 1903.		
Canadian lumber	\$107,821	
American lumber	435,664	\$543,485
(equal to 54,348,500 feet)		
Canadian laths	\$187,295	
American laths	57,668	244,963
Canadian shingles	\$ 53,021	
American shingles	100,382	153,403
Total		\$941,851

During the early part of the year there was a brisk demand for spruce clapboards for shipment to Boston and other eastern points, where for a time they sold as high as \$45 for No. 1, wholesale. This price was not held through the entire year, however, although the market remained firm. New Brunswick cedar shingles opened the year strong, with extras selling readily at \$3.50 for Boston delivery. Towards midsummer competition from red cedars resulted in a decline of 15 cents and for the balance of the year the shingle market was irregular, closing with the price of white cedars at about \$3.40 for extras. There is a considerable stock in the hands of manufacturers, but the winter production is likely to be smaller than usual. The increase in the stumpage dues on cedar timber, which has just been put into effect, should have a tendency to enhance the value of cedar products of all kinds. The trans-Atlantic shipments from the different ports of New Brunswick for the past two years were as follows:

SHIPMENTS FROM NEW BRUNSWICK BY PORTS, 1902 AND 1903.		
Port.	1902. Sup. feet.	1903. Sup. feet.
St. John	199,858,736	174,360,562
Miramichi	123,000,000	102,944,276
Dalhousie	26,344,112	20,910,384
Campbellton	24,142,117	18,075,362
Bathurst	20,874,278	20,770,642
Sackville	16,526,150	8,545,560
Moncton	27,450,500	34,272,750
Shediac	6,855,637	3,395,314
Richibucto and Buctouche	7,468,528	8,382,129

TOTAL TRANS-ATLANTIC SHIPMENTS FROM NEW BRUNSWICK FOR PAST 10 YEARS.		
Year.	Sup. feet.	
1894	326,000,000	
1895	291,000,000	
1896	386,000,000	
1897	494,000,000	
1898	412,000,000	
1899	426,000,000	
1900	489,000,000	
1901	399,000,000	
1902	452,000,000	
1903	391,000,000	

COMPARATIVE STATEMENT OF SHIPMENTS FROM ST. JOHN FOR TWO YEARS.		
Port.	1902. Sup. feet.	1903. Sup. feet.
Liverpool	40,273,057	37,515,600
Bristol Channel	48,010,568	30,337,578
Barrow	3,442,540	5,234,805
London	9,284,657	8,208,164
Manchester	33,652,133	24,820,195
River Mersey	4,264,154	1,748,944
Glasgow	15,463,622	19,295,791
Greenock		863,056
Limerick	3,518,190	4,578,164
Belfast	3,341,426	14,181,266
Sligo		394,177
Dublin	12,394,491	3,930,494
Bantry	801,035	805,644
Londonderry	1,866,856	2,785,292

Cork	1,872,574	
Drogheda	454,606	
Spain	2,851,931	1,657,775
Australia	3,192,193	1,638,263
Africa	825,300	
Other Ports	13,519,944	16,365,364

SHIPMENTS FROM PORT OF ST. JOHN.		
Shippers.	1902.	1903.
W. M. Mackay	107,253,326	98,972,137
A. Gibson Ry. & Mfg. Co.	35,046,877	25,619,521
Geo. McKean	34,392,193	29,665,471
Other Shippers	23,166,340	20,103,433

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR PAST 10 YEARS.		
Year.	Sup. ft. deals, etc.	
1894	153,473,076	
1895	126,449,706	
1896	167,249,707	
1897	244,399,066	
1898	184,954,343	
1899	184,192,435	
1900	236,459,838	
1901	176,295,257	
1902	200,662,534	
1903	174,360,562	

SHIPMENTS FROM MIRAMICHI TO TRANS-ATLANTIC PORTS FOR PAST 10 YEARS.		
Year.	Sup. ft. deals, etc.	
1894	96,000,000	
1895	82,000,000	
1896	106,000,000	
1897	102,000,000	
1898	113,000,000	
1899	129,000,000	
1900	122,000,000	
1901	129,000,000	
1902	123,000,000	
1903	103,000,000	

DISTRIBUTION OF MIRAMICHI SHIPMENTS, 1903.		
Country.	No. of Vessels.	Sup. ft. deals, boards, etc.
England	44	63,862,026
Ireland	29	31,461,655
France	3	6,744,000
South America	1	876,595
Total	77	102,944,276

There was also shipped to England 1,266,573 feet of spoil wood.

The year was more profitable to the lumber manufacturers of Nova Scotia than to their confreres in New Brunswick. They did not suffer to the same extent from drouth, and a large and profitable trade was done with South America and the West Indies. These markets absorbed a great deal of lumber with comparative ease, and at the close of the year prices were advancing. South American stock which in 1902 sold at \$15.50 per thousand readily brought \$16.50 last year. British deals were sold at an advance of about ten per cent. The advance, however, did not go into the pockets of the manufacturers, but represented higher wages and other increases in the cost of logging operations. Mr. Alfred Dickie, of Stewiacke, was the largest shipper from the province, exporting 55,000,000 feet of deals, besides a large quantity of lath. A considerable quantity of hemlock lumber was shipped from Nova Scotia. Unfortunately, it has been impossible to obtain the complete returns of shipments from Nova Scotia.

BRITISH COLUMBIA.

The year was one of unsettled conditions for the lumber trade of British Columbia. Business started out prosperously. Mills were operating to their full capacity, and there was an active demand for lumber. The great expansion in the production, however, was more than the markets could stand, and before many months passed there were evidences that the supply was gradually exceeding the demand. The manufacturing capacity which was greatly increased in 1902, was further enlarged last year, when several large mills were completed and put into operation for the first season. In the Kootenay district alone 109,000,000 feet of lumber was manufactured. The situation promised to become somewhat serious, when steps were taken by the manufacturers to restrict the production. The

British Columbia Lumber and Shingle Manufacturers' Association, acting in conjunction with the Mountain Lumber Manufacturers' Association composed of the interior mills, was successful in regulating the supply, with the result that prices during the year were well maintained.

The over-production in shingles was more apparent than in lumber, but in the fall an arrangement was affected for the disposal of the combined output in a manner which, it is expected, will ensure a steady market during the current year.

Apart from the home consumption of lumber, which was above the average, especially in Vancouver, where it increased about 30 per cent. during the year, the most important factor of the lumber industry is the Northwest market, and that factor will be more and more apparent in the future. In respect to that market, however, the interior mills of British Columbia are in a much better position to compete than those of the coast. The latter have a 40-cent rate with two mountain ranges, against a 15-cent rate in the mountains, with only one mountain range to cross.

The export lumber trade of British Columbia shows a growth for the year, the Victoria Lumber and Manufacturing Company having greatly increased their shipments from Chemainus. The only other exporting firm is the British Columbia Mills, Timber and Trading Company of Vancouver. The total exports were approximately 62,000,000 feet, as against 56,000,000 feet in 1902. The Victoria Lumber Company exported 32,000,000 feet and the B. C. Mills, Timber and Trading Company 30,000,000 feet.

The significant feature of the year's export business is the increased trade with South Africa, the shipments being more than double those of the previous year. A much larger business was also done by British Columbia lumbermen with the United Kingdom, and there was a slight increase in the shipments to South America. On the other hand, the trade with Australia shows a marked falling off. The figures in detail for two years are given below:

SHIPMENTS BY COUNTRIES.		
	1902. Feet B. M.	1903. Feet B. M.
Australia	20,632,584	5,305,185
South America	8,815,833	10,128,027
United Kingdom	8,174,134	15,645,666
China and Japan	5,053,444	5,466,608
South Africa	10,675,008	21,142,418
United States	875,843	1,018,916
Fiji Islands	20,751	161,653
Germany	38,033	
Calcutta		1,761,907
Belgium	950,449	
Total	55,855,405	61,942,986

DIAGRAMS OF TIMBER SUPPLY.

We reproduce on the opposite page diagrams showing the periodical estimates of the duration of the supply of Canadian spruce, Canadian pine and Baltic deals at London, England. The diagrams make a comparison with the averages of the five years preceding 1900, and will doubtless be found interesting.

It will be seen that of the supply of the past four years, the heaviest stock of Canadian pine, 45 per cent. above the average, was on 30th April and 31st July, 1901, and 28th February, 1902. Throughout the whole of the year 1903 the supply was above the average, although at no time did it reach the maximum of the two previous years. The heaviest stock was on 30th June, after which time it diminished, and on 31st December was the smallest of the year. Spruce, likewise, reached the highest limit last year on 30th June. The lightest stock was on 31st October, gradually increasing during November and December to 20 per cent. above the average.

DOES LUMBER COMBINE EXIST IN THE WEST?

Statement issued by Mr. D. E. Sprague with Reference to Recently Published Interview with Vice-President Whyte, of the C. P. R.

In a recently published interview, Mr. William Whyte, second vice-president of the Canadian Pacific Railway, is reported as saying that "the owners of saw mills, and retail dealers in lumber, are endeavouring to maintain high prices for lumber and to surround the retail business with restrictions which tend to influence the market," and that while "it may be possible that there is no combine among the mill owners," yet "there is certainly an arrangement with the Retail Dealers' Association under which that association dictates as to the location and number of retail lumber yards, and thus practically controls the market and dictates the selling price."

With reference to this matter, Mr. D. E. Sprague, of Winnipeg, gives out the following statement:

There has from time to time appeared in the press much unfavourable and unjust criticism of the Lumbermen's Association, sometimes by politicians, whose motives it may fairly be assumed were not any philanthropic desire to protect the public, but for reasons of a much more personal nature, either political advantage or personal gain. Other criticisms have been by those originally members of the association who did not consider the rules and regulations sufficiently rigid to meet their views, and therefore sought such advertising as opposition to the association would give them. All such criticisms I have considered were not entitled to either answer or explanation. Now that a prospective competitor has appeared in no less a company than the C.P.R., through its manager, Mr. Whyte, who gives a lengthy interview in the press, not complimentary to the association, it is only fair that the public should be given the facts. Mr. Whyte's unjustifiable statements may be due to the fact that for the past year or so he has not been so intimately connected with the operation of the C.P.R. as formerly, and in consequence would not have so great a knowledge of the conditions obtaining throughout the country regarding the lumber supply, or the very unsatisfactory service provided by his company for the transportation of the necessary supplies, or it may be that Mr. Whyte has been misinformed by some of the other officials since assuming the active management of the road.

I agree with Mr. Whyte to this extent, that next to the continual agitation in connection with the exorbitant freight rates and inefficient transportation facilities generally, there is nothing probably which tends more to retard immigration than the bug-bear of high-priced lumber and the difficulty in securing building material at a reasonable price. That it is a bug-bear and not a condition can be easily established.

C.P.R. AS MANUFACTURERS.

The Canadian Pacific Railway or any other railway company receiving government aid by grants of timber or other lands, has no right to enter into competition with private individuals, in either manufacturing or business enterprises. This principle is generally recognized by governments, by refusing to grant permission in their charters. The manufacturers of lumber, I am sure, would cheerfully welcome as brother lumbermen any C.P.R. men who would invest their own capital and do business under the same conditions that the present lumbermen have to meet. This would be a very different proposition to C.P.R. officials conducting a lumber business with C.P.R. funds, and finally losing sight of the profit or loss in a general round-up of the C.P.R. profits.

REASONS FOR ASSOCIATION.

Previous to the year 1890 or 1891, the lumber manufacturers sold direct to the consumers throughout the country. This naturally took from the retail dealer the most desirable trade in his territory, and in many cases rendered it impossible for him to make a living. The trade generally was in a most unsatisfactory condition. The dealers realized that something must be done to save the capital invested, and protect them from the unfair competition referred to. The manufacturers

were in sympathy with the dealers in this movement, inasmuch as it improved the condition of the retailer and enabled him to more promptly meet his bills. The association was, therefore, organized to protect its members from unfair competition, to collect and distribute among its members such information as may be of service to them, and generally in the interest of the retail lumber trade to watch carefully the probable public requirements, and endeavour at all times through its members to have at all points a sufficient stock of lumber to meet the demands.

Among the first public services rendered by the association may be mentioned a reduction of 5 cents per 100 pounds on the then existing rates on lumber, secured through a letter dated about ten years ago, and addressed to the General Passenger and Freight Agent of the C.P.R., which letter was presented by a deputation of the dealers urging action thereupon, and a further reduction was at the same time obtained by the dealers from the manufacturers, both of which reductions were given to the consumers.

The following is a copy of the letter referred to:

WINNIPEG, Feb. 13, 1894.

R. Kerr, Esq., Gen. Freight and Pass. Agent, Western Division of C.P.R.

Dear Sir—At the annual meeting of the Western Retail Lumbermen's Association, having a membership of 150 and comprising all the retail yards of this province and the eastern part of Assiniboia, held here on the 12th inst., the question of the existing freight rates was discussed, and a committee appointed to bring under your notice that the rates charged by your railway are excessive and burdensome.

The committee chosen desire to submit for your consideration the cost and charges on lumber to the consumers; the price paid for rough lumber at the mills being the grade largely used by farmers per 1,000 feet on cars is, at Rat Portage, \$12; Fort William, \$10; and British Columbia, \$8. The average freight thereon is, from Rat Portage, \$6; Fort William, \$10; and British Columbia, \$1. The terms upon which lumber is sold are 60 days, with freight as cash. Add to the wholesale cost at the point of sale the retail dealers' charge, say, \$3, and it will be readily seen that the cost of lumber is more than the consumer can afford to buy it at, and, as a matter of fact, so much so is this felt that very many farmers throughout the country continue to live in sod houses, and in more than half of the country a few miles distant from the railway the outbuildings are sod. In order to overcome this disability and improve the existing state of matters, we ask you to make a considerable reduction in the freight rates charged upon lumber, and while we do so it is our opinion that a reduction in the price of lumber will vastly increase the demand for it, and to such an extent, that in a short time the increased hauling of it will more than compensate your company for the lowering of rates. Following such increase in business the retail dealer will be enabled to sell the lumber at a less percentage than possible at present.

We, as residents of this country and having an established business in it, are greatly interested in its welfare, and knowing that the advancement and development of the country is of paramount importance to your company, seek to impress upon you the unfortunate position and the hard times now prevailing, and so much to be deplored; and while we may not claim to be worse off than the world generally, this is the position of it that more closely affects our well being. We feel with the natural advantages of the country and the assistance you can so readily extend in the way of cheaper freight, matters can be much improved.

There can be no doubt that high cost of lumber is of great consideration with the farmers in locating settlements, and the incoming stranger is most likely to at once feel the depressing influence upon him in the lack of proper buildings so general throughout the country, and which are so essential in good farming.

We as a retail association feeling a like interest with your railway company in the advancement and settlement of the country, are prepared to guarantee any reduction made by you (which we feel sure will be made upon giving this matter your valuable attention) in freight rates that the consumers shall receive the full benefit of such reduction in the cost of lumber to them.

At present we are withholding all orders for lumber that can be avoided and should your decision in the matter be against the lowering of the freight rates, it will be necessary to continue the curtailment of our trade.

Hoping to have an early reply from you.

Yours respectfully,
President.

It may be interesting to the public to note that ten years ago the association was as alive to the public requirements and necessities as the C.P.R. appears to be to-day, and strangest of all were appealing to this same C.P.R. to reduce rates, which seemed to be excessive and which were in consequence retarding the progress of the country, and this, too, without prospect of profit to themselves, except in the advancement of the North-west.

QUESTION OF SUPPLY.

About a year ago the C.P.R. imagined they saw impending disaster unless they undertook to see to it that a stock of lumber was forthcoming sufficient to supply the incoming settlers, as set forth in the following letter written by Mr. Peters, Assistant Freight Traffic Manager, and addressed to Isaac Cockburn, Secretary.

WINNIPEG, Jan. 16, 1903.

Isaac Cockburn, Esq., Secretary Western Lumbermen's Association.

Dear Sir—Referring to our general conversation on the subject of the movement of lumber into the Northwest Territory before trails break up so as to enable newly-arrived settlers to obtain immediate supply of lumber, and get it out to their locations without delay.

I am glad to learn that your association has realized the importance of this, and that you have decided to make an extended trip through the district referred to, for the purpose of meeting the dealers at all points and impressing upon them the necessity for immediate action. I will have our travelling freight agent accompany you and render all the assistance in his power.

The position this company take, is that the early movement of lumber as above explained is a necessity, not only in our interests, but in that of the country at large, and we feel that should the dealers at the different points decline to order for immediate shipment from the different mills for reason that the lumber may not be sold immediately on its arrival, that we would be compelled to take some other means to get the lumber into the district. We do not desire to interfere in any way with the arrangements of your association, or the business of your members, and I sincerely hope that we will not be compelled in any way to do so, but as I have already said, the lumber must be moved at once. I need not say to you that on the opening of navigation our power and rolling stock will be severely taxed to handle the large movement of grain to the lake front, and it will then not be so easy for us to supply cars at the different lumber mills as it is at present. This is a further reason why lumber should move immediately.

You brought up the question of whether this company could offer any inducement for this early movement in the matter of freight charges, and I have said to you, while we do not want to change our regular system in that respect, we would be prepared to consider a reasonable proposal in that direction, provided satisfactory protection would be afforded us, and that we should not lose our lien upon the lumber. In other words, at points where large quantities are required and the dealers are not financially able to immediately pay our charges, and take delivery of the lumber, we might devise some means of allowing them to unload the lumber on our property to remain in control of our agent on the understanding that charges would be paid within a period of 30 days after arrival, if delivery was not taken and charges paid prior to that period. Our travelling freight agent, Mr. Miles, will consider any

proposal of this nature and report the same, when it will receive our immediate consideration.

It is of course understood that the lumber manufacturers would agree to give corresponding assistance to the dealers in the matter of longer dating on their bills. Let me urge upon you the importance of making your trip on the earliest possible date, and wishing you every success on same.

Yours faithfully,
(Signed) F. W. PETERS,
Assistant Freight Traffic Manager.

Mr. Cockburn duly reported to the directors as follows:

WINNIPEG, Feb. 10, 1903.

To the President and Directors.

I have to inform you that in pursuance of your directions to me, I proceeded on the 23rd of January, along with Mr. Miles, C.P.R. Travelling Agent, to attend meetings of the dealers which I had called for the purpose of bringing before them the purport of a letter received from the Canadian Pacific Railway, urging the importance and necessity of the dealers throughout placing their orders for lumber at once for spring requirements.

Meetings were held as follows:—

Moosomin, the dealers there and outlying districts.

Wolseley, the dealers there and outlying districts.

Regina, the dealers there and outlying districts.

Moose Jaw, of the members there and outlying points, and dealers on the Soo line.

Prince Albert, of members on line of Prince Albert Railway and the manufacturers there.

Calgary, of the members for Alberta. At this meeting deputations were appointed, one to visit the manufacturers on the line of the Crow's Nest Pass Railway, and one to visit the manufacturers of the coast, both for the purpose of placing this matter before them, and to urge them to take tangible action in assisting the proposed movement.

In addition to the above meeting, I subsequently visited the dealers on the line of the Souris Railway, placing before them the desirability of ordering at once their spring requirements.

It was urged at all the meetings the necessity and advisability of early placing orders for prompt delivery for a sufficient stock of lumber to meet the requirements of the early spring trade, and any exceptional demand likely to arise through incoming settlers.

(Signed) ISAAC COCKBURN,
Secretary-Treasurer.

The directors of the association consider that their first duty is to the public. They therefore insist upon their members at all times keeping a sufficient stock of lumber to meet the public demand in their locality. With this object in view, they addressed the following circulars to their members as early as July, 1902:

WINNIPEG, July 29, 1902.

To the Active Members of this Association.

Information having reached the directors that many retail dealers do not keep a stock of lumber commensurate with the requirements of the trade.

At the meeting of the directors just closed, a motion was passed instructing me to issue the following intimation:

"That in all cases where it is found that an inadequate stock of lumber is kept by an active member to supply the ordinary demands of trade at such point, any application for membership, therefore, will receive due consideration by the board of directors."

Yours truly,
(Signed) ISAAC COCKBURN,
Secretary-Treasurer.

WINNIPEG, Feb. 4, 1903.

Dear Sir—There exists a good deal of anxiety as to the sufficiency of lumber available for the incoming spring requirements, and in order that it may be more closely estimated, I take the liberty of asking the retail dealers to furnish me with the quantity of lumber held in stock on the first of the present month.

I shall be obliged by you sending me the quantity of lumber you had in stock on that date, and also about how much more lumber you will require for your spring trade.

Yours truly,
(Signed) ISAAC COCKBURN,
Secretary-Treasurer.

The result of the secretary's trip was that he convinced the dealers of the importance of having their stocks in early, and they placed their orders accordingly. He also secured the co-operation of the manufacturers to the extent of allowing additional time to pay for the early shipments. The only party who failed to carry out their part of the arrangement was the C.P.R., as shown by the following letters from Mr. Brown.

SASKATOON, Feb. 24, 1903.

Isaac Cockburn, Esq., Winnipeg.

Dear Sir—In reply to yours of 4th inst., my absence at the Coast prevented my sending you an earlier reply. My present stock is three cars shingles, 400,000 feet of lumber and stock of sash, doors, etc.

I have just returned from the West, where I have been for the purpose of seeing for myself who have the material. Firms were accepting orders and promising prompt shipment, and nothing was coming in. I am glad to say I have procured about three-quarters of a million feet. This, with my stock on hand, I am satisfied, even if mine were the only yard here, would be sufficient to supply demand until Prince Albert mills were running. If C.P.R. were only as prompt in delivering the cars as they are in urging us to place orders, it would be more satisfactory. I cannot help thinking that shippers, on account of heavy rates, and long delays in delivering to these outside points, prefer to ship to points on main line, especially where demand is in excess of supply.

Yours faithfully,
(Signed) A. L. BROWN.

SASKATOON, March 19, 1903.

Dear Sir—I have been told to-day by a traveller that we are reported to be starving for lumber up here. This to a certain extent is true. There is no person that I know of who cannot get what he wants, but unless the railway company will bring material in, we shall certainly run out. I think it time that complaint was made as to the serious condition of matters here. All the early part of the winter the C.P.R. were saying and urging us to buy material. We have bought it, and it is being and has been shipped, yet a car coming in here is an exception. Merchants are suffering for want of groceries. Coal has been out, until yesterday, for three weeks. I am suffering loss by firms refusing to allow me discounts as goods are not paid for within the 30 days; yet if I pay for them it is as likely as not that I may not receive them for another 30 days, and yet I suppose if there is any shortage the blame will be laid on us.

I saw myself, three weeks ago, cars in Regina yard for me that had been shipped some time, probably they are there yet. They certainly are not here. Can you do anything at your end? I have written to headquarters myself, but it seems to do no good.

Yours truly,
(Signed) A. L. BROWN.

SASKATOON, March 20, 1903.

Dear Sir—I wrote you yesterday with regard to the disgraceful service we are getting in regard to delivery of cars of lumber or anything else. I wrote to Winnipeg some time ago, and have written to-day to the general superintendent.

Would this matter of delay be within your province after all the fuss they raised about our getting in a supply of material? From present indications we are in a hopeless muddle. What it will be later on is hard to say.

We had a coal famine for three weeks only relieved yesterday. Sugar and such like articles have been an almost unknown quantity for weeks. I am told there are close to 150 cars at Regina awaiting to come up along this road, and the number increasing all the time.

I thought it as well to advise you of this matter in time, so that if any shortage of lumber should occur, there is no blame to be attached to us here. The loss to me is serious. I am losing cash discounts. Money was paid out weeks ago on cars prepaid to Regina, and I have not the lumber yet.

Yours faithfully,
(Signed) A. L. BROWN.

Referring to the above Mr. Brown having failed to get his lumber forward, took the train at Saskatoon and came on to this city to endeavor, if possible, to get the authorities here to give such instructions as would be the means of the lumber being sent on to him, without further delay. When Mr. Brown reached here he called upon Mr. Cockburn, and stated the position that he was placed in through the detention in transportation of his lumber. Mr. Cockburn and myself called upon Mr. Lanigan and stated the unfortunate circumstances in which Mr. Brown was placed through the non-arrival of his lumber. Mr. Brown on his way here, and while at Regina, in looking through the yards discovered that several cars of his lumber were lying on a siding. He at once drew the attention of the C. P. R. local agent there to it, and was told that it was out of their power to get the cars so shunted as to take them on by the outgoing train. Mr. Lanigan on being told of this fact gave us the strongest assurance that Mr. Brown's lumber would be sent forward to Saskatoon at once. Mr. Brown returned home feeling that he would certainly have some relief in this matter; but to the surprise of myself and Mr. Cockburn, some days afterwards a telegram received from Mr. Brown informed us that the lumber was still held at Regina. This telegram was taken to Mr. Lanigan as a reminder that his promises had not been fulfilled.

If the railway company, after lumber is manufactured and loaded on cars, are unable to get it to its destination within a reasonable time, what chance would there be for the early spring settler to secure his lumber when he required it, provided the same company

undertook to supply the same demand from the same tree? It would appear to the outsider that the company should first energetically address itself to providing an efficient transportation service, and when that is secured, undertake other industries that promised profit or pleasurable employment.

REGARDING PRICES.

In order that the public may see where their money goes, I append hereto statements of four cars of lumber imported by me over the C. P. R. These cars are not selected on account of the small profit shown, but because they cover a wide range of material. I invite Mr. Whyte to call at my office, when I shall be glad to let him verify these figures, and the statements of 40 or 50 other cars which show similar results.

STATEMENTS.

C. P. R. car 35286, ex Vancouver, September 19:
14,262 ft. of 1 and 2 flooring, at \$35 \$499.17
8,217 ft. of 3 and 2 flooring, at \$30 246.51

\$745.68

Less freight paid; (this car was matched flooring, and kiln dried).....\$178.40

\$567.28

2 per cent. discount 11.35

Net returns to shipper.....\$555.93

Cost to retailer dealer here 745.68

Cost to consumer of 14,262 ft. at \$44 627.92

8,217 ft. at \$38 312.24

\$940.16

Less 12½ per cent. discount..... 117.52

\$822.64

Net balance for dealer to cover handling, teaming, office expenses and profit.....\$ 76.96

Manufacturer at Vancouver gets per 1,000..... 24.73

C.P.R. gets for freight..... 7.91

Retail dealer gets..... 3.42

36.09

Car 45964 ex Vancouver, Oct. 7.

23,366 ft. 3x14, at \$21.70 net..... 507.04

Less freight paid 278.00

229.04

Net return to manufacturer..... 229.04

Cost to retail dealer..... 507.04

Sold to consumer at \$22.20..... 518.73

Balance for dealer to cover office expenses and profit..... 11.69

Manufacturer at Vancouver gets per 1,000. 9.80

C.P.R. gets for freight. 11.90

Retail dealer gets..... 50

22.20

Total cost to consumer. 22.20

Car 144018 ex. Vancouver Sept. 24.

20,451 ft. timber net..... 463.31

Less freight paid..... 248.80

214.51

Net return to manufacturer..... 214.51

Cost to retail dealer..... 463.81

Sold to consumer..... 512.31

Balance for dealer to cover office expenses and profit..... 49.00

Manufacturer at Vancouver gets per 1,000..... 10.48

C.P.R. gets for freight..... 12.17

Retail dealer gets..... 2.39

25.04

Cost to consumer..... 25.04

Car 64484 ex. New Westminster, June 4.

2,880 ft. at \$24.....\$ 69.12

12,936 ft. at \$25 323.40

392.52

Less freight paid 166.00

226.52

Less 2 per cent. cash discount..... 4.52

222.00

Net return to manufacturer..... 222.00

Cost to retail dealer 392.50

Sold at—

2,880 ft. at \$27..... 77.76

12,936 ft. at \$33.50..... 433.35

511.11

Less 12½ per cent..... 63.89

447.22

Net balance for dealer to cover all handling, teaming, etc., and profit..... 54.72

Manufacturer gets per 1,000..... 14.03

C.P.R. gets for freight..... 10.50

Retail dealer gets..... 3.46

27.09

Cost to consumer 27.09
The retailers' percentage of profit can easily be ascertained. It would be interesting to know what percentage of profit the C.P.R. made on the cost of hauling the above four cars from Vancouver to Winnipeg. It is quite apparent the man who pays the freight is not the man who robs the public.

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

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

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

LAW IN THE LUMBER BUSINESS.

A decision recently given by the county judge at Barrie, and confirmed by the Court of Appeals, contains some statements which do not meet with the approval of the lumber trade, and which, if followed in practice, would mean a reversal of existing custom. The judgment, which will be found on another page, follows precedent in so far as it declares the method which should have been pursued, but the reasoning leading up to the conclusion would seem to be somewhat erroneous.

The plaintiffs sold to the defendant a carload of tamarac f.o.b. cars Severn Bridge, the stock to be 2x6 inch and up. The evidence showed that the lumber was not all 2 inches in thickness, but that it varied from 1½ inch to 2½ inches, also that some of it was wedged stock, being about one-half inch thicker at one end than at the other. On these grounds the defendant refused the lumber and suit was brought by the plaintiffs to recover payment for same.

There seems to be no doubt that the lumber supplied was not according to specification, but the defendant did not follow the proper course in refusing to accept the lumber. He should have unloaded and inspected same at destination and paid for what was up to contract, at the same time notifying the shippers regarding the quantity rejected, and advising them that it was held at their risk, and that unless taken away by a certain time it would be sold at the best price obtainable. It would then have been in order to have entered an action for such damages as accrued in filling the order for which the lumber was intended. The result of this law is that a buyer may, without any negligence on his part, be forced into a

law suit, but as the interests of both shipper and consignee have to be considered, this law is believed to be on the whole the most equitable.

Judge Boys says: "I find 2 inch in the trade includes a variance in thickness of anything one-quarter of an inch below or above 2 inches." That this is the custom in the trade will be news to the generality of lumbermen. Lumber 2 inches in thickness is intended to be capable of dressing to 1¾ inches, so that if the lumber were furnished 1¾ inches in thickness it would when dressed be only 1½ inches. No customer would be willing to accept 1½ inch dressed lumber for flooring or other similar purpose when the order called for 1¾ inches. The inspection rules do not permit any such variance as ½ inch. If such were the case, there would be very little two inch lumber on the market, as manufacturers would find it very profitable to cut 1¾ inch and sell it as two inch, and so with other sizes.

Judge Boys further says: "In cutting tamarac allowing a variance of this kind is particularly required, as the trees are small and it is difficult to prevent springing on the mill carriage." Tamarac logs are not considered difficult to saw and especially where the lumber is above 6 inches in width, as in this case. Uneven sawing is most likely to be caused by inferior mill equipment, the logs not being in proper condition to hold the logs up to the saw. Elm and several other timbers are much more difficult to saw evenly than hemlock.

THE WESTERN LUMBER SUPPLY.

The Commission appointed by the Dominion Government to investigate the charges that a combine existed for the purpose of obtaining extortionate prices for lumber sold throughout Manitoba and the Territories were unable to find any evidence of such combine, and after one or two preliminary sittings adjourned. In view of this fact the announcement made within the past month that the Canadian Pacific Railway has under consideration the erection of a large saw mill for the purpose of breaking the so-called monopoly was not taken seriously. The statement of the company's plans, however, is attributed to Mr. White, second vice-president, and should, therefore, carry some weight, particularly as a denial of the statement has not, so far as we know, been made.

That the Canadian Pacific Railway should show such a keen interest in the welfare of the farmers of Manitoba and the Territories is a paradox. If their policy in the past had been tempered in the slightest degree by this sentiment, the public might accept the statement with some credence. However, we do not think the lumber trade have much to fear from competition by the C.P.R. They have heretofore ventured into the lumber business with doubtful results. If our recollection serves us, the large mill in the Crow's Nest Pass, equipped with expensive machinery, was dismantled after being in operation for a year or two.

The statement by Mr. Sprague, published elsewhere in this number, shows that the

Western Retail Lumbermen's Association have had the interest of the consumer at heart more than has the Canadian Pacific Railway. One of the first steps taken by the Association was to endeavor to obtain a reduction in the freight rates on rough lumber, which was successful, and was followed by a reduction in the first cost by the manufacturers, both of which reductions were given to the consumers. By thus lowering the cost of lumber a stimulus was given to consumption; farmers who had previously lived in sod houses were encouraged to build comfortable frame homes. The Association was fully alive to the necessities of the public and of the western country, while the C.P.R. showed no such philanthropy as they now seem anxious to be credited with.

Coming to later events, it will be remembered that about one year ago the railway company and the association agreed upon a plan which, it was thought, would prevent an impending famine in lumber at many western points, the plan being that dealers should place their orders early so that the railroad company might be able to deliver the lumber before the busy season. The scheme might have worked out satisfactorily had not the C.P.R. failed to carry out their part of the bargain. Dealers who placed orders early, as requested, were in no better position when the spring trade opened than if they had followed their usual custom, the reason being that the railway company did not transport the lumber as agreed, but in some cases at least allowed the cars to remain on sidings for weeks. Mr. Avery, a dealer of Austin, Man., tells of shipments which were a month coming from the coast. Here again was lacking an interest in the welfare of the consumer.

The legitimate business of a railway is the transportation of goods, and experience has demonstrated that the Canadian roads have their hands full in attending to this alone. If the C.P.R. is anxious to improve the position of the western farmer, this might be done by a reduction in the exorbitant freight rates which are frequently charged.

EDITORIAL NOTES.

An important decision affecting hardwood flooring was rendered recently by a judge of the United States Circuit Court. The suit was brought by the T. Wilce Company, of Chicago, who claimed that all manufacturers using the present method of making end-matched maple flooring were infringing on patents owned by them. The court in the first decision upheld the validity of the patents, but upon the presentation of new evidence the case was reopened before the same judge, who set aside the original verdict and gave judgment that the improvements claimed could not be patented. It is expected that the plaintiffs will carry the case to the United States Court of Appeals.

During the past five years there has been a plethora of investment in stocks and shares of all kinds, in some cases with very unsatisfactory results. Building, on the other hand, has not received ordinary attention from capital, splendid opportunities for profitable investment

in this direction being overlooked. A reversal of these conditions may be expected in the next few years, with the result that there will be a more plentiful supply of dwellings and other buildings to meet the requirements of the rapidly growing population of this country. Increased investment in building will do much towards continuing the present prosperous conditions. It will also create a heavy demand for lumber and shingles.

We might suggest to the lumber manufacturers of British Columbia that, with a little more effort and perseverance, they could market a larger quantity of lumber in the East. The scarcity of hardwood timber is becoming more pronounced each year and consumers are constantly on the look-out for suitable substitutes. The large implement factories, such as the Massey-Harris Company at Toronto and Brantford, the International Harvester Company at Hamilton, the Frost & Wood Company at Smith Falls, and others, have been large users of hardwoods, and especially ash. The supply of ash is now so small that substitution is inevitable, and for many purposes for which it is used the Douglas fir of British Columbia would probably be found suitable. It can, we think, be laid down in Ontario cheaper than the native ash, and as the supply is well nigh unlimited, consumers would no doubt be glad to adopt it were its characteristics more generally known.

In view of the large number of planing mill men and general woodworkers who have become subscribers to the CANADA LUMBERMAN, it has been deemed advisable to put in a department for them wherein will be found articles pertaining particularly to the working up of lumber into sash, doors, mouldings, and other manufactured products. The department appears for the first time in this issue, and in it, in response to an inquiry, a method of manufacturing spiral mouldings is explained at some length and diagrams given. Similar practical articles will appear each month. That the space at our demand may be utilized to the best possible advantage, we invite and would appreciate suggestions from woodworkers as to subjects which might with most profit be discussed from time to time. Readers are also requested to contribute articles for publication on pertinent subjects. By so doing they will encourage the interchange of ideas and assist to render this department profitable to themselves and others. We hope to receive several communications for our March number.

JUDGMENT IN A LUMBER SUIT.

Messrs. Mickle, Dymont & Company, of Barrie, Ont., were the plaintiffs, and J. W. Collins, of Toronto, the defendant, in a suit of considerable interest to the lumber trade in which judgment has recently been given. The plaintiffs shipped to defendant a car load of tamarac for flooring, specified in the plaintiff's price list to be "2x6 and up," but which the defendant refused on the ground that the lumber was carelessly sawn, being badly wedged and uneven in thickness, and some boards not over 1½ inches in thickness. The lumber was

refused and the plaintiffs sued to recover. The case was tried in the County Court at Barrie before Judge Boys, who gave judgment in favor of the plaintiffs. The defendant appealed to the Divisional Court at Toronto, and the first judgment was sustained. The judgment of the County Court is given below:

MICKLE, DYMENT & CO. VS. J. W. COLLINS.

I think this case is covered by Dymont vs. Thompson, 9 O.R. 566; 12 O. App. R. 659; 13 S.C. 303. The original decision in that case in the Local Court was upheld in all our Courts, and it may be considered the leading case on the subject in Ontario. There the lumber retained its distinctive character of lumber and half was not open to objection. Hagarty, C. J., in 12 Ont. App. at p. 662 said: "It may of course be conceded that the defendant was not bound to accept any parcel of goods which had lost such character—the lumber became his (defendant's) property to all intents and purposes as soon as shipped. He would have to bear the loss of destruction in course of transit. Its delay on the road, or its destruction in transit would hardly be an answer to the plaintiff's demand of the acceptance. All these considerations seem to me to point to the conclusion that if the defendant did not choose to have his interest protected by having his agent to inspect the shipping, he is to be left to his cross-action or counter-claim to recover any damages consequent on the sending of any inferior quality of lumber." And the C.J. quoted from Campbell on Sales (1881), page 388, as follows: "The rationale of the matter may be thus put: In regard to faults which are latent at the time of delivery, or where there is under the circumstances no opportunity of inspection at or previously to delivery, the purchaser may take delivery, relying upon the tender (that is, the offering of the goods) as a representation that the goods are according to description, and in that case his acceptance is not necessarily final, but may be recalled upon discovering the defect, provided he has made examination as soon as is reasonably practicable, and that he notifies his rejection immediately on making the discovery." And after quoting from Benjamin on Sales 3rd Amer. Ed. see 703, citing Pease vs. Copp, 67 Barb. 132, for the proposition that "if goods are to be delivered by vendor at a certain place, it is the vendor's duty to have some person at the place of delivery to inspect it before it is transported to some other place," the C.J. then states: "It is not easy to deduce a clear rule from the very large number of authorities on the sale of goods, either on a present or executory contract as to the right to reject or rescind the contract. I can only decide this case on its particular facts, and on these facts I arrive at the conclusion that after the shipment on the railway of lumber answering generally the kind of lumber contracted for, the vendee had not the right to reject any number of car loads, because of the inferiority in quality of a portion in each load, but was left to his claim for damages, p. 66c."

BURTON, J. A., said "By the terms of the contract between the parties the seller of the lumber was to ship to the defendant f.o.b. the cars at the latter's expense," and at p. 668 his Lordship continues, "The mere defect in quality in other respects would not be a ground for rejection unless the article was entirely unmerchantable, and the defendant, I think, has not made out a case to show that the contract, that is, a contract for plank of the dimensions specified, has not been substantially carried out, but I am of opinion further that the learned Judge at the trial took the proper view of the contract when he held that the inspection was to take place in the plaintiff's yard."

PATTERSON, J. A., stated the terms of the contract to have been "1st. The thing to be supplied, which was plank of red and white pine, 18 feet long, 2 in. thick and any width from 6 to 12 in., and, 2nd, the quality of the article, which was to be the same as that supplied the year before." "The delivery was to be on board the cars and not at any place to which the defendant might order the lumber to be sent," p. 669. Much of the contention of the defendant for his right to reject at Hamilton a number of car loads of the lumber while he accepted other loads was based upon the view of the contract that the property did not vest in him until he had an opportunity of inspecting it at whatever place

he directed the plaintiff to send it to. I do not intend to discuss this palpably extravagant contention," p.p. 669-670. Then if the article delivered was the article agreed to be delivered the dispute is narrowed to the quality and place of inspection and is not so material as it seemed to the litigants at one time to be; the quality is said to have to a certain extent fallen short of what it should have been."

The Court held that the defendant's only remedy was in damages for the inferiority of the article delivered, and on appeal the Supreme Court affirmed the judgment of the Court of Appeal, holding that under the circumstances of the case, Thompson, the defendant, had no right to reject the lumber, his only remedy for deficiency being to obtain a reduction of the price, or damages for non-delivery according to the contract.

SIR W. J. RITCHIE, C. J., said: "Of course, if the article shipped was of an entirely different character, the case would be very different, but here the description was substantially satisfied, which resolves the dispute into one of quality."

TASCHEREAU, J., said: "I am of opinion that this appeal should be dismissed upon two grounds, 1st, because, under the circumstances as disclosed by the evidence, the property in the goods passed to the vendee at the time of shipment; 2nd, on the ground that the appellant having received, paid for and accepted a substantial part of the goods, his right of rejection was gone."

GWYNNE, J., stated: "That defendant pleaded a right to reject lumber forwarded to him by the plaintiff under a contract of purchase upon the ground that the lumber so rejected was not sound, good square edge stuff, fit for car flooring, which, as he said, was the lumber contracted for. The defendant in that case claimed the right of rejection of the lumber, which he rested, as Judge Gwynne stated, chiefly upon the contention that the lumber was purchased for a special purpose, namely, for car flooring, and for which, as was contended, it was wholly unsuitable, but which purpose was not expressed in the contract as it was found to be in the opinion of the learned Judge."

I have quoted so largely from this case as the facts of it appear to me very similar to the facts of the case I have now to deal with. Here the lumber was offered for sale as being at Severn Bridge by a "Stock List" issued by the plaintiffs from Barrie and the defendant wrote them that he had received this stock list and he saw they had 17,000 feet of 2x6 and wider tamarac at \$14 per M. Severn Bridge, and that they could ship him a car as soon as possible of this tamarac, and stating that he would also take 4,000 feet 3x6 to 12" pine M.C. at \$10.50, and that the plaintiffs could make up the car with 2x6 and wider tamarac and spruce at \$14.00 per M. This was on March 6th, 1903, and on March 7th, 1903, the plaintiffs replied stating "We expect there will be enough of the spruce and tamarac to make the two cars and we will lay out the balsam." The two cars were sent but apparently on different days, and the one containing the pine with some tamarac and spruce appears to have been sent before, or at least, arrived in Toronto, before the other. No objection was raised to this load, but when the car of tamarac arrived, the whole carload was refused acceptance, on the ground of the lumber being badly sawed, some pieces being, it was claimed, 1½ inch, others 1¾ and 2 inches and 2¼ and 2½ inches in thickness, and not even at both ends or at both sides.

On the evidence there is no doubt some pieces were not according to the contract, but they were not so numerous as to warrant the rejection of the whole car load. These faults were not latent, but could be easily seen by inspection of the carload—the car was an open flat car.

The tamarac was to be 2 inch plank, and from the evidence of experts given at the trial, although contradictory, I find 2 inch in the trade includes a variance in thickness of anything one-quarter of an inch below or above two inches. This arises from the impossibility to cut all boards exactly of one thickness, and in cutting tamarac allowing a variance of this kind is particularly required as the trees are small and it is difficult to prevent springing on the mill carriage.

There is no doubt in my mind that this lumber was not anything so different from what was ordered as to justify a refusal of the whole car-load, and as the sale took place at the mill at the Severn Bridge, where the delivery also took place, and as I find the lumber—although a small portion of it was not up to what was ordered—was still substantially according to contract, it should have been accepted, and the defendant should have counterclaimed or have brought a separate action for the culls and defective lumber. The judgment will be for the plaintiffs for the amount claimed with costs. Under the pleadings I do not see that I can make in this suit any allowance to the defendant by way of set-off or otherwise, but if it should be necessary for the defendant to bring an action to recover a fair allowance for the culls and defects in the lumber and my consent thereto should be necessary it will be granted.

Another point in this case must have been considered if the one it has turned on had failed the plaintiffs, that is, as the total order was loaded on two cars, and one carload was accepted, whether that did not prevent the defendant refusing the second carload and leave him to a cross-action for any claim he had.

"WM. J. BOYS,"

Junior County Judge, 3

CHANGE IN MANAGEMENT.

Mr. Harlan P. Hubbard, who opened a sales agency at Toronto, Ontario, a little over a year ago for E. C. Atkins & Company, in order to serve their growing trade in Canada to better advantage, has been called to a sphere of greater usefulness with his firm and made general superintendent of the immense factories at Indianapolis, Indiana. Mr. Hubbard was wonderfully successful in his work in Canada, but his superior qualifications in the practical end of the business of necessity resulted in his advancement. He began his new duties January first, being succeeded in the old by Mr. C. D. Ten Eyck, of Detroit, Mich., a



MR. C. D. TEN EYCK.

gentleman of fine address and pleasing personality, who will undoubtedly meet with a cordial reception from the trade and continue the work so auspiciously begun.

POINTERS ON THE HARDWOOD EXPORT TRADE TO UNITED KINGDOM.

By "EXPORTER."

At this time, when lumber dealers are looking forward to the coming season and thinking how they can improve their position, to those who have not yet tried the export business as a means to this end, and may now think of doing so, I would like to offer a few suggestions, which may prevent beginners from making some of the mistakes usually made by those

who enter upon this line of business for the first time, and which often result in dissatisfaction to the importer and disappointment and loss to the exporter. These suggestions may also be found useful to some exporters who are looking around for means to make the most of this now keenly competed for trade, and who, either from carelessness or want of appreciation, have overlooked some of the points given.

First of all, to those who are only now thinking of trying the export business, the question arises "For what charges am I liable on the shipments I send forward?" To answer this it is necessary to understand the different terms of sales. There are shipments on contract and consignment shipments. Goods shipped on contract are usually sold on c.i.f. terms, that is, the shipper has to pay freight and insurance to destination, the cost of both of which items can be ascertained at shipping point. Besides these charges there is a discount of $2\frac{1}{2}$ per cent. and the brokers' commission, both charged on the gross proceeds of the goods, to be allowed for both on contract and consignment shipments. Goods that are not shipped or sold on c.i.f. terms incur dock charges, which vary at different ports and which it is not my intention to deal with in this article.

It is always best for anyone who intends exporting regularly to establish distinguishing quality marks for his shipments—marks which will become familiar among importers—and to deal only through one agent in each port or district, to avoid competition among his own shipments. A sub-mark can be used to distinguish each shipment. To emphasize the advantage of having recognized marks, I might state that hundreds of carloads of lumber are contracted for annually by mark alone. Of course, it is always necessary to keep the grades represented by these marks of a uniform standard.

The care of shipments is a point which receives more or less attention from all shippers and shipments of lumber are often cleated on ends, thin boards bundled, &c., but in regard to the bundling, there are one or two points which are worthy of mention. The same number of boards should be put in each bundle and bill of lading made to read a certain number of bundles each containing so many boards. Almost invariably a certain proportion of the bundles become loose in transit, and in the case

of bills of lading calling for a certain number of bundles only, the ship agents are only bound to deliver that number of bundles, so that all that it is necessary for them to do to repudiate a claim for shortage, in a case where some of the bundles have become loose, is to maintain that the loose pieces delivered represent the contents of the bundles short delivered and that is being done every other day. On the other hand, if bill of lading is worded as suggested above, the shipper is protected in a case of that kind.

The best material to bundle with is probably a good strong twine. Hoop iron and wire are objectionable because they are more difficult to unloosen and sometimes injure the boards. Small wood, such, for instance, as squares 3 inch and under square or 36 inches and under in length, should be bundled, not only to protect them, but to save extra expense in handling such small pieces.

In taking out bills of lading there are several important points to be thought of. Through bills of lading are usually clausured "more or less" or something to that effect, which relieves the carrier of any responsibility in case of shortage. When bills of lading are worded in that way, although railroad companies are not responsible for shortage in quantity delivered to ship, ship agents are responsible for any further shortage that may occur in deliveries from ship. To recover the latter shortage, it is necessary to present ships' receipts, and these should be asked for from railroad companies and be sent on to shipper's agents to enable them to check deliveries and file claim if necessary. Bills of lading which do not contain any of these clauses for the protection of railroad companies in event of shortage are called "clean" bills.

Another point to be noticed is to get separate bills of lading for each shipment that is to be delivered separately, as even although marked differently, ship agents are not responsible for separate delivery of goods shipped on one bill of lading. Goods should be consigned direct to brokers or at least it should be stipulated in bills of lading that they are to be notified, so as to avoid the possibility of goods arriving unknown to the brokers. Documents should also be sent forward promptly, as in these days of quick transport, it is not an uncommon occurrence for the goods to arrive before the documents necessary to obtain delivery of them.

As to grading, there are no hard and fast rules. Prime or first quality wood corresponds with firsts and seconds and the lower grades with American classification, although a good deal depends upon the ideas of the buyers, which we fear are inclined to fluctuate with the state of the market.

LUMBER INSURANCE AT REDUCED COST**Pennsylvania Lumbermen's Mutual Fire Insurance Co.**

632 DEXEL BUILDING

PHILADELPHIA, PENNA.

NEW CROWN TIMBER AGENTS.

Mr. Thomas George Wigg, who was recently appointed Crown Timber Agent for the new district of Thessalon, Ontario, was born in Norfolk County, near Norwich, England, on the eighteenth of October, 1863, and came to Canada with his parents when he was three years old, they taking up their residence at Lakefield, near Peterborough. He acquired his education at the public schools of his



MR. T. G. WIGG,
Crown Timber Agent for Thessalon District.

neighborhood and in Peterborough, and at the age of about fourteen years, spent a term in celebrated Collegiate of Dr. Tassie in Galt.

After Mr. Wigg's school days, he entered the employ of James G. Ross & Company, the once well known Quebec shippers of timber, clerking and culling for them in the Township of Harvey, County of Peterborough, and elsewhere. He remained in their employ for over five years, from 1879 to 1884, having spent one of these years in their Oswego lumber yard and "on the road" selling lumber and timber for that firm.

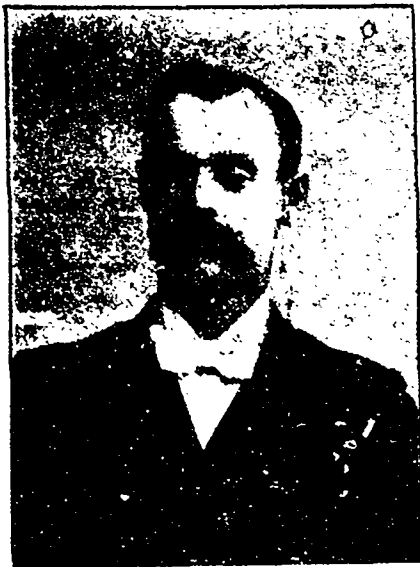
In the year 1885 Mr. Wigg entered the employ of R.A. Strickland & Company, operating in timber on the waters of the Mississago, in the Townships of Gladstone and Montgomery, in the district of Algoma, overseeing the making and scaling of their timber for export, and continued in their employ about three years. After they ceased operations the Department of Crown Lands for Ontario offered him the position of wood ranger for the Government along the north shore of the north channel of Lake Huron from Sault Ste Marie to the French river, which he accepted. He remained in the service of the Ontario Government until after the death of P. C. Campbell, crown timber agent for the district, when the Government divided the territory and were pleased to offer Mr. Wigg the appointment, which he accepted, of crown timber agent for the sub-division extending from the neighborhood of Bruce Mines on the west to Massey on the east. His headquarters are at the town of Thessalon.

Mr. Wigg is well connected, being related to Mrs. Moodie, Miss Strickland, Mrs. Catharine Parr Traill and others, whose names are household words in forestry, wild flowers, literature, and pioneer life in Canada.

Mr. E. B. Lloyd, the new appointee for the Temiskaming district, was born in the Township of King, York County, and was appointed under the Hardy administration by Hon. J. M. Gibson, then Commissioner of Crown Lands, as a forest ranger. In that capacity he traversed the Muskoka, Parry Sound, Nipissing, and East Algoma districts, as well as a portion of the Temiskaming region, and has penetrated the great north as far as the Abitibi waters, having thus obtained a wide knowledge of the resources of the chief lumbering districts of the province. He also spent seven years in the spruce forests on Lake Winnipeg. Mr. Lloyd states that he has found an abundance of young pine growing, which shows the benefit of protecting the forests and of inaugurating practical methods of reforestation. He admires the foresight of the Ontario Government in setting apart forest reserves, which he regards as a national asset of great value. Mr. Lloyd's headquarters are at New Liskeard.

DESTRUCTION OF TIMBER BY INSECTS.

The United States Department of Agriculture has issued an interesting bulletin on a



MR. E. B. LLOYD,
Crown Timber Agent for Temiskaming District

disease of the western yellow pine known locally as the "bull pine." This timber constitutes the principal growth of the Black Hills Forest Reserve in South Dakota, and it is rather startling to learn that about half the trees in the reservation, containing some six hundred million feet of valuable lumber, are either dead or dying. The disease, known to lumbermen as "bluing," is caused by a beetle, which burrows under the bark of the bull pine, and gnaws longitudinal channels, and soon completely girdles the tree. Everyone knows that the upward flow of sap in trees in the spring takes place in the soft layer just under the bark; and, when the flow is interrupted by the cutting of the layer, the tree dies. This is the result of the channeling of the bull pine by grubs, the leaves turning yellow and then dropping off, while the wood exposed to infection from the scores of fungi soon assumes a blue color, from the development in it of a blue parasite. The blue color affects only the sapwood and it is found that the strength of the timber is not injured by it; but the way is prepared for other fungous growths, and,

in a year or two, a red parasite, something like the familiar dry rot fungus, attacks the wood, feeding upon the cellulose, and completely destroying it. The author of the bulletin, Dr. Hermann von Schenk, advises that all trees of which the wood is blued, but not yet decayed, should be cut down at once, and the timber utilized before the "red rot" renders it unserviceable, and that the rotten and useless trunks, which menace the entire forest with destruction by fire, should be removed.

FORESTRY CONVENTION.

At the annual meeting of the American Forestry Association, held in Washington recently, Mr. Gifford Pinchot, chief forester for the United States, Mr. E. Stewart, Dominion superintendent of forestry, and Dr. T. H. Beam, Director of the forestry exhibit at the World's Fair, St. Louis, were appointed a committee to make arrangements for an international forestry convention to be held at St. Louis during the Fair. No date was set for the convention, but it will probably be held early in the fall of 1904.

THE NOVA SCOTIA LUMBERMEN'S ASSOCIATION.

An adjourned meeting of the Nova Scotia Lumbermen's Association convened at Truro, N.S., on December 29th, 1903, for the transaction of general routine business and the election of officers for 1904. In addition to adopting by-laws, Mr. J. H. Livingstone's resolution in respect to better fire protection for timber lands was considered. Mr. T. G. McGrath, of the Western Nova Scotia Association, was present, and stated that that body



MR. ALFRED DICKIE,
President Nova Scotia Lumbermen's Association

were drafting a bill in connection with the same matter, which would be presented at the next session of the Provincial Legislature. It was, therefore, decided to co-operate with the Western Association and present a joint memorial.

The following officers were elected: President, Alfred Dickie, Stewiacke; vice-president, J. H. Livingstone, treasurer, W. H. Kent, secretary, D. G. McDonald.

People are convinced by reason. To make your advertising convincing, you ought to have a reason for every claim. -Printers Ink.

THE Wood-Worker and Retailer

ANNUAL MEETING OF LUMBERMEN.

The next annual meeting of the Western Retail Lumbermen's Association will be held in Winnipeg on Wednesday, March 2, 1904.

DEVICE FOR CUTTING SPIRAL MOULDINGS.

A subscriber writes that there is a device that can be attached to a "sticker" or "shaper" that will cut out rope or spiral mouldings, and asks that the device be described in these columns.

There was a device invented a number of years ago by a Mr. Pendell, but which has been very much improved by a Mr. James Long. It is made as follows:

The stock should be sawed out and struck round a sticker, or run through a hollow rounding chuck. Over the cutter-head of any machine you wish to use, fix a movable table with an opening in the bottom, through which the knives can come up. Then take a block of wood $1\frac{1}{2}$ inches thick by 6 inches wide, 16 inches or 18 inches long, and bore, say, a seven-eighth inch hole to one side and through the block, letting the bit cut out be about one-eighth inch (as in Fig. 1.) Fasten this block on the table over the knives, so that a rod in the block will lie at an angle of about 45 to the cutter-head. Then run bed of machine up until knife will cut a full bead or beads. The best to experiment on will be the three-strand when cut with a common stocker knife, with three beads one-half inch or thereabout, with the centre head dropped back a little. The next thing to be considered is the arrangement for twisting the stock through the block. Take a block of hard wood 4 inches wide, seven-eighth inch thick, and 8 inches long; slot each end about 2 inches. Take two thin pieces of steel (old band saw blades will do), make them sharp on the back, and drive them into the block lengthwise in saw kerfs about one-fourth inch apart (see Fig. 2); the object of the slot is to make the beads intersect. Fig. 3 shows the twister in position. The stock is twisted through by hand. In case the knives do not cut out the feed marks, move the twister until they do. The tighter you have the twister the more positive the feed.

Fig. 4 and 5 show improvements originated by Mr. James Long. Fig. 5 is an end view of the form, which is V-shaped in order to lessen the friction and cause the work to feed easier; at the same time it keeps the piece tight in the form. The diagram also shows a three-eighth inch piece, which is fastened to the form by screws. This three-eighth inch is cut out just enough to let the bead cutters come through

in the center, and it is secured to the table of machine by iron hand screws. Fig. 4 shows a plan or top view of the wooden form. It will be seen that one of the V-shaped pieces is secured to the three-eighth inch piece by wood screws, and is stationary, while the other V-shaped piece is adjustable and is held in place by a spring, which is secured to the outside square piece and also to the V-shaped piece. The arrangement for twisting the stock through

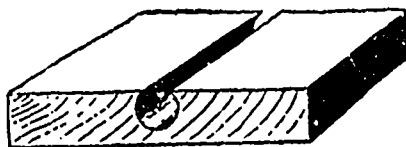


Fig 1

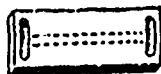


Fig 2

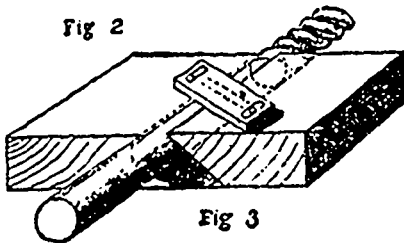


Fig 3

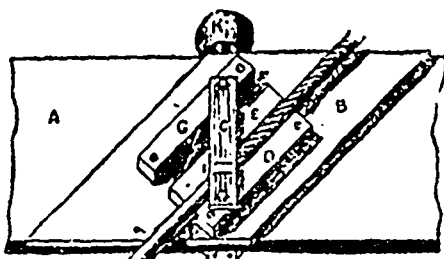


Fig 4

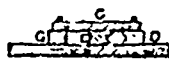


Fig 5

FOR MAKING SPECIAL MOULDINGS.

the form is the same as Mr. Pendell's. The whole arrangement is very perfect, producing first class work, and even cypress can be turned out finished without sandpapering. The arrangement of this form is such that it can be easily adjusted if the idea is understood and a little patience exhibited until satisfactory results are obtained. A crank handle about 8 inches long, with a thumb-screw to tighten the crank on the stock, is shown in Fig. 3, and is a great help in twisting. There is nothing neater or prettier in appearance than a small rope moulding placed in the corners of panels and other ornamental cabinet work and the general run of joiner's work, and the cheap and simple manner in which these mouldings can

be made, after the plan here described, commends them for a great many purposes. Fig. 1.—Block bored out right size to receive stock. Fig. 2.—Piece of wood showing slotted ends for adjusting screws; Dotted lines are saw kerfs to receive pieces of steel for feeding stock. Fig. 3.—ixture complete, with work in place. Figs. 4 and 5.—A table of machine; B, base piece, three eighth inch thick; C, the holding down piece, in which are inserted the two pieces of steel on the under side, for feeding the stock along; D, stationary V-piece; E, movable V-piece; F, spring; G, spring support piece; K, driving pulley on spindle; L, spindle-box.

WASTE IN HANDLING LUMBER.

I wish to call the reader's attention to the wasteful manner of caring for seasoned lumber, particularly hardwood. When it is received from the mills or yards it is in good condition, but of mixed lengths of from 12 to 16 feet. Often, after being delivered, says a writer in the Wood-Worker, it is allowed to be exposed to the weather, sometimes for days, finally being piled by men whose height of ambition is measured by the height of the pile; for men of ambition and energy soon graduate from the roustabout list. The pile is generally started in the most convenient place, without any reference to its future use, with any kind of foundation nearly level. Let me repeat it, nearly level. This is one of the marked peculiarities of a poor pile. This lumber is generally piled as it is picked up, with most of the long boards near the bottom. As the pile goes upwards numerous ends are seen projecting 2 to 4 feet. The top is covered with knotty, shaky scrap, picked up from anywhere and fastened down with a couple of cross pieces and stones.

Let us note the result with such a constructed pile. A good share of the long boards, after six months' exposure to the sun and rain, have from 2 to 4 feet of firewood attached. It is profitable for the laboring man to cut up such piles at any time; in the winter they can use part of it for fuel to warm the shop; in the summer, where wood is sold to the men, their wives can use it to cook their dinners. If any one is skeptical as to these statements, let him take a piece of hardwood and expose it to the weather for a short time. The results will prove the statements.

Now let us look to the cover and see its results. Being of almost anything that but a short time ago were good boards, this cover has been shifted by the wind, leaving the lumber exposed to the rain, sun and snow. Where

the piles are nearly level this is a serious matter, as the top lumber will become very wet in winter. I have seen four or five layers of unstripped lumber frozen together. This was taken into the shop and worked up; the pieces with the most ice on were thawed out around the stove, and all completed together. After two weeks' time the finished articles were found to have shrunk more than $\frac{3}{8}$ -inch. Rivets had to be riveted, and the whole was unsatisfactory. It does seem incredible that such conditions exist as were found by "A Wandering Mechanic," in the December number—that of the bottom boards in a pile projecting 18 inches farther than the top on the front end of the pile. I am sorry to say I have witnessed the same.

Since outlining the above it occurred to me to look at some piles convenient to where I work. I counted forty piles, all hardwood, from 1 to 6 inches thick, belonging to three different companies. All three firms had the same defects. Ten piles were in good condition as to cover, length of lumber and slant of piles. The remaining thirty were as bad as stated in the first part of this article. In one pile the bottom part was 2-inch ash, 10 feet long, the top half $1\frac{1}{2}$ -inch maple, 14 feet long. This pile had 2-inch drop in 14 feet. About next spring a good share of the maple will be in very poor condition.

I dare not stop here, or I will be in the position of the minister who preached a powerful sermon on heaven and neglected to tell how to get there. As I have used so much space in illustrating the defects in much lumber piling, I will try in a brief way to state what I believe to be a good practice. Select a convenient place for the pile, where it can be reached easily, especially when heavy stock is wanted. Build a good foundation, something that will not shift and settle much as the pile increases. Give the foundation at least one inch slant in 12 feet. I do not like to pile nearly level and slant the cover, as that leaves space for snow and rain to blow in. If possible, sort your lumber and place the different lengths in piles by themselves, so it can be cared for and cut to better advantage.

If the pile is stripped, use enough strips to keep the boards straight, and place one above the other; place the end strips even with the ends of the boards. Let each succeeding layer of boards project a little over the one below

found that pine lumber of the class used for cover is of very short life; the knots fall out, the boards split and are very unsatisfactory. I have been experimenting with basswood for this purpose, and up to the present time find it superior to pine. I have two boards, a pine and basswood, each with a section oiled with common dipping oil, exposed under the same conditions. I feel confident the oiled basswood will prove the best for lumber cover.

Under no conditions pile kiln-dried lumber out of doors with only a cover to protect it, as it will absorb moisture and need drying again. Never pile different kinds of lumber on top of each other, as you will probably want the covered lumber first.

THE "STANDARD" DRY KILN.

More durable and easier-running than any other truck on the market is the claim made by the Standard Dry Kiln Company, of India-

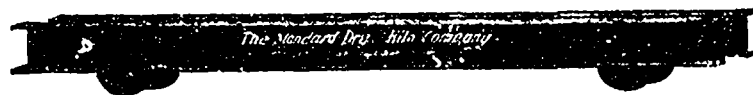


SHOWING THE STEEL ROLLER BEARINGS.

napolis, for their new dry kiln truck. This is why:

Instead of the usual cast iron wheels as formerly used, "The Standard" truck is now supplied with wheels of malleable iron. Of course, these malleable iron wheels are a great deal more durable than the ordinary cast iron article. They will wear almost like steel, and the flanges will not break off, as the flanges of a cast iron wheel are very likely to do.

Another important innovation in the new truck made by this company is the manner in which they make their steel roller bearings. They are gotten out by a special machine that points the ends. A certain amount of friction is necessarily caused by the flat ends of the axle coming into contact with the sides of the truck—which is the case in other trucks. In "The Standard" only the points come into contact, and they are almost as sharp as pins.



THE IMPROVED DRY KILN TRUCK.

(on the high end, of course). This will provide a drip for the moisture and prevent the pile from becoming wet. Cover the pile with boards of good width, at least equal the length of the stock, and tie the same down, and you have a pile of lumber that you will be proud of. It looks well, and you can rest assured that when you wish to use some of it, it will be found in good condition, even if a foot of snow has to be removed before you can get at it.

Before closing I would like to say a few words about the material for the cover. I have

This reduces the friction to a minimum, and makes, in the opinion of the manufacturers, this truck by far the easiest running truck on the market.

The cuts here shown give an excellent idea of the new improved dry kiln truck made by the Standard Dry Kiln Company. The company has recently gotten out a number of new patterns, and will be pleased to send a copy of their catalogue on request. The catalogue gives a detailed description of their various styles of trucks, the prices of which are as moderate as is consistent with their extremely high quality.



HOO-HOO CONCATENATION AT LONDON.

Duffield Block, London, Ont., was the scene of a Hoo-Hoo Concatenation on Friday, January 29th, at which a number of candidates were initiated. The officers were:

Snark of the Universe—W. C. Laidlaw, Toronto.

Senior Hoo-Hoo—Charles Hadley, Chatham.
Junior Hoo-Hoo—Donald Ferguson, London.

Bojun—J. M. Diver, Sarnia.
Scrivenoter—A. Dennis, Toronto.
Jabberwark—George H. Belton, London.
Custocation—W. J. MacBeth, Toronto.
Arcanoper—A. Leishman, Orillia.
Gurdon—Fred C. Boake, Toronto.
Assistant Junior Hoo-Hoo—William Hadley, Chatham.

Grand Medical Examiner—Hugh Munro, Toronto.

The candidates who were initiated were: John T. Laking, Hamilton; Norman S. Fleischer, Stratford; Ross Rastall, Brantford; Wm. J. Lovering, Coldwater; H. C. Sletman, John McGibbon, E. C. Barre and E. A. Labelle, Sarnia; Benj. Blonde, N. H. Stevens, and Walter Scane, Chatham; J. C. Dietrich, T. F. Shurly and O. H. Vogt, Galt; E. D. Croden, London; C. D. Ten Eyck, Toronto; George N. Kernahan, London; A. D. McLean, G. H. Belton and H. A. Sourwine, Sarnia.

Others present were: A. E. Paget, Huntsville; J. G. Cane, S. P. Higgins, and John Barry, Toronto; F. Maundrell, Woodstock; J. H. Whitham, Brantford, and E. Singer, Guelph.

Shortly after 12 o'clock an excellent banquet supper was served, after which speeches were given by different members.

AMERICAN SHOOKS IN ENGLAND.

United States Consul Day at Bradford, England, in a report says:

"The importation of American shooks into this district is assuming considerable proportions. Nearly all shippers of textile merchandise have resorted to the use of these cases for forwarding their goods to the United States. The first attempts to introduce them were made in 1892, but it was some years before the full advantage of their use was realized. In 1902 there were 6,918 cases imported, while during the first nine months of the present year there have been 18,893.

CONVENTION OF WHOLESALE DEALERS.

The annual meeting of the National Wholesale Lumber Dealers' Association will be held at Washington, D. C., on March 2nd and 3rd next. The proceedings will include the usual banquet. Mr. E. F. Perry, 66 Broadway, New York, is president of the association.

Canada's pavilion at the World's Fair is finished. The structure is one of the most ornate among the many attractive foreign buildings and occupies an advantageous site north of the Palace of Agriculture. The intra-mural railway passes the main entrance.

THE NEWS

—Walsh Bros. are preparing to build a wood-working factory at Chatham, N.B.

—W. H. Atkinson, lumber dealer, Deloraine, Man., has sold out to John Lohead.

—A charter has been granted to the Three River Planing Mills, Three Rivers, Que.

—The planing mill of Davis & Eizerman at Mitchell, Ont., has been sold to W. Eizerman.

—The Carney Lumber Company, Limited, of Massey, Ont., has been granted incorporation.

—It is reported that Tremblings & Traub intend establishing a sash and door factory at Didsbury, N.W.T.

—The lumber business of James Armstrong at Parkhill, Ont., has been purchased by W. H. Mark & Company.

—G. Stevens and A. F. Robinson have registered as proprietors of the Eastman Lumber Company, Eastman, Que.

—The lumber firm of Anderson & Greenwood, Fleming, N.W.T., was dissolved by mutual consent on January 1st last.

—J. A. Thompson, Arcola, N.W.T., has been succeeded by the Mcose Mountain Lumber and Hardware Company, Limited.

—McBean & Verrall, hardwood lumber dealers, Toronto, are building a new office on Bathurst street, south of the Grand Trunk tracks.

—Shaw Bros. have sold their timber limit at Crooked River, N.W.T., to William Armstrong, of Fort River, who is building a modern saw mill.

—The Leishman-Maundrell Company, of Woodstock, Ont., has changed its corporate name to the Woodstock Lumber & Manufacturing Company, Limited.

—The Tait, Carss Lumber Company was recently organized at Orillia, Ont., by A. Tait, S. E. Carss and C. C. Carss. The capitalization is placed at \$40,000.

—It is reported that the M. Brennans & Sons Manufacturing Company, of Hamilton, Ont., will build a large saw mill on their new limits in Osborne county this spring.

—It is reported that H. G. Buck and D. J. McLean purpose building a mill at Norwood, Ont., for the manufacture of cheese boxes, heading, and all kinds of veneering material.

—The McLean Lumber Company has been organized at Windsor, Ont., with a capital of \$40,000, the provisional directors being A. N. McLean, W. J. Pulling and W. T. Carter.

—The A. R. Williams Machinery Company, of Winnipeg, Limited, is being incorporated. The applicants are A. R. Williams, T. A. Hollinrake, F. W. Kischel and W. H. Young.

—The Goderich Planing Mills, Goderich, Ont., has been incorporated, with a capital stock of \$40,000.

The provisional directors are J. T. Goldthorpe, John Lawson, and James Buchanan, jr.

—It is the attention of Thompson, Avery & Gray, whose saw mill at Clyde Forks, Ont., was destroyed by fire last month, to rebuild immediately, as they have 2,000 logs at the mill to be cut.

—Two old Ontario boys, Robert E. Skeith and Thomas E. Skeith, formerly of Cornwall but now of Stillwater, Minn., have purchased the lumber business of Small & Fisher at West Branch, Iowa.

—The Oriental Power & Pulp Company have just taken tenders on the erection of a saw mill at Swanson Bay, Graham Reach, B.C. J. A. McKinnon, of Vancouver, B.C., is manager of the company.

—W. F. Brooks, of Minneapolis, states that the new saw mill of the Backus-Brooks syndicate at Rainy River, Ont., will have an annual capacity of 70,000,000 feet and will be in operation about May 1st.

—The British Columbia Government has granted incorporation to the Great Northern Lumber Company, Limited, capital \$25,000, and the Great West Lumber Company, Limited, capital \$100,000.

—John Thede, of Port Elgin, Ont., has purchased from Niebergall & Cameron, of Wiarton, a saw mill and 120 acres of land at Sauble Falls, Ont. Mr. Thede is considering the question of developing the water power.

—The Smeeth planing mill at Goderich, Ont., has been purchased by J. T. Goldthorpe, who is forming a joint stock company to operate it. It is rumored that the firm of Buchanans & Lawson will amalgamate with the new company.

—The Montreal Lumber Company Limited, at their annual meeting recently, elected the following officers: President, John McKergow; first vice-president, George J. Dewar; secretary-treasurer, Harry Brown; managing director, W. K. Graffley.

—Louis Labonte met his death in the mill of L. Frenchette at St. Ferdinand de Halifax, Que. He was putting a circular saw in motion when his arm caught in the belting and he was drawn between the saw and the wheel, causing almost instant death.

—The annual meeting of the directors of the Fredericton Boom Company was held in St. John, N.B., last month, when W. H. Murray, A. H. F. Randolph, Robert Randolph, G. B. Dunn, Parker Glasier, E. L. Jewett, and L. L. Jewett were re-elected as directors.

—It is reported that the saw mill of the Saginaw Lumber & Salt Company at Sandwich, Ont., is gradually sinking into the marsh ground upon which it stands, and that the company have under consideration the rebuilding of the mill on another site in Sandwich Bay further down the river.

—The Dominion Government has given a charter of incorporation to the La Ferriere Lumber Company, Limited, of Montreal. The capital is \$125,000 and the purpose is to manufacture lumber, pulp wood, etc. Rodolphe Forget, Dixon Coyle and Richard Fielder, of Montreal, are interested.

—L. M. Baum, of the Pacific Coast Wooden Pipe Company, Seattle, Wash., is considering the establishment of a branch' manufactory in Vancouver, B.C. It is said that the timber of British Columbia is admirably adapted to the manufacture of wooden pipes for waterworks and other purposes.

—The two-band saw mill of the Charlton Saw Mill Company, Collingwood, Ont., ran 156 days during the season of 1903, cutting 149,525 white and red pine logs, making a total of 15,633,143 feet of lumber, 6,113,000 laths, 529,220 tub and pail bottoms, 170,275 pieces of certain poles, 4,069 cords of 4-foot slabs and edgings and 1,146 cords of short wood.

—A number of Montreal gentlemen, including Lewis Skaife, G. A. Campbell, and J. W. Macdougall, have organized the Canada South Africa Lumber and Produce Company, Limited, with a capital stock of \$50,000. The charter is a broad one and enables the company to operate saw mills and allied industries, to deal in timber lands, and to export merchandise of all kinds.

—A new firm, known as Shearer, Brown & Wills, Limited, has been formed to acquire the business of James Shearer & Company and the Shearer & Brown Company, Limited, Montreal, and to carry on business as general contractors and manufacturers of lumber, sash, blinds, mouldings and other wood-work. The capitalization of the new company is \$500,000.

—A. J. Burton has issued the prospectus of the A. J. Burton Saw Company, Limited, of Vancouver, B. C. Mr. Burton proposes to establish in that city works for the manufacture and repair of saws, filing equipment, etc. He hopes to interest a large number of millmen of British Columbia in the project, and as he is an expert on saws himself, the venture should meet with success.

—The Telford Lumber Company, Limited, has been incorporated, the chief place of business to be Prince Albert, Saskatchewan. The capitalization is placed at \$368,000, and power is given to purchase, build and operate saw mills, and to carry on a saw milling business in all its branches. The incorporators are J. M. Telford, D. H. Telford and H. A. Beard, lumbermen, J. W. Telford, mechanic, of Prince Albert; W. A. Telford, of Benson, Minn.; and M. J. Telford, of Winnipeg.

—The Ladysmith Lumber Company, of Ladysmith, B.C., one of the younger concerns in British Columbia, have passed through a successful year. Notwithstanding a disastrous fire at the company's mill at Eiddick's Junction, and the fact that the plant was shut down for three months, the output was over 6,000,000 feet of lumber, 5,000,000 laths and 5,000,000 shingles. The capacity of the saw mill has been doubled, a new dry kiln and planing mill installed, and the shingle capacity increased to 100,000 shingles per ten hours.

—The Madawaska Improvement Company, at a meeting held in Ottawa recently, decided to suspend operations permanently owing to a gradual falling off in business. Formerly many logs were floated down the Madawaska river, but recently J. R. Booth built a railroad to his limits and connecting with the Canada Atlantic Railway. Thus the number of logs handled by water was greatly decreased and it was found that the maintenance of the improvements on the river would entail too heavy a toll on the remaining business.

CRAIG MINE CRYSTAL CORUNDUM WHEELS

Our Pure Crystal Corundum Saw Gummars have no equal for their rapid, cool, cutting properties.



Read the following from Bulletin 180 of the United States Geological Survey, which says:

"Often a distinction is made between emery and corundum, many persons not recognizing emery as a variety of corundum.

Emery is a mechanical admixture of corundum and magnetite or hematite. It is, of course, the presence of corundum in the emery that gives to it its abrasive qualities and makes it of commercial value, and the abrasive efficiency of emeries varies according to the percentage of corundum they contain."

Emery is imported, mined by Greeks and Turks and contains only about 25% corundum. Our Crystal Corundum is guaranteed to be 98% pure alumina, a Canadian product, mined and manufactured by Canadians for Canadians.

HART CORUNDUM WHEEL COMPANY, Limited, Hamilton, Ont., Can.

FOR THE CAMP

We have a very suitable lot of goods for camp supplies. We make this kind of trade a specialty. You who are not getting suited just as well as you would like, try us for your next order, and give us a chance to demonstrate our ability to give you satisfaction in this very important department of your business.

H. P. ECKARDT & CO.

Wholesale Grocers

TORONTO

CANADIAN FORESTRY CONVENTION.

The fifth annual convention of the Canadian Forestry Association will be held in Toronto on Thursday and Friday, March 10 and 11 next. This is the first meeting of the Association held in Toronto and an excellent programme is being arranged for it. Papers are already promised on the following subjects: "The Systems of Administration of Timber Lands in Canada," by Aubrey White, Assistant Commissioner of Crown Lands of Ontario; "The Laurentides National Park," by W. C. J. Hall, Department of Lands and Forests, Quebec; "Forestry in Relation to Irrigation," by J. S. Dennis, Irrigation Commissioner for the Canadian Pacific Railway Company; "Forest Reproduction in Germany," by A. Harold Unwin, of the Dominion Forestry Department. The railway companies have allowed the privilege of a single fair for those attending the meeting, without regard to the number in attendance.

THE LUMBERMEN'S ASSOCIATION OF NEW BRUNSWICK.

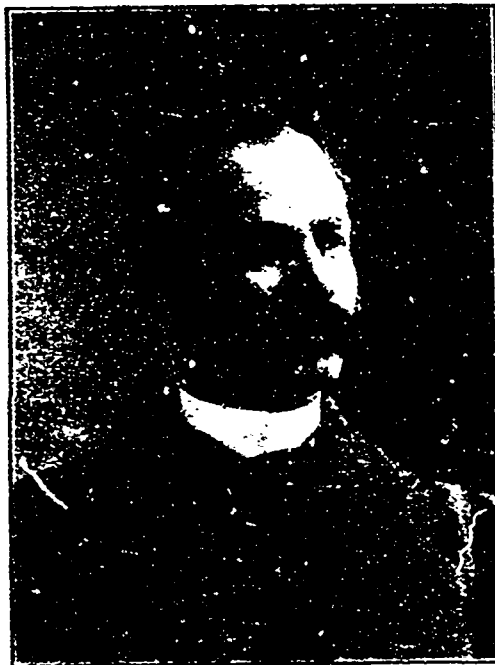
A meeting of the Lumbermen's and Limit Holders' Association of New Brunswick was held at St. John on January 12th, at which Mr. Henry Hilyard presided. The chief subject discussed was the increased charges on timber recently announced by the Government. The stampage rate, which had been one dollar on spruce and pine, fifty cents on fir and eighty cents on cedar, was increased to \$1.25 in each case, while the charge for renewal of leases was increased from \$4 to \$8 per mile. The expression of the lumbermen was that the timber limits had not increased in value, but had rather decreased. While no objection was made to the increased dues on pine and spruce it was felt that the dues on cedar should not be higher than one dollar, as the price of cedar shingles is low. Further, in Quebec only 65 cents is charged, which places New Brunswick manufacturers at a disadvantage.

The mileage charge in Quebec is only \$3, as against the new rate of \$8 fixed by the New Brunswick Government. It was decided to appoint a committee to present a memorial to the Government setting forth the views of the lumbermen. This committee will be composed of Messrs. Henry Hilyard, John E. Moore and Kilgour Shives.

OBITUARY.

In the January number reference was made to the death of Mr. F. T. Wilkes, secretary-treasurer of the Waterous Engine Works Company, whose portrait is here shown. The loss to the city of Brantford and to the company with which he was associated is felt most keenly. A local writer pays him the following well-deserved tribute:

He came to Brantford when a young man to enter the office of the Waterous Company, and his many splendid qualities soon led to his rapid promotion. For many years he had been secretary of the concern, and in that capacity he rendered valuable and untiring service. With splendid loyalty and never ceasing energy he thoroughly identified himself with the



THE LATE MR. F. T. WILKES.

interests of the firm, and at all times he gave of his best. If there was one characteristic of the deceased more than another it was his sense of justice. He expected at all times promptness, efficiency and energy, and that which he looked for in others he rendered himself, full measure, pressed down and running over. Honorable in all his aspirations and dealings, he won the sincere respect and esteem of all with whom he came in contact. As a citizen and friend he was the embodiment of truth and loyalty and all the duties of life were discharged by him with a single and a sincere desire to do that which was right. In the home he was a devoted husband and affectionate father. None save those whom he held most dear can begin to compute his many acts of kindness and thoughtfulness and their sorrow can only be mitigated by the fact that such a life carries with it all the comfort of the divine assurance."

The County of Compton, Quebec, has lost one of its oldest, and for many years one of its most prominent residents, in the person of Mr. William Sawyer, who

passed away at his home in Sawyerville on January 11th. Mr. Sawyer had been in failing health for some time, and of late it was apparent that his hold upon life was being slowly relinquished.

William Sawyer, ex-M.L.A., saw and grist mill owner and lumber manufacturer, was born in Sawyerville November 26th, 1815. He always resided there, with the exception of seven years from 1826 to 1827, when his parents lived in Stanstead. He was a grandson of Josiah Sawyer, after whom Sawyerville is named, and who was probably the first settler in Egan. The latter first came in about 1792, and in 1796 brought in his family from the States. John Sawyer, then a young boy, came in with his parents and lived to a ripe old age. He died in Cookshire in 1869. William Sawyer was married at Sawyerville, September 10, 1839, to Julia, daughter of the late J. B. Smith. He represented Compton county, in the Conservative interests, in the Quebec Legislature, from 1871 to 1886, when he resigned, and was succeeded by Mr. John McIntosh. He was a generous giver to the Methodist church. Fighting opposition, adversities and discouragements, he labored to secure the building of a railway from Cookshire to the boundary line through Hereford, and this he lived to see accomplished in the present Maine Central Railway. He has carried on successfully large business interests at Sawyerville.

MARKET FOR PIT PROPS.

Mr. Peter B. Ball, Commercial Agent at Birmingham, England, writes to the Department of Trade and Commerce as follows:—

In connection with this, on going through the collieries, I find that enormous quantities of pit props are imported from Norway, France and Portugal, and see no reason why Canada cannot supply this want this district. A little over a million tons were used last year, and the colliery proprietors are only too anxious to get in touch with people in Canada.

The French people have been sending pine (which has been tapped to bring out the rosin), but this takes a great deal of life out of the stick and in case of crushes in the collieries, they are apt to break too suddenly, thus making it very dangerous. Norway supplies pine, but sappy, and Portugal supplies a harder wood which is rather more expensive. One reason why these countries are supplying so cheap to Wales is that the low freights on the return voyages make the goods cheap. I should think that from the size of the props required, Canada with its spruce and small pine should be able to supply this demand. Prices vary from 17s. to 19s. per ton. They are used in various lengths—

1 6 1/2 ft.	running from 4" to 7" diam at small end, inside bark.
9 ft.	" 6" to 9" " "
13 ft.	" 8" to 11" " "

AUSTRALIAN HARDWOODS FOR CAR FINISH.

The Canadian Pacific Railway Company have decided to make experiments with the use of Australian hardwoods for the interior decoration of passenger coaches. Importations of various kinds of woods are now being arranged for, and it is expected that the first consignment will reach Vancouver, where the tests will be made, within the next month. The company intend building a large warehouse at Vancouver for storing the hardwood.

WOOD PULP ~ DEPARTMENT

THE CHICOUTIMI PULP COMPANY.

The plant of the Chicoutimi Pulp Company is situated within about a mile of the pretty town of Chicoutimi, which stands on the south side of the savage River Saguenay, sixty-eight miles from its mouth. The town of Chicoutimi has a population of six thousand inhabitants, who are principally engaged in the pulp and lumber trade. The town is reached during the whole year by the Quebec and Lake St. John Railway, and in the summer by steamboats. Ocean vessels can come within four miles of Chicoutimi.

The officers of the Chicoutimi Pulp Company are: President, Hon. N. Garneau; Vice-President, J. D. Guay; Board of Directors, Hon. V. W. Larue, M. P., Dr. J. A. Couture, V. S., G. Lemoine, Quebec; F. X. Goselin and J. E. A. Dubec, managing director, Chicoutimi.

The property of the Chicoutimi Pulp Company represents a capitalization above \$1,500,000, and when any man with an intelligible knowledge of machinery, and engineering constructional work, visits Chicoutimi and inspects the property and the immense work accomplished to remove the obstacles of nature by engineering skill, he cannot fail to observe the vast task completed, and admit that the amount of money was well and judiciously spent. The dam above the falls is a large contract of itself, and holds back a depth of over 20 feet of water, that runs through the immense steel flume 13 feet in diameter, made and placed in position by Ryter, Connolly & Co., Pittsburg, Pa., at a cost of \$60,000. The dam cost \$75,000.

The old mill (built in 1897) has proved that it is a first class wood pulp mill. It has nine grinders, twelve wet machines, and turns out 200,000 lbs. of ground wood pulp (wet) per twenty-four hours.

The new mill, recently dedicated, cost \$600,000. It consumes 3,000 twelve foot logs per 24 hours. This mill has twenty grinders and eighteen wet machines, and turns out 400,000 lbs. of ground wood pulp (wet) per 24 hours. The work was carried out under contract given to Mr. Emile Cote, of Quebec. The iron structural work in connection with the building was done by the Phoenix Bridge Company, of Phoenixville, Pa., and the Dominion Bridge Company. The walls were built by Mr. C. Johnson, of Niagara Falls, and the twenty grinders were installed by the Wm. Hamilton Manufacturing Company, Peterborough, Ont., and Pusey & Jones, of Wilmington, Ohio, which firms put in 10 each, at a cost of \$1,200 a piece. S. Morgan Smith Company, of York, Pa., installed the turbines at a cost of \$40,000, while the rotary screens were contracted for by Baker & Shelin, of Saratoga Springs, N. Y. The shaking screens

were supplied by Yansen & Dahl, Christiana, Norway, and the diaphragm screens, 40 in number, by the Waterous Engine Works Company, of Brantford, Ont.

The wood preparing plant and boilers and hydraulic presses were obtained from Bonner Bros. & Company, Syracuse, N. Y. The shafting and pulleys, which were specially made to order, and are the largest ever made in Canada, came from the well-known Levis works of Carrier, Laine & Company, while the pumps were furnished by the Dean Pump Company, of Holyoke, Mass.

The falls and rapids of the Chicoutimi river, from which the mills derive their water power, are 170 feet high and are capable of developing 15,000 horse power. The water is conducted to the water wheels by two steel penstocks, one 11½ feet in diameter, and 200 feet long; the other 13 feet in diameter and 800 feet long.

The Chicoutimi Pulp Company manufacture an excellent grade of pulp, which is marketed in foreign countries. Mr. S. Chas. Phillips, editor of The Paper-Maker, a British paper trade journal, says that the mills of the company are the best equipped in the world.

CUSHING SULPHITE FIBRE COMPANY VERSUS GEORGE S. CUSHING.

At the Equity Court Chambers, St. John, N. B., on Tuesday, January 19, Judge Barker delivered judgment in the suit brought by the Cushing Sulphite Company, Limited, against George S. Cushing. The suit was heard during August and September and the first part of October last. It arose out of the building and operation of the pulp mill of the Cushing Sulphite Company, of which the defendant was until recently manager. The judgment declares that the plaintiff company wholly failed to substantiate any of the charges of fraud or wrongdoing of any kind alleged in the bill of complaint. In regard to the cost of the mill the judgment is as follows:

"The mill and machinery seem to have cost considerably more than the estimate mentioned in the prospectus and which was prepared by experts at that time—one of them at least furnished an itemized statement of probable cost which Captain Partington had seen and examined before he consented to take stock in the company and the accuracy of which it must have been an easy matter for one of his experience to determine. This question is only indirectly involved in this suit and I should have thought it unnecessary to notice it except for the fact that it appears by the correspondence in evidence that Captain Partington was disposed to saddle the sole responsibility of this unexpected outlay upon the defendant. He should, however, not forget that during the period which elapsed from the date of the prospectus to the time when the mill was built labor and materials had advanced very considerably in price.

In the case of the machinery I think Captain Partington himself puts the advance as high as 50 per cent. Nor should it be forgotten that the skilled workmen whom Captain Partington especially selected and sent out from England to superintend the construction and placing of the machinery in some cases, managed

matters so badly that the cost was materially increased. Of their inefficiency Captain Partington seems himself eventually to have been persuaded.

The contention of the plaintiff company that Mr. Cushing should be held responsible for the value of the hogs used for crushing the wood for fuel purposes and for the value of the fuel building, estimated at \$10,000, is denied.

Mr. Cushing's contention that the wood was to be allowed for pulp and fuel on the basis of its value, as compared with round wood and coal, in which contention Mr. Cushing is declared always to have been consistent, is allowed.

In reference to the charge that Mr. Cushing had not delivered the quantity of wood charged for the judgment declares:

I do not think the evidence sustains the contention of the plaintiffs as to the quantity of wood delivered. It points to a different conclusion altogether. Invoices were regularly furnished to the company, they were open to the officers of the company. No such thing was suggested until this suit was commenced and there is no evidence to support it.

Mr. Cushing is declared to have strictly adhered to the arrangements made by the company with Captain Partington and to have been careful in all cases to carry out Captain Partington's instructions and that if these instructions were disregarded by any one it was by those whom Captain Partington had himself elected to represent him.

The following is a summary of the judgment:

Portions of the machinery sent out by Captain Partington gave constant trouble and caused constant loss. If it was sought to throw the responsibility of the losses of the company during the first ten months of its operation upon Mr. Cushing it was wisely abandoned, because the evidence does not support that view.

That the defendant did not interfere with any of Captain Partington's experts is abundantly proved. It is a little remarkable that while the plaintiffs' bill charges the defendant with a great number and variety of fraudulent and illegal dealings it contains no mention of the claim as to the fuel house. Neither was it put forward in any of the discussions that have at various times taken place between the parties. Mr. Cushing cannot be charged with the expense incident thereto.

The use of the mill wood from the defendant's mill, both for pulp and fuel, was in the contemplation of the parties when the mill was built. The evidence gives no support to the contention that the use of mill wood was merely an experiment, not only that but made at the defendant's risk and the expense of which in case of failure was to fall on his shoulders. The use of mill wood for fuel was not a novelty in this country, neither was its use for the manufacture of pulp still in an experimental stage. It was being used, and is now used, for both purposes profitably.

Mr. Beveridge, who differs from the other witnesses in many respects, agrees that the fuel house and its appliances, which he estimates to have cost \$17,000, were necessary.

Mr. Ellis who, according to the evidence, was more successful than any of the other managers sent from England by Captain Partington, in his efforts to get the mill in working order, said that in his opinion the system of conveyors could not be improved.

Mr. Cushing's position on the question of payment for the wood has been consistent throughout, for he has always contended that although the price at which he invoiced the wood delivered to the pulp mill was a proper and reasonable one, it was subject to revision and it was by the agreement between the parties to be finally determined on the basis of its relative value to round wood and coal as shown by an actual test to be made for the purpose.

Captain Partington's position has not been always quite so well defined and the evidence shows that on more than one occasion he did, so far as he could, change the terms upon which he was willing to pay for the wood. The basis of computing the price according to the agreement should be according to its value as compared with round wood and coal. Mr. Cushing contended this should be determined by a practical test but that cannot now be made.

Two things are agreed upon, namely, that there is no difference in the quality of the pulp manufactured

from the two descriptions of wood and that the cost of hauling and cleaning mill wood is greater than that of round wood. It is obvious that the comparison is difficult, and the results can only be approximate. Stoppages seriously increase the cost of production. It is well known that in the early life of a manufactory like this mishaps occur. Such at all events was the case with this mill. The digesters, screens and barkers gave great trouble. It was suggested that these stoppages were due to some extent to the use of mill wood. It is due to Mr. Cushing for me to say that the suggestions are not in any way supported by evidence.

Mr. Clark's mill at Bangor, using slab wood, does a profitable business and the difference in results at the two mills is odd at first blush. The quality of the wood used, in my opinion, has contributed to the result. It does not pay to handle small wood, the waste is too great.

From the invoices I have reduced the wood to cords and comparing Mr. Cushing's estimate with Mr. Clark's at Bangor, have found the quantity of pulp wood to have been 16,029 cords and the fuel wood 16,225 cords.

Taking into consideration all the circumstances and

relations that existed between the parties I think that the defendant is only entitled to charge for the pulp wood actually used by the mill at the rate of \$1.90 per cord and at 90 cents per cord for fuel, allowing in addition the cost of hauling and piling. The wood taken by the plaintiff company from the field after defendant agreed to take it back must be paid for at defendant's price as piled.

The defendant's claim will therefore be \$49,958.38 and the credit of amounts paid in cash and laths \$52,391.30, leaving a balance due by defendant to plaintiff of \$2,432.92. The 1,600 cords of wood left and which defendant has agreed to take back invoiced at \$2,400, be declared to be the property of the defendant.

As to costs the judgment denies the plaintiff company any costs and decrees that the company shall pay to Mr. Cushing the costs of so much of the proceedings as the Lord Chancellor appointed in the case of Parker vs. McKee, wherein he said: "There is, however, on the other side a general principle as to the costs of the suit. It is in case a person has made himself liable to proceedings in equity or proceedings at law that the adverse litigant is entitled to make the court the place and the proceedings of the court the

means by which personal spite or party hostility is enabled to indulge itself in unfounded aspersions upon character. In my opinion that has been done here. Unfounded aspersions have been wantonly and recklessly made and the consequence of that is that this court is obliged to give effect to what is so often said it would do—make persons so dealing with the proceedings of this court pay and pay full in costs for it."

The Montreal River Pulp & Paper Company, largely composed of Toronto capitalists, has been granted an extension of time for the completion of its works by the Ontario Government. The agreement with the company was entered into by the Government on March 3, 1902, and called for the expenditure of \$100,000 within eighteen months of that date, of an additional \$200,000 within two years and another \$200,000 within three years of that date. The mills are to be erected on the Montreal river or on the Ottawa river above the town of Pembroke. The incorporators of the company include Peter McArthur, of Detroit, and W. C. Philips, C. B. Warren, William Kerr and E. F. B. Johnston, of Toronto.

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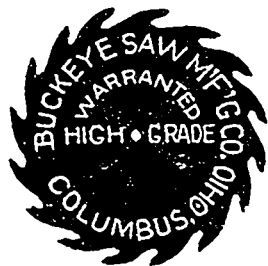
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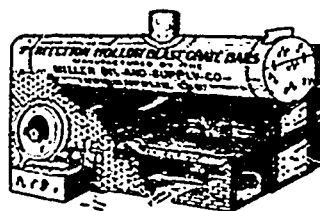
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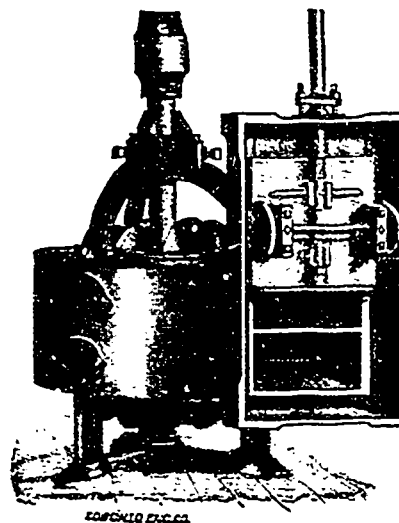
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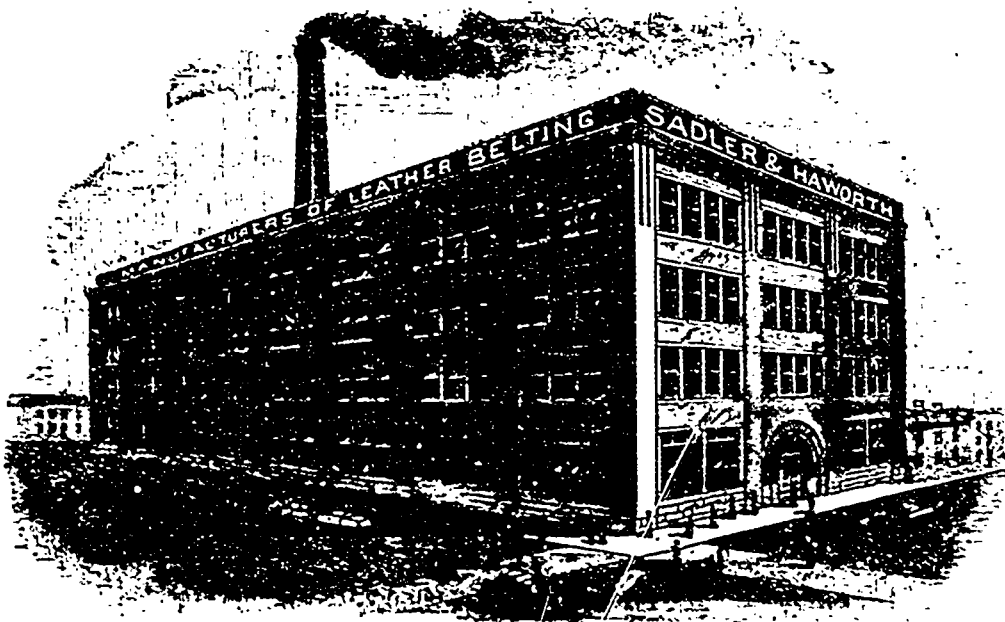
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PERSONAL.

Hon. John Sharples, of W. & J. Sharples, Quebec, has again been elected Mayor of Sillery.

Mr. Aaron Wilson, who carried on a lumber business at Little River and Blois Mills, N.B., died in St. John recently.

Mr. W. Price, lumber merchant, of Quebec, has accepted the nomination as Independent Conservative candidate for the County of Rimouski at the next Dominion election.

Hon. John Charlton, M.P., has for some time been confined to his home at Lynedoch, Ont., from illness, said to be the result of overwork. It is believed that he will retire from politics.

Mr. George Chew, of the well-known lumber firm of Chew Bros., Midland, Ont., is the unanimous choice of the Liberals of East Simcoe to contest that riding at the next provincial election.

Mr. J. G. Jardine, Canadian Trade Commissioner for South Africa, has recently been on a visit to Canada. While in Toronto he was confined to his room for some time with an attack of la grippe.

Mr. A. D. Caswell, of the Georgian Bay Lumber Company, Waubauskene, has taken unto himself a life partner, in the person of Miss Eplett, of Coldwater, Ont. The event occurred on December 23rd, Rev. A. T. Ingram officiating.

Mr. A. R. Miles, of Maugerville, lumber scaler for the New Brunswick Railway for a number of years, has accepted a similar position with the New Brunswick Government and will have charge of the Upper Miramichi and Lower St. John district.

Mr. G. W. Henderson, acting manager for the United Lumber Company, Halifax, N.S., has been recently appointed manager the Gaspereau Lumber Company, which operates about 45,000 acres timber land in the neighborhood of Kentville, N.S.

Mr. George Mason, one of Ottawa's prominent lumbermen, died in that city last month, in his 66th year. He was a member of the old firm of William Mason & Sons and had resided in Ottawa for forty years. His father, William Mason, was one of the pioneer lumberman of the Ottawa Valley.

The citizens of Rat Portage, Ont., recently tendered Mr. D. C. Cameron, M.P.P., a complimentary dinner. Mr. Cameron served for three years as Mayor and is about to take up his residence in Winnipeg, where the Rat Portage Lumber Company, of which he is manager, have built a large saw mill.

A most unique dinner party was held at the King Edward Hotel on last New Year's Day, Mr. W. F. Rittenhouse, a Chicago millionaire, being the host. Mr. Rittenhouse, who is president of the Arkansas Lumber Company and of Rittenhouse & Embree, Chicago, brought at his own expense some seventy school friends to Toronto from different parts of the United States and Canada. Upon arriving at the hotel they became Mr. Rittenhouse's guests. A reception in their honour was held on New Year's Eve at the residence of Mr. F. H. Smith, on Tyndall Avenue. The dinner was held in the banquet room of the King Edward Hotel New Year's night, and was a very pleasant re-union.

TRADE NOTES.

The Northwest Machinery & Iron Company has been incorporated under the laws of Manitoba, with headquarters in Winnipeg and a capital stock of \$40,000.

The Stevens Company of Galt, Limited, has been incorporated to acquire the general machine and tool manufacturing business of Stevens & Company in that city.

We have received from Lewis T. Kline, Alpena, Mich., copy of a new catalogue of excelsior and turning machinery, accompanied by a small sample of excelsior made on his machines.

The Syracuse Smelting Works are now producing at their plant in Montreal a brand of ingot copper that will be called the "M.C.C." which will be the first ingot copper produced in the Dominion of Canada. Their output will be ten tons every twenty-four hours.

The B. Greening Wire Company, of Hamilton, have favored their many customers with a useful office calendar, designed to serve as a constant reminder of their facilities for executing orders for wire goods of all kinds. Their eastern warehouse is at 422 St. Paul street, Montreal.

Mr. Madison Williams, manufacturer of saw mill machinery and equipment, of Port Perry, Ont., has recently returned from a trip through Western Canada. While in Winnipeg he arranged with the Manitoba Iron Works, Limited, to represent him in the west, and this firm will hereafter carry a full line of his machines.

Our attention has been called to the fact that a mistake was made in sending us the engraving for Messrs. Clark & Demill's advertisement in our January number. Hence, the machine shown in their advertisement was not the one to which the description referred. Refer-

ence to the advertisement in the present issue will show the machine to which the description applies.

One of the prettiest calendars which we have received bears the compliments of Messrs. McClure, Zimmer & Company, hardwood lumber manufacturers and dealers, Detroit, Mich. It is a landscape calendar showing four fac similes of paintings reproduced by color photography. The subjects are "An Old Mill," "A Summer Night," "The Close of Day" and "The Road to Bruges."

Mr. Alfred Rubbra, Machinery Exchange, Montreal, has been appointed agent for the province of Quebec for the celebrated high-grade Barry saws, manufactured by the Barry Saw Works, Indianapolis, Ind., U. S. A. Mr. Rubbra will carry a stock of all sizes of circular saws at his extensive warehouses, 22-24 Victoria square, and will be pleased to give price and all information in reference to same.

LUMBER INSURANCE.

The Lumber Mutual Fire Insurance Company, of Boston, Mass., advise us that having closed the year 1903, the directors will be recommended to continue 30 per cent. dividends htdanoair 1903 policies at their expiration, which made a saving to the trade on their 1902 insurance of over \$25,000. The total dividends this company paid to date are \$76,220.25, and the 30 per cent. dividend which is to be recommended on 1903 policies will require the payment in dividends of about \$35,000.

The Lumber Mutual Fire Insurance Company advise us that they had a very successful year in 1903, the estimate of premiums in force at the end of the year being overrun by \$6,000, while the losses incurred were just within the estimate. No other company insuring lumber risks, it is claimed, has had as regular and steady business with neither exceedingly large losses nor abnormally small losses within the year. This is attributed to the company's policy of conservative underwriting and small lines accepted.

CLARK'S PORK & BEANS

are the best made in Canada and equal to the finest imported. Clark's Canned Corned Beef knows no superior. Get quotations from your jobber

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White Pine
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OF BOSTON, MASS.

DIVIDEND TO POLICY HOLDERS

Dividends Paid to Date
\$76,299.89

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\$167,112.28

MAIL YOUR EXPIRING POLICIES WITH ORDER.

PUBLICATIONS.

The initial number of the British Columbia Lumberman, published in Vancouver, B. C., has reached our desk. It contains 24 pages and cover and is a creditable production, many pertinent subjects affecting the lumbering industry of British Columbia being treated

in an able manner. The proprietor is Mr. Jos. Houghton, and the business manager Mr. J. Todd Lees.

Calendars have been received from the following firms: Dominion Belting Company, manufacturers duck belting and belt dressing, Hamilton; Frank A.

Cutting, dealer in hemlock bark and manufacturer of the Cutting patent bark car, Boston; Standard Lumber Company, manufacturers and wholesalers hardwood lumber, Buffalo; O. E. Yeager, hardwood lumber, Buffalo; West & Peachy, manufacturers alligator tugs, etc., Simcoe, Ont.; Auger & Son, lumber, pulp wood and ties, Quebec.

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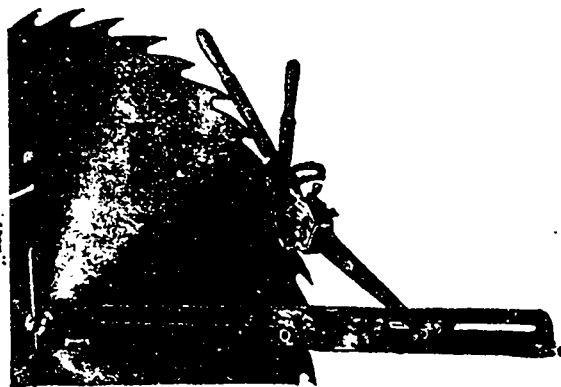
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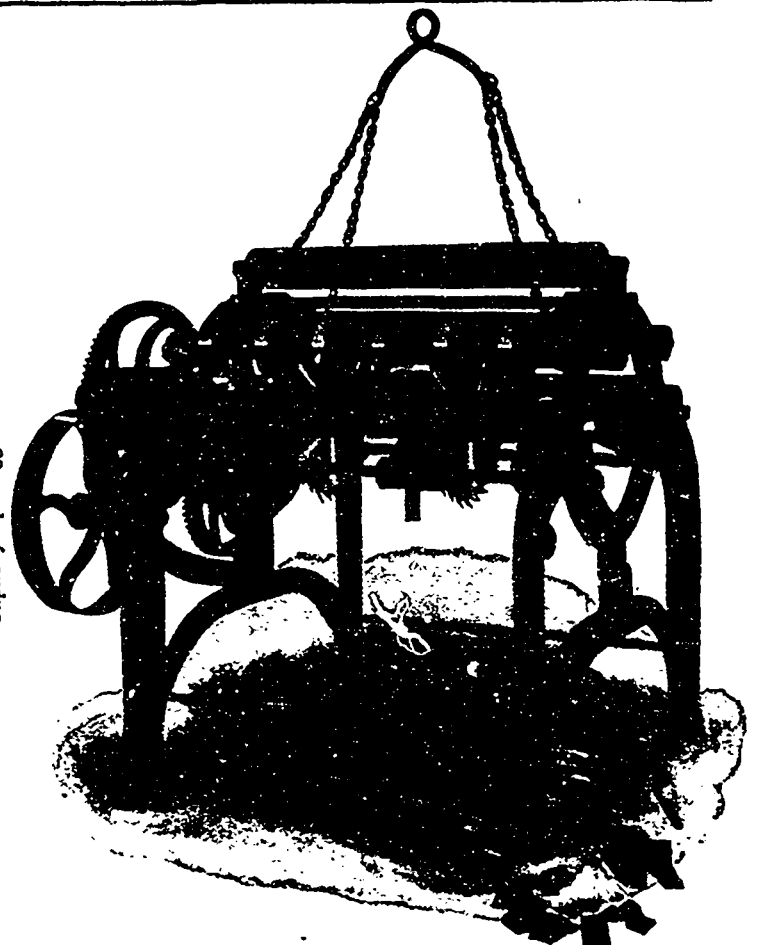
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TREATMENT OF BAND RESAWS.

Band resaws, says a writer in the Mechanic, require essentially the same treatment as band saws. They must be strained most near the toothed edge. Teeth must be of a length, with full swaging, evenly balanced or side-dressed, to cut a line.

Modern band resaw mills are now made with iron wheels perfectly balanced and true, with the face made approximately flat or slightly convex, so that the tension of the saw may be readily adjusted to suit the face of the wheels. This condition met, it is requisite that the face of the wheel shall be kept perfectly clean, as

any adherence of sawdust, gum, pitch or dust, if allowed to accumulate near the base of the tooth will almost certainly change the strain of the saw on the mill to an extent that will cause a fracture.

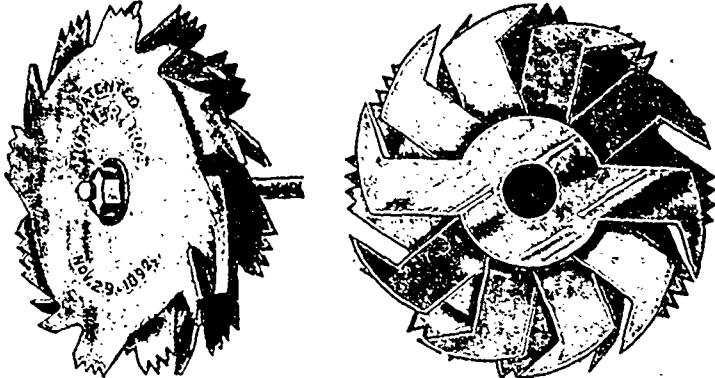
Filers are agreed that the back of the saw should show slightly convex, the amount depending somewhat on the form of the wheels and whether the cross line is used. A convexity of 1-64 of an inch in 5 feet is considered good for band resaws.

The proper tensioning and fitting of resaws is a more delicate process than the similar fitting of band saws, for the resaw is not only much

narrower, but also of much lighter gauge. Thus, while the tension of a 12-inch band saw, 14-gauge, may be put in so that the main strain comes not nearer than 1 1/2 to 2 inches to the points of the teeth, the strain and stiffness of the wide blade serves to support and steady the teeth so that they run practically true. But in the band resaw from 4 to 6 inches wide, and from 18 to 22 gauge, you must depend entirely upon the up and down strain supporting the cutting edge, and must, therefore, tension the saw almost from edge to edge. It is well to make use of a small tension gauge which can be furnished to suit usual conditions, or can be reshaped for special work, if desired.

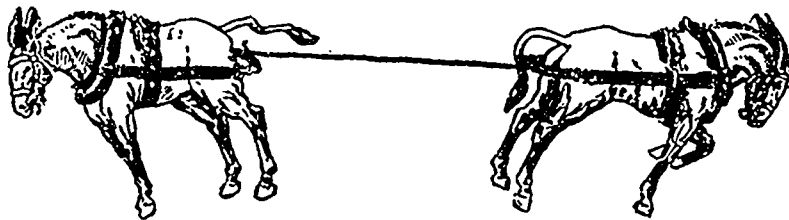
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For cutting any width groove from 1/4-inch to 2 inches or over



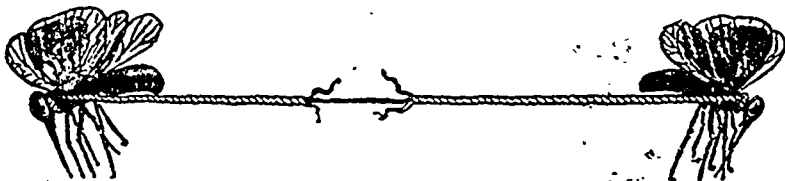
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This is the only Dado Head on the market that gives entire satisfaction on all classes of work. No screw adjustment. For different width grooves, simply remove or add inside cutters. Sold by builders and dealers of woodworking machinery in all parts of the United States. Will send on approval, in competition with any other make on the market; if not the best return at our expense. HUTHER BROS., Platt Street, ROCHESTER, N. Y., manufacturers of Circular Saws, Morgan Pattern Lock-Corner Box Cutters, Concave Saws, etc.



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BECAUSE IT WAS MADE BY THE

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Poor Yarn is Dear at Any Price

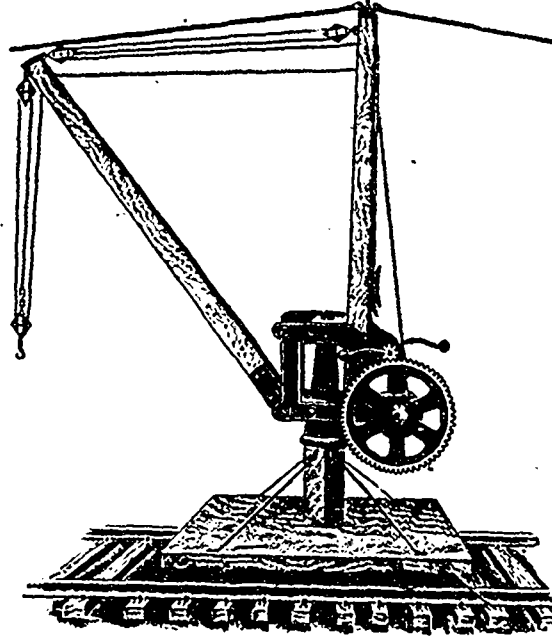
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Derrick Fittings
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Grubbing Machines
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COMPARE the SPEED of the MORTON DOWN DRAFT MOIST AIR DRY KILN with that of OTHER SYSTEMS IT WILL SURPRISE YOU



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The lumber manufacturer or logging operator who does not read carefully his trade journal is sure to miss many ideas which would be found useful to him in his business. The pages of the CANADA LUMBERMAN contain the advertisements of the most wide-awake manufacturers of saw-mill and wood-working machinery, logging appliances, etc. Every month some new and improved appliance is placed on the market. Keep up with the procession by investigating the adaptability of these appliances to your own particular case, and when the opportunity is presented tell the advertiser how interested you are in his announcements in THE LUMBERMAN.

NOTE.

The Cornwall Paper Manufacturing Company has called for tenders for the erection of new works at Mille Roches, Ont., near the town of Cornwall, on the St. Lawrence river. Work on the structures will be begun as soon as the weather permits. The company is a new one, organized last year.

RAILS
YARD LOCOMOTIVES

For Logging Tramways, Switches Etc.
New and Second-Hand.

John J. Gartshore
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Manufacturers High-grade Cylinder, Machine and Sawmill Oils.

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SAW MILL.**



Five sizes. Stationary and Portable. Has the essential points of a portable mill. Built on scientific principles. Quickly taken up and reset. Easy running. Feed changed in an instant while going through the log, from 3/4 inch to 5 inch. No feed belts to slip and wear out. Sold on its merits. Also Portable Engines. Write for particulars to

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3 1/2 K. W. — 50 to 60 Lamps. Weight 600 lbs.

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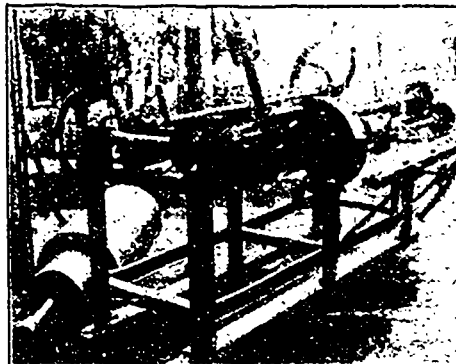
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The **SLEEPER ENGINE COMPANY, Limited, Montreal.**

Phone, East 2403.

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The Kennedy Island Mill Co., Ltd., Riviere du Loup, Que., says—

"I might say to you that this Grinder is all right and has paid for itself twice over since I bought it. No Shingle Mill of any account should be without one."

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If the Board does not reach the quadrant the Saw stays down and trims, see cut. To cut off more than two feet, bad ends, etc., pull the cord, see dotted lines. The whole Board can be cut into two foot lengths or trimmed in any manner. The Saw frame is balanced, the Arbor pulleys are 8 in. x 8 in. We build several styles of Trimmers, also all kinds of

Saw and Shingle Mill Machinery

Our "Boss" Shingle Machine is second to none in Canada. Our sales will prove it. We make Saw Joints and Knife Joints, also Packing Boxes. Send for Catalogue.

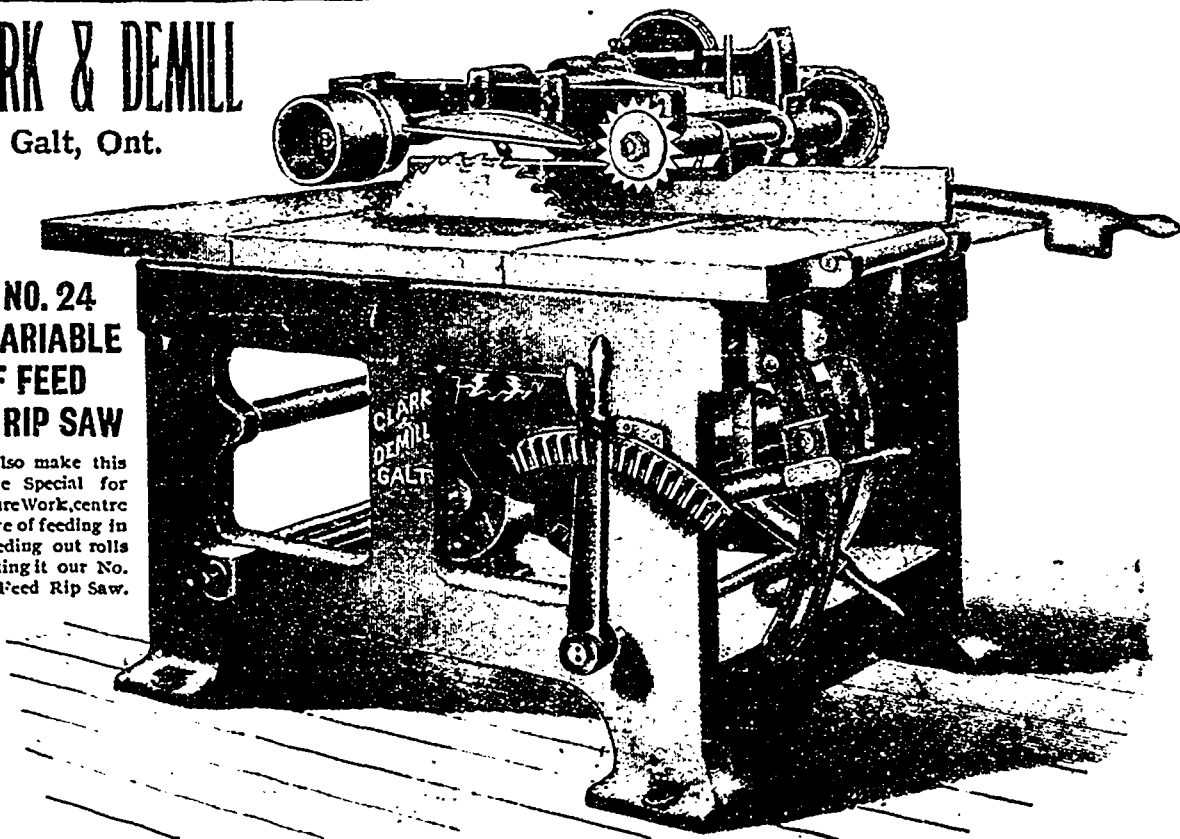
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VARIABLE
SELF FEED
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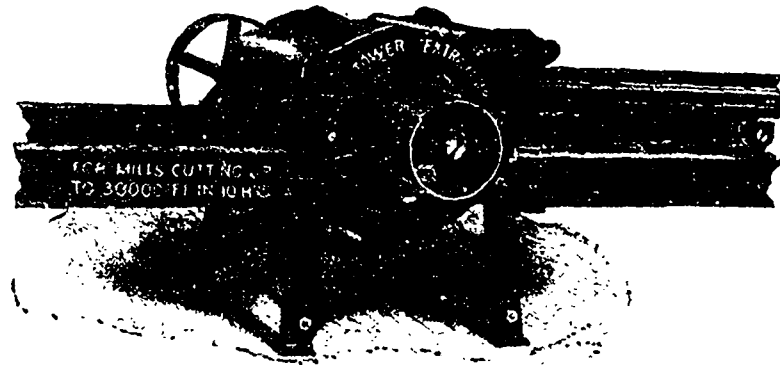
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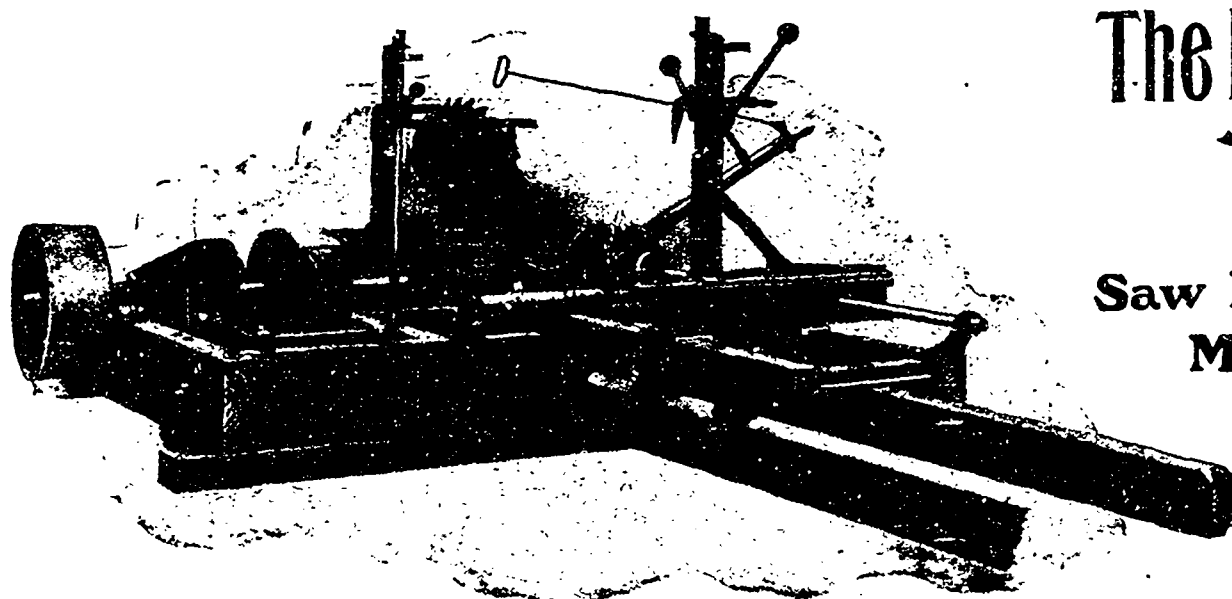
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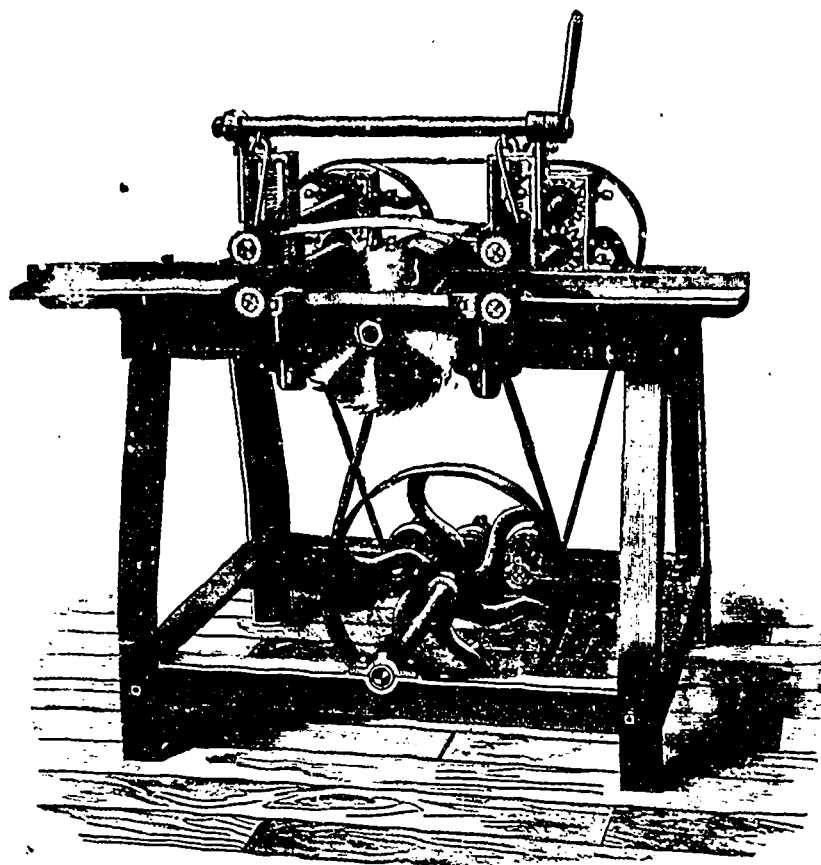
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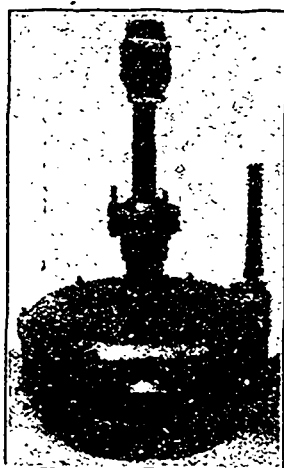
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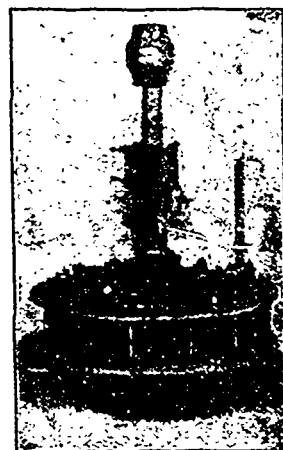
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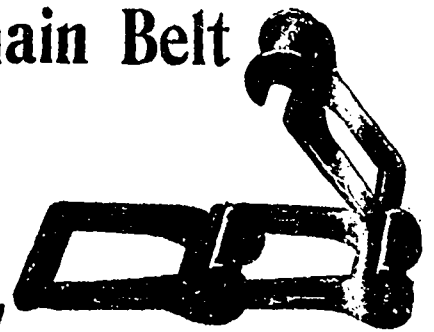
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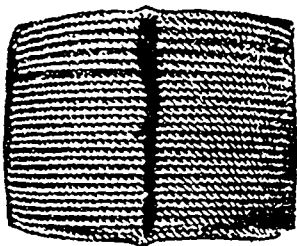
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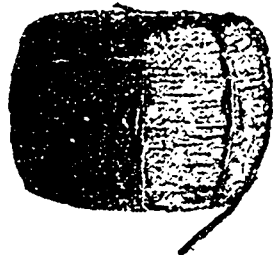
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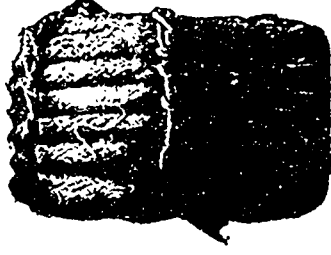
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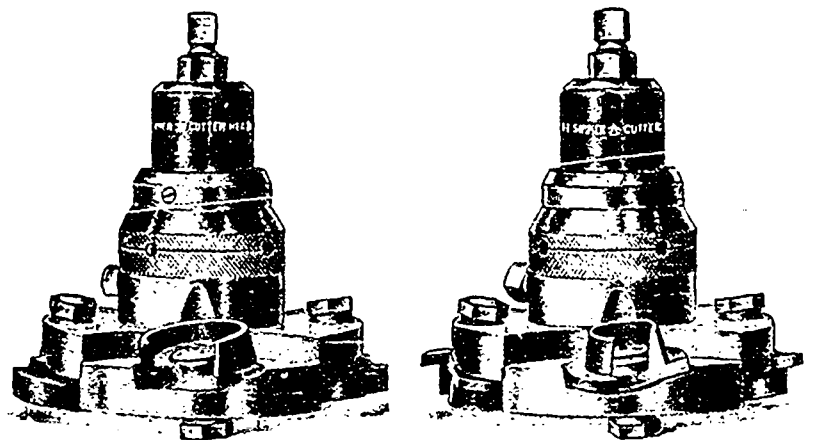


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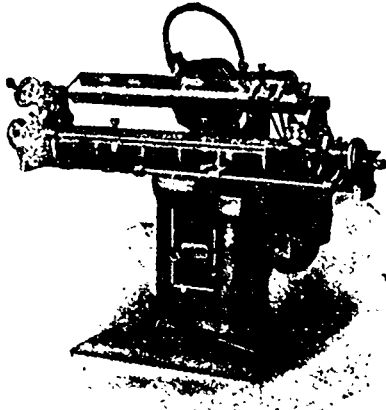
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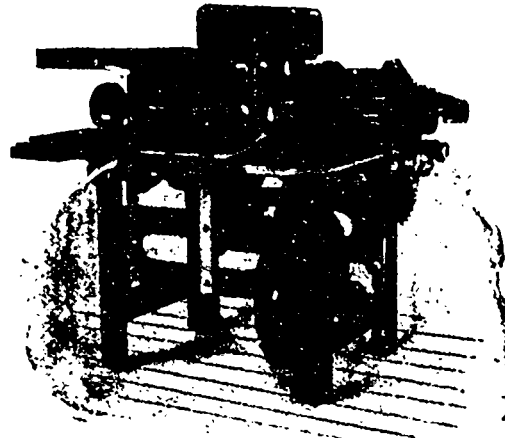
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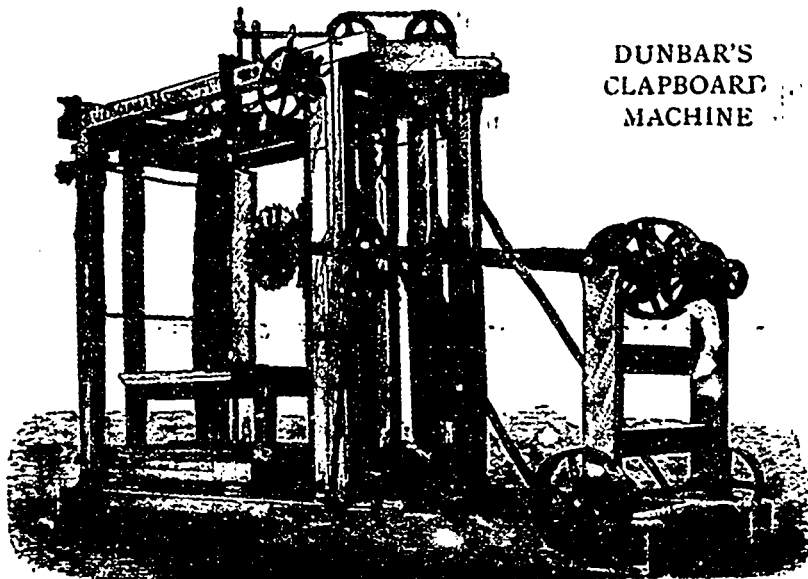
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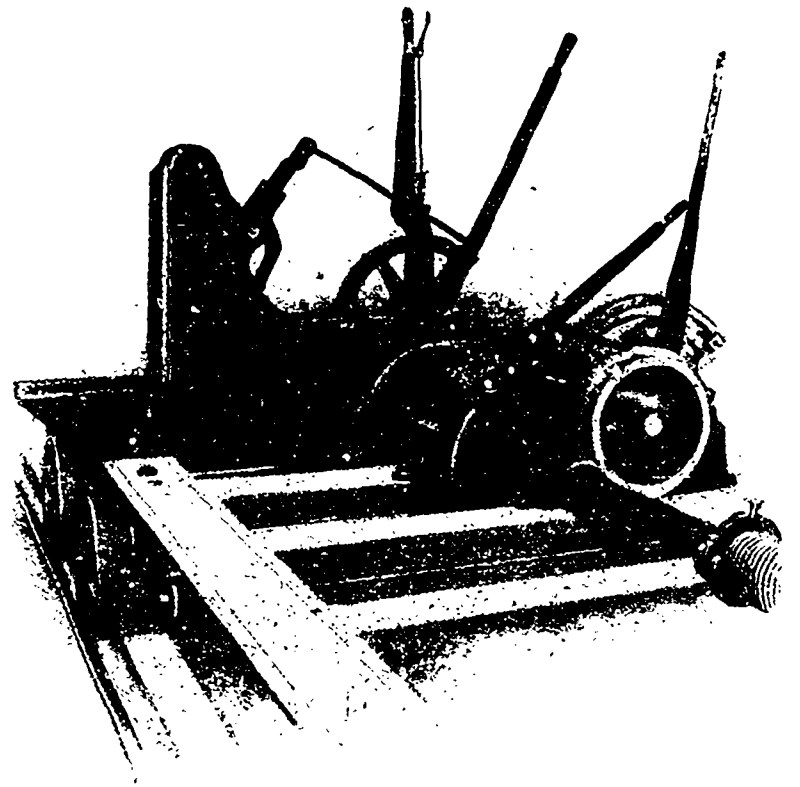
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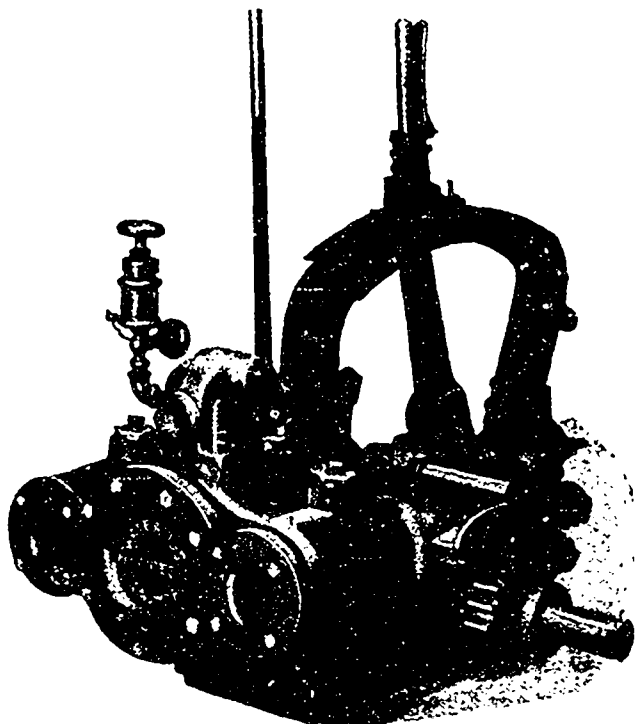
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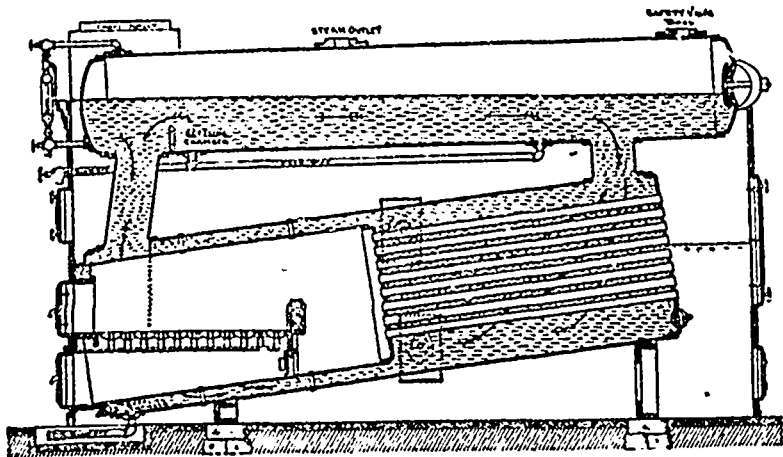
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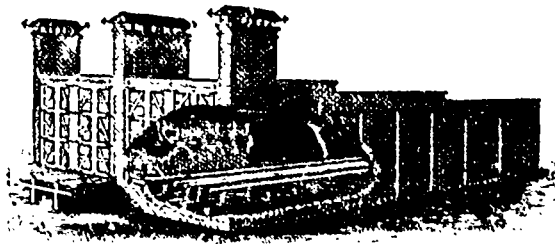
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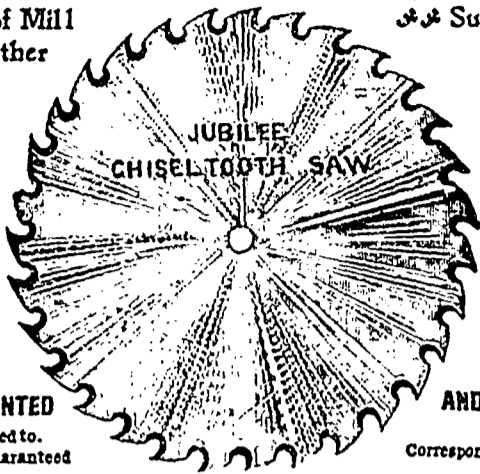
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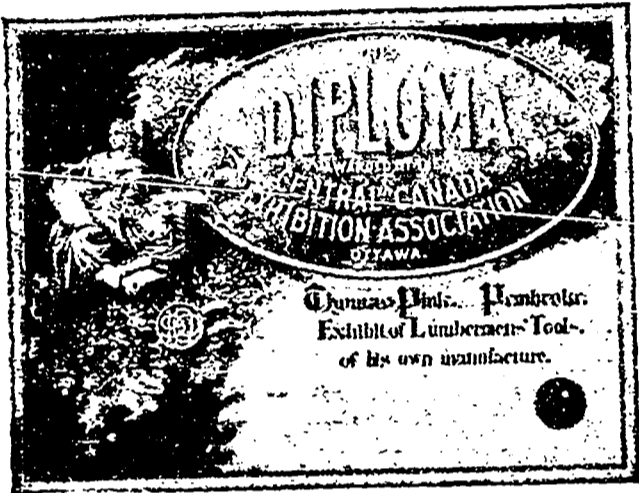
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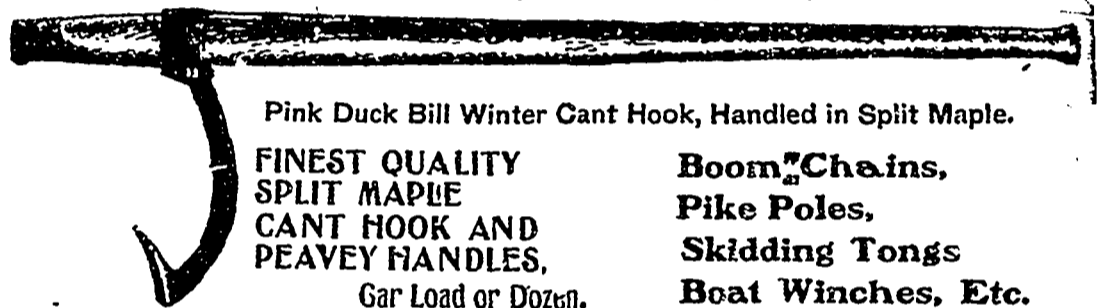
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