

# British Columbia



## LUMBERMAN

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### British Columbia Lumberman

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TO OUR ADVERTISERS.—The BRITISH COLUMBIA LUMBERMAN has a guaranteed circulation of 2,000 copies. It will be found in every mill, lumber manufactory, logging camp, etc., in the Province and Puget Sound, besides all dealers in lumber in the Northwest and Canada generally. To lumber manufacturers, lumber dealers and machinery makers no better medium has ever been offered in the West.

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VANCOUVER, B. C., MARCH, 1904,

#### TO THE MILL MEN.

The lumber industry of British Columbia has for very many years been looked upon as the most important and valuable asset of the Province. Yet how little statistical information can be obtained upon the subject other than that of the revenue received therefrom by the Provincial Treasury. The general public has little or no idea of the enormous importance of what the industry means to the Province, of the money put in circulation, of the labor employed, or of the factor which the business plays in the welfare of the community.

One of the objects of the "British Columbia Lumberman" is and will be to disseminate such information in the interests of the trade, as well as for the purpose of educating the people of the country to what the lumbering industry commercially represents. The "British Columbia Lumberman" is freely circulated throughout the Dominion and its subscribers represent all phases of business and the general public. It is by no means confined to those directly interested in the business.

The effort on our part to obtain statistical information from time to time is made in the interest of the business generally, and it is sincerely to be hoped that those engaged in the business will aid us by giving us their hearty cooperation. Circular letters have been addressed

to all the mills of the Province seeking regular information, the ready response to which will enable us to compile the figures we desire to bring out, and it is to be hoped that the mill owners and operators will regularly respond to these circular letters, especially when we take this opportunity of stating that their communications will be treated with strict privacy. We have no intention to pry into the details of individual business, but in our compilation we intend to use the figures or statistics supplied as a total, and all information intrusted to us individually will not go beyond the four walls of our sanctum. With this assurance it is expected that as "pro bono publico" we shall obtain the cordial support of the lumbermen.

#### PROTECTION INDEED.

A recent Sound exchange gives prominence to a circular bearing date of February 27th, from Washington, D. C., purporting to levy an additional tax of \$5.50 per 1,000 feet upon all cedar and fir rough lumber imported into the States from British Columbia. Presumably, if there is any truth in the report, the action is taken in retaliation for the recently enacted law creating a tax upon logs exported from British Columbia.

Application to the American consular office at Vancouver fails to find confirmation to the circular referred to.

We are informed by a prominent lumberman that it is the intention of the American Government to impose an additional tax upon B. C. shingles. The imposition of the tax is done under the Dingley Tariff Act by which the Treasury may impose any extra duty upon raw or manufactured goods imported from a foreign country, where such country makes or demands an export tax upon such products, without obtaining the direct sanction of Congress or special legislation. Our informant advises us that the circular referred to has been issued, and the new law is in full force.

The West Coast and Puget Sound Lumberman speaking editorially on the subject of the recent order from Washington in connection with the increase of duty on logs and lumber imported from British Columbia says:

"There is a state of war existing between the United States and British Columbia. The Provincial Government put a tax on logs exported from British Columbia, and now comes the United States and throws a lyddite shell into the zone of contention. An order has recently been promulgated instructing customs officers to collect five dollars and fifty cents a thousand on rough lumber and seven dollars and fifty cents on finished stock. This is done under an act of Congress which imposes a duty on lumber products of any country that imposes an export duty on logs, bolts, boom sticks, etc., that come into the United States. Re-

cently a tax of five dollars and fifty cents was levied on British Columbia logs for exportation. As there was no lumber coming to the United States from British Columbia under the regular tariff the order will have no effect save to show the world that Uncle Sam is fearless. No one need be uneasy because the British Government is strengthening its fort at Esquimalt, B. C., or because the American battleship Tacoma is soon to arrive on Puget Sound. Fairness, however, compels the statement that up to the present writing British Columbia is little ahead—diplomatically speaking. In the meantime, however, lumber from the United States is going across the line in pretty long trains.

The Canadian Lumberman, in its report of the progress of the industry for 1903, states that the volume of business was of large proportions, and while the exports to European countries fell off slightly, this was probably due to the 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 to 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.

The Georgian Bay district shows an increase in proportion of about 10 per cent. over that of 1902, while the Ottawa Valley shows a decrease of about 8 per cent., attributable, it is stated, to the increasing distance of the log supplies to the mills.

#### A WALL AROUND LUMBER.

For absolute peurity the remarks of the Winnipeg Commercial of February 20, on the lumber situation are to be commended. The paper should change its name and call itself the "Winnipeg Political." Anything old thing goes in politics, while the crude ideas of the paper have no claim whatever to ranking it as a "Commercial" journal. To begin with, the paper is a rabid free-trader, where Manitoba and the prairie country is concerned.

Because the lumber manufacturers desire a tariff on lumber from the United States equal to that imposed on lumber exported there from this country the Winnipeg paper says the lumbermen want a tariff wall built around the industry. Turning to railway freight rates, the Winnipeg paper for some reason which is not apparent on the surface, but can be surmised, adroitly turns the truth

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topsy-turvy and gets away from the necessity of discussing that important subject as it bears upon the lumber traffic. It says with reference to the requests for the reduction of freights, "These railway managers during the last twenty years have been bothered with many a demand for reduced freight rates, some reasonable, and many unreasonable."

Presumably the "reasonable" demands have been when the Manitobans desired reduced rates on grain carriage, and that is a grievance which has not yet been satisfied in the Prairie Province. Apparently if the farmers want grain freight rates reduced that is "reasonable," but if the lumbermen want a reduction, however slight, in lumber freights, that may be classed as "unreasonable" demands. And from the remarks of the "Commercial" that is a fair conclusion to draw as to that paper's opinion.

The fact that the freight rates on lumber comprise nearly if not quite two-thirds of the cost of lumber, laid down, in the Northwest and Manitoba does not appeal to the "Commercial" for some occult reason, ulterior, possibly. But it may be that the paper, which shows such dense ignorance of the commonest details in the matter it presumes to discuss, does not know that the high price of lumber in Manitoba is largely made up of freight rates. The lumber is cheap enough by comparison when it leaves British Columbia.

When it is considered that the lumbermen showed the fairness of their position by asking from the railway company but a five per cent. reduction in freight rates, offering a cut of \$1.00 per thousand on their price list, as well, there should be no further question of the very fair attitude of the lumbermen. High as the freight tariff is, they did not demand a sweeping reduction.

The most misleading statement, bar one, in the article, in which the "Commercial" pretends to deal with this lumber question, and in doing so reveals its pitiful ignorance, is that asserting that the lumbermen proposed to the C. P. R. to raise the freight tariff on lumber from the United States to drive out competition. The fact is as above related. The lumbermen asked that the railway reduce their freight tariff two cents per 100 pounds and in turn, they offered to reduce, and as a matter of fact, have reduced their price list \$1 per thousand, a reduction equal to that asked from the C. P. R. That was not so much to shut out the United States competition as to bring them up to a fair basis of competition in the natural market of the British Columbia lumber trade. Competition in railway rates and the United States tariff on lumber has for years placed the lumber manufacturers of the other side of the line on a better footing right in our home market than the lumbermen of British Columbia can get in seeking a market on the other side of the line.

The possibility of getting lumber from the United States has always been open to the consumers of Manitoba and the Northwest. It is no new thing. It has not sprung up suddenly. There is not a single change in the conditions which have existed for years. There is only one way in which the people of Manitoba and the Northwest get any benefit right now from the privilege of buying in the United States lumber market, that is, because there are points in Manitoba reached by a competitive railway, with connections in the United States. That is not a new condition by any means. There have been two railway lines for years, and a certain percentage of lumber has been brought in for years, most of it from the pine regions of Northern Minnesota.

The reason there has been more United States lumber taken into the Northwest recently is, as The Lumberman has pointed out in a former issue, the lumber trade on the other side of the line is in a bad way at the present time from overcutting and underselling. There have been larger

stocks accumulated than can be consumed in their own home market, from which British Columbia lumber manufacturers are excluded. Naturally those United States lumber manufacturers are averse to making a dumping ground of their own market, which is theirs exclusively by reason of better freight rates and the protective tariff on lumber entering the States. So the consumers of the Canadian Northwest have been reaping a temporary benefit from being the dumping ground for the lumber surplus. Instead of being thankful for unexpected bounties, which happened to be just what they required, these Manitobans, who want the tariff regulated to suit them, and freight rates also, use their temporary cheap lumber supply as a text for attack upon the lumber industry of this Province.

The "Commercial" is perhaps more rabid and unreasonable because of the very ignorance of the whole situation, which it betrays, but it should not be allowed to go uncriticized. Possibly, too, it may be amenable to due contrition for its senseless attack upon an industry which is as important to this Province and thereby to the Dominion as a whole, as the grain-growing industry of Manitoba. It might make some difference to the "Commercial" if it would spend some time and effort in calling on the flour millers of Manitoba and learning how much Manitoba flour is consumed in British Columbia every year and it would all so surprise those wheat-growers to know that the consumer now pays \$1.50 the fifty pound sack for that flour and cannot kick. The farmers of Manitoba must get the benefit of that. The "Commercial," if it would live up to its name, must get on a broader plane. First, get posted, learn something of the matters it presumes to deal with and lastly, in dealing with them, do so from the broad ground of mutual benefit. If the lumber business in this Province is not flourishing the purchases of produce grown in the Northwest will be correspondingly less, and if the farmers are not prosperous, those in British Columbia, and they are many, dependent on the lumber industry will feel it, in reduced demand for lumber.

There is one last reference which should be made to the "Commercial's" article. That is the question of "stumpage." Evidently the writer of the article has not the faintest conception of what he is presuming to deal with. Speaking of the "fixed outlay," he says; "With them that item includes the stumpage charge no matter how rascally heavy that charge may be, and how many political stool pigeons, prospector adventurers, and speculative sharks have had their rake-off before the stumpage fixed outlay is reached." It will surprise the "Commercial" to learn that the "stumpage" is fixed by act of the Legislature and is collected by the Government.

#### THE PRESS VS. THE LUMBERMEN.

The press of the Province, ever anxious to make "scoops," seems to have made of the lumber industry one of the butts for their sensational stories, and in this way have done much towards prejudicing public opinion against this most important industry of the Province. Even our local newspapers have spread around the impression that those engaged in the lumber business were reaping untold fortunes from the products of the forest, and that the people were simply getting "done" by the "lumber combine." Again, much evil has been done which it will be hard to eradicate, by the statements which have often been made that the only reason for the agitation among lumbermen for the imposition of a protective duty upon American lumber imported into Canada, is for the sole purpose of increasing the price by shutting out competition, and thereby adding a greater revenue to their already fat purses.

The statement has repeatedly been made that American manufacturers can build and operate mills in British Columbia, send their rough lumber to the Sound for manufacture, ship the manufactured article back to this market in competition with British Columbia manufacturers, paying duty, and still make a profit.

It would take but little inquiry to prove the fallacy of such assertions, yet too many people, who ought to know better, believe statements like these and join their voices in the general declamation of the lumbering interests.

The following interesting interview taken from a Sound exchange, purporting to have been given by a "prominent C. P. R. official, who requested his name to be withheld," is an illustration of how prejudiced men can pervert public opinion from the existing condition of affairs:

"The real cause of the plight of the lumber business in British Columbia is directly traceable to the manufacturers themselves," said a prominent railway official of Vancouver, B. C., "They wanted too much. They formed an association, placed representatives in Winnipeg and sold their product at a higher price than the market value. When asked by officials of the Canadian Pacific to reduce the figure they responded by raising it. Along the line of that railway the country is being rapidly settled. Houses are wanted, but the emigrants are not wealthy. They wanted lumber to build houses but they were asked to pay an unreasonable price for it. The Canadian Pacific was largely responsible for the settlers being there. They had settled on lands belonging to the Canadian Pacific. It is no more than natural that the railway should want to protect and assist them. Lower lumber prices were necessary and the road set out to procure them. The dealers were asked to set a lower figure but they absolutely refused to do so. It was then the Canadian Pacific made its threat to build mills. There is nothing in the road's charter from the Government to prevent it from doing so, and it will erect the mills unless the lumbermen desist from their efforts to extort an unreasonable price from Canadian settlers.

"These millmen complain of the invasion of their market by the American manufacturer. The reason why such an invasion is possible is plain. Let the Canadian dealer cease to 'play the hog' and the most of his troubles will vanish. The Canadian Pacific doesn't want to build mills, but it will have cheap lumber for its settlers if it has to resort to unusual methods to get it."

An enterprising Vancouver correspondent of the Seattle Daily Times gives the readers of that paper some startling information regarding the condition of the lumber industry here.

"American lumberman believing that the British Columbia mills have practically lost the lumber trade of the Northwest Territories and Manitoba, in competition with the State of Washington, are casting about with a view of manufacturing in Vancouver for the Northwest market.

"The erection of a mill here to supply the Northwest with lumber would mean that such a mill would be outside the British Columbia Lumber and Shingle Manufacturers' Association and would therefore not be bound by its actions.

"A Port Blakeley mill, not in the Washington State Mill Combine, has also had an agent in Vancouver, looking for a site suitable for a lumber yard. It is thought practicable to bring the lumber from Port Blakeley to Vancouver by water, and store it here for future delivery to the Northwest market.

"The advantage would lie in the fact that the transportation rates in effect from Vancouver to the Northwest are cheaper than those in effect from Sumas."

To our local contemporaries we would particularly suggest that it should be their aim to foster the industries of the Province, and the lumber industry being one of the most valuable, too great care cannot be exercised in the information conveyed to the public through their columns.

The impression to be gathered from such a headline as "Government Mills—Ministers as Manufacturers," is by no means a desirable one, more especially when our confrere is perfectly well aware that the Government or its Ministers has any such intention in contemplation.

Comments such as the following by no means raise the industry in the eyes of the public:

"As there seems to be no disposition on the part of the delinquent mills to pay up, there is every indication that the Government will go in to the mill business upon a pretty large scale. The amount outstanding from this source is said to be very large, the delinquent mill companies being treated very leniently by past Governments."

It seems to be the policy of the "Vancouver Daily Province" to do its utmost to drive the lumber trade away from the mills of this city, judging from the aggressive attitude it has recently pursued towards one of the most important industries in this city and Province. Several columns of its space have this month been devoted to an apparent effort to show that the lumber trade of Vancouver was dominated by a hard and fast "combination," and that a "lumber buyer" from Manitoba was refused a large order for lumber because that individual was not connected with any of the three important lumber associations of the West. Close investigation has revealed the fact that the gentleman in question was endeavoring to purchase a few thousand feet for his own private use, and upon this account the mills interviewed refused to sell, referring him to the nearest dealer in his section of the country. In other words, it was simply a case of the consumer trying to buy from the wholesaler, a practice if concurred in by the wholesaler or manufacturer would very soon ruin the business conditions of the country and particularly that of the lumber business throughout the Northwest. No right thinking man can blame the mill owners for refusing the applicant in the case referred to and if the Province thinks to gain admirers or supporters by such sensational "stories" we are greatly mistaken in the intelligence of its readers.

The following letter, published in a recent issue of the News-Advertiser, ably narrates the facts in the case:

Sir,—Referring to a lengthy and sensational article in the Province newspaper of a few evenings ago, about a Mr. Lawrence, from Manitoba, who is reported to a reporter of that paper that he was anxious to buy 30 or 40 carloads of lumber and shingles, if you would allow me space I would like to state what I happen to know about the matter.

The "Province" article is entirely wrong from beginning to end, and has not even got the man's name right. Thomas Lawrence, a farmer of Glenora, Ma., is the man who was pumping the "Province" man up with "hot air" and fairy tales, and is not the distinction of being a member of the Manitoba legislature.

He told me that he came out here for a short time for the benefit of his wife's health, and that before returning he might buy a carload of lumber and shingles for his own use. Mr. Lawrence also told me that he might buy Vancouver real estate. I have not, however, seen his name mentioned in the record of real estate transactions, and I suppose that his purchases of Vancouver property were only talk like the 30 or 40 cars of lumber and shingles he wanted to buy and pay cash for.

The amount of lumber and shingles which the "Province" reporter states Mr. Lawrence wanted to buy would cost about \$20,000, delivered in Manitoba. Mr. Lawrence may, of course, have substantial backing, but a resident of Vancouver, who is an intimate friend of Mr. Lawrence's, expressed surprise when told that he had been airily talking about buying a "train load of lumber and shingles."

The above facts show how much truth there is in the sensational article in the "Province" with the scare-head lines, and I am not surprised that Mr. Scott and other lumber manufacturers are indignant that Vancouver papers should publish lengthy and unreliable articles detrimental to a manufacturing industry that gives employment to more men and disburses more money in the city than all the other industries put together, excepting the railway companies. Yours, etc.,

H. H. SPICER.

Vancouver, B. C., March 9th, 1904.

## Correspondence

FROM OUR SPECIAL CORRESPONDENTS.

### VICTORIA OUTLOOK GOOD.

Victoria, March 12.—The past month has been a very quiet one in the local lumber business. Shipments have been light but at the same time the mills and the factories have been steadily adding to their stocks in anticipation of a lively spring trade. Orders for future delivery continue to be received from Territorial and Manitoba points, though most of the dealers from Calgary east to Winnipeg report their yards full and that they cannot handle any more stock until that at present on hand begins to move. Of course, there are always more or less numerous orders for immediate delivery of special dimensions, and small lots of special or choice lots of lumber. The reports reaching here from Manitoba of the unusually large cut in the Rainy River district do not disturb the confidence of our local lumbermen, as they feel certain that however large the production of the Manitoba mills may be it will be more than offset by the increased demand consequent upon the influx of new settlers, trainloads of whom are already arriving daily at Winnipeg.

Foreign shipments for February from the mills of the Victoria Lumbering and Manufacturing Company, at Chemainus, were as follows:

Str. Khyber, for Freemantle, 1,665,319 feet, value, \$19,275.

Ship Admiral Tergethoff for Antofagasta, 709,901 feet, value, \$8,259.

Str. Longship and Bkt. James Johnson for Shanghai, were loading on March 1.

The Russo-Jap war has had a damaging effect upon shipments from Vancouver Island, and the Pacific Coast generally, as the ports of Port Arthur, Dalny and Vladivostok are closed to commerce and several cargoes to those points have been cancelled. At the same time the mill men do not anticipate any lasting or very serious injury to their business on account of the war. They expect that a continuation of the struggle for supremacy in Korea and Manchuria will inevitably result in an increased demand for lumber to replace bridges, buildings, etc., injured or destroyed in the course of hostilities. One effect of the war has been a general advance in ocean freights which shipping men are inclined to think are likely to go higher.

### RETALIATIVE MEASURES.

As noted in last month's letter some of the local lumber dealers have been doing considerable business in the United States, filling orders for certain special grades of mill stuffs, and this trade has been gradually increasing as the excellence of the British Columbia woods become more generally known in the Eastern markets. Now, however, a quietus has been given to this particular branch of the industry through an order issued from Washington imposing an import duty of \$7.50 per thousand on Canadian manufactured lumber. This astounding example of retaliatory legislation has so far escaped the notice of the daily newspapers, but there is no doubt of its having been put in force as the writer was shown a letter yesterday, written by the manager of a large concern in the States to a local lumber firm, cancelling a contract of considerable magnitude. This latest sample of the United States' friendship to Canada is evidently the Republican idea of "getting even" because British Columbia and Ontario have had the presumption to put a stop to the denudation of their forests by United States citizens without any substantial benefit accruing to the people of those Provinces. Although the imposition of this prohibitive duty will hit a few of our local dealers pretty hard it will not affect the lumber business of the Province generally. Those who will feel it the most keenly will be the United States firms who were forced to move their manufacturing plants from Michigan to Ontario in consequence of the Provincial tax on the exportation of logs. It will shut them out effectually from the United States market, and no doubt when they realize to the full its significance they will raise a storm of protest which may move the powers at Washington to modify or repeal the obnoxious new clause of the United States tariff.

The Yreka Copper Company, operating the Comstock group on Quatsino Sound, has installed a saw mill on the property to supply the timbers, props and general lumber for its mines. This mill will also prove a great convenience to the settlers, fishermen, prospectors and others in that portion of Vancouver Island.

The Tye Copper Company, of Mount Sicker, has also installed a saw mill on its property, which will eventually pay for itself in the saving of the heavy transportation charges in getting lumber up to the mine.

Victoria, B. C., March 14.—The United States consul here tells me that a tax of \$5.50 per 1,000 feet has been imposed on British Columbia rough or manufactured lumber under section 194 of the Dingley Tariff Act, which gives the Secretary of the Treasury discretionary power to increase duty in special cases where it can be shown that any foreign country is imposing what might be considered an unjust tax upon material exported from such country to the United States. This duty now imposed is in direct retaliation to the recently enacted amendment to the British Columbia Land Act.

(Our correspondent has been misinformed as to the exact nature of the order issued from Washington. The increased duty is applicable only to British Columbia lumber, the order not in any way affecting the industry in Ontario or other sections of the Dominion.—ED.)

Vernon, B. C., March 3, 1904.—The lumber trade in the valley looks particularly bright for this time of year, and although last year's consumption was considered good, the prospect for this year's local trade is considerably brighter.

As good land is in great demand in the valley several of the large ranch owners have placed upon the market large tracts of valuable land surrounding Vernon, which is being cut up into small holdings, and this has been a long felt want in settling the valley. Numerous parties have availed themselves of this advantage, and as nearly all contemplate building, the retail lumber business has very bright prospects.

The Okanagan Lumber Company, of Enderby, have given their mill, which they purchased from Mr. S. C. Smith, of Vernon, a thorough overhauling, and intend increasing their cutting capacity from 30 to 60 M. daily, and are awaiting the arrival of their new machinery, which they expect to have in operation some time in April or May. They contemplate having in the neighborhood of 8,000,000 feet of logs in their boom for the season's cut, and judging from the quality of the logs they are getting out, which are chiefly fir and white pine, their output should find ready market in the Territories and in the East.

The Vernon Saw, Planing and Moulding Mills have purchased considerable clear and factory stock cedar from Coast firms for the manufacture of sash and doors, etc., and as their demand has been greater than they could supply, they have placed an order for a Sander, Chain Mortiser, Automatic Feed Rip and Band Resaw.

The above firms have purchased from Messrs. Young & Martin, of Armstrong, the entire cut of their portable mill, near Otter Lake, estimated at 500,000 feet. They have also had several inquiries in the past few days from the Territories re the price of lumber.

The building operations on the Lord Aberdeen estate, situated five miles from Vernon, has been so extensive that they have established a mill of their own to cut sufficient lumber for their requirements.

Messrs. Johnson & Carswell, who have several limits on Long Lake, two miles from Vernon, have placed an order for a portable mill with a Winnipeg firm, which machinery they expect in the course of a few days. They have 400,000 feet in their boom at present, and intend getting out logs the balance of the summer.

The Kelowna Saw Mills Company, besides supplying lumber to the different points on Okanagan Lake have gone extensively into the manufacturing of fruit boxes to supply the demand around Kelowna.

Nelson, March 3.—Lumber and timber matters generally have been rather quiet in the Kootenays so far this year waiting for the spring business to open up, when it is expected that last year's record will be easily passed. Just at present it is hard to say what the estimated cut will be, but it is safe to assume that it will greatly exceed last year's.

J. B. Henderson, of the Canadian Timber and Sawmills Company of Trout Lake, has been busy rushing in the final lot of machinery for the plant and he expects by April to have the mill in running order. Mr. Henderson, who is a representative and progressive mill man, feels very strongly on the one-sided position Canadian mill men are placed in in competition with their Yankee rivals. "For nine months in the year," said Mr. Henderson to your correspondent last week, "the Ameri-

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can mill men can run their plants 10 hours a day and find a ready market for all their output in their own country, where their tariff amply protects them. They can then keep all their staff and employees together and run on for the balance of the year and send their product over here easily underselling us in our own market for the time being. We can not invade their territory but for a portion of the year they can use Canada as a slaughter market very profitably and to our great detriment. I am naturally a free trader, but under existing circumstances I would like at least to see fair trade arrangements in force here in our lumber business, and at present we certainly don't get a fair show. I do not expect that as a result of the Western men's deputation to Ottawa that we will be put on an equal footing with our American rivals at this coming session of parliament, but justice cannot long be denied us. Practically we Western men are obliged to buy American machinery and have to pay a duty of 25 per cent for all we purchase. We have in addition to pay higher wages all round, and all our supplies cost us more than they do our business rivals in the States. As matters stand now we cannot keep our plants running the year round, and for a time we are obliged to let our skilled staff of men go off, and every mill man knows well what a loss that means in a year's business, to say nothing of the worry in getting a new staff together again. Our American friends, by working in the way I have described, have a great pull over us, and I think a very unfair one so far as our Government is concerned. We are most certainly entitled to tariff protection. No one who at all understands our real position doubts it. It is purely a matter of business and not politics."

An interesting law suit was tried in this city during the end of last month before Chief Justice Hunter and a jury, when the Lamb Lumber Company, of Minneapolis, sued the Revelstoke Lumber Company under a written contract made by the latter company to deliver to the former 500,000 feet of "first clear" lumber in rough grading of cedar and spruce or pine, with the provision that the Revelstoke company were not to be liable if they were unable to carry out the agreement through "loss of logs in boom, fire destroying mill, breakage of machinery and other like causes." The evidence showed that the agreement in question was made on the 12th February, 1902, and in May following the defendants alleged that they not only lost their cut, all their logs or a great portion of them going down the river through the boom breaking. A correspondence between the parties ensued, in which the Revelstoke company declared their contract was broken and denied all liability. The suit was then brought. The letters in the case did not uphold the defendants' contention, but rather showed that they had originally entirely over estimated the extent of "first clear" in their season's cut and sought to get clear of the contract in consequence, and it was proved in addition that the greatly increased price of lumber in the Northwest Territories, which happened at the time, induced them to send the best of their lumber there in place of to the plaintiffs. The jury finally brought in a verdict in favor of the Lamb Company for \$2,250, and the plaintiffs were awarded their costs in addition. A good deal of importance was attached to the trial, as it has frequently been asserted that British Columbia contracts were no good, and that Americans could not succeed in obtaining a verdict in British Columbia under them. The case was bitterly fought out and caused a good deal of comment among the local lumbermen.

There is a fair promise of a marked revival all through the silver-lead mining districts this summer, owing to the increased price of silver, the lead bounty granted by the Dominion Government and for other causes, while the indications all agree in showing that the gold-copper mines will also have a record run this year, and in consequence the home market in this section of the Province for mine timbers, and for lumber for the increased building operations that are safe to follow "good times," will be largely increased. Local lumbermen unite in saying that the outlook is in every way favorable to the Kootenays, while the market in the Territories shows no signs of loosening.

#### ACTIVITY IN THE NORTHWEST.

Calgary, March 8.—Increased activity has been very noticeable this past week or two in the trade here. All dealers are preparing for a big rush, which is bound to occur when really good building weather arrives. Men in the business all declare that 1903 was the best season ever experi-

enced in the Territories, but believe that this year will far exceed that of the year previous in the amount of business done.

Because of the expectation that 1904 will be a banner year, the trade in Calgary are all making every preparation to handle a large increase in business. Van Wart & Co. have increased their yard to double its previous capacity. Your correspondent was informed that the Eau Claire Lumber Co. have arranged to cut more than ever before. Cushing Bros., who operate a sash and door factory, have announced their intention of increasing the capacity of their establishment to double its present capacity.

Even with this increase in Cushing Bros.' mill, other lumber dealers do not think that the demand for doors and sashes will be satisfied. As a result of these beliefs, there is talk of the formation of a new company to go into the sash and door business. This new project has strong financial men backing it, and the paid up capital stock is to be \$30,000. "We are only forming this new company," said one of the men interested, "because we fear building may be retarded this summer by the inability of contractors to get all the stuff they need. It is to our interests to aid the building contractors all we can. Last year we were obliged to get a large number of doors and sashes from the coast, owing to the local mill being unable to supply the demand. The increase in Mr. Cushing's mill will help some, but we see splendid prospects ahead for another mill, and intend to go ahead with one."

This coming season will be the greatest one in the building line the Territories have ever experienced. The inquiries made from outside points are away above the usual. The mills of Northern Alberta will not be able to supply anything like the demand in their vicinities. Lumber is already being shipped to the north from here.

More than half a million dollars in building will be spent in Calgary before the year is half over, providing the contractors get along with the work in the time limits set. Many large buildings will go up in this city, such as a large school, a new C.P.R. depot, car shops, two new bank buildings, four or five business blocks, a sanitarium, possibly a palatial city hall, and a number of residences both large and small.

Building operations have been carried on in Calgary all winter, and with the exception of fifteen or twenty days, men in the outside trades have been at work. There is a slight let up until the frost leaves the ground, when the sound of the carpenter's saw and hammer and the stonemason's chisel and mallet will be heard on every hand. And outside places, consistent with their size will be just as busy. There is not a town or village in the entire Northwest that is not growing. So many new settlers and business people are coming in that the demand for houses and stores is away above the supply. As an illustration of this it might be said that one of the firms burned out in the Norman block fire has secured an old building, which has been used for years as a carpenter's shop, and are turning it into a store to be used until the block is rebuilt.

#### NO ADVANCE IN PRICES.

Many people feared that there might be an advance in lumber this spring, but the dealers here declare that there will no rise. "We sell lumber cheaper than in many places in the Territories," was the remark of a dealer. He said that at one place east of here on the main line of the C. P. R. they sold lumber at \$26 a thousand which can be purchased here for \$20 a thousand. "And they only pay a dollar more freight," he concluded.

An interesting meeting is expected at Calgary on March 15th, when the western branch of the Western Retail Lumbermen's Association, will convene. Many questions of considerable interest to the trade will be discussed. Some resolutions may be framed for presentation at the general meeting of the Western Retailers to be held at Winnipeg on March 23rd. A large attendance of dealers in this district is expected at the meeting here next week.

The announcement of the sale of the Wetas-kiwin Sash and Door factory by A. T. Peuck to a joint stock company, of which E. T. Jacobs is the president, and J. A. Deihl is manager, is made.

Winnipeg, March 5.—The indications are that the lumber trade in this city and the Province of Manitoba will be brisker than ever before. Last season building to the value of something over \$5,000,000 was done in the city of Winnipeg alone, and the contractors feel that this record will be exceeded this summer. Building Inspec-

tor Rogers has prepared his first report of this year, and it speaks most encouragingly of the prospects of the coming season. The months of January and February are the slack ones, so far as building is concerned, and the tradesmen in that line always look for a protracted lay-off during that period. This winter, however, permits for buildings amounting in value to \$145,300 were taken out, and the lumber dealers and contractors have shared winter prosperity accordingly. The increase in business indicated by the above promises well for the future, and the local lumber men are preparing for a heavy trade during the summer. If the permits for buildings increase in number for the rest of the year in proportion to that of the first two months of the year, the value of the buildings to be erected here will aggregate over \$18,000,000. The magnitude of building transactions on that scale will mean that the local lumber dealers will have to carry heavier stocks than ever before, and the sources of supply will be taxed to keep up with the demand. The classes of structures now proposed are warehouses principally, and as wood enters largely into their construction the consumption of lumber will be great. All over the city there will be a large number of residences to be built, and in the outlying districts these will all be of wood. A prominent lumberman, in discussing the prospects, said that the only circumstance likely to interfere with a very successful prospective season would be the lack of transportation facilities to get the lumber from the mills of the city. He believed that there would be no shortage in manufactured supply, but he feared that the facilities for hauling the Canadian supply would be inadequate to this immense increase in demand.

#### Does Not Help Trade.

The American invasion of the Canadian Northwest does not tend to help the lumber trade as much as might be expected by an outsider who is not acquainted with the business. It has been the experience of those engaged in the retail lumber trade here that the sections of country rapidly settled by American immigrants within the past three years has not materially increased the amount of lumber sold to those districts where they have settled. The majority of them come to Canada with some funds, but they never consider that its investment in buildings is a paying venture, and they almost invariably erect sod houses for man and beast, preferring to keep their money for the improvement of their land-holdings. This state of affairs lasts only a few years, however, and the ultimate result will no doubt help the lumber as well as all other trades.

The foreign element, which is becoming so marked in the West, is much more enterprising than the Americans in the way of buildings. They want a wooden house of some kind before they are long on their land, and as soon as they start in the raising of stock they house it most carefully. The settlers who come from the older parts of Ontario are also good patrons of the lumber yards. They have been accustomed to living in a fairly good house at home and cannot endure any hardship along that line in their new surroundings either. There will be a big inrush of this class of settlers during the coming summer, and business will benefit accordingly.

#### Employ More Men.

From now on the lumber camps in the west will commence to break up, and the men will go mainly to the railroads for employment during the summer season. The local agents who employ this class of labor sent out their final contingent about a week ago. During the season about 6,000 men are sent out from Winnipeg, being about 2,000 more than during the previous season. One reason of this increase was that the Pigeon River Lumber Company, which had previously engaged its men in Ontario, took them from the west this winter as the wages were very high in the Eastern Province. The commencement of operations by the Red Deer Company near Erwood also had the effect of making more employment for the jacks and will increase the western output of lumber considerably.

The loggers state that as a rule the class of help in the camps has been of a better quality than heretofore. Most of the good men came from Eastern Canada as harvest hands and had experience in the woods before, and were therefore very valuable as compared with the foreigners who usually offered themselves in the Manitoba districts. As an example of the improvement in the grade of help it is but necessary to state that in the camp of A. R. Mann, with 100 men less than

last season, over 25,000 more ties than last year were taken out. This camp is located in the Port Arthur district.

#### C. P. R. Officially Silent.

So far no official announcement has been made by William Whyte, second vice-president of the C. P. R., in regard to a decision on the matters which were brought to his notice recently by the Western lumber manufacturers regarding the suggestion that the road should lower its freight rates rather than throw all the blame of high prices of lumber in the Canadian west on the shoulders of the dealers and manufacturers. At present Mr. Whyte is in Montreal, and may have something to say on his return. F. W. Peters, assistant traffic manager of the C. P. R., made some announcements in Vancouver recently which are generally taken to convey the idea of the company on the matter and which indicated that there will be no change in the policy of the road toward the lumber industry.

Ex-Mayor Arbutnot of this city, whose lumber offices were badly damaged by fire, has had the place rebuilt and is running order again.

The Imperial Elevator Company, which, in addition to its grain business, has extensive lumber yards throughout the west, is suing one of its foremen on the charge of failing to account for certain sums of money which it is claimed were misappropriated by this employee.

Isaac Cockburn, secretary of the Retail Lumber Dealers' Association of Western Canada, is busy preparing the reports for the annual meeting of the Association, which is being held here this month. Mr. Cockburn says that while the demand for lumber through the West will be greater than ever before, the supply will be adequate and settlers coming into the country need fear no shortage if they are within reach of a railway station in Manitoba and the Territories.

#### WEATHER RETARDS TRADE.

Toronto, March 5.—Trade conditions here may be fairly summed up in the slang phrase, "nothin' doin'." There is absolutely no movement of heavy freight on the branch lines of the railway, owing to the continuance of the snow blockades in all directions, and local business is almost at a standstill by reason of the severity of the weather, rendering building operations and all out door work impossible. The prospects continue good for an active demand as soon as the spring is fairly open, and it is altogether probable that the only drawback to a busy season, namely, strikes and labor disputes, will be satisfactorily averted by timely settlements and agreements covering the year. Such arrangements have already been effected in some branches of the building trade, and it is confidently anticipated that others will follow. A shortage of brick may possibly retard operations in the earlier part of the season before this year's supplies are obtainable, but the delay if any, is not likely to be serious.

There is a steady demand for box lumber and the lower grades of pine, and prices are stiffly maintained. The stocks carried by some factories are approaching exhaustion and under present conditions shipments from the mills is an impossibility until the winter breaks. There are large quantities at several points ready to be forwarded to this market as soon as the railways can move the accumulated freight. Prices for hardwood are somewhat higher than last season, owing to a falling off in the output. Dry birch is much in demand, with a decidedly upward tendency in rates.

#### A GREAT REVENUE PRODUCER.

Lumbering questions and the timber policy of the Government have as usual furnished one of the stock subjects for discussion in the Ontario Legislature. The high prices obtained at the December timber sale have certainly done something to restore the waning prestige of the Ross administration and offset the Gamey scandal and the Sault Ste. Marie fiasco. The extension of the forestry reserve system may also be fairly placed to their credit. In his "budget speech," as it is fashionable to call it, following British precedent, Premier Ross waxed eloquent over the large contributions to the revenue from the timber resources of the Province. Thanks to the timber sale, he said, the revenue of 1903 was the largest in the history of the Province, amounting to \$5,466,683. Of this \$2,459,110 came from Crown lands, including \$3,129,203 from the timber sale. The opposition replied with the familiar criticism, the

force of which has been somewhat dulled by repetition, that the Government was not entitled to any particular credit for disposing of the public assets, and that all money realizing from this source instead of being treated as current revenue, ought to be regarded as capital and invested so as to produce future income. But for party spirit the sound, practical common sense of this view would long since have been recognized. The Government have certainly displayed much prudence and forethought in securing to the public so large a share of the value of our natural resources, but they ought to anticipate the day when this source of income will at least be largely diminished.

On the 18th ult. Hon. E. J. Davis, Commissioner of Crown Lands, formally announced the setting apart of the new forest reserve in the Algoma district referred to in my last letter, which will be known as the Mississauga forest reserve. This brings the total area of the territory set apart under the Forest Reserve Act up to about 9,000 square miles. In disposing of the mature timber on these reserves it is proposed to offer it for sale at so much per 1,000 feet on the stump, only such trees to be cut as are designated by officials of the Department. Regulations governing the cutting and disposal of this timber in accordance with forestry principles are now in course of preparation.

#### ESTIMATED OUTPUT FOR 1904.

The report of the Crown Lands Department, showing the cut of timber during the season of 1902-3 shows a large increase over the previous year in the production of saw logs and boom timber, but a falling off amounting to 40 per cent. in the output of square timber. During the last three years the figures were as follows: 1900-01—Sawlogs and boom timber, 636,444,848 feet b. m.; square timber, 1,755,881 cubic feet. 1901-02—Sawlogs and boom timber, 659,365,623 feet; square timber, 1,468,756 cubic feet. 1902-03—Sawlogs and boom timber, 785,968,481 feet; square timber, 806,777 cubic feet. An estimate is given of the output of the present season as follows: Saw logs and dimension timber, 750,000,000 feet; square, 1,300,000 cubic feet. Taking into consideration the continued severity of the weather during the first two months of the year this estimate is probably considerably over the mark. The largely decreased output in the Georgian Bay district, however, may be in some measure offset by the heavy increase in the cut of the Rainy River district, where there has been great activity in lumbering operations this season. The weather conditions have been much more favorable for logging than further east, and cutting has been carried on on a large scale, more especially in the neighborhood of Rainy Lake. Extra trains are now running on the Canadian Northern between Rainy River to forward the increased lumber output. As the lumber produced in this district finds a ready market in Manitoba and the West, extensive operations in this quarter will have little or no effect on the lumber market in older Ontario.

#### ANCHOR ICE ON THE OTTAWA RIVER.

Ottawa mill men at the Chaudiere have been greatly hampered in their operations this season by anchor ice, the accumulation of which has compelled them to suspend work owing to the lack of power. A number of the firms largely interested, including several power companies and the Bronson, J. R. Booth and E. B. Eddy companies, have combined to devise methods of overcoming the difficulty and to this end have secured the services of William and John Kennedy, the distinguished hydraulic engineers, of Montreal, to investigate local conditions and prepare a report. The movement may result in the formation of a big hydraulic company, including the present water lot holders, distributing power to each in proportion to their holdings in the joint undertaking.

The Malloch mill property in Arnprior, in the Ottawa Valley, operated for some years by J. and T. Gillies, and having a sawing capacity of about 60,000 feet per day, has been sold to the Ottawa Lumber Company, of Ottawa. The price is stated to be about \$20,000.

John Inksetter, lumberman and mill owner, of Dundas, Ont., has made an assignment to John Hunter. His liabilities are heavy.

#### A TEN PER CENT. ADVANCE.

Ottawa, March 5.—As far as the manufacturing end of the lumber business is concerned there has been little doing in the Ottawa district since

the New Year. Snow blockades have made the handling of lumber in the yards and on the railways almost an impossibility. However, it is expected that with the opening of spring, things will improve in this direction. The most important announcement has been that of an advance of ten per cent. in board lumber, covering, of course, the 1904 cut. This is significant, following the similar advance made earlier on deals and square and waney timber for the English market. As a matter of fact, practically all the 1901 cut at the mills of the Ottawa district is in second hands and sold at the advance referred to. The reason given by Mr. J. R. Booth, the lumber king, and others, for the advance, are the increased cost of labor and provisions in the woods, and the anticipated shortage in the log cut. This is figured at at least ten per cent. shortage of labor early in the season and deep snow later on being the responsible factors.

#### BRITISH COLUMBIA'S OPPORTUNITY.

This advance in the price of Ontario and Quebec white pine lumber, and the fact that all the 1904 mill cut has been contracted for, should not be lost sight of in British Columbia lumber circles. It means that at least for another year the Eastern lumber market will hold firm, and the advance in price of white pine also enhances the chances of British Columbia lumber improving its hold in the East.

Of course, the question of freight rates proves a great handicap on the Pacific Province. An authority in lumber circles, whose views can be accepted as reliable and disinterested, informed the writer that Georgia pine and cypress, and other southern wood, are coming into competition in the Eastern market with the British Columbia woods. The American article has a big advantage in the matter of transportation rates. It is brought to Montreal and Quebec by water in cargo lots and from these centers distributed by rail. The Georgia article is used in construction work as well as for flooring, ceiling and other interior jobs. It is five or six years since the Georgia stock was first introduced into the Canadian market, but it is only lately that any determined effort has been made to buck against the British Columbia dimension stuff with it. In lengths up to 40 feet the Georgia pine can be used, but in lengths beyond that the Pacific province article has the field to itself. A lot of the Georgia stock is being introduced to the Eastern Canada trade in the quarter cut edged or grained flooring. While cheaper the American wood is not quite as satisfactory, however, as the British Columbia stock, as it is marred with "gum spots."

Southern cypress is also coming into competition in the Eastern Canada market with British Columbia cedar and fir. It is cheaper, and probably for this, as much as any other reason, is preferred for factory purposes, car building, etc.

However, despite the increased cost on account of the high freight rates, the British Columbia woods are meeting with increased favor in Eastern shipbuilding circles. The Pacific Province fir is now used almost exclusively by the Ottawa River Transportation and Ottawa Forwarding Company in the repairing and building of freighters and barges. It is found to be stronger and more durable than Eastern white pine. Its chief virtue, however, is in its power to withstand the effects of water. This is the second year in which the British Columbia woods have been used in Eastern shipbuilding yards.

#### GOVERNMENT WORKS.

The Dominion Government, through its local agent, Mr. P. C. McGillivray, has placed an order with the Brunette Saw Mill Company, of New Westminster, for dimension timbers to be used in repairing and replacing locks in the Rideau canal. Mr. McGillivray reports business quiet during the winter, but states that there will be a marked activity following the resumption of construction work on a large scale by the Government and other corporations.

An attempt is being made to introduce British Columbia woods in clear lines, stocks and sidings, board measure 10 to 16 feet in length, into the Eastern market. It should take this year with the shortage there will be in native white pine lumber in first hands. It is found, however, that the Pacific woods are rather too hard and brittle as compared with Eastern white pine, and hence are not so good, especially for factory purposes.

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**B. C. SHINGLES IN THE EAST.**

British Columbia shingles are not selling very well at present in the Eastern market, as prices are unsettled. However, they are getting a good hold, and if the demands of the trade are kept in mind, this hold should strengthen. There has been a substantial advance in the prices of shingles of Eastern manufacturers, a fact that stands in favor of the Western article.

**A WARNING.**

In this connection it might be well, with no desire to dictate, to point out to British Columbia shingle men, the grave mistake they are making, a mistake that is telling against their product in the East. The Western saw mill men are cutting their own throats by pushing a No. 2 shingle on the Eastern market instead of the No. 1 line. The No. 2 shingle does not come up to Eastern expectations or requirements, and hence there is a prejudice in some quarters against the entire Pacific province output. Some dealers with elastic consciences represent the No. 2 British Columbia shingle to their customers as the No. 1 article. This breeds nothing but dissatisfaction and is strengthening prejudice against the Pacific shingle that the best article does not deserve, a prejudice that is telling against it in the campaign of conquest in the Eastern market.

What is wanted down here is the No. 1 British Columbia shingle, for there is plenty of the inferior grade to be had close at hand. This is a point that must be heeded by the British Columbia mill men if they ever expect to catch and hold the Eastern market. They can do this by sending out of the No. 1 shingle, and only the No. 1, no other need apply.

A few weeks ago a fat stock building in course of erection on the Ottawa fair grounds collapsed. In it were used several 70-foot British Columbia dimension timbers. It may be satisfactory to the British Columbia circles to learn, however, that the blame for the collapse of the building was laid on faulty construction, not any inherent weakness in the British Columbia timbers.

**WHAT WILL THE GOVERNMENT DO.**

Here at the seat of Parliament it is difficult to say whether or not the Government will accede to the request of the British Columbia mill owners, and place an import duty on lumber shipped into Canada. The matter of a request for such a duty is now in the hands of the Canadian Manufacturers' Association, and will likely come up at this session of Parliament. However, it would be better if the British Columbia mill owners would send East a small but strong deputation with full power to represent and promote their views. Of course, Eastern mill owners are not troubled to the same extent as their Western confreres with this American lumber invasion, but they are nevertheless, with few exceptions in favor of the imposition of a duty. Senator Edwards, the well known free trade champion and head of the lumber firm of W. C. Edwards & Co., is probably the lone opponent.

According to Government returns the value of log exports from Canada last year increased from \$47,000,000 to \$50,000,000.

The director of the Bureau of Forestry for the Ontario Government, stated recently that there are ten billion feet of white pine standing on the Crown lands of the Province. This will yield the Provincial treasury \$75,000,000 in bonuses and \$20,000,000 in dues, nearly \$100,000,000 altogether.

**ROBBING THE GOVERNMENT.**

The Quebec Colonization Committee appointed to inquire into the relations between the settlers and lumber firms has held several sessions lately. In evidence the fact was brought out that the Provincial Government and the lumber firms have been defrauded by the so-called settlers. These parties avail themselves of the Provincial law to settle on timber limits, not, however, as they are supposed to, to clear a farm but simply to cut off the timber. The timber is afterwards sold to the small mills. The system has been worked so extensively that the commissioners are satisfied that the scheme to steal the timber is a well planned one. Evidence before the Commission was given by all the leading lumber operators. It is likely the Commission will recommend to the Quebec Government that colonization be forbidden on forest lands not arable, and that these forest lands be set apart as reserves. By systematic protection from fire, preservation of the younger

growth, and the adoption of modern ideas in timber cutting, it is expected the future of the Province's forest wealth will be assured.

A French lumber agent was in Ottawa recently arranging for the shipment of Canadian lumber direct to the French market. As matters now stand it is handled through the British firms. No definite arrangements were made.

**REDUCING WAGES IN LOGGING CAMPS.**

Seattle, Wash., March 4.—The big logging camps adjacent to the Sound are slowly waking up and beginning preparations for this season's operations. Some have already commenced in sections where favorable conditions exist, but the snow and lack of men have so far prevented many camps from opening up. The Loggers' Association recently decided to cut the wages of all skilled and unskilled help about 12 per cent. This action has caused considerable dissatisfaction among the men, and many refuse to return to the camps even after an enforced idleness of two months. All the camps in the State have been closed since the holidays. The few camps in operation at present are working under difficulties, as the men are leaving continually and heading for the larger cities, where they propose to remain until the lack of funds compel them to return to the camps.

The coming summer promises to become very active in the counties tributary to Hood's Canal and also in Clarke county. The Hood's Canal country was logged some 20 years ago, but in a very careless and irregular manner. In those days the logging operations were carried on in a very primitive fashion, and only first class logs near the water's edge were removed. Large companies with first-class outfits are now coming into the field, and logging railroads are pushing their way into the untouched forests below the Olympic mountains. The Simpson Logging Company operates a number of camps near Potlatch and employs at present about 200 men. The Riverside Company has completed several miles of logging road at Holly and employs 75 men. A new company, the Izett Lumber & Transportation Company, will put in a camp at Brinnon. A railroad will tap a large belt of timber at that place. Another company has acquired a large amount of stumpage near Quilcene and will cut up its own logs. The Washington Mill Company is buying stumpage at various points near Seabeck, and rumor has it that a mill will be put at that place in the near future. In addition, about twelve or fourteen smaller logging outfits are operating at different places along the canal.

In Clarke county, along the Columbia river, the Weyerhaeuser Timber Company is building logging railroads in every direction. It is here the forest fires of two years ago killed so much timber, and it will be removed and cut up at the company's own mills in Everett and Tacoma as speedily as possible.

**MILLS HAVE NEW MARKETS.**

While the local demand for lumber has fallen off somewhat during the past year, the mills have not been seriously affected. The Pacific Coast Lumber Manufacturers' Association is gaining eastern territory from year to year. A petition for a forty-cent rate to Missouri river points has been forwarded to the transcontinental railroads having an outlet on the Sound. This course has become absolutely necessary, as, owing to the great increase in the cutting capacity of the mills, of the northwest, the present limited territory is totally inadequate for consuming the product that usually goes to the East. The cargo trade while increasing each year, has reached its limits, and the fact remains that the mill capacity of the northwest is far greater than the cargo and rail markets can consume. Unless a new outlet can be found and the surplus taken care of, the coming season will compel many small mills to shut down. Statistics are now being prepared showing that the forty-cent rate is an absolute necessity, if this section shall still remain prosperous. In addition, the millmen will show that the tremendous waste in milling and logging operations, as now practiced, will be materially lessened by the granting of a forty-cent rate, since much material now worthless may then be manufactured into a marketable product.

On February 2 the Great Northern Railroad announced reduced rates on lumber, poles and mill products from the Sound to points in Nebraska which makes a cut from one-half to eight cents per 100 pounds. The new tariff also quotes reduced rates to new points in that State.

Seattle lumbermen, in addition to capturing the California markets, are also seeking to get a foothold in Alaska, where the prospects for a large and profitable field in the near future are unusually bright. Fred Stimson, one of the directors of the Alaska Central Railroad and also owner of the largest shingle mill on the Sound and one of the largest lumber mills in the State, has determined to open a series of lumber yards along the line of the Alaska Central. The road in question will traverse an immensely rich and fertile section of southern Alaska, and it is believed that as the railroad progresses a vast army of homeseekers, business men and miners will come in and build up the territory thus opened up. A great deal of lumber will therefore be needed to build up the towns that will spring up along the line. Mr. Stimson has calculated to fill this demand. In a few days Wm. M. Sauer, for seven years past with the Stetson-Post Mill Company of this city, will leave for Seward, Alaska, where the first lumber yard will be established. About the time that Mr. Sauer leaves a shipment of 700,000 feet of various grades of lumber will be shipped to Alaska to stock the Seward yard. Mr. Sauer will, as soon as this yard is installed, proceed to open yards at Kayak, Lake Kanai and other points along the railroad line.

**BUREAU OF FORESTRY.**

It is significant of the times to note the efforts being made by the large timber owners of the State to introduce more economical methods in logging and forest management. The Weyerhaeusers and the Northern Pacific Railroad have both signified their willingness to try forestry, as advocated by the Government. Frederick Weyerhaeuser has signed an agreement with the Bureau of Forestry by which the Bureau agrees to prepare working plans for the conservative management of about 1,300,000 acres of the company's property in Washington. The Northern Pacific has also requested the Bureau to prepare plans for its enormous holdings in this State and in Idaho. The expenses will be borne by the applicants.

Howard Elliott, president of the Northern Pacific, writes the Bureau as follows:

"The Northern Pacific Railway Company is a large holder of timber lands in the Northwestern states, which are now being logged from in more or less irregular methods. Realizing the increasing scarcity of timber, and the probability of a more economical use of forest tracts which we have, and understanding that your foresters lend assistance to landholders in the way of making surveys and plans for economical forest management, I would ask whether it would be possible for the Bureau of Forestry to make surveys and plans for this company, looking towards the forest management of its tracts."

The coming summer promises to be a very active one in the building line, as far as Seattle is concerned. During the last eight months but little new work has been inaugurated, but a change is imminent. Plans for some ten or twelve large wholesale and office structures are now let or being figured, and home-building will probably also be resumed as soon as the weather becomes settled. The Seattle mills should be kept fairly busy on local orders this summer, but unfortunately competition has driven many of the smaller country mills to enter the Seattle market and compete for the more profitable business to be found here. In Tacoma the local demand is on the increase and that together with the heavy cargo shipments from that port promises that city a fairly prosperous year.

**OPERATIONS QUIET BUT HOPEFUL.**

Chicago, March 9.—Although this city is situated on one of the Great Lakes, navigation is closed from November to April, and the railroads are the sole dependence of the shippers during the closed season. The greater number and the greatest of lumber yards of Chicago are situated along the river, as most of the lumber arriving here from the mills comes by boat. Wholesalers are doing some selling to jobbers and retailers are getting ready for the season's operations.

**Iroquois Fire Causes Remodeling of Buildings.**

Up to the time of the Iroquois theatre fire the laws that were not enforced in this city would fill a large book, but since that catastrophe there has been a remodeling and changing and building new work in stores, offices, schools, churches, places of amusement and residences. The carpenter has had more work than usual this winter.

The Russo-Japanese war will bring business to the lumbermen and farmers of America. The price of wheat is close to the dollar mark now, and if it should remain there until after the marketing of the next crop it spells prosperity.

#### In Winter's Icy Grip.

It is reported that a field of solid ice extends from Duluth for fifty miles into Lake Superior. Lake Michigan is full of ice and navigation will very likely open later than usual. In this event the amount of lumber shipped from the north by boat during the coming season will be greatly reduced, though there is every indication of more extensive building operations in and around Chicago for 1904 than during 1903.

"It is an ill wind that blows nobody good." The Baltimore, the Madison, the Ashtabula, and many other fires have brought business to the lumbermen.

#### Lumbermen's Annual Excursion.

One hundred and twenty-five Indiana lumber dealers went to New Orleans on their annual winter excursion February 18. Six coaches were char-

#### An Erroneous Impression.

Chicago lumber merchants who have expressed opinions on the proposition made by British Columbians that Canada tax lumber imported from the United States, say that Canadians are not likely to favor such a law, as it would add just that much to the cost of the lumber they need and must buy from the United States.

During February 1,714 deeds were recorded in Cook County, involving a valuation of \$7,031,013

#### Skyscrapers.

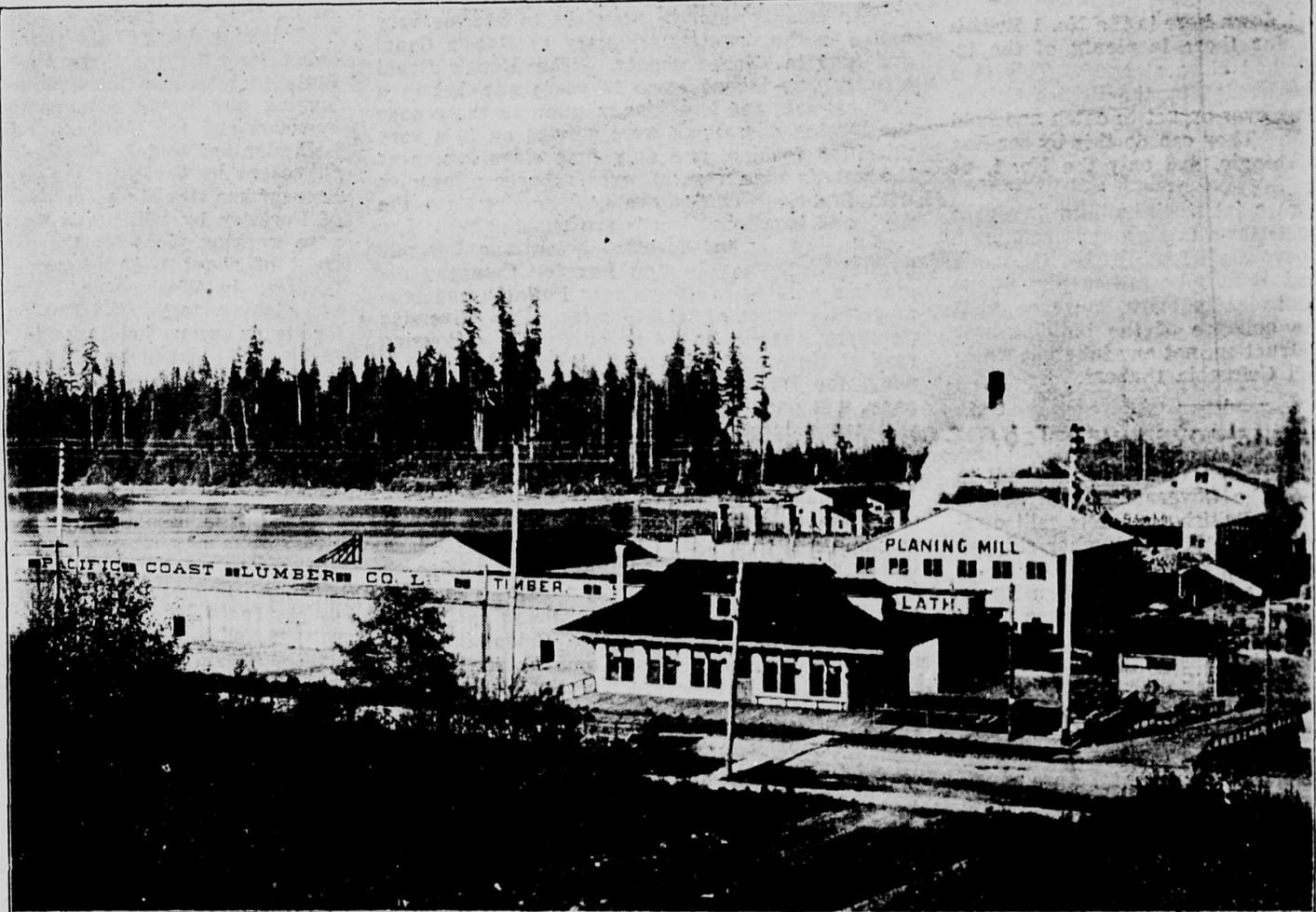
The "skyscrapers" of Chicago are built of steel, stone, brick and tile, and with very little wood used, but the factories, warehouses and workshops are made of brick walls and "mill" construction. Notwithstanding the increased use of iron and steel buildings in use, the use of lumber has not diminished but has increased in proportion with other materials.

Extensive docks are to be constructed along the north branch of the Chicago river. Nearly a million feet of timber will be used. Orders for 150,000, 400,000, 500,000 and 1,000,000 feet of lumber await the lowest responsible bidders.

## Vancouver & Vicinity

Mr. J. D. Sinclair, late of Blue Mountain, near Collingwood, Ont., has leased the lumber mill of the B. C. Box and Lumber Company, of False Creek, Vancouver, B. C., and is executing extensive repairs and making several additions to the plant. He will commence active operations before the first of next month, and has completed arrangements for a regular supply of cedar and fir logs. Mr. Sinclair will make a specialty of high grade edge grain cedar.

Captain McSpadden, of Vancouver, B. C., Building Inspector, announces that the total of permits issued in February, 1904, was \$138,620, as against \$69,127 for the same month last year, or nearly double. This phenomenal increase is the more marked when it is noted that no permits for large buildings were issued during the month, and a much better class of houses are being built. Now a \$1,500 house is being put up where in the early days a \$1,000 was erected. Better material is go-



PACIFIC COAST LUMBER COMPANY'S MILL, VANCOUVER, B. C.

tered for the trip. The route was through Louisville, Nashville, Chattanooga, Atlanta, Macon, Savannah, Jacksonville, Pensacola, New Orleans, Pass Christian, Mobile and Montgomery.

Manufacturers of yellow pine lumber are trying to get together on the price question.

#### Chicago Building Permits.

Chicago building permits are being called for at the average rate of 100 per week, the cost ranging from less than \$1,000 to \$200,000.

Receipts of lumber in Chicago last week, 19,000,000 feet; shipments 14,000,000 feet; shingles, 5,000,000, shipments, 7,000,000.

#### Jobbing the Price Lists.

The owners of the Arkansas yellow pine mills are accused of selling lumber on the August, November or January list, according to the way they feel at the time of sale. Manufacturers and dealers must "get together" if they desire to win in these days of close organization.

The latest Chicago lumber corporation is the Pine Forest Lumber Company, which has purchased large quantities of hardwoods and hemlock in Michigan and in the South.

The second number of the first volume of the British Columbia Lumberman is a splendid piece of work in every respect and is creditable to the editor, the printer and the pressman. "May it flourish like a green bay tree," and "may its shadow never grow less."

#### BOOM BUSTED.

A boom of logs, containing some 350,000 feet, was lost in a gale while in transit from San Juan to Blaine. The loss is estimated at about \$3,000, covered by insurance.

#### TENDERS FOR TIMBER LIMITS.

Sealed tenders are being called for by W. S. Gore, Deputy Commissioner of Lands and Works, Victoria, B. C., and will be received up to noon of Wednesday, 23rd March, 1904, from any person who may desire to obtain a lease under the provisions of section 42 of the "Land Act," for the purpose of cutting timber herefrom of a timber limit situated at Heyden Lake, Loughborough Inlet, known as lots 441, 442, 443, 444, 445 and 446, range 1, Coast District, containing in the aggregate 3,535 acres. The competitor offering the highest cash bonus will be entitled to a lease of the limits for a term of twenty-one years.

ing into the houses and better work is being done.

#### PACIFIC COAST LUMBER COMPANY, LTD.

Our illustration shows a view of the mills at Vancouver, B. C., owned and operated by the Pacific Coast Lumber Company, Limited, of which Mr. J. G. Scott is vice-president and general manager.

The mill is situated on Coal Harbor, to the west of Vancouver Harbor. The saw mill occupies the east side of the Company's property and is 60x300 feet, two stories in height. The big log haul-up is of the Wm. Hamilton Company pattern, is composed of 1 1/4-inch chain with cast steel brackets fastened at intervals thereon, and is capable of handling the largest logs with the greatest ease. The mill is equipped with two 10-foot band saws, one on either side of the log deck, from which both of the carriages may take logs, although one side of the mill is more properly intended to act as the re-sawing side. Both of the bands and carriages were made by Clark Brothers, of Belmont, N. Y. The heavy side is equipped with a Simonson log turner, by means of which the heaviest as well as the smallest logs are loaded on to the carriage or turned as easily and lightly as if they were hop poles. Both car-

riages are driven by Cunningham twin steam feeds. Transfer chains convey the "cants" from the heavy side of the mill over to the re-saw carriage, and further down the mill additional transfer chains convey the sawn lumber from either side of the mill to the centre, where the powerful Hamilton edger is placed, and live rollers carry the heavier timbers on out to the timber delivery end of the mill.

The planing mill is about 100 feet from the saw mill and is 72x120 feet, two stories high. It is equipped throughout with wood-working tools made by the Berlin Machine Works, Beloit, Wis., and is a model in every respect. The ground floor is given to flooring machines, moulders, lumber trimming devices, a six-inch re-saw and a 60-inch double drum sander, the latter machine being the first of its kind in the province, and with it the company will sand-finish their flooring, ceiling and such inside finish as can be sanded. This will be a boon to builders and contractors, as it will do away with the necessity for the expensive and laborious work of hand dressing and sand-papering of interior finish.

The shingle mill is an entirely separate plant and occupies a building about 200 feet west of the saw mill, and is a good sized industry in itself. In the log end of the mill are a heavy log haul-up rig, a powerful drag saw, built to special order by the Albion Iron Works, Vancouver, a power bolter, two knee bolters, a shingle bolt conveyor, and a cut-off rig. Either logs or shingle bolts are used. From this end the blocks are conveyed upstairs to the shingle machines, which were made by the Schaake Machine Works, of New Westminster.

More than ordinary care has been given to the boiler house, which is 52x80 feet, situated midway between the saw and shingle mills, with a clear space of 60 feet on each side. This building is composed of as non-combustible material as possible, the sides and roof being covered with heavy corrugated iron and the floor being a heavy bed of concrete, while underneath the whole of the boilers a complete circulation of air is provided by means of rows of six-inch drain tiles, set in concrete. A battery of eight boilers has been installed, each being 16 feet long and 66 inches in diameter.

The saw mill is driven by a pair of 24x30 vertical engines the planing mill by a pair of 14x20 horizontal engines, and the shingle mill by a 14x24 vertical engine, all being set up on concrete pier foundations. For the purpose of lighting the whole plant, a 750-light direct current dynamo, made by the Canadian General Electric Company, has been installed. This machine is driven by a 12x12 Robb engine, and both arc and incandescent lights are used.

The Standard Dry Kiln Company furnished the equipments for the dry kilns. There are six rooms in all, with space provided for addition of more should requirements demand enlarging. In the construction of the dry kiln buildings the greatest care has been exercised to make them as nearly non-combustible as possible. The walls and ceiling are lined with a plaster composed of cement, asbestos, lime and sand, the roof being covered with felt and gravel. Live steam pipes are carried into each room for fire extinguishing purposes, and all steam pipes have been well protected from wood contact.

# The Rat Portage Lumber Co'y, Limited

VANCOUVER BRANCH

TELEPHONE NO. 354

P. O. BOX 778

MANUFACTURERS OF

## FIR, CEDAR AND SPRUCE

Building Material of all Kinds Delivered Promptly. Hardwood in Car Lots.

MILL AND OFFICES:  
SOUTH GRANVILLE STREET BRIDGE

VANCOUVER, B. C.

## CLIMAX MANUFACTURING CO., CORRY, PA.

BUILDERS OF

### Geared Locomotives and Logging Cars.

Built on Modern Locomotive Principles

For Wood and Steel Track Where Great Tractive Power and Flexibility are Required,  
Especially on Steep Grades and Sharp Curves. Write for Catalogue and Prices.

D. M. MILLER, Agent - - - 64 Starr-Boyd Building, Seattle, Wash.

## THE WHEELER, OSGOOD COMPANY

TACOMA, - - WASHINGTON

.. MOULDINGS .. **DOORS** COLUMNS, SASH

We are equipped to make  
1200 doors per day

With a proportionate amount  
of other mill work

We are prepared to make  
prompt shipments



## KING OF THE RIVER

This is the finest loggers' boot made in the world today. It is a hand-made boot throughout, and nothing but the very best French calfskin used. . . Made in 8, 10 and 14-inch leg. All we charge you is

**\$6.00**

Per Pair

Sold every-  
where for \$7.50

Mail Orders Promptly Attended to

## Johnston's Big Shoe House

Hastings St., Vancouver; Columbia St., New Westminster

### Vancouver and Vicinity—cont'd

Mr. John W. Coburn, a well known Ladysmith lumberman, was a visitor to Vancouver this month.

The Pacific Pipe Company is pushing the construction of its works in Vancouver, and expect to be ready for business by the first of next month.

The shingle mill of Woods & Spicer, after being closed down for the last two months, has resumed operations, with excellent prospects for a good business.

Mr. J. S. Emerson, of this city, is one of the few loggers not affected by the recent amendments to the Land Act, in the matter of exporting logs to the Sound. His camps are all busy, and he has demand for more logs than he can supply.

Mr. J. F. Foss, a wholesale lumber dealer of Winnipeg, paid us a visit last week. He reports the outlook of the lumber business in Manitoba and the Northwest as excellent. Mr. Foss is visiting Vancouver for the purpose of meeting the lumber manufacturers of the coast, and incidentally to make arrangements for his supply for the coming season.

Mr. G. W. Dulany, Jr., vice-president of the Mentz Lumber Company, of Minneapolis, made us a friendly call a few days ago. Mr. Dulany makes Vancouver his first visit and is looking into the lumber situation on the coast with the view of possibly doing business with B. C. shingles in his section of the country.

F. W. Peters, assistant freight traffic manager of the C. P. R., western lines, visited the coast this month and has had several interviews with representatives of the lumber industry. On his return east on the 8th inst. he was to meet a delegation of the Mountain Lumbermen's Association at Revelstoke, to talk over freight rates and other matters with them.

At a recent meeting of the Hastings Shingle Mill Company, the erection of a large mill at Moodyville was decided upon, the work to be started immediately. The new mill will be modern in every respect, and will be devoted entirely to turning out high-class cedar lumber. In addition to this, a large expenditure will be made in the improvement and enlargement of the flume near Moodyville. This mill will replace the company's No. 1 mill recently destroyed by fire.

The Rat Portage Lumber Company, of this city, although working full time, has found time to instal a new 125-h.p. boiler, built by the N.

Thompson Company, and is putting in a double cut band resaw and carriage. "Business," says the manager, Mr. George Campbell, "is good, and we are running to our full capacity. Rail shipments are steadily improving. The outlook is bright."

The Vancouver Sash and Door Factory, after being closed down for three weeks, resumed business again about the first of this month. A new boiler, supplied by the Vancouver Engineering Works, has been installed, together with a new Corliss engine and a set of sash and door machines of the latest improved pattern. By the installation of these the company expects to double its capacity.

Mr. H. L. Jenkins of Minneapolis, Minn., owner of the Ross-McLaren mills at Sapperton, passed through Vancouver last week. He is not yet prepared to state his intentions regarding the commencement of operations at the Ross-McLaren mills, but there is reason to believe that in the course of a few months the mill and machinery will be thoroughly overhauled and repaired and work commenced before midsummer.

The Vancouver Dry Dock & Shipbuilding Company, Limited, through its president, Mr. N. Thompson, has asked the Vancouver city council to submit a by-law to the ratepayers authorizing the corporation to subscribe for stock to the extent of \$100,000 at par, payable in city debentures. Considering that a dangerous precedent would be established in complying with this company's request, the council declined to grant the aid asked, commending the promoters, however, for the enterprise shown.

Rumor has it that a mill, to cost in the neighborhood of \$200,000, is to be built in or near Vancouver by men representing Winnipeg and Vancouver capital. This mill, it is also said, will compete directly for local and Northwest trade, and will not be governed by either the B. C. Lumber and Shingle Manufacturers' Association or the Western Retail Lumber Association. It will be time to say something more about this enterprise when it has become a factor in British Columbia lumber affairs.

The A. J. Burton Saw Works, of Vancouver has been organized. The provisional directors are A. J. Burton, H. Wilkinson, J. A. Willett, Geo. Hinton and E. W. McLean. Mr. Burton recently had a letter from the well-known saw manufacturers, W. Jessop Company, Toronto, stating that his action in starting a saw factory here was a wise one, and that no less than two or three other firms had been going to start in British Columbia, but the decision of Mr. Burton had headed them off.

Mr. J. C. McGoldrick, of the McGoldrick Lumber Company, of Minneapolis, Minn., spent a few days on the Coast last week. From him we learn that a large mill will be erected near Nelson, B. C., by himself and associates, and that construction has already commenced, but the mill will not be in operation before the beginning of next season. He was visiting this section to thoroughly familiarize himself with the lumber conditions of the coast. The new company about to be incorporated will most probably be known as the Imperial Lumber Company, Ltd.

Mr. S. A. Mundy, of Bradford, McKean county, Pennsylvania, accompanied by Mr. H. Y. Telfer, of Collingwood, Ont., paid us a visit last week. These gentlemen have been making a tour of inspection of large tracts of timber owned by the Eagle Lumber Company, Inc., of Pennsylvania, in the Yale and West Kootenay districts. It is more than probable that if conditions continue favorable during the next few years a large company will be organized in British Columbia to manufacture lumber from their extensive limits, part of which are tributary to the main line of the Canadian Pacific Railway on Eagle river and Shuswap lake.

### B. C. MILLS T. T. CO.

February Shipments from Hastings.

	Feet.	Value
Str. Aorangi, Feb. 5—Sydney	120,857	\$2,818 00
Str. Aorangi, Feb. 5—Suva	17,208	362 00
Str. Tydeus—Japan	196,741	4,704 00
Ship Adolph—Iquique	1,369,442	14,560 00
Bk. Linlithgowshire loading for Freemantle.		

### LOGGING OUTFIT SOLD.

Apropos of the legal battle of Christie vs. Fraser over the timber limits on Guilford Island, we are informed that Mr. J. S. Emerson, of Vancouver, B. C., has purchased from the Erie Lumber Company, the defendant in that suit, the complete logging outfit and supplies situated on the property, valued at \$12,000.

### ERRATUM.

In the advertisement of Messrs. McLennan & McFeely in our February issue a typographical error occurs, which we now take the opportunity to correct. This should have read "a plant for cutting straight grained bands," and not "culling" as it appeared. The machine referred to is made to cut only a specially high grade material which is only used in the manufacture of shingle bands.

### LUMBER FLUME.

A flume has recently been completed on the Capilano river, opposite Vancouver, for the conveyance of shingle bolts from the limits of J. C. Kieth and associates on that side of Burrard Inlet. The flume runs from the waterworks dam, through the woods to the first canyon, whence the bolts float of their own accord to the boom at the mouth of the river. The new flume is a great factor in economy in the cost of getting the shingle bolts to salt water.

### A TESTIMONIAL.

As an evidence of the standing of British Columbia manufactured lumber in the East, it might be mentioned that a gentleman from the Eastern States recently visited some of the mills in Vancouver, thence he went over to Puget Sound. Since his return home to Boston he has placed considerably better than a carload order of finished lumber with the Pacific Coast Company, of this city, stating that for first-class stuff he could get nothing on the Sound equal to what was turned out by Vancouver mills.

### MARINE RAILWAYS.

By the recent incorporation of the Vancouver Dry Dock Company by N. Thompson & Co., impetus seems to have been given to this particular branch of the shipping business. Recent reports state that Colin F. Jackson & Co. has a similar project in view, while A. Wallace, of False Creek, will commence and push to completion his marine ways, which, when finished, will be capable of handling vessels up to 1,200 tons. The Vancouver Shipyard, Limited, on Coal Harbor, is increasing the capacity of its marine railway to accommodate vessels up to 200 tons.

### SMELTING WORKS.

The Syracuse Smelting Works, of Montreal, P. Q., intend opening a branch office in Vancouver which will be under the management of Mr. J. A. Martin. A very large business has been built up in this Province by this firm, so much so, in fact, that the company is seriously contemplating the building of a branch factory in or near Vancouver.

The Syracuse Smelting works are manufacturers of the famous "non-frictionable babbitt metal" and other well known brands of metal, and the head office and factory is in New York, with branch factories in Montreal and Seattle, Wash.

### A TANNERY TO BE BUILT.

It is said that a site has been secured for the erection of a tannery at the mouth of Capilano Creek, on the north side of Burrard Inlet, Vancouver, B. C., by a local firm representing English capitalists.

The Vancouver firm which gives out the information states that the promoters are able to say definitely that the tannery will be built. For the past year experiments have been carried on with British Columbia hides and British Columbia hemlock bark is equally as good as the California oak bark used for tanning. British Columbia hides are said to be superior to any on the Coast. Thousands of dollars worth of them are exported to California every year. They are unusually thick and finish up well.

The establishment of this enterprise will give employment to a large number of men, and it is contemplated that the export trade from the products of the business will run close upon half a million a year.

## Provincial Information

Lumbering operations in Southeast Kootenay have been very active during the winter months.

The Abbotsford Lumber Company has added to its plant a new logging donkey. The mill is running full time again.

According to the Wilmer Outcrop, the lumber business in the Windermere district is taking quite a boom and more mills are talked off.

The winter in the Interior has been an ideal one for lumber men, and nearly every mill has its supply of logs drawn in ready for the season's cut.

A fire did considerable damage to the Nanaimo sawmill, owned by Mr. Andrew Haslam, last month, which necessitated closing down for some days.

J. M. Dale has sold his logging camp and outfits in Lillooet, on the Fraser river, to Mr. Trethewey, and has returned to his old post at Port Hammond.

The Marysville Lumber Company has completed its logging operations for the winter, and are now said to have 4,000,000 feet ready for the season's cut.

Mr. C. E. Sands, late of the Vancouver Daily Ledger, has accepted the position of business manager of the Hazlemere Lumber Company, of Hazlemere, B. C.

Taking advantage of the snow and ice, Messrs. Brett and Patterson have landed a good supply of logs at the Elk Creek saw mill near Cheam on the Fraser River.

A new and improved gangsaw plant, similar to the plant of their Beaver mill, is being installed by the Columbia River Lumber Company at Kault. The capacity will be about 75,000 feet per day.

The Ontario & Slocan Lumber Company, of Slocan City, have secured a contract for supplying 500,000 feet of lumber for the new flume and concentrator of the Monitor mine to be built next spring at Three Forks, B. C.

The Canadian Timber and Saw Mills Company, of Trout Lake, B. C., are adding new machinery to their plant. Mr. J. B. Henderson, the company's manager, is now at Duluth, Minn., superintending the loading of the order.

The Crow's Nest Lumber Company have established a camp on St. Mary's river, and during the past three months have cut over 3,000,000 feet of logs. In addition they are purchasing from ranchers another 1,000,000 feet at least.

According to local report the Columbia River Lumber Company, of Beaver, B. C., are this season securing an exceptionally high grade of logs and are making good progress in hauling them over the snow, the load averaging 4,000 feet.

W. McKissock has completed the construction of the tug Yale at his yard at Nakusp, B. C., for Yale Columbia Lumber Company, of that place. The N. Thompson Company, of Vancouver, B. C., were the makers of the machinery for the new tug.

Andrew Sigalet, of Mabel Lake, has taken a contract to supply two million feet of logs to the Okanagan Lumber Company, of Enderby. It is understood that other residents of the Mabel Lake and Shuswap districts are also taking large contracts.

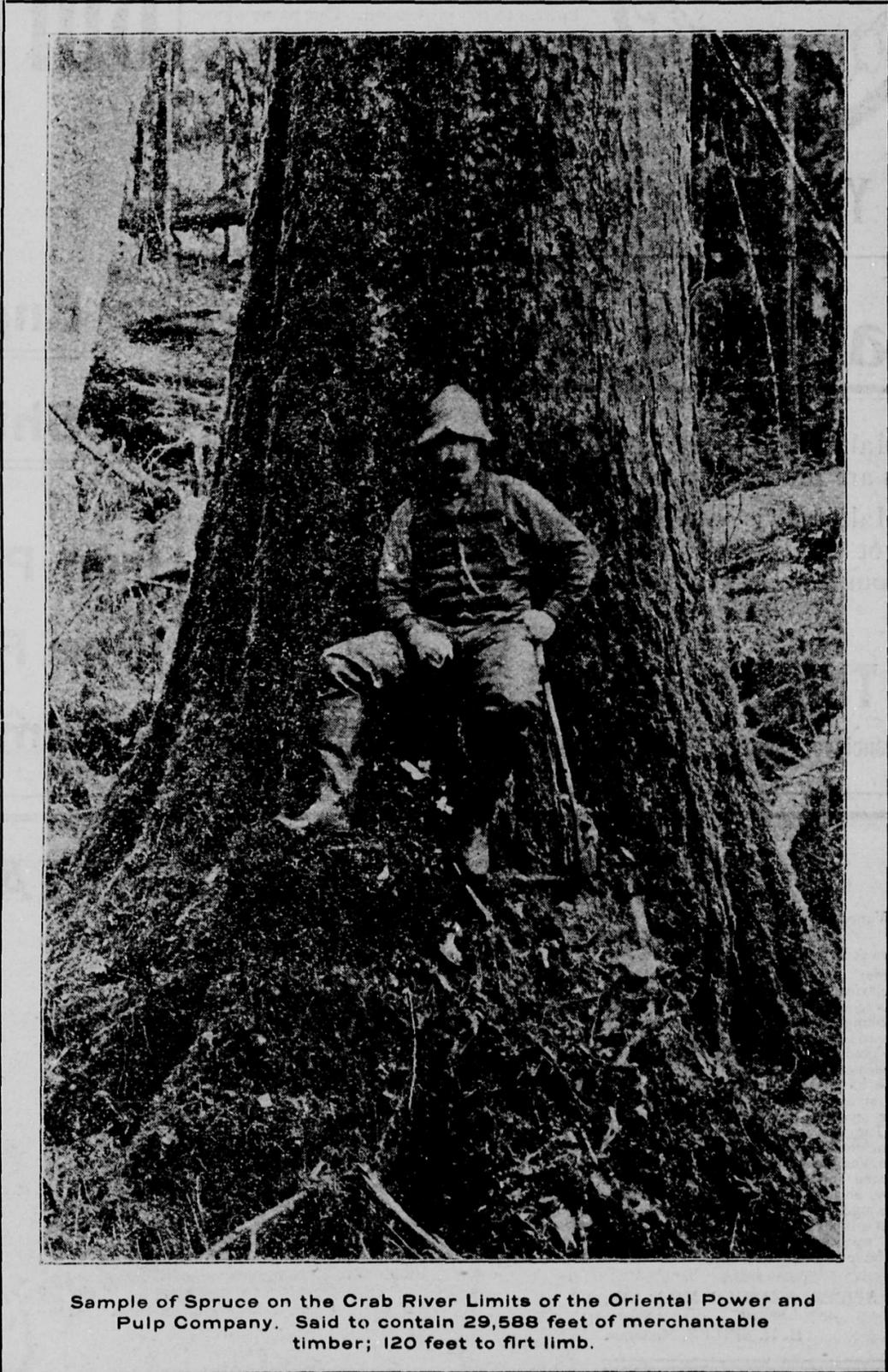
The Crow's Nest Pass Lumber Company, of Wardner, is now receiving its new machinery, the installation of which will bring the capacity up to 150,000 per day. The planing mill is equipped with five machines, and the platform arranged for the loading of 20 cars at a time. The company expects to cut about 20,000,000 this season, and will run the plant day and night.

M. McInnis has sold his timber limits below Elko to the Cranbrook Sash and Door Factory. The limits include 8,000 acres of fine timber, and the company proposes to erect a \$20,000 mill at once and start to cut lumber as soon as arrangements can be made.

Mr. Henry Kipp, of Chilliwack, who in 1876 planted some sugar maple trees, is now reaping the fruits of his labors. Towards the end of last month he tapped the trees, and his most sanguine

mill which is being erected. The company has several thousand logs on hand for the season's cut, and expects to be in operation by the middle of this month.

The Harbor Lumber Company will erect a saw mill near Camborne, B. C., to replace the one that was destroyed by the collapse of the building by the heavy snow fall last month. The new mill will in all probability be built on the bank of the Fish river, as the river can be used for the transport of



Sample of Spruce on the Crab River Limits of the Oriental Power and Pulp Company. Said to contain 29,588 feet of merchantable timber; 120 feet to first limb.

expectations are being realized. The syrup is of a golden hue, rich in taste and possesses a good body.

The Hardy Brothers have completed a contract for half a million feet of logs from the Kettle River Lumber Company, and they will be floated down the river in the spring to the company's mill at Grand Forks, B. C. The logs were cut on the North Fork of Kettle river, thirteen miles from that city.

The Big Bend Lumber Company's logging gang at McKay's ranch, on the Arrow Lakes, have put six million feet of logs into the Fish River. G. Lux & Sons, and Beaton & Hillman have put in a million each. It is estimated that about ten or twelve million feet of logs will float down the Fish river next summer.

The Wilmer Lumber Company, taking advantage of the snow, has hauled over from Galena a new boiler and machinery for the company's

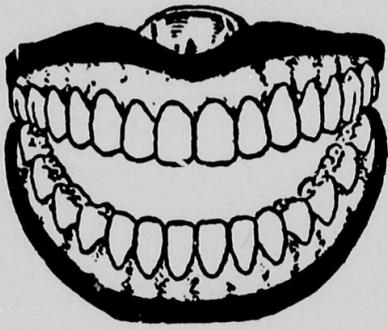
logs instead of hauling them, which was the costly method employed at the old mill, owing to its situation.

The Harbor Lumber Company, on Arrow Lake, has completed the construction of two large transfer barges, each 125 feet in length by 36 feet beam, and has under construction a tug for towing logs and lumber to and from the mill. The machinery for the tug is being supplied by the Polson Iron Works, of Toronto.

There is every indication that British Columbia's lumber resources will be adequately represented at the World's Fair at St. Louis. A splendid stick of spruce has just been prepared at the Royal City Mills of this city to the order of the Dominion Government. It is 48 inches wide, 16 feet long and three feet thick, and has not a single knot or blemish. The same mill has also prepared for the Government a spruce log, six feet in diameter and seven feet in length, and a fir log of similar dimensions.

**PAINLESS DENTISTRY.**

Teeth extracted and filled absolutely without pain by our late scientific method. These are the only Dental Parlors in Vancouver that have the patent appliances and ingredients to extract, fill and apply gold crowns and porcelain crowns, undetectable



from natural teeth, and warranted for ten years, without the least particle of pain. Gold crowns and teeth without plates, gold filling and all other dental work done painlessly and by specialists.

We are making a Specialty of Gold Crown and bridge work; the most beautiful, painless and durable of dental work known to the profession. Our name alone will be a guarantee that your work will be of the best. We have a specialist in each department. We will tell you in advance exactly what your work will cost by free examination. Give us a call and you will find we do exactly as we advertise.

**New York Dental Parlors,** 147 HASTINGS STREET, E.  
VANCOUVER, B. C.

**Malthoid Roofing** MADE IN CALIFORNIA

Malthoid Roofing is made in California, where the materials are produced from which the best roofings are made.

Malthoid is weather and water-proof, fire-resisting, will not crack, expand or contract, neither will it sweat or run from heat. The lowest priced good roofing made.

*Send for Booklet and Samples.*

**THE PARAFFINE PAINT CO.,**

San Francisco, Seattle, Portland, Los Angeles, and Denver, Colorado.

# Boyd, Burns & Co.,

## VANCOUVER, B. C.

**Engineering Supplies****Ship Chandlery . . . .**

**Iron Pipe, Valves, Belting,  
Pipe Fittings, Wood Pulleys,  
Steam Packing, Wire Rope.**

**SHINGLE MILL MACHINERY.**

Vancouver, B. C.,

January 29th, 1902.

Mr. Frank L. Johnson, Sapperton, B. C.

Dear Sir:

Replying to your enquiry of a few days ago, as to how we liked the Improved "Johnson" Shingle Machine which we recently purchased from the Schaake Machine Works, we are glad to be able to state that we are much pleased with it.

We have had experience with a good many styles of Shingle Machines, and in our opinion this one is the best of all. The two important points in which this machine excels all others is the style of friction, and the method of driving the carriage, the former being very simple and positive, and the latter improvements making the machine work very smooth and easy, without any jar or jerk.

If we were building another mill we would have no other kind of machine.

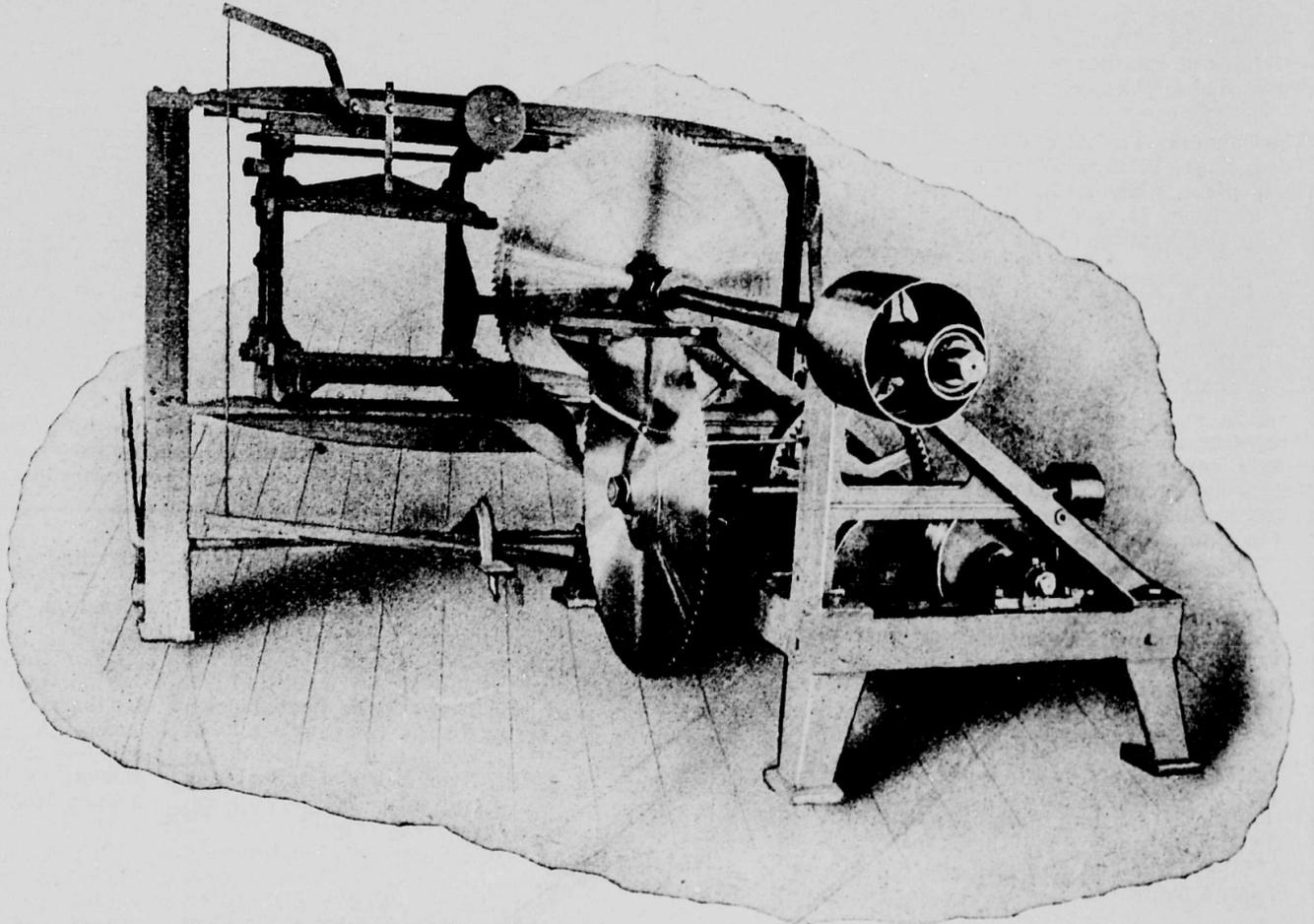
Yours truly,

THE SPICER SHINGLE MILL CO.,  
Limited.

H. H. SPICER, Manager.

**Drag Saw Machines, Jack Works,  
Log Haul-Ups, Log Haul-Up Chains,  
Combined Log Dog Grip and Stops,  
Friction Log Dog Grip Hoists,  
Knee Bolters, Bolt Cutting Machines,  
Swing Saw Cutting-off Machines,  
Shingle Packers,  
Dried Shingle Presses,  
Shafting, Hangers, Bearings, Pulleys,  
Pulley Flanges, Shaft Collars,  
Shaft Couplings, Engines, Boilers,  
Conveyor Chains, Etc. Etc., Etc., Etc.**

Look into the merits and prices of our machinery before placing your orders



"JOHNSON'S" IMPROVED UPRIGHT SHINGLE MACHINE.

**THE SCHAAKE MACHINE WORKS,** NEW WESTMINSTER,  
British Columbia

Messrs. McKinnon & Ferguson agents for the Oriental Power & Pulp Company, of Swanson Bay, states that the entire output of the mills to be erected at Swanson Bay has been contracted for. It is contemplated that the erection of the mill will be completed early this summer, and before fall regular shipments of paper will be made.

Active building operations are in progress at Harrison on the site of the big lumber mill of the Harrison River Lumber Company, which was burned down some time ago. The new mill will be larger than the old one. The foundation is about completed, and as soon as finer weather prevails work will be rushed on the superstructure.

A mill is being erected on Malcolm Island, B. C., by Kalevan, Kansa & Co., of the Finnish Colony. The capacity will be about 25,000 feet per day, and there is a sufficient local demand to keep the mill, when completed, running to its full limit. Planing mill machinery was purchased from Columbia Company's mill at Victoria, B. C.

Messrs. R. W. Wood and A. B. Trite, of Fernie, B. C., bought the timber and mill property of the Hayes Lumber Company at Elkmouth. The price of the property is in the neighborhood of \$26,000. The business will be conducted under the name of the Elkmouth Lumber Company. Mr. Wardrop, of Sparwood, has been engaged as manager, and no time will be lost in putting the business on as sound a basis as money and ability can put it.

The Kamloops Sawmill has changed hands, the new owners being a concern in which the Hon. G. E. Foster, G. W. Fowler, M. P., G. McCormick, M. P., and Wm. Irwin hold large interests. The same company have recently acquired other mill and lumber interests in the Okanagan districts and other points, and the purchase of the Kamloops saw mill gives them control of a considerable amount of the lumber trade in the Interior. The Kamloops saw mill was owned by the Ashcroft Water and Electric Improvement Company. The property includes in addition to the mill at Kamloops, B. C., logging camps, timber interests on Shuswap Lake, etc. Mr. G. W. Fowler will have the management of the saw mill, which will for the next month or so, however, be run by the present management. The new owners are heavily interested in the lumber business in other parts of the Dominion.

**TENDERS RECEIVED.**

Tenders were received by the Chief Commissioner of Lands and Works, Victoria, B. C., on 2nd inst., for blocks of approximately 3,000 and 12,000 acres of timber lands in the Clayuquot district, Vancouver Island, but the names of the successful tenderers have not been made public at the time we go to press.

**TIMBER DUES.**

The British Columbia Government, hitherto a lenient landlord, begins to think that it has been taken advantage of. In consequence thereof, notices were sent out to all holders of timber licences delinquent upon stumpage and other dues, that the same must be paid on or before the 10th inst. When it is remembered that, according to statements furnished the Legislature when in session, the amount of nearly \$50,000 was due the Government in dues up to July last year, it is not to be wondered that some action was necessary to recover this amount or a large proportion of it. Although two or three properties have had some little worry over the Government's action, the notice has had the desired effect, and the Provincial treasury has been enriched thereby.

**BRITISH COLUMBIA INCORPORATIONS.**

Since the publication of our last issue the following incorporations have been gazetted and certificates issued:

The Vancouver Clear Cedar Mill Company, Limited, with a capital of \$25,000 in shares of \$10 each. To acquire and carry on the business at present being carried on at Vancouver, B. C., by A. B. Bettes, A. C. Davidson and H. Urquhart; object to conduct a general lumber business.

The A. J. Burton Saw Company, Limited, with a capital of \$75,000, divided into 750 shares of \$100 each; objects, to construct, equip, operate and otherwise carry on the business of saw manufacturers in all its branches.

The Pacific Coast Logging Company, Limited, with a capital of \$10,000, divided into 10,000 shares of \$1.00 each; objects: To acquire and take over the plant, machinery, horses, boats, scows, logging donkeys and lumbering equipment now owned and carried on by Nancy L. Higgins, of the City of Vancouver, in the Province of British Columbia, together with the good-will, assets, stock-in-trade and effects of all the logging camps of the said Nancy L. Higgins. To carry on the business of cutting and getting out logs and other timber, and manufacturing bolts and other timber products, and all other business incidental thereto.

**TIMBER LICENSES ISSUED.**

During the month of February 55 timber cutting licenses were issued; out of them 32 were for renewals. The new licenses issued are thus apportioned:

New Westminster district .....	3
West Kootenay district .....	4
Kamloops .....	3
Coast district .....	8
South East Kootenay district .....	5
Renewals .....	32
Total .....	55

For the same month 38 new applications for licenses were made, 22 of them coming from the Kootenays.

**FREIGHT RATES.**

Although various rumors have gone the rounds that the Canadian Pacific Railway Company has met the British Columbia mill men in their request for a reduction on freight rates from this Province to Northwest, the railway company, through Mr. Peters, assistant freight traffic manager, has offered a cut of ten cents upon rough cedar, spruce and hemlock, reducing these to the same rate as fir, which is 40 cents per one hundred pounds. Although at the present time the shipments of rough cedar, etc., make a very small proportion of the average shipments, it is more than likely that with the reduction offered, such stock will in future form larger proportions of the shipments to the Northwest, and will, in time, be a considerable gain to the mills in enabling them to sell much of this which was hitherto prohibited by the extra rate. "A half loaf is better than no bread," so the lumbermen have acceded to the offer, which, it is expected, will take effect at the near future.

**NEW LUMBER MILL AT HAZLEMERE, B. C.**

With the opening of spring renewed activity in the lumber industry is being displayed in this section of B. C. There are numerous logging and lumbering camps in the vicinity of Cloverdale, Hall's Prairie and Hazelmere, and also quite a number of small mills in operation. The shingle mill at Hall's Prairie, which has been shut down during the winter, is preparing to resume work in April, and the Hazelmere Lumber Company have just completed the erection of a mill for the manufacture of rough and dressed lumber, shingles, etc. The machinery for this mill was supplied by N. Thompson & Co., of Vancouver, B.C., and is of the latest and best design. The mill is situated right on the G. N. Railway track, about 18 miles from New Westminster and 2 3/4 from the boundary line. A switch has been placed in position connecting the mill with the railroad, and during the past few months some twenty men have been employed in swamping and road-making for the logging camp in connection with the mill. The manager of the new concern is Mr. Geo. M. Thrift, and as he and the company own the property on which the mill is built, as well as other large sections of well timbered land immediately adjoining, there is every reason to expect the mill to be a financial success. The plant and machinery so far have run into some \$4,000 or \$5,000, and the capacity of the mill is estimated at about 20,000 feet per day. The principal timber on the property is red and white fir, cedar and considerable spruce and curly maple. An expert opinion on the quality places it as remarkably clear and good. Mr. Geo. Thrift, who is the heaviest interested party in the venture, is the son of Mr. H. T. Thrift, well known throughout British Columbia as an old-timer and pioneer, and who, especially through his connection with the Settlers' Association, has done yeoman's work towards the opening up and settling of the farming and ranching lands of this and other sec-

tions of the Province. The Hazelmere Lumber Mill will be in full operation early in April.

**EAST OF THE CASCADES.**

**The Mountain Mills, Their Prospects and Capacity.**

The prospects and conditions of the lumber mills included in the membership of the Mountain Lumber Manufacturers' Association for the coming season are very encouraging, as several new mills are either now completed or will be ready by spring. In most cases this winter has been a fairly favorable one for logging, with the result that the operations have been extensive. The demand for lumber will be great but a prominent member of the Association stated that the supply would be larger than ever. Following is a list of the most important mills in the Mountain Lumber Association and their capacity per day:

	Feet.
Fernie Lumber Co., Fernie, B. C. ....	40,000
Peter McLaren's Mill, Blairmore .....	25,000
Elk Lumber & Mfg. Co. Fernie .....	35,000
Hayes Lumber Co., Elkmouth .....	20,000
East Kootenay Lumber Co., Jaffray, B.C. ....	30,000
Crow's Nest Pass Lum. Co., Wardner, present capacity 60,000 feet, to be increased this year to .....	120,000
Standard Lumber Co., Wyuck .....	35,000
East Kootenay Lumber Co., Cranbrook, two mills .....	55,000
Robinson-McKenzie Co., Cranbrook .....	35,000
King Mercantile Co., two mills .....	50,000
Cranbrook Sash and Door Co. ....	15,000
North Star Lumber Co. ....	40,000
Watts & Co. ....	20,000
Carruthers Lumber Co. ....	30,000
St. Mary's River Lumber Co., formerly the Laurie Lumber Co., Ltd., Marysville....	25,000
Marysville Lumber Co., Ltd. ....	25,000
Moyie Lumber Co., Moyie .....	50,000
East Kootenay Lumber Co., Ryan B.C. ....	40,000
Kootenay River Lumber Co., Nelson .....	30,000
Porto Rico Lumber Co., Nelson .....	30,000
Ontario & Slocan Lumber Co., Nelson....	50,000
J. B. Winlaw, Slocan .....	20,000

Cowan & Co., Trout Lake, making extensive changes and organizing new company. W. C. Wells Lumber Company, Palliser, between 25,000 and 30,000 feet.

Columbia River Lumber Company with mills at Golden, Kault, Beaver and Donald, estimated capacity, 200,000 feet.

Eauclaire & Bow River Lumber Co., Calgary, Alta., Big Bend Lumber Company and Arrowhead Lumber Company, will open mills at Arrowhead this spring with capacities of 75,000 feet each.

Kamloops Saw Mills Co., Kamloops, 60,000 feet.

Pingston Creek and Kettle River Companies are about to commence operations at Pingston Creek.

Besides the above there are Blue & Deschamps at Rossland, and the Shuswap & Shingle Mill and the Kootenay Shingle Company.

**AN EASTERN SUGGESTION.**

The Canada Lumberman suggests that, with a little more effort and perseverance the British Columbia manufacturer could market a larger quantity of lumber in the East. The scarcity of hardwood timber is becoming more pronounced each year and the 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" says the Lumberman, "be laid down in Ontario cheaper than the native ash, and as the supply is well nigh unlimited the consumers would no doubt be glad to adopt it were its characteristics more generally known."

The Wheeler, Osgood Co., of Tacoma, Washington, are getting out an entire new series of very handsome front doors. Their latest list, with attractive illustrations, is now out. The company has also instituted a department in their new plant for the manufacturing of staved up columns and a handsome illustrated list announces this departure also.

**DOMINION**

**A TEN PER CENT. PREFERENCE.**

Ottawa, Feb. 29.—A report from Canada's trade agent in West Australia says that the preference Australia will give Canada will likely be 10 per cent.

**IMMIGRANTS POURING IN.**

Winnipeg, Man., Feb. 27.—Preparations are under way by immigration officials to receive three thousand immigrants here next week. Six special trains will be required at St. John, N. B.

**NEW IMMIGRATION BUILDINGS.**

Commissioner Smith, of the Immigration Department, says that the new immigration building to be erected in Winnipeg this year will cost \$200,000. Immigration halls will also be erected at Regina, Craik and Davidson.

**BIG GRAIN ELEVATOR.**

Winnipeg, Feb. 21.—The Ogilvie Mills Company have let a contract for the construction of a new grain elevator at Fort William. It is to have a capacity of half a million bushels and to be completed by September 1.

**WINNIPEG NEWS.**

Winnipeg building permits for the year show an advance of a hundred thousand dollars over the same period of 1903. Forty permits have been issued to date for building to the extent of one hundred and forty thousand dollars.

**C. P. R. CONTRACT AWARDED.**

J. J. Nickson & Co., a well known contracting firm of Vancouver, has been awarded a million dollar contract by the Canadian Pacific Railway for digging an irrigation canal near Calgary. The work will be started in the spring and will take two years to complete. The canal is to be 20 miles long, 40 feet wide and about 32 deep. It will run across practically level prairie and parallel the C. P. R. Its water supply will be furnished by the Bow river, and the contract is supposed to be the initial step for the construction of 400 miles of canals proposed and mapped out by that company for carrying water to the great wheat lands adjacent to the railway in Alberta.

**RAIL SHIPMENTS FOR 1903.**

According to figures supplied us by the Canadian Pacific Railway Company for the past year, there were approximately 10,235 cars of lumber and shingles shipped from B. C. points on the main line from Vancouver to Laggan to the territories and provinces east, excluding points south of Arrowhead and the country adjacent to the Crow's Nest Pass lines. These figures are thus apportioned, ton equalling 2,000 lbs.:

	Tons.	
Lumber .....	146,500	
Shingles .....	51,100	
Mixed cars .....	7,100	
Total .....	204,700	

**C. P. R. SHIPMENTS.**

The shipments via the Canadian Pacific Railway from the State of Washington for the years 1903 and 1902 were as follows:

	Lum. Cars.		Shingle Cars	
	1903	1902	1903	1902
January .....	41	60	143	41
February .....	25	63	63	31
March .....	57	77	54	56
April .....	63	72	55	19
May .....	67	105	102	71
June .....	93	106	145	90
July .....	47	142	41	93
August .....	49	7	53	99
September .....	57	4	20	79
October .....	65	74	57	43
November .....	39	57	63	23
December .....	29	56	38	51
Total .....	632	823	834	696

F. M. Cook, of Colgate, North Dakota, is contemplating starting in the lumber business at some point in the Northwest Territories this coming season.

**NORTHWESTERN STATES**

The recent snowfall compelled 50 per cent. of the logging camps in Snohomish county to suspend operations temporarily.

During the year 1903 there were organized in the State of Washington 136 lumber companies, with a total capitalization of \$10,548,000.

The Butte Creek Prune Growers' Association, of Scott Mills, Ore., will put in a box factory as soon as the necessary machinery can be put in.

The Foster Lumber Company, Tacoma, Wash., contemplates the erection of a saw mill in the near future. F. W. Foster and F. E. Eastman compose the company.

The Lincoln Shingle Company, of Arlington, is installing five Dunbar machines. The capacity of the mill will be 150,000 daily. The improvements will cost \$4,000.

A new saw mill with a capacity of 50,000 feet daily, is to be built at La Grande at the head of Nesqually canyon, four miles from Eatonville. Attorney J. M. McMurray is back of the enterprise.

The Hackett Cold Storage Company, who has a large plant in course of construction at Commercial Point, will spend \$40,000 in building refrigerator cars at Bellingham. Fifty refrigerator cars will be built.

M. W. Garner sold his planing mill and stock of lumber at Dayton to the B. R. Lewis Lumber Company. The new owners will expend \$20,000 in the establishment of an up-to-date plant. A new yard will be established, buildings erected and new machinery added.

The new factory of the Wheeler, Osgood Company, Tacoma, Washington, has just completed the installation of a complete sprinkler system covering both floors of the main factory, the power house and all the kilns. This with the fire hydrants—scattered at close intervals about the entire plant—reduces their risk from fire to a minimum.

The Monarch Lumber Company, of Blaine, Wash., have a capacity of 100,000 feet in ten hours with a shingle capacity of 550,000 in ten hours. On December 2, the record was broken in their shingle mill, when 554,000 were cut. The fir and cedar logs cut in the mill come principally from British Columbia, and are towed from 25 to 75 miles. The company have a spruce camp located west of Victoria on Vancouver Island, making the tow 110 miles. It is the intention to cut spruce and cedar in the day run and cut fir at night. The company will furnish a cargo of 1,900,000 feet for South America. Lester David is president of the company.

The Weyerhaeuser Timber Company, of Tacoma, has entered into an arrangement with the Bureau of Forestry, for the handling of 1,300,000 acres of timber land in the State of Washington. The plan, as outlined, is to log the timber from the land, following it up immediately with reforestation under the direction of the Forestry Department. The Northern Pacific Railway Company are working in conjunction with the Weyerhaeuser company in carrying out the plan. The field work of the bureau will begin in the summer, and plans will be immediately adopted for the carrying on of logging operations on the lines suggested.

This is an important step in re-forestation and should be followed by others. The extra cost of logging would be more than compensated for by the increased value of the land, having a young growth of timber on it.

By this action of the Weyerhaeuser Timber Company the beginning of the end of the wasteful period has begun.

**LUMBER SHIP WRECKED.**

The Emma Rutter, owned by F. Gee, of San Francisco, from Gray's Harbor to San Francisco, was blown ashore in a gale early last month and became a total wreck. She had on board 360,000 feet of lumber.

**GENERAL—THE INDUSTRY**

**EUROPE'S CEDAR FORESTS.**

Several large forests of cedar trees in Europe have been totally consumed by the lead pencil industry, and the supply of wood for the manufacture of lead pencils is now practically exhausted in the old world.

**FOUR HUNDRED MILES OF TRACK TO BE BUILT.**

Montreal, March 7.—The Canadian Pacific Railway today decided to build nearly four hundred miles of track during the coming summer in the Northwest Territories. The Pheasant Hill branch will be extended for two hundred miles. Branches each twenty-five miles long will be built from the Calgary and Edmonton line, one starting from Wetaskiwin and the other from Lacombe. In addition the Arcola branch will be extended to Regina, a distance of 115 miles.

**A USEFUL SOUVENIR.**

The Pacific Coast Lumber Company, Limited, of Vancouver, B. C., have issued to their friends and customers a most conveniently arranged pocket lumber scale, which will be found of great service to those handling lumber. It is a veritable lightning calculator giving as it does the number of feet in boards of from 1x2 to 14x16 inches in lengths of from 10 to 24 feet. We fully appreciate the souvenir both from its utility and its artistic effect.

**SEASONED OR KILN DRIED.**

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 to 20 per cent. of water, wood that has been thoroughly kiln dried will, when exposed to the air under ordinary conditions, absorb 5 per cent of water in three days, and will continue to absorb it until 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.

**TIMBER COMMISSION.**

The members of the Quebec Colonization Commission recently returned from Maniwak. They left Hull and travelled by road through Dorion, Wright, Kensington and Aumond townships and have viewed a large extent of country in which valuable forest has been utterly destroyed by fire. They report that the roads though rough are passable as there is considerable traffic upon them. The report it will make to the Government will be presented at the next session. A recommendation will probably be made that the provincial lands fit for cultivation be set apart for colonization and the remainder held as a forest reserve. Upon the latter it will be possible to so regulate the annual cut of timber that the forest wealth of the country may be preserved perpetually. This would be done by cutting only the large matured trees and leaving those of younger growth to develop under the best conditions of moisture and sunlight. The matter of the drying up of the streams by the wholesale destruction of the forest is also a matter which the commission has had to consider, and in this respect the preservation of the timber growth over sufficiently proportionate area is the only remedy. The section of the report of the commission dealing with roads and railways has already been made.

**ANOTHER SELLING COMPANY.**

The Consolidated Lumber and Shingle Company is the name of a new selling agency formed by seven different lumber and shingle concerns and representing eight mills at Bellingham, Wash. The companies included are the Marietta, Neher-Ross, Whatcom County Washington, Winner, Banner and Arlington. The Banner Shingle Mill and the two mills operated by the Arlington Shingle Company are located in Skagit county. The capitalization is \$10,000, and all stock is owned by the individual stockholders of the list of mills given above. Guy H. Clark is the selling agent.

## THE FIRST CALL.

**A. J. Burton Saw Company is Now Ready to Commence Work.**

The A. J. Burton Saw Company, Limited, of Vancouver, B. C., has received its charter and the new company held its first meeting of directors on Friday evening, March 4th, at the company's office.

Mr. A. J. Burton was appointed managing director and Mr. Wilkinson secretary-treasurer.

The secretary has been instructed to give notice of the first call upon the shareholders, to the extent of \$25 per share upon the capital at present subscribed of over \$16,000. The amount is sufficient to equip the circular saw and shingle saw department, and instal the inserted teeth machines. The company will continue to issue stock at par until \$30,000 have been raised; this amount is necessary to equip the works with the large furnaces and grinding machines for the manufacture of band saws.

The directors desire to have the subscribed capital paid up as quickly as possible, so that the company can at an early date begin the installa-



## Patents



## PATENTS.

Messrs. McLean and McKam, of New Westminster, have just made application for Canadian and United States patents upon a new chiselled tooth saw which they have invented. Mr. McKam makes some great claims for the invention, full particulars of which may be given later in these columns.

## THE LOGGERS' RIVAL.

Our illustration shows the Redfield Pneumatic Logging Engine and Saw Frames at work in the forests of Shasta county, California. For the new device it is claimed that one of these saws will cut through a pine tree five feet in diameter in five minutes. When the trees have been felled two or more of these pneumatic saws are set to work cutting the trees into logs, and work that

ment; any inexperienced man or boy can be taught all there is to be learned about it in 15 minutes and although not liable to get out of order all the working parts are easy of access.

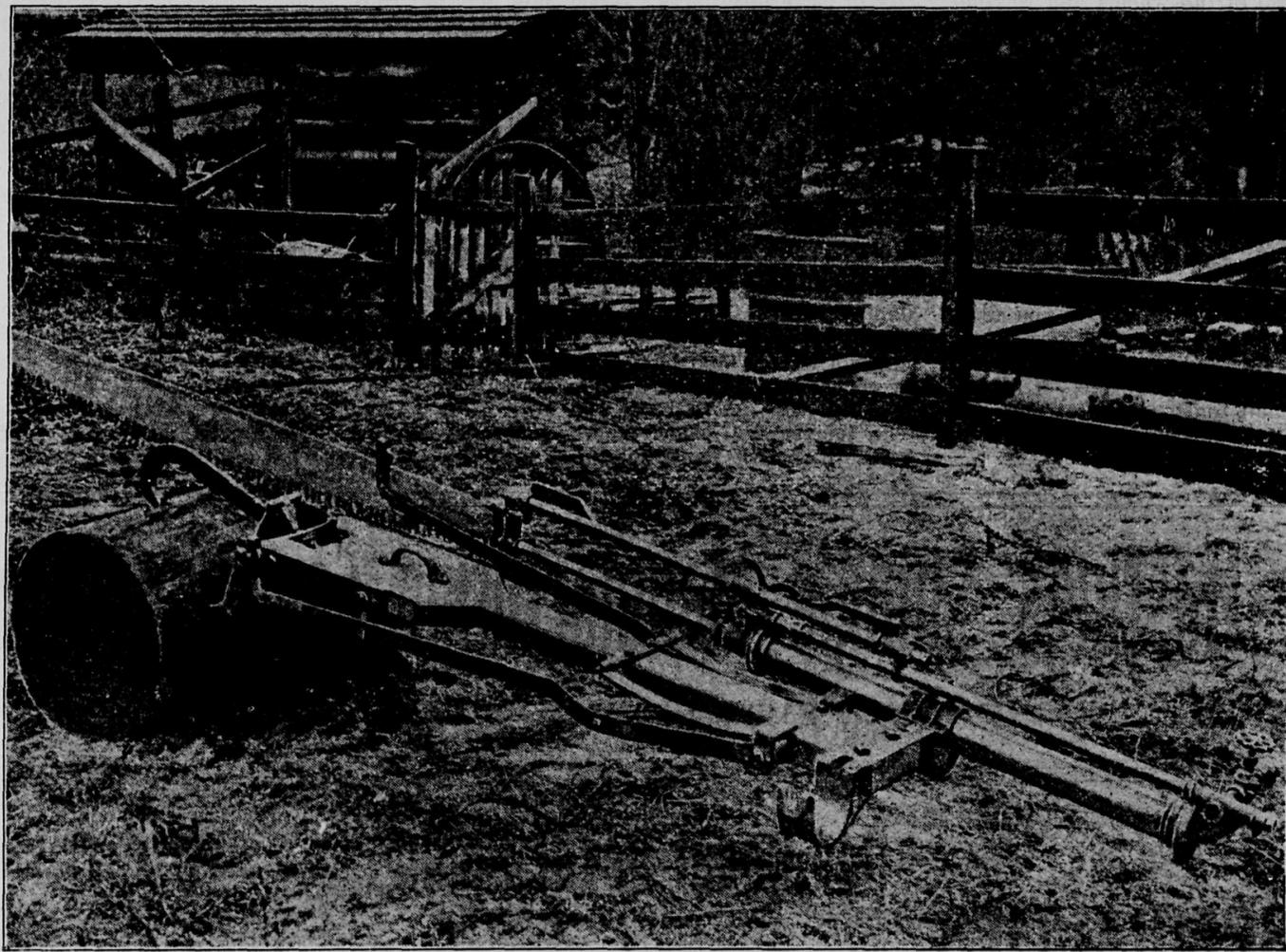
The engine is capable of making from 125 to 150 strokes per minute depending on the pressure of the air used, at 60 pounds pressure it will develop 2 1-2 horse power with a corresponding increase in horse power at 70 or 80 pounds pressure. Compressed air to operate the engine and saw can be obtained by using a steam, belt, gasoline or electric driven compressor, or by an ordinary locomotive air pump attached to the boiler of any logging or portable engine.

The frame as shown in the cut weighs 65 pounds, it is made of machine steel and wood, and although light, is strong and durable.

Mr. H. B. Gilmour, of this city, is the British Columbia agent for the new device, which will undoubtedly find a ready sale.

**MORE INFORMATION REGARDING THE INTERSTATE CEDAR SHINGLE COMPANY.**

Many interesting events have recently taken place in the shingle and lumber conditions on



THE REDFIELD PNEUMATIC LOGGING ENGINE

tion of its plant, and execute the orders that are waiting for the completion of the works.

The representatives of five American saw works were in the city recently and one of them returned with orders to the value of \$5,000. It is quite time that the people of this Province awoke to the fact that the consumption of saws in British Columbia is larger than they realize, our neighbors to the south are aware of this demand and are reaping the benefits of the lumber industry's orders.

The A. J. Burton Saw Company deserves all the encouragement and financial support the people of this Province can give, as it will be the means of diverting into local hands the thousands of dollars that now pass over the boundary to the benefit of the United States. The manufacture of saws is one of the best dividend earning industries in the world.

The initial number of The British Columbia Lumberman, published at 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.—Canada Lumberman.

woodsmen could not do in three hours is now done in fifteen minutes.

With the use of these machines a crew of seven men does the work which formerly required twenty-five woodmen. Each gang has a traction engine which carries a compressed air reservoir. Long rubber tubes lead from the tank to that part of the forest where the gang is working. To the far end of the tubes are attached the pneumatic engines, which drive great cross cut saws 150 strokes a minute, while two men could only make about thirty strokes.

This engine is especially adapted for operating drag saws for the cutting of logs for shingles, two-foot wood for locomotive fuel, cord wood, heavy timbers for bridge work, and for general use in timber and logging camps, displacing hand power rigs now generally used. One man with one of these machines can easily cut 10 cords of two foot wood per day of 50,000 feet in logs, reducing the present labor expense, at the very lowest estimate, at least 50 per cent. The engine complete weighs but 50 pounds, being constructed almost entirely of brass and steel tubing. The valve motion, which is an entirely new design, has no complicated valves or parts to get out of order, it being of the most simple kind and easy of adjust-

Puget Sound, the most important of which has been the reorganizing of the Interstate Shingle Company. An alliance has been made between the manufacturing and selling ends of the trade and the Interstate Company's directorate has been changed, admitting seven wholesalers as members and changing the policy of the company considerably. The selling of the stock will be done through wholesale agencies, as formerly. The Interstate Company acting as a clearing house for the bettering of grades and the steadying influence it will have on the values.

Mr. C. E. Patten has resigned as president and Mr. Emerson Hammer has been elected in his place. Mr. V. H. Beckman was re-elected secretary. The general policy as to prices and methods will be handled by an executive committee, composed of Mr. W. M. Bolcom, chairman, Henry Carstens, Michael Earles, C. E. Patten and E. G. Griggs. The offices of the company have been moved to the Lumber Exchange.

In response to an inquiry by the British Columbia Lumberman as to whether or not the Interstate Company intended competing for the Northwest trade, under date of 26th ult., Manager Hill said: "I wish to say that this company has withdrawn from the Eastern market."

## Practical Hints

### 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 tooth edge. The teeth must be of a length, with a 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 refitting 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 meet usual conditions, or can be reshaped for special work if desired.

### UNBALANCED PLANER KNIVES.

How well the experienced eye can detect any irregularity in the running of a planer, says Judd, in the *Wood-Worker*, matcher or any other machine using several knives. As any veteran machine man knows these machines must run with little or no vibration, or they are not running in good order. It is my belief that when the machine begins to vibrate, there is generally a faulty cause somewhere, and it should be looked into at once. When I say at once, I don't mean by and by. If the foundation is solid then it is evidently in the machine.

We will take, for instance, a large double surface planer. Look at the pressure bars. Very frequently they are the cause of considerable racket. If they are all firm and without rattle, then look over the gearing. Perhaps there may be a tooth or two missing, or they may have become so worn as to slip by without meshing. Perhaps some idle gear has become dry through negligence in oiling of keeping of the oilways free from dirt, and it may be grinding around on its spindle. There may be a chip in the bearings somewhere or a knot in the lags.

We generally look for all these faults before we think of looking for the trouble in the cylinder or cutterhead. Why? Because it is only natural, and we don't wish to stop the machine unless it is necessary. However, the machine stopped, we look at the knives and find that they have been striking the pressure bar, which has worked down by reason of a loose check nut; not so very hard to be sure, but enough to turn the edge so as to necessitate changing them. We take them off and weigh them just out of curiosity, and find them to be of different weights. Here, then, is the fault, and a bad one it is, too. One knife is several ounces heavier or lighter than the other two. Have you ever stopped to consider how much racket or damage can be accomplished by trying to run a planer, making 4,000 or more turns a minute, with a set of knives not well balanced? Even if there is no damage done by a knife being thrown, the bearings will get battered and need to be renewed. The lumber will show bad dressings, nuts and bolts will work loose and drop into the blower

pipe, shavings or the machine itself, and goodness only knows what will happen then if not discovered in time.

We will put on another set of knives and be careful to tighten every bolt hard down, for if we should miss one the chances are it would work out before the other set is ready, and planer knives are expensive things. My way used to be to mark with white chalk every bolt head, after tightening; then there was no mistake. I once had occasion to learn a lesson from unbalanced planer knives, and not until then did I realize the utmost importance of having the knives perfectly balanced. I was filing and one of the lower knives had struck a large nail, making quite a gap near the end, so I concluded to lay it aside, as it was well worn. I picked out another from a broken set of about the width wanted, and, not having any time to attend to the matter, I stood it beside the box containing the other five, until I could get around and grind it to the proper weight. I was attending to another job and had my mind taken from the matter for several hours, but when I found a chance at last, I discovered the knife, box and all were gone. I made inquiry and learned that the planer man had changed his knives sooner than usual. I went down to see him and he told me that the machine was shaking and making a noise that he had not noticed before. We stopped the machine and took off the odd knife and ground it to balance with the one I had laid aside, then put it on and there was no more rumbling.

Another incident came to my observation which made me the wiser afterward. In the cylinder of a rotary-bed planer were bolts and washers. The cylinder was always rolled over so that the washers would drop to the head of the bolts, when the knife could be slipped on and be under the washers, then tightened down. On this occasion one of the washers stuck, unnoticed; the knife was put on, tightened down, and, when all ready, the planer started. The boards all ran thin at that place, and there was plenty of trouble before discovered.

The pressurebar was raised but to no purpose, and the knife was taken off. It was then known what the trouble was, and the excuses offered were

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## TESTIMONIALS

READ THIS CAREFULLY AND SEE WHAT OUR CUSTOMERS HAVE TO SAY.

Verdon, Man., July 18, 1933.

Gentlemen,—The Babbitt Metal we purchased from your firm has given us perfect satisfaction and we have much pleasure in recommending it to customers who are desirous of getting a good grade of metal. Yours truly,  
Manitoba Hardware & Lumber Company,  
Per C. E. P.

Sandy Hill, N. Y., July 17, 1933.

Syracuse Smelting Works, No. 94 Gold St., New York City:

Gentlemen,—We understand that you are to locate a smelting works in Seattle, Wash., and wish to express to you our pleasure in noting that your business is expanding in so many ways that you find it necessary to locate a new plant in the Western country. We wish you every success in your new venture, which you deserve to have from the fact that the metal which you have furnished us has proven so thoroughly satisfactory, and always up to your guarantee. We also found your prices to be as low as the market rate for pig metals would permit.

We would be pleased to commend your metals to any parties who might wish to write us concerning the same.

Wishing you again the best of success, we remain yours very truly,

The Sandy Hill Iron and Brass Works,  
Per R. C. Teft, Sec'y.

Woodstock, N. B., September 8, 1933.

Messrs. The Syracuse Smelting Works, Montreal, P. Q.:

Gentlemen,—It gives us very great pleasure indeed to add our testimonial to the many which you have already deservedly received as to the good qualities of your Babbitt Metal.

As you know we have been using it for a long time and we have never had occasion to complain either of its quality or its efficiency.

Its durability and especially its uniformity make it in our estimation par excellence the babbitt. In a lengthy experience we have naturally used quite a number of different makers' metals, and we unhesitatingly state that none of them gave the satisfaction yours does.

We take this opportunity to congratulate you on your skill in mixing and your great care in securing such excellent results and we strongly recommend all machinists who desire the best results to get the very best Babbitt and that in our opinion is the Syracuse Smelting Works. Yours very truly,

Alex. Dunbar & Sons,  
Per J. D. C.

Plessisville, P. Q., 14th July, 1933.

Syracuse Smelting Co., Montreal.

Dear Sirs: Referring to your favors 9th inst., we beg to say that for about eighteen months we have used your Babbitt metal exclusively, and

that same has given us all the satisfaction desired.

We are also pleased to take occasion to thank you for the kind attention with which we have always met when dealing with your firm and beg to assure you that same is fully appreciated.

Yours truly,  
La Fonderie De Plessisville,  
Jos. J. Bouchard, Gerant.

Springfield, Mass., U. S. A., July 20, 1933.

Syracuse Smelting Works, 94 Gold St., New York:

Gentlemen: We have used your Genuine Babbitt, and have been satisfied with it in every particular. We can recommend it very highly.

Yours truly,  
Confectioners' Machinery & Mfg. Company,  
G. C. Baldwin, Jr., Sec'y.

Chicoutimi, Que., 9th September, 1933.

Syracuse Smelting Works, Montreal:

Dear Sirs,—Referring to the quality of your Babbitt metals, we have much pleasure in stating that for the past five or six years we have sold entirely your brands, and so far have not received any complaints from any of our customers, and everyone seems to be perfectly well satisfied with the quality of your metals, as we are receiving repeat orders from our different customers asking for your brands. Yours truly,

Cote, Boivin & Cie.

Grand Forks, B. C., Sept. 17, 1933.

Syracuse Smelting Works, Montreal, P. Q.:

Gentlemen,—We received your last shipment and must say that your Babbitt gives the best of satisfaction both for our own use and for saw mills and mines, which we have supplied already.

Since using your phosphor tin we would not be without it in the foundry, and highly recommend it. Yours truly,

Brown & McKie,  
Per John McKie.

Montreal, Canada, July 10, 1933.

Syracuse Smelting Works, Williams and St. Thomas St., Montreal:

Gentlemen,—We are pleased to say that we have been using a considerable quantity of your Babbitt metal during the past two years and find that it has given entire satisfaction in our works.

We would be glad to recommend it to any one requiring a good Babbitt. We remain, yours truly,  
Montreal Engine Works,  
Per W. H. Chenery.

Liverpool, N. S., July 17, 1933.

Syracuse Smelting Works, Montreal:

Gentlemen,—We wish to make you know the fact that we have used your Babbitt metal for a number of years, and find it exactly as represented, giving satisfaction in every respect. Yours very truly,

Thompson Bros.

Sandy Hill, N. Y., May 27, 1933.

To Whom it May Concern:

We have been using the special Babbitt furnished by the Syracuse Smelting Works for a number of years. It has given us first rate satisfaction, so much so that we continue its use, which is sufficient evidence that we are pleased with the goods. Yours truly,

Allen Bros. Company,  
Ugarcue C. Allen, Sec'y.

Dictated.

Toronto, Ont., July 13th, 1933.

Messrs. Syracuse Smelting Works, Montreal:

Dear Sirs,—Replying to your inquiry, we have much pleasure in stating that we have used the Babbitt metal you have supplied us with for the last few years has been very satisfactory. We have not found a metal at the same price which can equal yours. Yours truly,

The Pendrith Machinery Co.,  
Per. Geo. Pendrith, Manager.

The Syracuse Smelting Works:

Gentlemen,—In reply to yours of the 7th would say that the Babbitt Metal we have been purchasing from you for years past has given perfect satisfaction. We have made yours our choice after using several other makes of Babbitt and find by experience that we are justified in our choice and would recommend it highly to any intending purchaser.

King Bros.,  
Founders and Machinists, Dresden, Ont.

Dorchester, N. B., Sept. 16, 1933.

Messrs. Syracuse Smelting Works, Montreal, P.Q.:

Gentlemen,—We have for the past two years used your Babbitt Metal in our copper mill here, where we grind up and mill many tons of rock per week, consequently create a great deal of dust and grit and consider any metal that will wear with us is all right. It is perfectly impossible to keep all bearings well protected from dust, so we consider your metal has had a good test and comes out satisfactory.

Yours very truly,  
International Copper Company,  
A. W. Chapman, L. Manager.

Greenwood, B. C., July 14th, 1933.

The Syracuse Smelting Works, Montreal, Canada:

Gentlemen,—We are pleased to learn that you contemplate starting a plant at the Coast for the manufacture of Babbitt metal, and in this connection, would cheerfully recommend the use of your production to consumers.

We have been using your Aluminum Babbitt at our smelting works for the past two years and have found it satisfactory in every respect.

Wishing you success we are

Yours very truly,  
The British Columbia Copper Co., Ltd.,  
Frederick Keffer, Mgr.

WE WILL MAIL YOU A LEATHER-COVERED MATCH BOX AND CIGAR CUTTER FOR THE ASKING.

## SYRACUSE SMELTING WORKS

SEATTLE, WASH.; NEW YORK, N. Y., U. S. A.

MONTREAL, CANADA

very profuse, indeed. Well, the knife had become sprung somewhat, as the shavings had wedged in the shape very hard, so hard that it required a twelve-inch monkey wrench and a piece of steam pipe in order to loosen the nuts on either side. After replacing the knife properly and tightening down very hard at that particular place, there was no further trouble.

Speaking of gears running dry, I will mention a case which caused a long delay and some expense, just when business was rushing. It was a planer with clutch feed and chain sprockets for turning the rolls. The large sprocket was pressing on the protruding bushing of a 3 1-2-inch associate gear, and both turned on a spindle, which was bolted to the frame. It was this small 3 1-2-inch gear which caused all the trouble. For some hours there were signs of "quitting" on the part of the feed, and the machine was stopped and looked over, oiled and started up again. When the feed was thrown in there was a tug at the chain. The clutch refused to slip and every tooth on the gear was broken off.

The sprocket, gear and spindle were detached and taken to the machine shop, and when the gear, with its bushing, was driven from the sprocket, the oilway was found plugged hard. On driving the spindle from the gear it was found so dry that powder had formed and the oil channel had to be cut free with a cold chisel. All this trouble was caused by not keeping a plug in the oil hole as directed. The hole was in the edge of a flanged nut (which screwed into the end of the spindle, thereby keeping the sprocket and gear in place), and led down through the spindle to the center of the bushing. When this had been cleaned out and rubbed well with emery cloth and the new gear put on, it was well oiled and put in position again (after nine hours' wait), and ran as slick as ever. There was special attention given to plugging oil holes after that, and wooden pins took the place of dirt.

As long as I am on the subject of planers, I may as well add that there are too many men running these machines who do not understand them. Nay, more, they can not even speak the English

language clearly, and they understand it less. Why a foreman or an employer will put such a man on a large machine and bear the responsibility is more than I can understand, unless it is to save the wage expenses. They get such men for \$8 and \$9 per week, and say, "He will do, but keep an eye on him." Ah, but it is not what he does when an eye is on him; it's what he does when an eye is not on him. He forgets instructions, overlooks important details, is slow to comprehend and looks forward to 6 o'clock. When any little trouble occurs he runs to the foreman to get it fixed, or he may attempt to fix it himself, and generally has it "fixed" before he tells the foreman that there is something the matter with the planer. Does it pay to hire such men for important places? Experience has taught that the man who is master of his machine is a paying investment. He bothers nobody and generally sees that nobody bothers him. He also realizes that by keeping his machine in the best possible condition he is saving himself a great deal of possible trouble, and is increasing his worth to his employer.

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SEATTLE, WASH.

## BY PRODUCTS.

The following interesting paper, upon a subject of great importance to mill men, was read by Mr. William Graywon, jr., at the recent meeting of the Southern Lumber Manufacturers' Association at St. Louis:—

It is safe to say that in none of the great industries is there so large a proportion of waste product as in the present manufacture of lumber in the South. Estimates as to the amount of this waste differ widely. One authority makes the statement that a mill cutting one hundred thousand feet per day will have an output of one hundred thousand pounds of waste material. Others claim that from twelve to fifteen per cent. of the entire log cannot be utilized at the present time. It should be remembered, too, that this waste causes the most serious inconvenience with which the producer has to contend. The transportation of it to an available market on account of its bulkiness is almost impossible. Therefore the producer uses what is necessary for fuel and throws away or burns the remaining portion. In this matter we are following directly in the footsteps of the lumber manufacturers of the North. As long as white pine stumpage was cheap and the output of that lumber at its zenith the manufacturers gave their entire attention to the making of lumber, but now that their output is declining particular attention is being given to the utilization of a tremendous waste which has been going on for several decades. During the last few years particular attention has been given to the erection of plants for saving practically everything in the log. In view of these facts it is most desirable that the Southern manufacturer take advantage of these new methods. As an illustration, take the State of Michigan, where you will find in nearly every large town, where the opportunity has presented itself, there is some sort of an industry for utilizing waste. In some cases the material is cut especially for the purpose for which it is to be used and a nice profit is shown by this careful manipulation. Sometime since I had the privilege of visiting a factory in that state, where slabs, sawdust and other waste material is converted into washtubs, buckets, etc. The method employed by this firm is a very simple one. After the wood has been converted into a pulp it is run into a large press similar to a hydraulic brick machine, the particular form of the mould varying with the desired object. These buckets, tubs, etc., are then put in a dry kiln and thoroughly seasoned, after which they are treated by a shellacing method to make them waterproof. The manager of this plant gave the cost of the raw material at \$6.50 per cord, and I have reason to know that the plant is run continuously at a satisfactory profit. I also visited a wood distillery where acetate of lime, alcohol and charcoal are manufactured from cord wood bought in car lots. The superintendent of this plant assured me that he had no trouble in disposing of his products, and that he could readily sell more alcohol than the plant could manufacture. It is argued by some lumbermen that the northern woods can be utilized for such purposes, but that southern pine cannot be utilized. I claim that both short and long leaf yellow pine waste can be utilized profitably and that the time is not far off when the South will be manufacturing different articles from mill waste in large quantities. In the latter part of 1903 Ernest G. Sicard published a pamphlet on Turpentine, past present and future, in which he claims that Dr. Bilfinger has invented a process for the utilizing of dry pine knots and stumps in the manufacture of valuable products. He states that from one cord of fat pine there may be secured in thirty-six hours by destructive distillation twenty-five to forty gallons of No. 1 turpentine, fifteen to twenty gallons of No. 2 turpentine, thirty gallons of tar, fifteen gallons of creosote and twenty-five bushels of charcoal. During the past year eleven plants using this method have been erected and are all in successful operation. Unfortunately this method is patented, and Mr. Sicard says, "The proof of the pudding is the eating thereof." Nevertheless this method is worth careful investigation. The old method of extracting turpentine is much in vogue and is thoroughly understood by most of those present.

Within the last year there has been erected at Orange, Texas, a plant for converting yellow pine sawdust and planing mill chips into paper. We all understand, of course, that paper consists of cellulose fibres matted or felted into a coherent sheet. The soda ash process, as it is known, is used at this experimental plant, which has an output of five tons per day. The yellow pine chips are treated in upright digesters with a

caustic soda liquor and boiled about ten hours under pressure that reduces the wood to a soft mass, which is afterwards washed several times to recover as much of the soda ash as possible. This soft woody mass is then put through a rolling machine which makes it an endless belt of paper. The northern manufacturer of paper pays anywhere from \$6.50 to \$8.00 per cord for the raw material and still makes a profit. In a general way it can be said that the price of wood pulp is considerably above \$10.00 per ton. Of course, we cannot expect to manufacture the very highest grade of paper from yellow pine, but I believe that as this industry progresses a good profit can be secured from the manufacture of wrapping paper. Very recently the Hon. S. N. Parent, Prime Minister of Canada, in his argument before the Legislative Assembly of Quebec, spoke particularly of this paper mill at Orange, Texas, and said that the Southern states would be able to do without northern paper in the very near future, wood pulp having a value of \$12.00 per ton, and that in this way an immense market will be lost for the northern pulp wood. I cite this example simply to show what is thought of it by the northern manufacturers.

The destructive distillation of yellow pine wood has been thoroughly investigated by many chemists, with satisfactory results, and it may be well to go briefly into details of the different methods now in use.

In Manchester, England, I saw a very original idea at one of the distilleries. They used an endless chain which carried sawdust over wrought iron plates a distance of about twenty feet, which were heated from beneath by a coal fire. This heating caused most of the moisture to pass off. When the sawdust reached the end of the run it was dumped into a trough through which was passing another endless chain that carried the dried material through a closed furnace when it was completely distilled. The distillate was then redistilled, and the different by-products recovered. The charcoal was bagged and sent to the market.

I visited a plant in Michigan where they bought cordwood in carload lots and distilled the whole piece without breaking it. In this way long pieces of charcoal were secured.

The chief by-product that all distilleries work for is wood or methyl alcohol.

Our Consul-General at Frankfort, Germany, in a recent report, stated that a Norwegian chemist has discovered a new and cheap process for making alcohol from sawdust. Sawdust is treated under pressure with diluted sulphuric acid, by which the cellulose is transformed into sugar, which, by adding fermentation producers is converted into alcohol in the old manner and then distilled. One hundred kilograms (220.46 pounds) of sawdust yield from six to seven kilograms (13.2 to 15.4 pounds) of alcohol. Valuable products are methyl alcohol and acetic acid. While in Norway 100 kilograms of potato alcohol cost \$10.50, the price of sawdust alcohol is only \$6.50.

I understand that a company has been formed in Chicago to promote a newly patented process known as the Classen Process. They claim to produce methyl alcohol from wood waste by converting the cellulose of the wood into sugar, then ferment the sugar with yeast, thereby producing alcohol.

The owners of these patents also claim to be able to produce turpentine during the same operation. If this is correct the invention should be a great success. It is also said that several northern manufacturers are erecting plants to use this process, but as yet there has been no report of their completion.

The Germans are now manufacturing a tile from sawdust and Portland cement. The finished product is light and nails can be driven through it without splitting, which is considered a great point in its favor. Any number of uses have been made of sawdust, especially in the manufacture of oxalic acid. Ninety per cent. of the oxalic acid manufactured today is from sawdust.

I have endeavored in this brief paper to mention the most important methods by which the lumbermen can utilize their waste. Many of the best and most economical of these methods are patented. We cannot expect something for nothing, but I honestly believe that the progress of utilization of wood waste has been greatly impeded by the cost of installing such a plant under these new methods. Nine out of ten lumbermen will listen to a discussion regarding the uses of sawdust, and then ask, "What is to be done?" Simply this: The Southern Lumber Manufacturers' Association should appoint a committee to report to the secretary at intervals of the progress made along these lines, and thus keep each

member of this association interested in this subject who would appreciate anything that was done to further it.

## AUSTRALIAN HARDWOODS.

With the confident belief that there is a good market for Australian hardwoods in Canada, Messrs. Allan, Taylor & Co., of Pyrmont, Sydney, N. S. W., one of the largest exporters of hardwood in Australia, has sent a representative to Vancouver, B. C., in the person of Mr. J. Fyfe Smith, a gentleman who comes with the highest recommendations from Sydney. Mr. Smith will make Vancouver his home, and will establish an office in this city. With a wide experience in the hardwoods of Australia and their uses, from the raw material to the finished article, Mr. Smith is well qualified to speak intelligently upon the various woods of his country.

His agency will handle the following woods here: Black butt, tallow wood, mahogany, blue gum, grey gum, box, iron bark, colonial teak, turpentine, rosewood, black wood, white beach, brown beach and silky oak.

Speaking of the turpentine tree, Mr. Smith believes there should be a very extensive market on this coast for its use as piles, as he says the wood is practically teredo proof. Piles from

## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 10 cents per line for each insertion, payable in advance.

FOR SALE.—Small Sawmill Plant, capable of turning out about 5,000 feet per day; in perfect condition; cheap for cash. Apply "Sawmill," c/o B. C. Lumberman.

WANTED—First-Class Cedar Logs. Apply at Mill No. 2, Hastings Shingle Manufacturing Company, Vancouver, B. C.

LOGS WANTED.—Wanted to buy cedar, fir and spruce logs taken off Crown granted lands. Apply to J. S. Emerson, Vancouver.

WANTED PORTABLE SAW MILL—A portable saw mill having a capacity of from 7 to 10 M. per day. Address, room 12, Inns of Court Building.

WANTED—Partner with about \$5,000 to engage in mill business with advertiser, who has an unlimited supply of logs within a few miles of Vancouver. Address, Partner, c/o B. C. Lumberman.

SHINGLE BOLTS—We are prepared to contract for a large quantity of shingle bolts for next year's delivery, for which we will pay good prices. None but perfectly reliable parties, who either own or can purchase their own timber and camp outfit need apply. WOODS & SPICER, Vancouver, B. C.

FOR SALE—CEDAR—I have for sale for \$2,500 one of the best cedar timber claims in the Coast district—640 acres, well situated on the edge of salt water deep, well sheltered bay for booming logs. Will cut from ten to twelve million feet of first class cedar. For particulars apply to S. Gintzburger, real estate and financial agent, Vancouver, B. C.

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this tree have been in use for many years in the seaport towns of Australia, and without any dressing or preparation whatever, show absolutely no signs of damage by the teredo. The cost, f.o.b. Sydney, is given at 36 cents per lineal foot up to fifty feet in length.

An instance of the utility of these turpentine piles is conveyed by recent experience at the marine suburb of Pyrmont, where a bridge, connecting that town with Sydney, was being demolished by order of the Government, and the old turpentine piles, which had been in use for 70 years, are being used again in the construction of one of the Government wharves. Captain Hemming, C. E., a recent visitor to Vancouver, a few days ago informed a prominent C. P. R. official that he is building a wharf at Pinkenba, N.S.W., with turpentine piles, which he will guarantee to last 100 years.

Of the following hardwoods suitable for export the following claims are made:

**White beech:** Close grained, not liable to shrink or warp when seasoned. Highly valued for decks of vessels, flooring of verandahs, carvings, wood-engravings, etc. One of the most useful and best indigenous timbers.

**Grey gum:** Timber resembles grey iron bark. It is hard, heavy, tough, strong and durable. Used for poles and shafts of carriages, spokes of wheels, railway sleepers, paving blocks, posts, felloes, etc.

**Grey box:** Timber is heavy, hard, close grained, tough and durable. Used for naves of wheels, mauls, handles, shafts of drays, railway carriage building, etc. It is considered to be an excellent timber.

**Native teak:** Timber hard, heavy, close-grained, tough and durable, in and out of the ground. Suitable for well-slabbing (as it does not discolor the water), gearing wheels, etc.

**Tallow wood:** Timber is strong, hard and durable, and of a greasy nature (as its local name implies). Used for boat-building, flooring boards and general building purposes, paving-blocks, etc. Not liable to shrink. Specially valuable for ball-room flooring.

**Iron bark:** Timber is highly esteemed for strength and durability. Much used for large beams, girders, sleepers, dray poles, spokes and other purposes in which timber of great strength and durability is required.

**Silky oak:** Timber is strong, durable, elastic and easily split. Much used for staves and the finer kinds of cooper's work, bedroom furniture, picture frames, etc.

**Red bean:** Timber is red, strong, close-grained and durable. Used for building purposes, cabinet and fancy work, furniture, piano frames, etc.

**Black wood:** Timber is firm, elastic and durable (free from sap-wood). Used for staves and tool handles, and considered to be very suitable for wood-engravings, turnery, cabinet work, etc.

**Spotted gum:** Timber is strong, coarse-grained, elastic and durable free from sap wood). Used for shipbuilding, naves of wheels, cart and buggy shafts, street paving-blocks, tool handles and buildings.

**Black butt:** Timber is strong, sound, heavy, hard and durable. Largely used and highly esteemed for house carpentry, shipbuilding, bridge planking, paving-blocks, etc. Suitable for export for railway sleepers and car-building.

**Red mahogany:** Timber is tough and durable. Used for staves of casks, shingles, palings, rails, rough buildings and paving blocks.

**Rosewood:** Timber is rose-centered, red, strong, close grained and durable. Much valued for furniture-making, shipbuilding, turnery, carving, wood-engraving, indoor work, house blocks, etc.

**Blue gum:** Timber is light red, strong and durable. Used for wheelwright work, felloes, housebuilding, paving-blocks, shipbuilding, etc.

#### WASHINGTON'S LUMBER RECORD.

Washington leads all the Western States in the output of lumber, exceeding Oregon by one billion feet and Idaho by 2,133,000,000 feet. The annual number of the West Coast and Puget Sound Lumberman contains the following lumber statistics which may be considered reliable:

For the State of Washington, the number of mills is given as follows: Saw mills, 312; shingle mills, 310; combined saw and shingle mills, 142; total, 764. There are 129 other wood working establishments.

The entire cut of lumber in Washington is something over 2,200,000,000, but this report is reached by figures returned by 216 saw mills out of a total of 454 mills.

Here is given the approximate cut of the different states:

State.	Fect.
Washington .....	2,200,000,000
Oregon .....	1,200,000,000
California .....	700,000,000
Idaho .....	67,000,000
Montana .....	170,000,000

Comparative figures showing the number of carloads shipped from Washington mills, exclusive of cargoes, are given for 1892, 1897 and 1900 to 1903 consecutively:

	Lbr. Shingles
1892 .....	6,750 6,341
1897 .....	7,758 17,640
1900 .....	19,042 23,536
1901 .....	24,491 28,251
1902 .....	37,504 32,377
1903 .....	42,350 36,014

## OPINIONS OF THE PRESS

The Lumberman, published at Vancouver, will be of material interest to the lumber industry of the Province.—Prospector, Fort Steele, B. C.

The latest addition to the journalistic field is the B. C. Lumberman, a monthly journal published at Vancouver. As the name implies the new paper is especially devoted to the lumbering industry of the Province, but from the newsy appearance of the first edition the Lumberman would make a welcome visitor anywhere. It fills a long felt want for a rapidly increasing and leading industry in British Columbia.—Standard, Sandon, B. C.

The first issue of the Lumberman, a paper devoted to the industry named, and published in Vancouver, reached us last week. A very creditable production, and one which should supply a decided want in coast journalism.—Cumberland News.

The first number of the British Columbia Lumberman, printed at Vancouver, is to hand. It is a monthly magazine devoted to the lumber industry of the Province and is the first of its kind. The first article contains a strong article denouncing the handicap placed on the lumber industry by the recent assessment bill and the plac-

ing of American rough lumber on the duty free list.—Ferne Free Press.

The Times has received a copy of the British Columbia Lumberman, a new journal published in Vancouver. The salutary leader describes the purpose of the lumberman as follows: "In undertaking the publication of the British Columbia Lumberman, it is with the feeling that the sawmill and shingle men, the dealers and the lumber trade generally will be materially benefitted. Hitherto there has been no such publication, and the trade has felt keenly the need of a journal devoted exclusively to its interests. To provide this much needed medium is the mission of the British Columbia Lumberman.—Victoria Times.

The first number of the British Columbia Lumberman has just reached this office. The publication is issued in the interests of the lumber trade generally, and if it keeps up to its present standard will undoubtedly be appreciated by the trade.—Golden Star, Golden, B. C.

The first number of the British Columbia Lumberman which has just reached us is a handsome twenty-four odd page monthly devoted to the

needs of every branch of the lumber trade. It contains well written editorials dealing with the lumber situation in the province, provincial lumber news and a great deal of general matter of interest to lumbermen and should supply a want that must have been felt by our sawmill and shingle men and the lumber trade generally.—Vernon News.

A journal devoted exclusively to the lumber of B. C. and its interests, the British Columbia Lumberman, has just been issued. Its place of publication is Vancouver, and the first issue is made to coincide with the first month of the year. There is no question that a very good field for such a publication exists in British Columbia, and the new arrival makes a very good beginning in filling the proverbial "long felt want" of the lumber fraternity.—Cranbrook Herald.

The British Columbia Lumberman, published at Vancouver, B. C., with D. Todd Lees as business manager, is the latest additions to the lumber journals of the Pacific Coast. The initial number is splendidly gotten up, and The Timberman extends its best wishes for its unqualified success.—Oregon Timberman.

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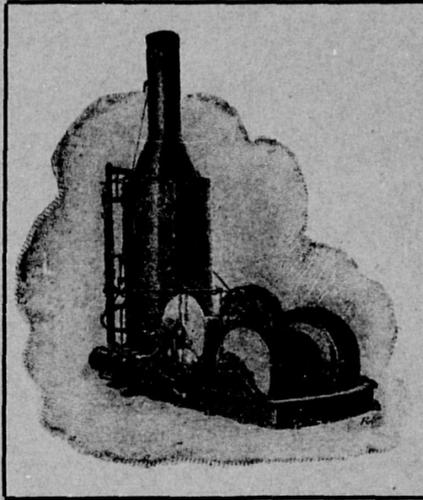
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