British Columbia LUMBERMAN

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British Columbia Lumberman

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Correspondence bearing upon any phase of the lumber industry will be gratefully acknowledged, and discussion upon trade subjects s invited.

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.

☛ *Persons corresponding with advertisers in the British Columbia Lumberman will confer a favor by giving the journal credit for such correspondence.*

VANCOUVER, B. C., JULY, 1904.

During the month of June and the early part of this month forest fires have done an immense amount of damage in different parts of the Province, and scarcely any section has been immune. It is time some action was taken in the matter of a fire wardency system by the Provincial Government.

"Buy lumber now, because the market is in favor of the buyer," says the American Lumberman. The advice we consider well timed. Dealers and others in the Northwest will remember the unfortunate conditions existing last fall, from lack of car facilities, and the inabilty of the mills to get lumber forward. It is safe to say that the condition will be much worse this year. From crop prospects, Manitoba and the Territories will have a record year, and the lumberman and dealer know they must take a "back seat" to the requirements of the wheat grower, while no increase has been made in the rolling stock of the railways. The consequence will be that if the dealer waits till fall before sending in his orders, he will have a poor chance of having his goods delivered. Transportation facilities and the lumber market are in favor of the dealer now.—A word to the wise.

FOREST FIRES AND RAILROAD BUILDING.

The Canadian Forestry Association is placing itself on record in regard to the prevention of forest fires. Resolutions emanating from that Association were published in our last issue. Copies of these resolutions were sent out to the Department of Railways in Ottawa, and in reply the Department says that it fully appreciates the importance of every precaution to prevent such fires in connection with the surveying of the railway. The Grand Trunk Pacific Railway Company, acknowledging the resolution, says it has their full sympathy, and that their engineering department has been instructed to do what they can. A similar reply has been received by the secretary of the Association from C. M. Hays, general manager of the Grand Trunk Railway, in reply to a copy of the resolution which was sent direct to him.

The Ontario Government has also adopted a clause to be inserted in all agreements of railway companies building lines through the newer districts of the Province. It is as follows: "It is hereby agreed that wherever the line of construction of said railway runs through lands of the Crown which are not covered by timber license, and the Government deem it proper for the protection of the forest wealth adjacent to the line of construction to place on duty a staff of fire rangers for the protection of timber, it shall be at liberty to do so, and all expenses incurred thereby, whether for or in respect of men's wages, or any other services, shall be borne and paid by said railway company."

It would be in keeping with the times if the British Columbia Legislature would incorporate into all agreements it makes with railroad charterers similar provisions to the foregoing. By such action no serious hardship is inflicted upon railroad builders, while infinite good will undoubtedly result to the Province. We would go further, however, than including only Crown lands, not covered by timber license, but would make the clause operative upon all timber lands no matter whether occupied or not, as destruction of such lands by fire would be a loss to the Government in any event.

THE LOGGERS' POSITION NOT AN ENVIABLE ONE.

Elsewhere in this issue will be found an appeal of the Coast loggers of British Columbia to the people of the Province. Many of the arguments used in the appeal are good—in as far as the logger himself is concerned—while others are very poor, and instead of obtaining the sympathy of the millmen, as would be expected, assertions are made against the manufacturers which are both unjust and unwarranted.

We have much sympathy for the loggers in their troubles, but fear that there is little chance of relief from the source to which they look. Their case would undoubtedly have had the attention of the Government had conditions in the revenue department been as opponents of the Government at one time predicted. Today, instead of there being a deficit from logging licenses, leases and stumpage dues, there is a considerable surplus over the estimates. From this fact alone, it is evident that the Province has lost nothing by the change in the laws affecting the lumber industry, and the hands of the Government are thereby greatly strengthened in the policy which it adopted in regard to the logging business.

Notwithstanding the efforts of the loggers to get a repeal of the export duty on logs in order to give them a market into the States, we maintain that the principle of the export from any country of the raw material tends to ruin that country, as it is a drain on its natural resources, without sufficient compensative advantages. In this case it seems to us suicidal. We have complaints made that the Northwest is getting the surplus of the American mills to the disadvantage of our British Columbia mills. The free export of logs from this country, while not materially benefitting us, would simply be a contribution from us of so much more material for the continuance of the unfair competition. An instance of the disastrous effects of shipping the raw material from the country may be seen in Norway, which, until quite recently, did very little manufacturing. Their forests have for generations been depleted to supply outsiders, and while draining the country of its natural wealth in this way, the compensation was not great enough to allow of the expansion of their population. At this later day, however, they have begun to realize the advantage of retaining all the profit, leading to the production of the finished article, and they are now enjoying a period of prosperity never before known in their history.

It is unnecessary to go outside of our own country, however, for examples of the disastrous effect of shipping our raw materal, as in Ontario, after years of experience in the deportation of logs to Michigan, the Government saw the evils

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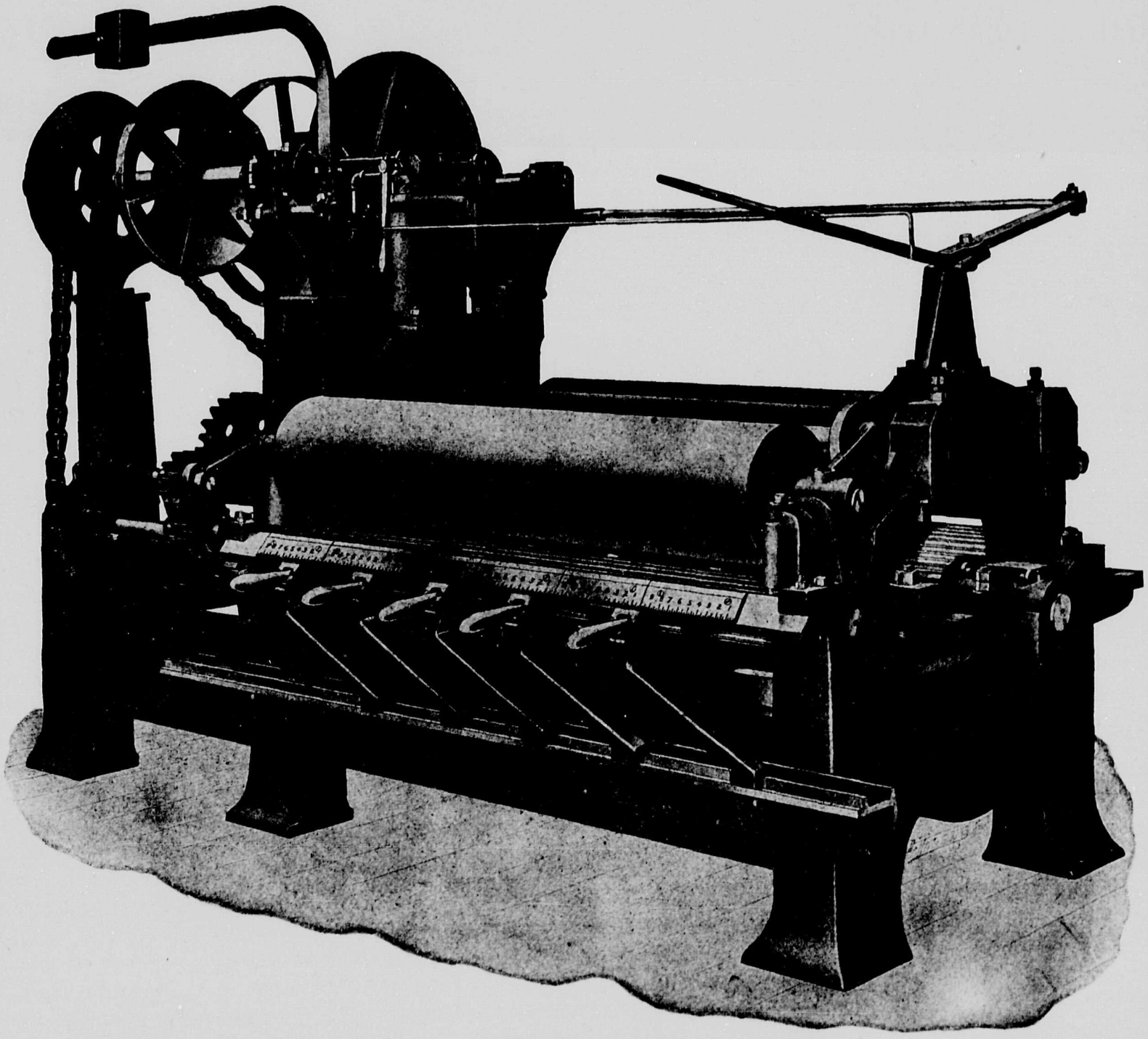

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of the system, and now it is a thing of the past, and that Province is reaping the benefits. When a sound policy is once decided upon, it should not be departed from on account of unusual conditions that may from time to time be incidentally developed.

We are strongly of the opinion that the main reason to account for the present conditions is the fact of overproduction. Every time there is a spurt in the lumber business it attracts perhaps undue attention. Both capitalists and loggers with limited capital rush in, and the demand is soon caught up with, and as there is only a market of a certain magnitude to supply, a surplus of lumber and logs accumulates, with the usual consequences.

While we appreciate the fact that, at the moment, from the conditions of the logging industry as set forth, a very considerable amount of money, in material, wages and supplies, may be lost, still, looking to the best interests of the Province, we contend that no repeal should be made by the Government of the embargo on logs. Our neighbors across the line are ready to take full advantage of any concessions which might be made, and what might be a gain in one instance would be an irreparable loss in another, and that loss very much greater in comparison to what the loggers might now lose.

In a speech before the Board of Trade in Victoria the Hon. R. G. Tatlow is reported in the "Colonist" to have said in connection with the foregoing:—"It was considered by the Government that it was in the best interest of the Province to encourage the manufacture of lumber here by prohibiting the export of logs, and, as a result, a large number of mills had been established in different parts of the Province, and the Government intends to adhere to that policy."

BRITISH COLUMBIA AND THE PULP INDUSTRY.

That there is a great future in the industry for the transformation of our spruce, and smaller firs, into pulp, for the manufacture of paper, has long been recognized. Until, however, within the last two years, very little practical use was made of the knowledge that we possessed within our great forest areas, immense tracts of spruce, and other timber admirably fitted for this purpose.

Two causes materially contributed to the apparent lack of attention to the development of this industry; the main one being the great concentration of capital and interests involved in the lumber industry with its hundred mills which manufacture annually many million feet of lumber; the other cause being probably the uncertainty of the markets for the product among our Pacific and Oriental neighbors, now, however, better understood.

We are now at last alive to the importance of pushing as quickly as possible, the development of the pulp industry. As greater knowledge of its possibilities has given birth to the conclusion that within the next decade it may equal in importance and in capital invested, the great lumber industry itself, and with probably the employment of an equal amount of labor. Four companies have taken advantage of the liberal regulations governing the manufacture of pulp and paper, and others are preapring to follow suit. The companies now incorporated for the manufacture of this pulp are as follows:

The Oriental Power & Pulp Company have erected extensive works at Swanson Bay and have secured and had surveyed some 83,000 acres in the vicinity of their mills and on Princess Royal Island. This company by the terms of their lease, must be in a position to ship 50 tons of pulp per day by July 1st, 1905.

The Island Power Company:—Incorporated May 10th, 1904, have been granted a reserve from which to select their lands, as follows:—Port Neville, 20 square miles; near Chatham Point, 6 square miles; Beaver Inlet, 9 square miles; McBride's Bay, 9 square miles; Phillips Arm, 8 square miles; Upper Campbell Lake, 36 square miles; Buttles Lake, 20 square miles.

Bella Coola Development Company:—Situated at Bella Coola. Some 20,000 acres of land have already been secured in the vicinity of their proposed mills on the mainland and adjacent islands. Incorporated May 18th, 1904. E. Dewdney, Attorney for Company.

Quatsino Pulp & Power Company:—Situated at Quatsino Sound. The company control 100 square miles of pulp and timber lands lying between Quatsino Sound and Broughton Straits, reserved two years ago; have let contract for wharves, sawmill, pulp mill, etc., capacity of sawmill to be 50,000 feet per day, the pulp mill to be able to turn out 65 tons of pulp per day. Initial expenditure to be $150,000.00. Capital, $500,000.00.

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11614	12x14 in. Engine, Atlas Engine Works make, new.
11859	10x10 in. Robt. Bell make, new.
11937	10x10 in. Robt. Bell make, new.
11262	6½x8 in. horizontal automatic engine, second hand.
10340	6x6 in. vertical automatic engine, second hand.
2842	5x7 in. vertical automatic engine, second hand.
8240	4x8 in. horizontal automatic engine.

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9665	16x18 in. centre crank engine. Stevens Mfg. Co. make.
8857	12x14 in. side crank engine, Stevens Mfg. Co. make.
9252	10x12 in. class A. engine, Orr & Sembower make.
11111	9½x12 in. Comstock Mfg. Co. make.
11016	8 & 14x10 in. compound engine, Hardell Compound Engine make.

HORIZONTAL ENGINES, SECOND HAND, THOROUGHLY REFITTED.

11355	16x24 in. horizontal engine.
10518	15½x20 in. horizontal engine.
11240	14x21 in. horizontal engine.
10366	13x17 in. Killey make engine.
3331	12x24 in. horizontal engine.
10895	12x24 in. horizontal engine.
11358	12x18 in. horizontal engine.
11079	12x16 in. horizontal engine.
9366	12x12 in. Leonard make engine.
6985	10x14 in. horizontal engine.
11621	10x12 in. horizontal engine.
3875	9x20 in. horizontal engine.
11460	9x16 in. Goldie McCullogh make, engine.
5736	9x12 in. horizontal engine.

No.	HORIZONTAL ENGINES—Continued
6544	8½x10 in. horizontal engine, Waterous make.
10919	8x16 in. horizontal engine.
10726	8x12 in. horizontal engine.
11018	8x11 in. horizontal engine.
10360	8x10 in. Abell make, engine.
4720	7½x12 in. horizontal engine.
10988	7x9 in. horizontal engine.
10447	6¾x12 in. horizontal engine.
11519	6x10 in. horizontal engine.
1915	6x8 in. horizontal engine.
11017	5½x12 in. horizontal engine.
7586	6x6 in. horizontal engine.
9034	5x10 in. horizontal engine.
11435	5x7 in. horizontal engine.
3160	4x9½ in. horizontal engine.
11241	4x4 in. Leonard make.
8206	4x4 in. Leonard engine.
5127	25 h.p. Dake engine.

VERTICAL ENGINES.

10264	9x12 in. vertical engine, second hand.
9709	8x8 in. vertical engine, second hand.
9130	7x10 in. vertical engine, second hand.
11019	7x10 in. vertical engine, second hand.
11791	7x7 in. vertical engine, second hand.
11829	5x6 in. vertical engine, second hand.
11520	6x9 in. vertical engine, second hand.
11342	5x6 in. vertical engine, second hand.
11446	5x6 in. vertical engine, second hand.
6993	5x6 in. vertical engine, second hand.
9397	5x5 in. vertical engine, second hand.
11170	4x4 in. Doty engine.
7835	3x4 in. vertical engine, second hand.
8598	3x4 in. oscillating engine, second hand.
6081	Westinghouse high speed engine, second hand.

No.	MARINE ENGINES.
9715	3 3-16 & 5½x5 in. fore and aft compound marine engine, Davis Dry Dock Co. make, new.
8339	16x16 in. marine engine, second hand.
8057	12x14 in. marine engine, second hand.
8529	12x12 in. marine engine, second hand.
9381	8x8 in. marine engine, second hand.
11213	6x6 in. marine engine, second hand.
6143	5¾x7 in. marine engine, second hand.
3842	4x6 in. marine engine, second hand.
7129	4x4 in. marine engine, second hand.

PORTABLE ENGINES AND BOILERS.

9130	8¼x10 in. portable E. & B., Marsh & Henthorn make, new.
7251	8x12 in. Abell, portable, second hand.
1938	12 h.p., Champion, portable, second hand.
3180	12 h.p., Cornell, portable, second hand.
3363	5x10 in. Abell, portable, second hand.

GASOLINE ENGINES.

11520	12 h.p., gasoline engine, New Gasoline Engine Co. make.
11064	6 h.p. gasoline engine, Stovel Engine Works make.
8965	3 h.p. gasoline engine, new, A. W. McGuire make.
10154	3 h.p. gasoline engine, second hand.

GAS ENGINES.

8953	4 h.p. gas engine, second hand, Otto Silent type.
4403	2 h.p. gas engine, second hand, Otto Silent type.

HOISTING ENGINES, NEW.

6652	7x10 in. double cylinder, single drum, Robertson Bros. make.
XW	7x10 in. double cylinder, double drum engine, with boiler.
11146	20 in. drum, single drum hoisting engine.

Note---Look out for our List of Wood Working Machinery in next issue.

operations of this industry will be the abundance of water power so generously distributed throughout the Province; near almost every point, suitable for the establishment of pulp mills can be found more than sufficient water power always permanent in its head and unaffected by extremes of climate.

Taking this into consideration, together with the great abundance of raw material, and the opening of the Panama Canal in the near future, the markets will be so extended that not only will we have those of the Pacific Coast, but we shall be successful competitors with the mills in the Eastern States and Canada at their own doors, as well as in Europe.

The knowledge of the location of the most available and extensive limits for the purpose of the pulp manufactured is not so easy to obtain as would be imagined from the great extent of territory they cover. This is generally the asset of the professional timber cruiser, who is ready to dispose of the information at a price depending upon the quality and extent of the area, and its practical value to the purchaser, his, the cruiser's, experience giving him a pretty close conception of this. Approximately, however, the following may give some idea of the extent of spruce and younger fir lands which will be first to be selected for pulp manufacture:—

On Queen Charlotte Island, there are approximately one-half million acres heavily timbered nce lands contiguous to the Coast, with the ssary water power in close proximity; in the ior of this island is much more of the same of timber, which will be utilized later on.

On Knight's Inlet, on the northern side, can found much fir timber, but to the south of inlet a large spruce and hemlock belt extends some miles, with probably several hundred usand acres suitable for this purpose, and all se to salt water.

In the Coast district, at Owekana Lake, are extensive spruce lands, in fact, it is stated that there are millions of acres of mixed spruce and fir timbered lands, much of which will average 500 cords per acre, well fitted for the manufacture of pulp, either chemical or mechanical. Again on Vancouver Island, in the western parts of Sayward and Rupert districts, and in Northern Nootka district we have an extent of spruce lands totalling well up to a million acres, and in many cases in close touch with the seaboard and good navigation, while, as at other points already mentioned, water power, so necessary for the economical manufacture of the pulp, is available.

We must not forget, that, while we have been considering the manufacture of pulp in mills contiguous to the seaboard, that there are conditions which might make it highly profitable to establish pulp mills in the interior of the Province, which would depend upon rail transportation for a market.

For such purposes, large areas of mixed spruce and fir lands are to be found in the vicinity of Kamloops, on the North Thompson River and on the Fraser River and some of its tributaries.

One or two large pulp mills located near any of these points would find no difficulty in securing a market for the pulp in the rapidly growing Northwest and in Ontario.

To sum up the possibilities of pulp manufacture, we have markets for our output in Australia, China, Japan, South America, New Zealand, the Western Coast of America, and in Europe. With the opening of the Panama Canal, cheap transportation to the Eastern Coast of America, and through our better and cheaper manufacturing facilities, will make us at once successful rivals of the older Eastern mills, possibly giving us in time the control of the pulp industry of the world. It is only a question of a short time that the manufacture of pulp means the local manufacture of paper, with the consequent reaping of the entire profits of the industry.

THE EAST WILL JOIN THE WEST.

Toronto, July 14.—To a deputation representing the Ontario Lumbermen's Association, who requested that the same duty of $2.00 per thousand, placed on lumber by the United States, should be imposed too by this country, Hon. Mr. Fielding, while holding out no hope that the deputation's request would be granted this year, gave them to understand that something would probably be done for them next year.

COMMENCED OPERATIONS.

The Arrowhead Lumber Co., Ltd., commenced active operations on the first of this month. The mill occupies a most convenient site at the junction of the Columbia river and Arrow Lakes. It is equipped with all the most modern machinery and appliances and has a daily capacity of 100,000 feet in ten hours. The mill is lighted by electricity, the McEwen engine being manufactured by the Waterous Co., and the 500-light dynamo by the Canadian General Electric Co. Mr. S. C. Hinton, of Vancouver, is attending to the installation of the plant.

The convenient location of the company's mill gives it a wide range of territory for its product, while being directly connected with the Arrowhead branch of the C. P. R., it enjoys equal facilities for rail shipments east and west. With the introduction of every labor-saving device for lumber manufacture, thereby economizing in the cost of production, the company is in a position to enter the field with the brightest of prospects.

The officers of the company are: President, Mr. Archibald McMillan, of Westbourne, Man.; Vice-President and Manager, Mr. W. R. Beattie; Secretary-Treasurer, Mr. W. W. Fraser, of Emerson, Man.

THE FIRE RECORD.

The Ketchikan, Alaska, Saw Mill was totally destroyed by fire on the 4th inst., the loss involving some $4,000 to $5,000.

The large factories of the St. Catharines Box & Lumber Company, Niagara street, St. Catharines, Ontario, were destroyed by fire on June 24th, with the probable loss of $50,000. The fire burned with such tremendous rapidity that men employed in the buildings had to run for their lives. There was panic among the people watching the flames when the boilers exploded.

John B. Atchison's sawmills, planing mill and sash and door factory, at Cornwall, Ont., were destroyed by fire on June 24th, together with a very large quantity of lumber. The loss is between $30,000 and $40,000.

On the 16th inst. a large boiler in Peters & Cain's sawmill, about seven miles from Hamilton, Ont., exploded, completely demolishing the mill and instantly killing William Duncan, a young man employed in the mill. William Winn, another employee, was fatally injured and survived only a few hours. Several others were more or less injured by falling timbers and scalding steam.

Correspondence

FROM OUR SPECIAL CORRESPONDENTS.

VANCOUVER ISLAND.

Enjoys a Prosperous Season.—Loggers' Request Does Not Meet With Favor at the Capital.—Coast Lumber Has No Rivals for Quality.

Victoria, July 18.—A steady local trade at fair prices epitomizes the history of the past month in the Victoria lumber market, while a satisfactorily increasing export business has aided in keeping the mills and the dealers busy. The most important event of the month was the announcement by the Canadian Pacific Railway of a 40-cent rate on fir, spruce and hemlock to Manitoba points. This cut has been agitated for some time past, and local dealers are well pleased that the railway has acceded to their request. The reduction of the rate on cedar remains unsettled, but hope is expressed that the C. P. R. will make that concession as soon as it can secure the co-operation of its rivals in the carrying trade. The company's 40-cent rate now applies to shipments of cedar to all points in the Territories, but does not extend to Manitoba, as competitive roads decline to make terms to places within that Province.

The Loggers' Petition.

The loggers' petition to the Government for the suspension or removal of the export tax on logs going to Washington, meets with scant sympathy from local lumbermen. The general opinion appears to be that the loggers' troubles are self-inflicted, inasmuch as many of them rushed blindly into the business without due consideration as to the extent of the probable demand, or the necessities of the market. There is no doubt that there has been considerable overproduction, but it is pointed out that prudence should have suggested to these victims of their own lack of foresight, to secure orders for their logs before cutting them. Such precaution would have only been in line with ordinary business common sense. While it may be regrettable that a certain number of loggers are suffering loss through their own folly, it is said that there are others, who are shouting the loudest for a removal of the tax, who have not lost a dollar, but are ready, should their demand be complied with, to enter into contracts with Washington mills for the delivery of millions of feet of logs, which are now represented by standing timber. It is even said that some of them would go so far as to sell the logs standing and allow the Washington people to do the rest, and that they have been actually negotiating with that end in view. Looking upon the question from every standpoint, the policy of the Government in refusing to alter existing conditions meets with practically universal approval, the only persons dissenting being those who recklessly overproduced, and the "soreheads," whose scheme for denuding our forests for the benefit of the foreigner, for the sake of the few dollars it would bring to them, has been frustrated.

Surveying Their Pulp Concessions.

The Quatsino Power & Pulp Company, which controls a large concession bordering upon Quatsino Sound and Rupert Arm, is actively engaged in preliminary work on the property. Surveying and timber cruising parties are scattered over the ground making a thorough examination, preparatory to the choosing of the most convenient sites for the company's sawmills, pulp mills, wharves and warehouses, which will be built as soon as circumstances warrant. The company contemplates an outlay in exploratory work, plant, etc., of something like a quarter of a million dollars.

Lemon & Gonasson's new mill and sash and door factory is rapidly approaching the working

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Saw Mill, Planing Mill, Shingle Mill and Box Factory on C.P.R. and Fraser River, at Sapperton

stage. Vexatious delays in the delivery of machinery have prevented the completion of the plant, but the recent arrival of the last lot of machinery will enable the firm to start working about August 1st. Meantime the old plant is working full time filling local orders as well as considerable shipments to the Territories and Manitoba.

Well Pleased With Coast Lumber.

One of the most prominent Manitoba lumber dealers, who has been here during the past week, took the opportunity of visiting the principal producing points, and sized up the situation of the trade on Vancouver Island. He was enthusiastic over the quality of the lumber produced in this section. At the same time, the visitor remarked that lumber could be delivered at Winnipeg from the Mountain mills at much less prices than from Coast points, but at the same time, agreed that the quality of the Coast lumber was very much better than that of the Interior of the Province. He assured the writer that in every case where it was possible to secure the class of stuff he desired he had always and would continue to give the preference to the Coast product, particularly in spruce, which the Island produces in greater perfection than any part of the world. Showing his appreciation of this fact, he placed an open order for spruce of all dimensions with one local firm which was able to show him a sample of what they could turn out—for the entire output of their mills.

The Sayward Mills have just received a large shipment of modern flooring manufacturing machinery, which will be a valuable addition to their already extensive plant.

A local dealer reports enquiries from Toronto and other far Eastern points for clear spruce. The receipt of these letters indicates that the superior quality of British Columbia spruce is now recognized in Eastern Canada and the Middle and Western States, and inspires the conviction that despite the long haul and heavy freight rates, British Columbia spruce is becoming a necessity in certain lines of industry. One of the largest flour milling companies in Minneapolis has sent to the same dealer for samples of spruce, as they find the quality of the southern lumber which they have used for the manufacture of barrels, deteriorating, and are forced to look to this Coast for their future supply.

WINNIPEG ACTIVITY.

Building Operations Enjoying a Season of Extraordinary Prosperity, While the Lumber Demand Is Brisk.—An Important New District.

Winnipeg, July 16.—The condition of unrest which characterized the lumber trade in this city and the western part of Canada generally during the opening of the present season, has apparently subsided to a great extent, and has been succeeded by a healthy business activity, especially in the City, where the record building boom is making the path of the lumber agent and the contractor quite pleasant for the time being. Never before in the history of the City has there been so large an amount of construction under way at this season of the year, and it is believed that the permits issued for buildings in Winnipeg will at the close of this season reach the enormous total of $10,000,000. From January 4th to July 4th of this year the permits issued were for 1,351 buildings, the stated cost of which is to be $6,072,450. This is three times as great as the stated value of the buildings for which permits were issued in the corresponding period of last year.

Local Lumber Demand Good.

This unusual activity has, of course, had the effect of making business in the lumber trade quite brisk, and the local demand is, consequently, greater than it has been for years. The structures for which the largest quantities of the rougher grades is required are the new shops of the Canadian Pacific Railway and a number of the local dealers have received fat orders from the company. The construction of the new C. P. R. hotel and station, work upon which is now in progress, will also require large quantities of lumber of almost every grade. It is generally understood that in the country points, especially in the Province of Manitoba, the demand for building material is not so active, due in a great measure to the fact that the rather reckless speculations in real estate has created a sort of financial stringency which will not be relieved till another good crop has been garnered in the Province and Territories. Should any unforeseen circumstance arise which would tend to produce anything of a failure in the crop output, the results in the West are not pleasant to contemplate. Just at present the prospects are brilliant and should the conditions continue as at present, the harvest will eclipse all previous records. In the Northwest Territories the building activity is up to high-water mark, because the stream of immigration in that direction is still very marked and the sale of rough lumber for hurried construction is reported as something more than the average.

Building Immense Mills There.

Fort Frances, Ontario, is rapidly coming to the front as one of the places in the Winnipeg district which seems destined to have an effect on the lumber trade of this City and locality in general. Preparations for the manufacture of lumber on a large scale have been made at the progressive hamlet in the woods, and already the Rainy River Lumber Company is turning out immense quantities of building material for its mammoth sawmill, which is running night and day, and which has so many large orders booked that the directors of the company believe that the enterprise will prove far more successful than was at first anticipated. J. A. Mathieu, managing director of the company, who was in Winnipeg a few days ago, stated to the representative of the "Lumberman" that the district was developing very rapidly, both in population and industries, and that there were indications that numerous industries would locate there in the near future. J. H. Wallace, hydraulic engineer, of New York, is now at Fort Frances, locating sites for the paper, pulp and flour mills which are to be put up by the Backus-Brooks Company, of Minneapolis. It is said that the plans call for the construction of a pulp mill with a daily capacity of 325 tons, a paper mill with a similar capacity, and a flour mill of 3,000 barrels capacity per day. The flour mill company, through A. Kelly, of Brandon, Manitoba, has applied for 1,000 horse power to operate the mill. The pulp mills will cover an area of 16 acres, and will employ 150 hands. It is believed that there is 20,000 horse power available on these sites.

Log Driving Record.

The largest log drive in the history of lumbering in the Winnipeg district reached the outskirts of the City yesterday afternoon, when the van of the Sprague Lumber Company's winter output was safely corralled in the booms on the Red River, which are maintained for the purpose of holding the logs till they are required for the saw in the firm's mammoth mill here. The drive, which now extends for forty miles up the river, contains 300,000 pieces, and is the largest that was ever run at one time on the Red River. Two days ago the logs were cut loose on the Roseau River above Letellier, 160 miles above Winnipeg, and thus made a record run. The gangs of rivermen in the employ of the firm here were exceedingly busy getting the first of the drive inside the booms, which extend about four miles up the river from this City,and inside of which the whole drive is to be held till it is ready to be sawn. The previous record for the drive for this distance was four days, and an idea of the velocity of the current in the Red River this season can be gathered from this fact. The timber in this drive was cut on the firm's Roseau limits. Unless something unforeseen occurs to interfere with the run of the logs, the whole drive will reach the booms in record time. This is only one of several large drives which are now on their way to the Sprague mills. The firm has, during last winter, installed a number of improvements to the Higgins Avenue mill, making it one of the most up-to-date in America. The electric light plant on the premises has been greatly increased in capacity, and a number of the very latest devices to facilitate the output of the mill have been installed. The lumber sheds have been extended and in general, when the Sprague mill opens for this season's operations, it will be one of the most modern lumber manufacturing plants on the continent.

Enterprise at Grandview.

T. A. Burrows has one of the most up-to-date mills in the Province in operation at Grandview, Manitoba. The mill is running night and day under the supervision of J. W. Montague, of Winnipeg. The electric light which is used to light the mill at night, is produced on the premises, and about 100 men are employed.

Big Elevator Company Organized.

Nicholas Bawlf, W. H. McWilliams, S. P. Clarke, Fred. Phillips, W. W. McMillan and John Love, all local grain merchants, are the promoters of the new Empire Elevator Company, with a capital of $2,000,000. It is to operate on a larger scale than any other elevator company in Canada, its letters of incorporation having been taken out under the Dominion statutes. The other members of the firm are American capitalists. The principal places of business for the new company are Winnipeg and Fort William.

Mr. Maclaren Interviewed.

Alexander Maclaren, the millionaire lumberman of Ottawa, Ontario, and Buckingham, Quebec, who is in this city on his way to Barnet, B. C., where he has extensive lumber interests, being president of the North Pacific Lumber Company, at that place, believes that the only chance that the lumbermen of Western Canada, and of British Columbia, especially, have of getting any redress in regard to their grievances, will be in urging for a royal commission to investigate the whole trouble.

Industry Is Being Killed.

Speaking to the representative of the "Lumberman," Mr. Maclaren said:—"It is a most regrettable state of affairs, but it is nevertheless true that the lumber industry of British Columbia, which should be one of its richest, is being killed entirely, and its vast timber resources are being depleted without adding to the prosperity of the country. The lumber manufacturers of the West are certainly in a tight place now, and while I do not think any of the mills will close down, I am sure that many of them, instead of operating throughout the year, will cut for only about eight months, and the four in which they are idle will mean an immense loss to the whole of Canada. The Government has flatly refused to do anything in the way of establishing a protective duty, and on that account the surplus stock of the United States is being rushed into Manitoba and the Northwest to slaughter a market that formerly was a big patron of the British Columbia mills. Last year the amount of lumber consumed in Manitoba and the Territories amounted to between 600 and 700 million feet, and of that, sixty million came in from the United States. I believe that this year it will amount to twenty per cent. of the consumption, which means a lot of Canadian money passing from Canadian pockets.

Misinformed Patriotism.

"Of course, there is a great cry that nothing must be done which would retard the settlement of the Northwest. The lumbermen of British

Columbia are just as eager as anyone else that the country should progress, but they are selling their lumber at the lowest price that they can manufacture it for, and the permission to the Americans to dump their surplus in Canada is not bringing down the prices any, but merely allowing the outsiders to sell lumber here which they are unable to dispose of in their own country. The Canadian material being in the majority, controls the prices, and then the Americans come in and divide the territory which should be covered by the Canadians. I think that the Government should go into this question thoroughly. It is a deep problem, and it should be dealt with in a broad-minded manner.

Will Be Remedied Too Late.

"I believe that through time the matter will be righted, but the way things are going now, a great many of the poor fellows who are struggling along will be forced to the wall and their holdings are bought up by American capitalists. By the time that prosperity strikes the industry the resources of the Coast Province will have passed out of the hands of Canadians and the wealth will go into American coffers."

Builds Yacht at Vancouver.

Mr. Maclaren and his family intend to spend the summer at Barnet and Vancouver. He has under construction at the Coast one of the finest yachts that has ever cruised in the Coast waters. It is to be ready to launch on August 1st, and he has promised the members of the Medical Society, which is to meet in Vancouver on August 23rd, a fine cruise in the new craft, which will have sleeping accommodation for twelve people and a crew of three. It is to be 68 feet long, 15 feet beam, drawing 7½ feet of water, and will carry 2,100 square feet of canvas.

LOG DRIVING.

Ottawa River Exceptionally High and Driving Has Been Eminently Successful.—Demand for B. C. Lumber Very Slow.—Successful Sale of Government Lands.

Ottawa, July 4.—As far as natural conditions are concerned, the lumber operations of Ontario and Quebec have been amply blessed during the past three months. Never in the history of the trade has the Ottawa River reached such a high level, and consequently the work of log driving has been comparatively easy. As a matter of fact, the only "drive" of any size that was "hung up" was one belonging to R. H. Klock & Company, in the Temiscamingue country.

So strong has been the current and so great the number of logs, that several booms have broken. Fortunately, however, in each case the logs were collected again with dispatch. It is estimated that at the present time there are between two and a half and three million logs and pieces of pulp wood on the Ottawa River above the City. The work of rafting and handling these logs on the Ottawa is in the hands of the Upper Ottawa Improvement Company. It has twelve steamers and 800 men at work. In addition, of course, to this number, a small army of men was employed by the lumber companies moving the logs along the tributaries.

In former years, when the water was at its normal level, the newly cut logs did not reach the main river booms until the old stock had been cleared out. This spring, however, the new logs were rushed into the booms on top of the big stock that had wintered there. The Des Joachims boom, above Pembroke, broke under the strain, liberating 300,000 logs. Despite fears, all were corraled before any further damage had been done to lower booms.

In the snow boom on the Ottawa above Arnprior, there are fully one million logs, a record number. An equal number of logs has been passed out of the booms and rafted down to the mills.

J. R. Booth is holding 400,000 logs on the Mattawa River, until such times as the booms on the main Ottawa are relieved of their congestion.

The Temiscamingue and other tributaries are said to be literally flooded with logs. On the Rouge River, another big tributary of the Lower Ottawa, there are over 800,000 logs and pieces of pulp wood.

However, while the high water has facilitated the movement of the logs, it has interfered with the operation of the mills along the Ottawa, and the shipment of lumber. This was true of Rockland, East Templeton, Calumet, L'Orignal and other milling points.

The W. C. Edwards Company's mills at Rockland, the Perley Lumber Company's mills at Calumet, and others, were a month late in starting. The high water, for this reason, may have the effect of diminishing the season's cut. However, now that the water is receding, conditions are improving.

Sale of Crown Timber Lands.

The annual sale of provincial Crown timber limits for Quebec Province was held lately. While bidding was slow, good, strong prices were obtained. In all, 1,703 miles of limits were sold, the aggregate amount realized being $258,166. Senator Edwards, head of the W. C. Edwards Company, paid $290 a mile for one lot in the Bonaventure district. W. H. Davis, of Montreal, paid $135 per mile for a lot in the Saugenay country. Another selection was sold to W. Ritchie, of Montreal, at $101 per mile.

All the principal lumber operators were present at the sale, and all seemed to have pretty intimate knowledge of the country offered for sale. The establishment of newcomers, Canadian and American, in the lumber business, has improved the demand for limits. Judging by the figures quoted at the sale, there is little likelihood of limits decreasing in value for some time to come.

Business Not Up to Expectation.

Lumber business is very slow in the Ottawa district at present, one manufacturer sizing up the situation in the statement that he didn't know "which way the cat would jump." July and August promise to be slower than summer months usually are. Little British Columbia timber is coming East, the demand for this stock for structural purposes being slow. The shingle market shows no change.

British Markets Affect Trade Conditions.

The condition of the English market is a matter of great concern, and the depression is likely to have a bearing on future operations on the limits and at the mills.

Square timber has declined in value twelve cents a foot since the fall sales, which were made at a ten per cent. advance. By reason of this decline, several operators are holding their stock on the limits and at the port of shipment.

The depression in the English market will cause a sharp decline in the output of square timber next season.

Prices Maintained.

While there has been no decline in prices, there is an easier feeling in Canadian white pine lumber. Manufacturers who were not at all anxious to sell a few short months ago, are now looking for customers. The trade with the States has only been fair. On the other hand, business, especially within Canada, in the low and middle grade stocks, has been first-class.

Rail vs. Water Routes.

All the square timber for the English market is being shipped this year from the limits by rail. In former years the Ottawa River was the avenue used, but operators seemingly now favor the more direct and speedier passage afforded by rail. With the passing of the square timber from the river, the Government will probably abandon the slides.

While there was ample water in the lumbering streams of Ontario and Quebec to float the logs, such was not the case in New Brunswick. The spring high water moved off rapidly in that Province, and despite the best endeavors of the mill men, many logs were "hung up." It is estimated that fully 41,000,000 feet of logs were stranded. On the St. John River, about 120,000,000 feet of logs were brought down this season, this lot including 40,000,000 feet of stuff "hung up" from the previous season.

Increasing Ontario's Forest Reserves.

Ontario now has a permanent forest reserve of 6,000,000 acres. To this area the reserve has been increased since 1895, when it consisted of only 80,000 acres. Instead of selling the right to clear this land, the Government will allow the lumber and pulp manufacturers to cut merchantable timber of prescribed dimensions. There will be no stop to cutting, but the region in which it will be carried on will be in one quarter this year, and another next year. The aim is to restrict cutting so as to insure a perpetual supply on the permanent areas. It is the intention to add to the area, until many millions of acres are held in reserve.

40-CENT RATE.

Sound Millmen Did Not Succeed in Their Overtures With Railroads.—Concessions Granted.—A Dull Market.

Seattle, July 10.—The request of the Pacific Coast lumbermen for a 40-cent rate to Missouri River points has not been granted, but a number of other concessions will be allowed in the new rate sheet, as soon as it is issued. Shingle manufacturers will be allowed to load cars on a weight basis with the minimum of 20,000 pounds instead of the arbitrary weight system established under the old tariffs on a car length basis. Concessions have also been given to Spokane, which means much to that city. Spokane will control the trade within a radius of one hundred miles. Spokane asked that the distance be measured by air line, but the railroads have decided on a rail measurement. This is not as favorable to the city as the air line measure. At the same time concessions will be made covering spruce and hemlock shipments.

The Shingle Situation.

Many shingle mills have closed down throughout the State. This action is taken by a great many mills every year a week or two before the Fourth of July. This year it is done in most cases on account of the poor prices obtained. In Everett and in mills scattered throughout the State, wage reductions have been agreed upon in order to keep the mills busy, but the men evidently do not like the new arrangement, for in many cases they are staying away from the mills, and some are shut down on that account and will not reopen after the Fourth. All of Everett's shingle mills have been closed down, and the mills in Ballard and Tacoma are in the same fix. The owners declare that the mills will stay closed until the men decide to accept the new wage scale.

The strike, it is declared by some, is tending to hoist the price, and the belief is common that shingles will never be lower. There has been a raise of five cents in clears during the end of June, and additional increases are looked for in the near future. The Eastern yards are well stocked with shingles, but the demand is gradually increasing.

The executive committee of the Interstate Red Cedar Shingle Company is attempting to reorganize the old association, and a plan to accomplish this purpose is now being laid out. The refusal of the mill owners to cut down the output when the market was overstocked was what killed the last association. During the past ten years a number of associations have been

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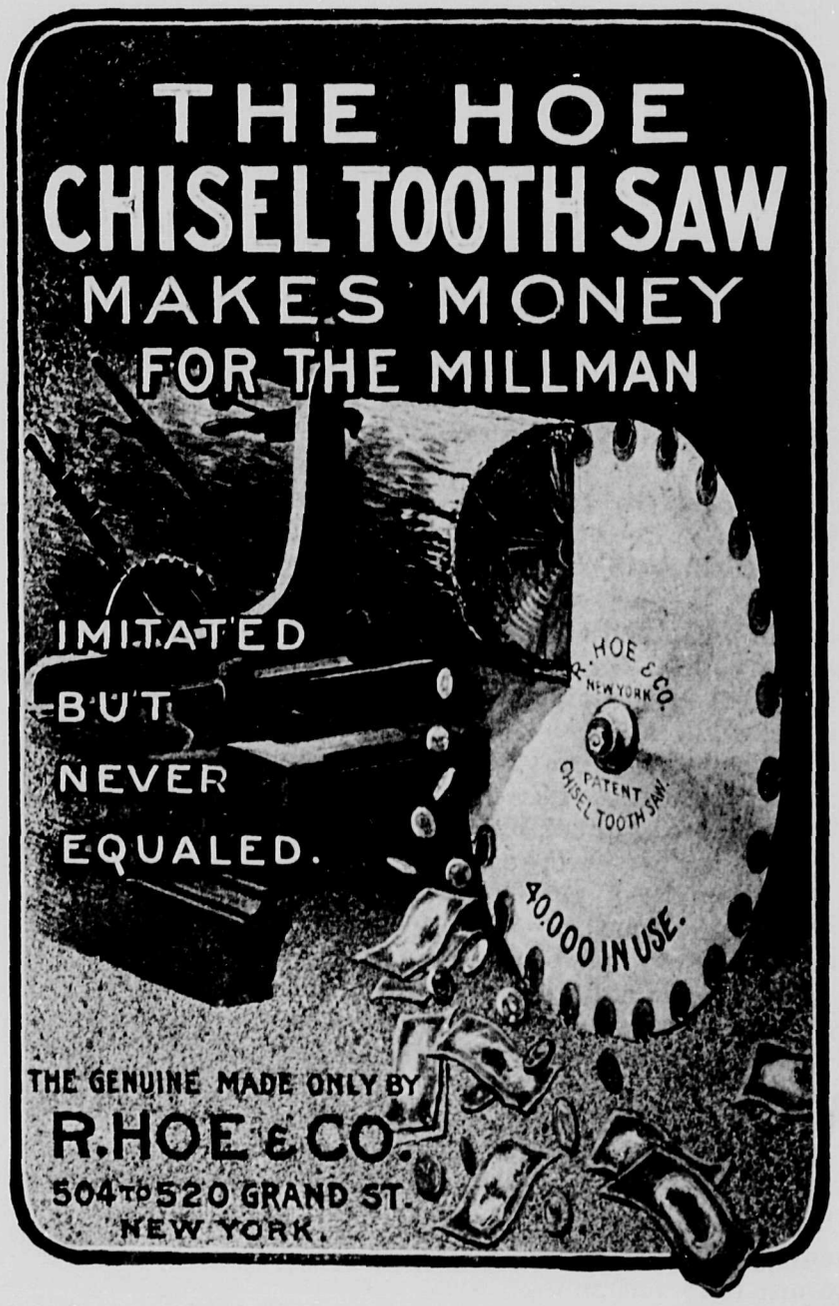

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Cedar Cove Mill, Vancouver, B. C. **Ruskin Mill, Ruskin, B. C.**

organized, but invariably they went to the wall.

A meeting of lumbermen was held in Tacoma on June 25th. About thirty mills were represented, but no action was taken. F. W. Baker stated after the meeting that all the millmen were willing to enter some agreement whereby production could be curtailed, but they did not know just what sort of plan should be adopted.

Western Pine Business Good.

The monthly meeting of the Western Pine Shippers' Association was held in Spokane on July 6th. The Association is represented by millmen from Western Montana, Idaho, Eastern Oregon and Eastern Washington. R. A. Kellogg, secretary of the Association, said the other day: "May was the best month experienced by members of the Western Pine Shippers' Association. Sales for the last month were 16,000,000 feet, which does not include sales made by smaller mills. Sales during other months have been about ten, eleven or twelve million feet. Market conditions were discussed at the meeting. The market is fair, although not extra good, neither are prices all that could be desired. The manner of how best to curtail the market, with the view of regulating the supply to the demand, thereby keeping prices, was discussed.

Unanimity Necessary.

It is believed by the officers of the Pacific Coast Lumber Manufacturers' Association that the responsibility for the poor market conditions during the past half year is due mainly to the uncertainty in commercial circles preceding the Presidential election, and correspondingly to the future conditions of the Eastern market. It is believed that if the market is properly regulated from now on, a great deal of good can be accomplished, and prices may again become firm and advance to a rate that does not bring actual loss to the manufacturer. There is a general sentiment in favor of shutting down all the mills one day in each week, and lumbermen have no doubt but that all the lumbermen will agree to this; if this is accomplished, it will materially aid the millmen to regain confidence. The opinion which prevails, claiming that the poor condition of the market is for a large part due to a scare among the millmen, appears to be well founded. Despite the fact that the market is steadily improving, mills are still selling lumber at a loss, and many big plants are cutting heavily and glutting the market with the supply of timber products that cannot be absorbed.

An Appropriate Substitute.

In all probability the Washington State building at the St. Louis Fair will be turned over to the Hoo-Hoo's as a resting place for those members visiting the Fair. The building of the Hoo-Hoo's was recently lost by fire, and as the material for the Washington State building was furnished by the lumbermen of this and neighboring States, they will be entitled to use the unoccupied space in the building.

Present Conditions Do Not Discount Future Prospects.

Many new mills have commenced operations in this State during the past few weeks. The Lewis Lumber Company is building a $100,000 plant opposite the fort grounds near Coeur d'Alene, Idaho. It will be ready by September 1st, and will have a pay-roll of $5,000. All the sawmills in the same neighborhood are in full operation. The Big Four Lumber Company is to be enlarged; the McGillis & Gibbs new planing mill is completed and running. Among the older mills are the H. D. Allen mills; that of the Gunderson Mill Company, on Kid Island Bay, and the J. C. Corbin Mill & Lumber Company.

At Aberdeen the plant of the American Mill Company is to be enlarged, and some $50,000 is to be spent in improving it; the latest woodworking equipment is to be installed. The Oregon & Washington Lumber Co. will build a $50,000 plant south of Portland. The mill will have a capacity of 60,000 feet daily, and the company has purchased a site with 627 feet of waterfront. W. A. Dempsey is president of the new concern.

The local mills are apparently well satisfied with the situation, as complaints from that quarter have ceased altogether—and they ought to, for there are few other cities in the United States that can show a greater consumption of lumber of all grades, comparatively, than Seattle. Instead of diminishing, the building industry of the city is constantly increasing, and the month just past is nearly twice as large as the largest previous record. The totals for the month of June show that nearly $1,500,000 worth of building permits were issued during the month. The next largest month has $900,000 to its credit. Government, railroad and municipal work is proportionately heavy, and it is unlikely that there will be any let up for the next two years in the city's prosperity.

Loggers Take Holidays.

The situation in the logging business remains unchanged, and nothing new is likely to occur before fall sets in and the millmen resume operations on a better financial basis. Logging in Washington is dead, but the market is being controlled to some degree. The heavy-weight camps still remain idle, and they can afford to do so. Money is made by waiting for the market to right itself, and for prices to again become stable.

The Portland Cordage Company has commenced sluicing dirt for its mammoth plant at Smith's Cove, and it is announced that within two months the buildings for the plant will be well under way. The plant furnishes nearly all the cordage used in the logging camps on the Pacific Coast.

CHICAGO TRADE.

Demand in Certain Lines Equal to Supply—Building Conditions Call for Heavy Orders —An Effort to Control Supply.

Chicago, July 8.—The weather has been unusually cool during June and thus far in July, but the lumber business continues to grow with each succeeding week of the season that by courtesy is called summer in Chicago.

The demand for hardwoods—oak, basswood, birch, ash, cypress, etc.—is well up to the supply; hemlock, the various pines, spruce, white cedar are in moderate demand.

The most notable event in lumber circles here last week was the edition of the American Lumberman, containing 80 pages descriptive of the Long-Bell Lumber Co., Kansas City, Mo. The portraits and views were numerous and the word pictures contained all necessary information.

Heavy Local Lumber Demand.

The common grades of lumber used in the cheaper buildings are in such demand that stocks are shipped from the mills as soon as they leave the saws. Lumber is coming into this port by vessel at the rate of about 10,000,000 feet per week, and by rail averaging 25,000,000 feet per week, while the shipments amount to about 20,000,000 feet per week. As stocks in the yards are not growing to any extent, it is evident that local consumption is heavy.

Effort to Raise Prices.

Many large Southern pine mills have reduced their output one-third in order to aid in boosting prices. This plan is likely to be adopted by the hardwood manufacturers for the same purpose, and it is only a question of time when all the large lumber interests will be managed with the view of keeping the supply more nearly equal to the demand than at present.

Staple Goods.

White Cedar is used mostly for fence and other posts, and as poles for certain kinds of rough work. Dealers say that the white cedar trade is very good.

The supply of white cedar shingles is much greater than the demand.

The numerous strikes at the furniture factories have affected the demand for hardwoods to some extent; some of these factories will not open until a settlement is made with the workmen, while others are running with a limited output.

The 2612 building permits issued in this city from January 1st to July 7th have a value of $20,155,845.

Tierces are selling at $1.25, barrels at 90c to $1. Staves are $22 to $23 per thousand.

A VALUABLE PROPERTY GOES UP IN SMOKE.

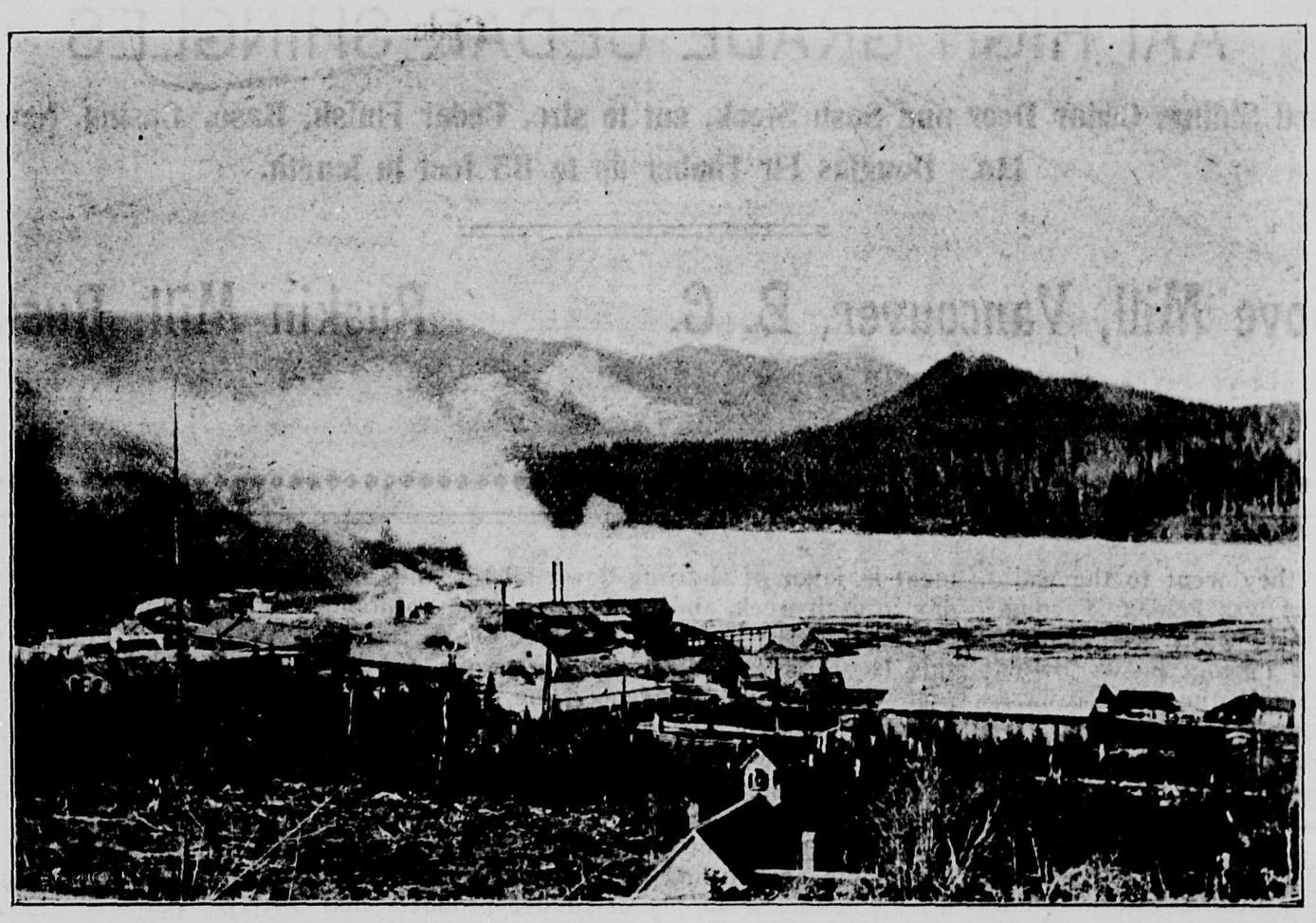
On Friday morning, July 8th, the valuable mill of the Canadian Pacific Lumber Company, Ltd., at Port Moody, near Vancouver, was destroyed by fire.

With scant material, the hundred and fifty men employed at the mill put up a splendid fight against the big blaze in the early morning. As it turned out, the damage was confined entirely to the north side of the tracks of the C. P. R., else the losses would have amounted to over $125,000. The damage is fairly well covered by insurance. The largest losers are Mr. T. W. Paterson, of Victoria, the Canadian Pacific Lumber Company, and Mr. H. A. Jones, whose new tug, being built in the millward, was burned to the water's edge. Three railway cars were destroyed.

There were saved the planing mill, recently built, on the south side of the railway track, together with the office and a great deal of stacked lumber; while on the north side the two outlying shipping sheds were saved with their contents.

A meeting of the directors, consisting of Mr. T. W. Paterson, of Victoria, Pres.; Mr. Perry D. Roe, vice-president and manager; Mr. T. F. Paterson, secretary-treasurer, and Mr. R. Abernethy, superintendent, was held at the Company's office at Port Moody a few days ago, when it was decided to rebuild the mill at once.

We are authoritatively informed that the loss was not as great as at first reported, and that in the rebuilding of the mill, the company has every reason to believe that the new plant will be in every way far ahead of the original, and that the mill will be in a far better position to cater to the trade than it was, in other words, "to be better fixed than ever," as it was expressed to us.



CANADIAN PACIFIC LUMBER CO'S MILL, PORT MOODY

THE LOGGERS' APPEAL.

To the Public of British Columbia,—

A petition addressed to the Government of British Columbia is now being circulated, praying that the embargo be removed and that free access to the markets of the United States be allowed the loggers of British Columbia.

In support of that petition it is purported here to set forth as briefly and concisely as possible the present condition of the logging industry and its relation to the general welfare of the whole people.

It is a fact, and freely admitted, that the logging industry is today in very bad shape.

The market is limited and the price of the rougher grade of logs is below the cost of production; further, owing to the lessened demand for rough lumber and common building material, it is now almost impossible to sell rough or merchantable logs on the Coast of British Columbia at a profit.

Particularly does this apply to cedar, as there are today millions of feet of cedar logs lying in the water at and near Vancouver for which no demand can be found.

A large percentage of these cedar logs belong to the mills and are not being cut up simply because there is no market for lumber of this grade.

Such being the facts, it can easily be understood how almost impossible it is to sell to them a grade of logs that they are already overstocked with.

The question naturally arises, Why were logs in such demand eighteen months ago, and what has caused the heavy slump? There are a number of causes, one perhaps being the excessive output of logs last year when prices ranged much higher and demand was good, but the principal and most important one is the large increase in the number of mills throughout the Kootenays. There is now invested in the lumber business there no less than $5,000,000, and the number and capacity of these mills is still growing.

Many of the larger mills, equalling in equipment and capacity the mills of the Coast, have operated for the first time this summer.

Logs can be delivered at these mills at from $1 to $1.50 per thousand cheaper than on the Coast; wages are as low, if not lower, and they have a less freight rate of about $4.80 per thousand on rough lumber shipped to the Northwest Territories.

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Write us for Special Quotations whenever in the Market

This practically gives the market for rough and common lumber into the hands of our countrymen in Kootenay, and is largely responsible for the lack of demand for rough and merchantable logs here. It must be remembered in this connection that their timber is mostly small and rough, and that for this reason the Coast still has the bulk of the trade for finished material, such as flooring, stepping, siding, mouldings, etc.

Such being the case, the Coast logger must find another and larger market for his product, or cease to operate.

It is useless to theorize or talk cheap sentiment, the facts are as given above; we must have a further market or suspend operations.

What effect has the present situation on the people of British Columbia? Let us look at it from the loggers' standpoint:—

He is losing money, he is seeing the hard-earned accumulations of years of toil slip through his hands despite his best efforts, with a certainty, if no relief is forthcoming, of going insolvent. "Going broke," it is called, and going broke he is.

The merchant, wholesale or retail, in whatever line he may be, is today feeling very keenly the depression in the logging business; camp accounts are not being met; money is scarce, and the whole City feels the stagnation in this most important industry.

Workingmen are idle in Vancouver by hundreds, with every probability of their number increasing; wages are necessarily lower, and employment hard to get.

Some of the mills are holding millions of feet of logs that they will not cut, and, if permitted, would gladly turn them into cash by towing them across to the American side.

The Government of British Columbia is losing a large amount of stumpage owing to the fact that the rougher class of timber is at present left in the woods there to rot or burn up.

One-third of the cost of logging is incurred in putting in skid roads, and this rougher lumber could be taken out if there was any demand for it, but the majority of the loggers today are forced to leave it in the woods, where it must inevitably go to waste, a complete loss to the country and to the logger, who is unable to get the profit he would obtain under an open market on this class of timber; and besides, he is unable to use his skid roads and other necessary improvements to the fullest extent, thus losing a considerable portion of the returns he should receive for his outlay in road building, etc., which is, as shown, a heavy item of the expense necessary to procure logs, as all practical loggers and woodsmen know. In all common sense, why not sell this timber to the Americans? They have an unlimited market, can saw and sell timber that is worth nothing to us, and it will not be for many years. The logger will profit, for it will allow him to log and sell his entire limit and give him a larger and steadier market. The working man will have employment all the year at good wages. The tug-owners and all their employees will be busier than ever before.

Vancouver and the whole Coast of British Columbia will at once feel the effect of the good American money put into circulation here.

We are told that we must protect the mills of this country by not allowing the export of logs.

Now, in common sense, what benefit is it to the mills to keep logs in British Columbia that they don't want, and cannot cut and find a market for? They have tried hard to have a duty put on lumber, but without effect. They simply say they will not bid on a boom of rough logs as they do not want them.

This being the case, and it is the case, as any one familiar with present conditions knows, why not sell to the United States at a profit what we cannot use at home.

There is also another phase of the question that has not been touched upon heretofore and it is this.

The average cost of logs delivered at Vancouver or similar points is $5 per M. paid out for supplies, wages and towing, all going into the pockets of white men and freely circulated through the community.

The cost of sawing these logs into rough lumber is approximately $1.75 to $1.85 per M. if cut in a modern and well equipped mill. Of this amount at least 50 per cent. goes to pay for Chinese, Japanese and similar labor who are of little value to this country, if indeed not a menace to our entire social system, leaving proportionately 85 cents to 90 cents per M. in payment to white labor and for supplies. We are asked to sacrifice a $5 industry to protect a 90 cent one, and further I think that it has been clearly shown that the 90-cent industry rather than suffering by export will really benefit.

We have no quarrel with the millmen on this question; we only ask the government of this country for common fair play.

If the mills here cannot buy our logs at a living price then let us sell to those who will. That is all we ask, and is it too much? But says a critic, "We hear that the United States camps are shutting down; that there is an overproduction of logs in the State of Washington. How can you sell your logs there when the United States logger cannot?"

Just briefly we will put that question to rights. On the American side stumpage is $1 to $2.50 per M; here, 50 cents, an advantage of from 50 cents to $2.00 per M; also we can log a great deal cheaper owing to the greater amount of virgin territory and the shorter haul. In other words, we have vastly more timber than the State of Washington and it is closer to the water; also the loggers of the Sound being wise in their day and generation, have formed a very strong association and sell their logs at a stated price according to the grade. If the market is overstocked they shut down their camps until it has righted itself, but still hold up the price.

And right here it may be said that if the British Columbia Loggers' Association is to be

THE ...
LUMBERMEN'S SUPPLY CO.,
LIMITED
122 Wellington Street, West TORONTO, ONT.

We sell any article that is required by Railway Contractors or Lumbermen, no matter what it is.

We ship mixed car lots

Mitts, Moccasins, Shoe Packs, Larrigans, Pants, Underwear, Chain, Rope, Axes, Saws, Axe Handles, Pork, Ham, Bacon, Lard, Butter, Tea.

We are the only House in Canada that furnishes you complete under one roof

LOWEST WHOLESALE PRICES

TINY B. C. "TOOTH-PICKS."

an institution of strength and a support to the logger at all times it must be reorganized on a new and stronger basis. When the need for action arises, as at the present time, it requires a long period of depression to bring them together with a united front.

Something on the same lines as our Yankee friends have formed is required, modified and changed perhaps in minor details to suit the different conditions existing here.

To continue, however. Those who are fortunate enough to hold Crown granted land in British Columbia secured subsequent to 1887 are now exporting their logs to the United States, and it is common knowledge that the price nets them from $1 to $1.50 more than the same grade here, the strong point being, however, the possession of a larger and steadier market.

Another reason for cutting the timber and converting it into cash instead of saving it for future generations of Japanese and Chinese to work up in the sawmills is that as most people are aware there is in say a period of ten years more timber in the forest consumed or destroyed by fire than there is cut down and converted into logs in a similar period, so that delay in getting out the timber and turning it into cash is destroying the chances of getting a considerable portion of it hereafter. Besides we are naturally more interested in the living present than in fifty years hence, and when that time does come or perhaps much sooner the use of timber may be greatly curtailed if not done away with altogether, for in this era of invention and progress we find that iron, steel and other substitutes are now used where formerly lumber was used altogether. It seems strange to think how our friends the millmen keep on telling the people and the Government that there is not much timber in the country and that if export of logs is allowed there will soon be nothing left for the mills here to saw. And they have told this so often and so persistently that some of them seem to half believe it themselves, whilst the facts are there is more timber in this Province than the mills here will saw up in the next 300 years.

There is, it is said, more timber on Vancouver Island alone than the Coast mills of British Columbia would saw up in the next fifty years.

There is plenty of timber here for this generation and there will be plenty for the next.

The old saying, "Where there is enough take enough, and where there's little take all," may have some vulnerable points, but there is lots of horse sense in it when applied to something like standing timber, which is liable to rot, burn or depreciate in other ways.

Besides, it is foolish to get jealous because our Yankee cousins get out logs and give us in return their gold. Their money is what we want; this is bringing in capital, and is better for the community than selling to people here, for selling to each other is like taking money out of one's pocket and putting it into another as far as benefitting the public is concerned.

These are straight facts which will appeal to sensible people. We believe the rescinding of this Order-in-Council will have the immediate effect of putting life in the logging business, will double the value of our timber lands, will double the Government receipts for royalty and licenses, will give us all new hope and added energy.

This is not only of moment to us, it concerns every man, woman and child on the Coast of British Columbia. We want your help; sign the petition, get your neighbor to sign it. Help us tell our City members that we mean business, and impress upon the Government of this Province the fact that we want legislation not for the few but for the many.

All of which is respectfully submitted on behalf of

THE B. C. LOGGERS' ASSOCIATION.

Wm. Carter, of Grand Forks, is building a saw mill at Danville, Wash., for E. A. Gardner. The structure is to cost about $20,000.

Pacific Coast Pipe Co., Ld.

1551 GRANVILLE STREET
VANCOUVER, - B. C.

P. O Box 563 Telephone 1494

Manufacturers of

Machine Banded Wire Wound Wooden Stave Water Pipe

For City and Town Water Systems, Fire Protection, Power Plants, Hydraulic Mining, Irrigation, Etc.

ONE-HALF THE COST OF IRON PIPE AND BETTER.

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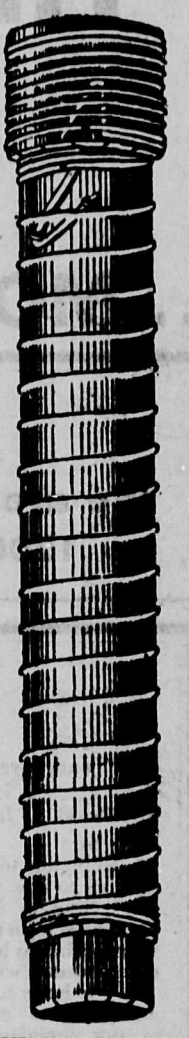


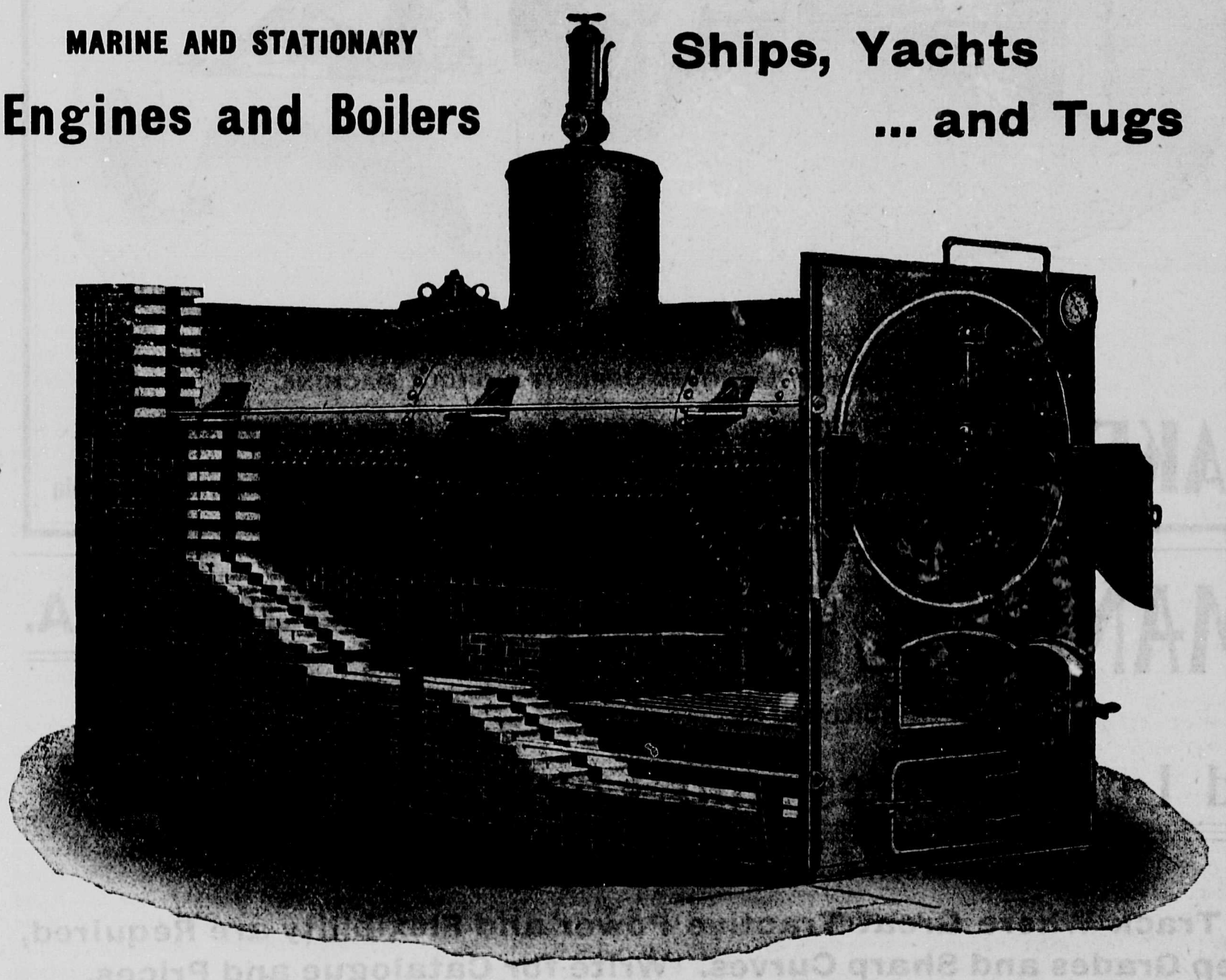
MOUNTAIN LUMBERMEN MEET.

A meeting of the Mountain Lumber Manufacturers' Association was held in Nelson on June 22nd, at which considerable routine business was transacted. A. Leech was chairman and W. F. Gurd secretary, and 20 members of the association were in attendance.

MARINE AND STATIONARY

Engines and Boilers

Ships, Yachts ... and Tugs



We manufacture Marine Boilers of all kinds as well as Horizontal Boilers as shown in cut.

Our Marine and Stationary Engines are decidedly highest grade and our Ships, Yachts and Tugs have everywhere given the utmost satisfaction.

We know we can give you first-class work and solicit a chance to quote you.

THE BERTRAM ENGINE WORKS CO., Ltd. TORONTO, ONTARIO, - - CANADA

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

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.

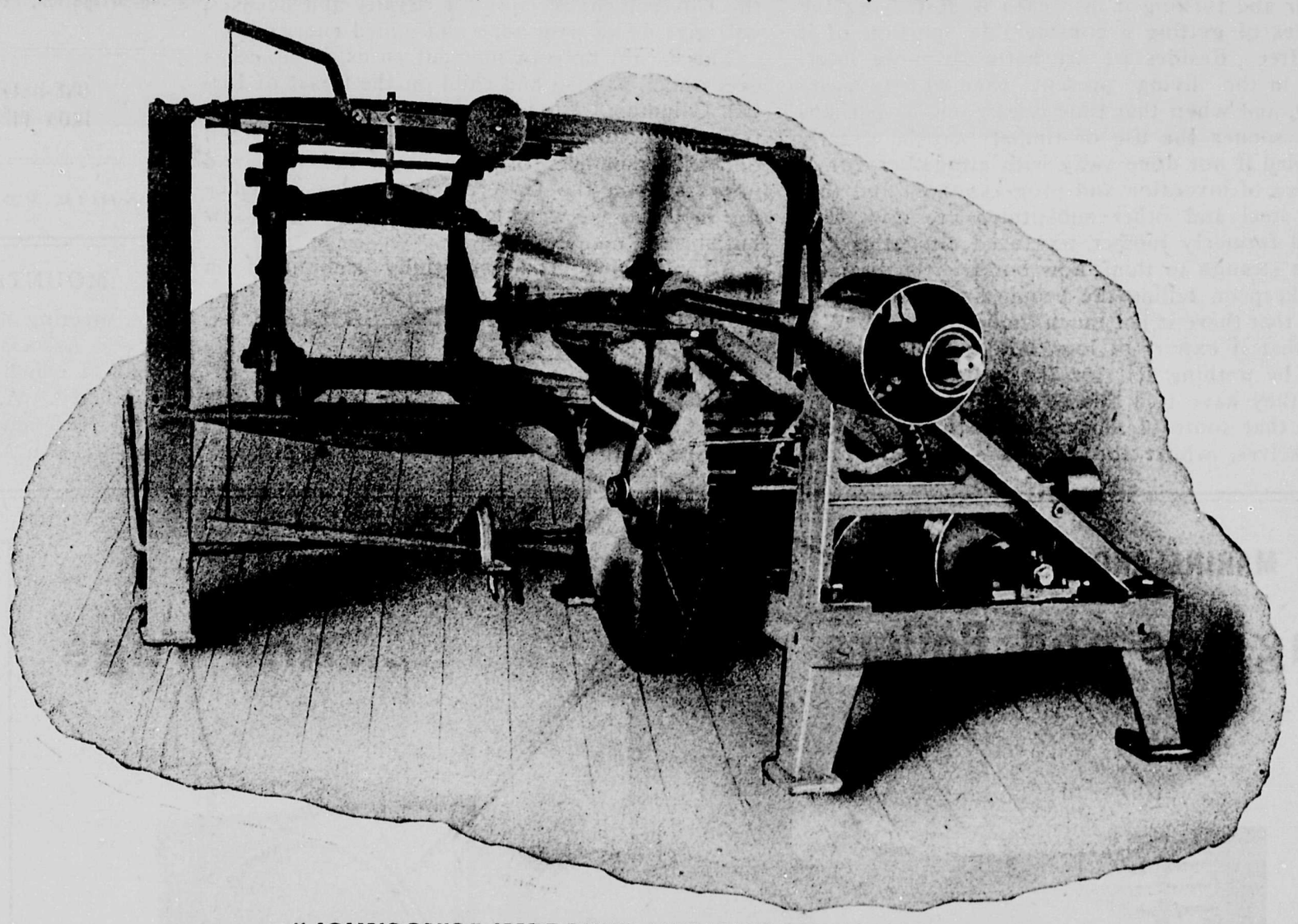
We have had experience with a good many styles of Shingle Machines, and our opinion this one is the best of The two important points in which machine excels all others is the style of ion, and the method of driving the car-, the former being very simple and ive, and the latter improvements make machine work very smooth and easy, ut any jar or jerk.

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

Yours truly,
SPICER SHINGLE MILL CO.,
Limited.
H. H. SPICER, Manager.

Saw Machines, Jack Works,
Haul-Ups, Log Haul-Up Chains,
bined Log Dog Grip and Stops,
Friction Log Dog Grip Hoists,
Bolters, Bolt Cutting Machines,
Swing Saw Cutting-off Machines,
Shingle Packers,
Dried Shingle Presses,
afting, 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

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.

F. M. RAYMOND, Agent, - - 64 Starr-Boyd Building, Seattle, Wash.

Provincial Information

The new mill on Perry Creek has installed a private telephone line to Cranbrook.

The Mountain Lumber & Manufacturing Association, Ltd., held an important meeting on June 22nd at Nelson.

R. S. Gallop, of Canterbury, East Kootenay, has commenced work on his logging operations on Toby creek.

Mr. G. E. Merrill, of Wisconsin, owner of extensive timber limits in British Columbia, is in Europe on a pleasure trip.

St. Eugene Mission Indians cut 500,000 feet of logs during the winter. These have been purand have been sent down the Kootenay river to Wardner.

Reports from the Columbia river state that another large mill is about to be erected, but at present writing no definite particulars can be obtained.

R. Cunningham & Son, of Port Essington and Hazelton, B. C., are advertising the products of their mill, situated at the former place.

The Moyie Lumber Company has landed nearly 8,000,000 feet of logs in Moyie lake, opposite their mill. These have been driven in from several places tributary to the lake.

According to the B. C. Gazette a number of timber limits have been taken up on Toby creek, East Kootenay. Local papers state that these are for the Columbia River Lumber Co.

One of the Okanagan Lumber Co.'s log booms on the Spallumcheen River broke last week and allowed 500 logs to get away. The balance of the logs jammed at the bridge and are still there.

The Crow's Nest Lumber Company have completed arrangements for another big drive of 5,000,000 feet. The logs are those cut at the St. Mary's river camp, and have been banked on the bluff overlooking the river.

With the commencement of operations on the Canadian Timber & Sawmills, Ltd., and the extensive logging operations in connection—under the management of Mr. E. L. Kinman—Trout Lake City is enjoying a season of extraordinary prosperity.

It is stated that the Elk Lumber & Manufacturing Co., of Fernie, intend putting up a mill at Hosmer, on the Crow's Nest Pass, at which point they have several valuable lumber concessions adjacent. These were included in the deal just consummated with the Mott, Son & Co., of Fernie.

Notwithstanding the depressed condition of the lumber industry, the Victoria Lumber & Manufacturing Company of Chemainus, are still running their plant ten hours a day. The demand in the Northwest is taking up a large amount of their output, upwards of 100,000 feet per day being shipped by rail.

The Kamloops Lumber Co., Ltd., recently incorporated, has purchased the mill, timber limits and logs of the Okanagan Lumber Co., at Enderby, B. C., and it is the intention of the new company to make Enderby its headquarters. The mill at Kamloops will be increased in capacity in the near future.

The East Kootenay Lumber Company have 150 men at work at the present time making ties at Cranbrook. They have 50 men in the camp at Jaffray, and will soon build a railway spur three miles long to tap this camp. The company has furnished the C. P. R. with over 1,000,000 ties during the past year.

The Elwood Tinworkers Co., which owns the Silver Dollar mine, adjacent to Camborne, West Kootenay, will install a compressor plant and saw mill at an early date, so that development can be accomplished at a nominal expense. When the property is sufficiently developed a stamp-mill will be installed.

The Elk Lumber & Manufacturing Co., of Fernie, B. C., now owned by Minneapolis and Winnipeg capitalists, have purchased the interests of Mott, Son & Co. in that concern. The deed was completed on the 27th ulto., when all papers were handed over to Mr. F. G. Burrows, of Fergus Falls, Minn., secretary of the company. Mr. A. D. Kildahl, of Winnipeg, has been installed as bookkeeper.

The new woodworking shop of William G. Gillett at Nelson will be in running order in a few days. The different machines are in place, the water has been connected with the water wheel, which is to drive the machinery, and as soon as the belting is put on the machinery can be started. An addition, 25 by 18 feet, is being added on to the rear of the shop, which is to be used as a storage room for lumber.

The Nanaimo Saw Mill, owned by Mr. Andrew Haslam, which was destroyed by fire in May last has been so far rebuilt that operations were renewed early this month. For the present Mr. Haslam will cut for the local trade and will get out material for the new buildings which are to replace those destroyed by fire.

The Sayward Mills of Victoria, shipped a large cargo of mining timbers to Mexico last month by the schooner John A. Campbell. It is understood that this will be followed by many similar orders.

The Victoria Planing Mills, owned by James Muirhead, are about to enlarge their wharf premises by an addition of thirty feet fronting on Victoria harbor. The business, under Mr. Muirhead's careful and at the same time energetic management, is constantly increasing in volume and additional space is absolutely necessary in order to find room for increased plant which is about to be installed. Mr. Muirhead is one of the pioneer mill owners of Victoria, and his success as manager of the important undertaking of which he is the guiding head gives pleasure to his host of friends.

The Gourlay McGregor Company, Ltd., of Galt, Ont., are installing the machinery at the new mill of the Rat Portage Lumber Co., at Harrison River. The frame work of the several buildings is about completed and will be ready to receive the machinery in a few weeks. The new mill is quite an imposing sight. The portable mill now being used by the company on its limits adjacent to Harrison river has been doing good work and when the mill is ready to start there will be a big supply of logs on hand. A lumber yard has been opened at Chilliwack by this company under the charge of Mr. J. H. Jackson.

The Gold River Mining Co., operating a hydraulic mining concession on Bull river, a tributary of the Kootenay river, between Fort Steele and Wardner, has entered into arrangements with Wm. Crowston of Cranbrook, to install a mill at Burnt Bridge creek. The company's operations provide for a large dam and flume, which, it is estimated, will require nearly two million and a half feet of lumber. The mill will have a capacity of 25,000 feet.

It is the intention of the company to install a large power plant as soon as the flume and dam are completed, its chief aim being to supply electricity for conversion into power and light in connection with mining operations, and other industries in the Kootenay valley. Careful estimates have placed the cost of putting up and developing this enormous power plant at about $150,000. With a head of 250 feet there is water sufficient to furnish 5,000 horse power.

Fire destroyed the mill at Sparwood, on the Crow's Nest railway, near Michel, on the morning of June 30th. The mill was owned by Mr. W. Wardrop, and the damage is estimated roughly at $20,000. Thirteen cars, three of them loaded with ties, were also destroyed. The fire is attributed to a spark from a C. P. R. engine and in this connection the Fernie Press says:

"No doubt exists as to the manner in which the fire originated. An engine was shunting cars on the siding at 2 o'clock and at three the sawmill buildings were consumed. The course of the fire was also traced from the yard where the spark evidently fell. The C. P. R. sent adjusters to Sparwood, so it is evident the company is preparing to pay damages. The Crow's Nest Coal Company had an interest to the extent of $4,000 in the mill and this was fully insured. The remainder was owned by Mr. Wardrop, who only had $4,000 insurance. The boarding house, with $600 of stores, was saved. The horses, with some difficulty, were rescued."

RAILROADS IN THE INTERIOR.

Mr. Patrick Welsh, of Stewart & Welsh, railroad contractors, in speaking about the construction of the Great Northern branch from Morrissey to Fernie, for which his firm has the contract, said that nearly all the sub-contracts had been let, and that 150 men were at work building roads, and engaged in other tasks preliminary to grading. The number of men will be largely increased as soon as room can be made for them. The intention was to push the completion of the road as rapidly as possible. On the branches from Grand Forks to Phoenix and from Curlew to Midway, which are also being built for the Great Northern by his firm, 850 men are now employed, and the numbers are being increased as rapidly as room can be made for them. Soon 2,000 men will be employed.

It is confidently expected that work will be commenced on the Midway & Vernon line this summer, and report has it that engineers are now in the field exploring for a pass for the Great Northern railway to tap the Osoyoos and Similkameen valleys.

AN OPEN LETTER.

Milwaukee, June 26th, 1904.

To the Editor of British Columbia Lumberman,
Vancouver, B. C.

Dear Sir,—As you, or some members of your staff, will undoubtedly visit the St. Louis Exposition, the Allis-Chalmers Company cordially invite you and your representatives and friends to use as your headquarters the facilities which we have provided at our power exhibit in the Machinery building.

The 5,000 horse power Allis-Chalmers engine and the Bullock electric generator which form this exhibit, furnish electric energy for the now world-famous decorative lighting for the buildings and grounds of the Exposition. The installation stands in the centre of the Machinery building, with commodious spaces all about it, affording views of the largest generating unit ever placed on exhibition.

These spaces have been so fitted up by the Allis-Chalmers Company as to afford accommodations the like of which are not to be found at any other place within the limits of the World's Fair. Visitors will here find not only comfortable resting places, but also writing tables and stationery, attendants who will receive and forward mail and telegrams, and who will check the parcels and wraps of visitors and provide iced water, all, of course, free of charge.

Doubtless, also, your readers will wish to make note of this, for they also will be cordially welcomed.

Yours truly,
ARTHUR WARREN,
Manager of Publicity.

Vancouver & Vicinity

Mr. W. B. Terrell, of the California Saw Works, spent a week in the city this month.

Mr. Gourlay, of the McGregor, Gourlay & Co., Ltd., of Galt, is visiting the Coast in the interests of his firm.

Mr. J. A. Mahoney, manager of the Royal City Mills, Vancouver, has gone to Winnipeg to take in the fair at that city.

The marriage of Mr. W. F. Lea, of Huntting & Lea, took place at Des Moines, Iowa, on June 16th, to Miss O'Neill of that city.

Messrs. Eagleton & Barnes are erecting a small mill at Collingwood station, on the tram line between Vancouver and New Westminster.

T. Kirkpatrick states that his shingle mill burnt at New Westminster on May 24th will not likely be rebuilt but that another site may be taken.

Mr. Geo. Perry, late city editor of the Vancouver Daily Ledger, has accepted a responsible position with the Pacific Coast Pipe Co., of this city.

It may be interesting to know that a collection of small samples of New Zealand woods are to be seen in the museum of the Art, Historical and Scientific Society, in the Carnegie Library, Vancouver, B. C.

Commencing on the 12th inst., another concession in lumber freight rates was made by the C. P. R. whereby the 40-cent rate on the lower grades of lumber—excepting cedar—is operative from British Columbia to Manitoba points.

G. C. Phillips, representing Scott, Henderson & Co., of Sydney, N. S. W., arrived on the Empress from Sydney on a business trip to Canada and the United States for the purpose of arranging for lumber shipments to Australia.

The Pacific Coast Pipe Co. has just received a consignment of 100 tons of double galvanized iron pipe from Liverpool, shipped by the Blue Funnel line of steamers. This will be used in the manufacture of their celebrated machine bound, wooden water pipe.

We regret to learn that the genial secretary of the B. C. Lumber, Shingle Manufacturers' Association, Mr. R. H. H. Alexander, has been laid up with an atack of rheumatism for some weeks, but we are glad to see him about again, even though with the help of crutches.

Mr. H. N. Clausen, who represents Mr. H. J. Haskamp at the branch at Dauphin, Man., has just returned to Manitoba from an extended trip to the lumber centres of British Columbia, whither he was familiarizing himself with lumber conditions of the Province.

E. R. Vigor, travelling representative of the British Columbia Lumberman, returned last week from an extended trip through Eastern Canada, and we take this opportunity o fthanking our many friends and well-wishers for the courtesies and kindness accorded him.

H. S. Mitchell, manager of the Allis-Chalmers Company's branch in Seattle, was a visitor to Vancouver early this month in the interests of his firm. He reports lumber conditions on the Sound in much better condition than the expectation of some months ago would have led us to believe.

Messrs. Laidlaw & Campbell, of Carmen, Man., prominent shareholders in the Manitoba Lumber Co., have been on a tour of investigation to the Coast. We learn that from the present condition of the lumber market, it is not likely that the contemplated mill on False creek will be built this year by the company.

The illustration, "Tiny British Columbia Toothpicks," shows part of a shipment of lumber made by the Royal City Planing Mills branch of the B. C. Mills Timber & Trading Co., of Vancouver, to the Montreal Harbor Commissioners at Montreal. The larger "toothpicks" are 67 feet by 25 by 27 inches. The photo was taken in the C. P. R. yards at Vancouver.

Mr. Alexander, of the firm of Allen, Taylor & Co., Sydney, N. S. W., dealers in Australian hardwoods, was a recent visitor in Vancouver, via San Francisco. Mr. Alexander is en route to Eastern Canada and the States, and is looking for new markets for Australian hardwoods. While in San Francisco he booked some very large orders for hardwoods and ornamental woods. Mr. Alexander informs us that if he finds conditions warrant his firm may cater to Canadian trade in the hardwood supplies, such as wagon shafts, felloes, tool handles, etc., and erect a factory for that purpose in Vancouver.

Messrs. J. L. Neilson & Co., of Winnipeg, Man., machinery agents and dealers, are furnishing nearly all the woodworking machinery being installed in the Rat Portage Lumber Company's planing mills at Rat Portage, Man., which was destroyed by fire last month. This firm is in a position to handle a great deal of western business in the machinery line and carry a heavy stock of engines, boilers, sawmill and woodworking machinery.

We take this opportunity of acknowledging receipt of the excellent catalogue of Messrs. Clark & Demill, of Galt, Ont., The catalogue is profusely illustrated and the several machines described therein clearly show that the firm's goods are of the first order. If in the market for woodworking machinery we would advise you to send for one of these catalogues.

TIMBER LICENSES ISSUED.

For the month of June there were 124 timber licenses issued, 43 of these being new licenses, and 81 renewals. These are thus apportioned to the severals districts:

West Kootenay	47
East Kootenay	30
Lillooet	20
New Westminster	11
Coast	7
Rupert	6
Barclay	2
Sayward	1
Total	124

NEW WESTMINSTER'S GAIN.

A recent copy of the Daily News of Ithaca, N. Y., contains the report of a parting tribute to Mr. George Small, of the firm of Small & Bucklin, of that city, on the eve of his departure for British Columbia. These gentlemen are associated with Mr. E. J. Fader, of New Westminster, and both are to become residents of that city, Mr. Bucklin having already taken possession of the fine residence of the late I. B. Fisher on Third avenue. The Business Men's Association of Ithaca gave a complimentary dinner to Mr. Small, then vice-president, and made the following report:

"The board of directors of the Business Men's Association of Ithaca, have unanimously adopted this minute expressive of the esteem for their former colleague, Mr. George Small.

"Coming from an ancient and distant city, an alien to our land, but no stranger by birth to our language, our business ideas or our public ideas, he has helped with loyalty and intelligence to upbuild this community, in whose prosperity he has shared. No civic improvement which commended itself to his judgment has ever wanted his earnest advocacy, and to the recent decision of our city to own its own water supply no other, perhaps, has contributed more than he.

STATEMENT OF FOREIGN SHIPMENTS OF LUMBER MADE BY THE B. C. MILLS TIMBER & TRADING COMPANY, VANCOUVER, B. C., IN 1904.

Date.	Name and Rig.	Tons.	Destination.	Feet.	Value.
Jan. 26	German bark Hydra	742	Antofagasta	573,718	$ 6,682 00
Feb. 13	Chilian bark Admiral Tegethoff	892	Antofagasta	709,901	8,259 00
11	British ship Khyber	1927	Freemantle	1,665,319	19,275 00
Mar. 7	British steamer Longships	2843	Shanghai	1,143,785	13,687 00
22	American bktn. James Johnson	992	Shanghai	1,233,870	15,920 00
23	British bark Linlithgowshire	1357	Freemantle	1,125,789	11,031 00
4	British steamer Miowera	1888	Suva, Fiji	44,029	870 00
14	British steamer Ping Suey	4150	Kobe, Japan	119,638	1,400 00
31	British steamer Moana	2414	Suva, Fiji	35,638	642 00
Apr. 8	British ship Agamemnon		Hongkong	128,588	1,575 00
18	British bg. Sussex	1212	Sunderland, Eng.	1,009,440	12,283 00
28	British ship Belford	1771	Sydney, N. S. W.	1,621,165	16,087 00
29	British steamship Aorangi		Suva, Fiji	40,841	990 00
30	British steamship Ningchow		Kobe, Japan	42,075	841 00
30	British steamship Ningchow		Hongkong	153,700	1,817 00
May 3	Am. schooner Lottie Bennett	496	Junin, Chile	644,396	6,710 00
7	Am. schooner Americana	839	Osaka, Japan	1,023,654	15,465 00
27	British steamer Miowera		Suva, Fiji	25,100	274 00
31	British steamer Hyson		Devonport, England	168,017	10,000 00
31	British steamer Hyson		Hongkong	26,624	332 00
31	British steamer Hyson		Nagasaki	70,080	1,380 00
June 24	British ship Manuka		Suva, Fiji	30,716	474 00
24	British ship Calchas		Hongkong	29,361	367 00
27	British ship Tartar		Yokohama	21,386	626 00
30	British ship County of Kinross	1555	Havre and Calais, France	1,308,662	25,600 00

FOREIGN LUMBER SHIPMENTS FROM CHEMAINUS.

Date.	Name and Rig.	Tons.	Destination.	Feet.	Value.
Jan. 17	French ship Andre Theodore	1875	Cardiff, U. K.	1,584,227	$22,500 00
17	British ship Eskasoni	1715	Sydney, N. S. W.	1,430,308	19,950 00
27	German ship Chile	2054	Callao	1,806,123	21,790 00
29	British steamer Peleus	4800	Kobe, Japan	28,070	1,010 00
Feb. 5	British steamer Aorangi	2782	Sydney	120,857	3,818 00
6	British steamer Tydeus	4800	Japan	196,941	4,704 00
Mar. 14	German ship Adolph	1651	Iquique	1,369,442	14,560 00
7	British steamer Longships	2843	Shanghai	1,143,785	13,687 00
22	American barkentine	992	Shanghai	1,233,870	15,920 00
May 30	American bktn. T. P. Emigh	923	Melbourne	1,204,485	12,795 00

"He is now about to leave us for another city, to which, in turn, ours must seem both distant and old. In his departure this association loses an active members and Ithaca a useful citizen. Our hearty good wishes follow him to his new home."

Mr. Small and his associates intend to build a mill on the Fraser river. They own some valuable limits on upper Pitt lake.

NEW RETAIL YARDS.

H. J. Haskamp, of St. Cloud, Minn., is placing a line of retail lumber yards in the Assiniboine and Saskatchewan districts, and as will be seen in the "Want Column" of this issue, is calling for quotations for all kinds of dressed lumber, millwork and shingles. References can be obtained from Bradstreet's Agency, Stearns County Bank, St. Cloud, Minn., First National Bank, North Dakota, The Northwood Lumber Co., Northwood, North Dakota, Edmore Mercantile Co., Edmore, North Dakota.

Mr. Haskamp has made arrangements to become a member of the Western Retailers' Lumbermen's Association.

ments with an output of $63,000. In 1891 there were 24, with an output of $1,057,810. The census returns for 1901 have not yet been tabulated. For 1903 the returns to the Statistical Year Book show, as given above, 39 establishments, with an output of $5,219,892. Of the product of Canadian mills, the customs returns show that during the calendar year 1903 the export amounted to $3,013,441, leaving $2,206,451 for home use. In a general way, therefore, we export about 57 per cent. of our production. Of the $3,013,441 worth exported by Canada in 1903, Great Britain took $865,826, the United States $1,899,448, and other countries $248,167. The market for this product is large. In the calendar year 1903 the requirements of Great Britain were of the value of $12,194,224, of which 68.7 per cent. was chemical pulp. Our export in 1903 to Great Britain was about 7.1 per cent. of her needs.

B. C. TIMBER EXHIBIT AT ST. LOUIS.

Mary Mackwell, writing in the "Ottawa Citizen," says of the British Columbia timber exhibit at the St. Louis Exposition:—

"Some British Columbia 'show' timbers stand in this section which makes the lookers-on wonder if it is possible to believe this comes from 'little' Canada? One piece of timber stands ten feet in diameter. The circumference of another sample measures 32 feet. This is the Douglas fir, and well known as one of our finest grades of timber. You are informed in this section that 'British Columbia exports 120,000,000 feet of lumber annually.' This is one of the things that takes away your breath."

The accompanying illustration shows part of the British Columbia exhibit for St. Louis loaded on a flat car as it lay in the C. P. R. yard previous to shipment from Vancouver.

BRITISH COLUMBIA INCORPORATIONS.

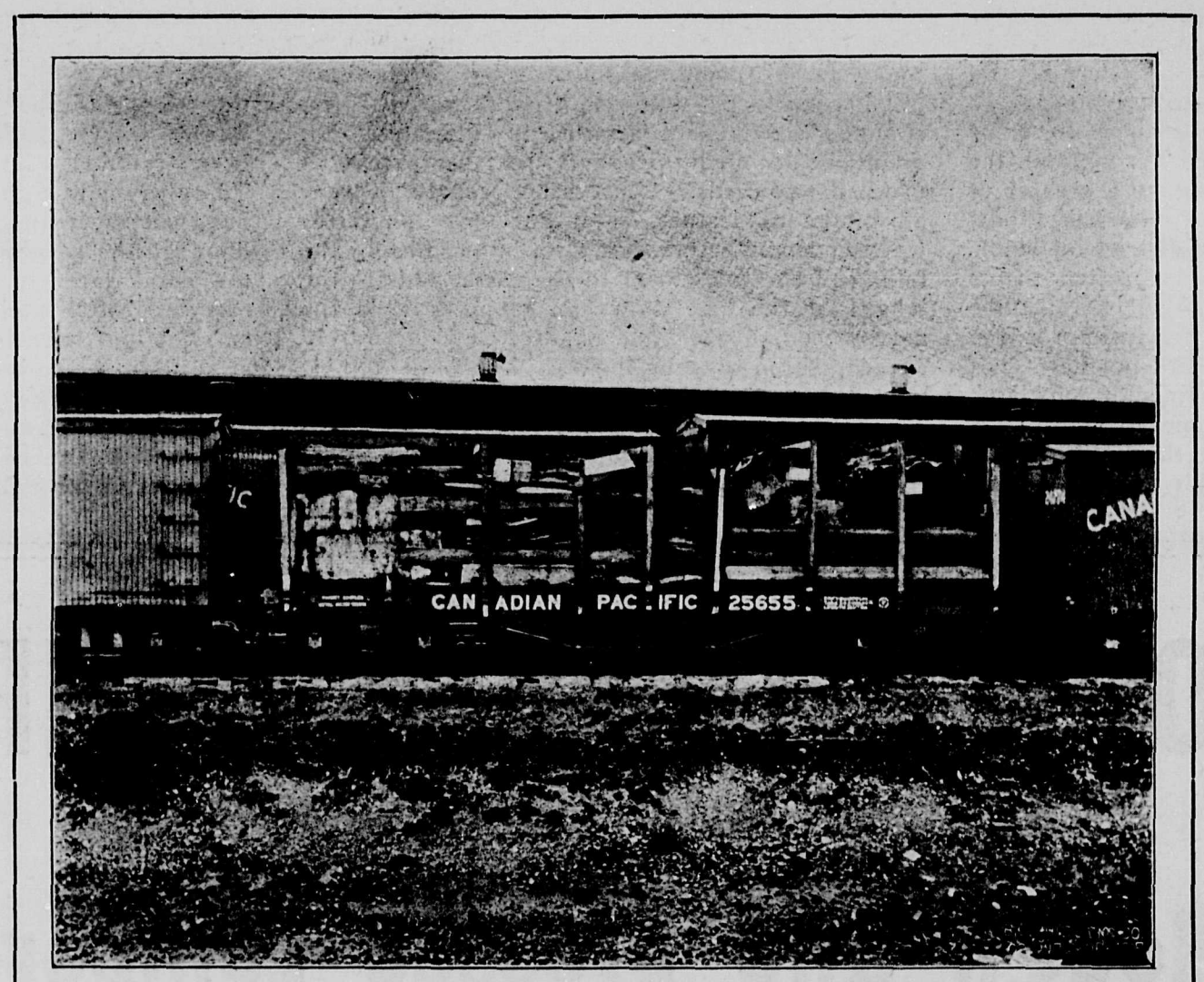
The following companies have applied for and obtained certificates of incorporation in this Province since the publication of our last issue:

The B. C. Plate Glass and Importing Co., Ltd.; twenty-five thousand dollars capital, divided into two hundred and fifty shares of $100 each. To take over the business of the B. C. Plate Glass and Importing Co., dealers and importers and manufacturers of paints, oils, plate, sheet and ornamental glass, etc.

Ernest Miller and Peter Costello made application to make improvements for logging purposes on the Kettle river above Grand Forks.

John Haggerty & Co., Ltd.; capital $10,000, divided into 10,000 shares of $1.00 each. To carry on business of contractors, loggers, teamsters, builders and etc.,

British Columbia Foundry Co., Ltd.; capital $100,000, divided into 2,000 shares of $50.00 each; to carry on business of iron foundry, mechanical engineers, bridge builders and manufacturers of agricultural implements and other machinery. Messrs. Bullen Bros., of Victoria, are the prime movers in the new company.



EN ROUTE TO ST. LOUIS EXPOSITION

CANADA'S PULP INDUSTRY.

The wood pulp industry of Canada for the calendar year 1903, was carried on by 39 mills, which had an output of 275,619 tons of wood pulp. Of this quantity 187,871 tons were mechanical pulp, 84,808 sulphite and 2,940 soda. The corresponding quantities for 1902 were: Mechanical, 155,210 tons; sulphite, 76,735 tons, and soda, 9,044 tons. The total value of the output of 1903 was $5,119,892. There are several large mills in course of construction, or which, being finished, did not operate during the year 1903. Two or three firms have gone out of business or manufacture only paper where before they made pulp.

Nine of the 39 mills manufacture sulphite pulp and three soda pulp. Twenty-seven manufacture mechanical pulp and five make both chemical and mechanical pulp. Taking the returns of 39 mills the average time the mills ran during the year was nearly nine months.

The power to drive the mills is chiefly derived from water. Of a total power equal to 110,630 horse power, 102,960 is water power.

The growth of the industry is considerable. In the census of 1881 there were five establish-

CONCATENATION OF HOO-HOO.

A concatenation of the above popular order among lumbermen, will be held in Winnipeg, during the exhibition week. All members of the order are expected to take an interest in this concatenation and assist in every possible way in securing of good members. Information to intending aspirants will be furnished upon application to Mr. C. B. Housser, Portage la Prairie, Man.

OBITUARY.

George McAllister while engaged in logging operations at Union Bay, fell into the water and was drowned, the latter end of June.

C. Crabbe, an employee of the Empire Lumber Company, of Revelstoke, was drowned while bathing in a slough near the company's 20-mile camp, between Revelstoke and Arrowhead, on the 22nd ulto.

W. Campbell, lumberman, aged 30 years, died suddenly of hemorrhage while being conveyed by boat from the shingle bolt camp at Seymour Arm, Shuswap Lake, where he worked, to Annis.

Mr. J. R. Turnbull, well known in the Boundary section of the Province, was killed at his mill near Brandon, early this month. He had recently purchased the plant and was passing the big circular saw at the time when he slipped and was thrown upon it and horribly mutilated.

Chicago receipts for lumber from January to July—lumber, 672,477,000; shingles, 222,481,000; shipments—lumber, 404,770,000; shingles, 241,280,000.

THE LUMBER INDUSTRY IN NEW ZEALAND.

J. S. MATTHEWS.

One of the most valuable of the national assets of New Zealand is the extensive forests with which that country is almost entirely covered, and the manufacture of lumber is consequently one of her most lucrative industries. She has been beneficiently endowed by nature with a profusion of luxuriant vegetation ranging from the tiny horticulture of the forest depths to the great towering mammoths forming her rich variety of ornamental and common commercial woods. Of course, in comparison with the vast timbered areas and immense operations conducted on the Pacific Slope, her forest possessions and her lumber industry dwindle into insignificance, but it will be well to remember that the great products of New Zealand are more closely identified with agricultural and pastoral pursuits, and in this respect her wealth needs no demonstration.

It would extend this article to unwieldly proportions to allude, even briefly, to the dense verdant splendor which lines the interior of this semi-tropical land, so that my remarks must be strictly confined to those trees which, by reason of their large proportions, merit mention, and such other woods of smaller calibre as are of commercial value. Of the former there are some four or more varieties scattered throughout the islands, and figuratively speaking, to a greater or lesser degree, each of these varieties has apportioned itself to some particular district in which, by reason of sundry conditions suited to its needs, it has become predominant, its prolific growth causing the partial exclusion of the remaining kinds. Peculiar to the northern half of the North Island, or the Province of Auckland, is the "kauri," a massive pine of impressive appearance, ranking amongst the finest forest monarchs of the world. It is this tree which constitutes the vertebrae of the New Zealand timber trade.

In the investigation of the characterictics of the New Zealand timbers and the methods in vogue in that country for the reduction of the raw material into the finished article, let us imaginarily repair to one of the many logging camps a few miles north of the City of Auckland. After scrambling through a network of "supplejacks" and other entwining vines, which hang in interwoven masses from the tree tops, a trail of destruction marking our course through the beds of frail ferns which carpet the earth, we soon arrive at the bushfeller's "whare," or shack, a flimsy structure of palm leaves and poles. Surrounding us in close array are the tall, stately kauri, their stout rotund trunks encased in a clean, slate-colored bark, reaching without branch or blemish, to a height of 50, 80, or even more feet in the air, and their massive heads spreading out majestically over the surrounding bush. The average diameter of these noble trees is from five to seven feet, though much larger specimens are common, and one exceptionally large "old man," preserved as a curiosity in a New Zealand park, has attained the huge dimensions of 17 feet in diameter in wooden solidity.

The mild temperature of the New Zealand climate is very noticeably shown in the shape of the "kauri's" trunk, inasmuch as its stems and branches do not assume that tapered form common to trees of semi-frigid climates, but maintains its girth with but slight decrease as it proceeds upwards. This is, of course, a very advantageous feature, as it not only minimizes waste in manufacture, but also, by permitting the felling of the tree closer to the earth, adds to the length of the log. Another happy trait is the narrowness of the belt of sap, which rarely exceeds three or four inches. The bark, too, is thin, being usually about one inch in thickness. The wood is slightly resinous, strong, firm, and of a close, uniform grain, free from alternate rings of pith and hard wood so frequent in trees indigenous to localities where the different seasons are marked by extremes of heat and cold. The manufactured article is admirably adapted for all classes of buildings, joinery, and interior fittings, while its strength and durability combine in making it invaluable for bridges, wharves and other external uses. It has also been used to great advantage for ships' spars, and was in the early days of the past century, ere the advent of steam, lavishly patronized by the oaken walls of Her late Majesty's Navy.

The systems adopted by the loggers for the delivery of logs at salt water do not differ very materially from those in common usage here. True it is that flumes are not in use, but there are few cases where they could be used to advantage. Logging engines with wire cables have not been introduced. Tramways, usually operated by bullock power, are common on the lower levels, but the broken and irregular formation of the country to which the kauri is, for the most part, native, is responsible for the fact that the more frequent means resorted to is by floating the trees down the streams. The islands of New Zealand are long, narrow and hilly, and the consequent result of this high watershed is that the streams, which are both small and swift, render necessary the erection of timber dams. These are built during the dry summer months, and filled by the winter rains, while the following spring witnesses the release of the thousands of tons of pent-up waters, and the harvesting of the logs which have been yarded into the creek beds below. There are few sights which are more exhiliarating than the tripping of a dam. Freed from its bondage the surging wall of water roars through the flood gates in a foaming, raging torrent, carrying helter skelter on its breast the grinding mass of logs, until tidewater is reached, and they are caught in the booms, or, as ill-luck will sometimes have it, they jam.

Presuming, however, that the logs are safely collected in the booms, the problem of transportation to the mills now presents itself. Hence-

VANCOUVER LUMBER COMPANY, LIMITED

MANUFACTURERS OF ALL KINDS OF

Rough and Dressed Lumber

Mill, South End Cambie St. Bridge — P. O. Box 173 — VANCOUVER, B. C.

FIR — SPRUCE

CEDAR — HEMLOCK

WE MAKE A SPECIALTY OF LOCAL AND NORTHWEST TRADE. . . . . .

Good Material — Reasonable Prices — Prompt Service

EQUAL FACILITIES FOR SHIPPING BY WATER OR RAIL

W. J. SHEPPARD, Waubaushene, Ont., President J. G. SCOTT, Vancouver, B. C., General Manager

Pacific Coast Lumber Company, Ltd.

VANCOUVER, B. C.

— MANUFACTURERS OF —

Fir, Cedar and Spruce Lumber, Lath, Mouldings, Turned Work, Etc.

HIGH GRADE RED CEDAR SHINGLES

CAPACITY—Saw Mill, 150,000 feet per 10 hours; Lath Mill, 25,000 per 10 hours; Shingle Mill, 300,000 per 10 hours; with ample Planing Mill and Dry Kiln Capacity to Handle our output.

PACIFIC COAST LUMBER COMPANY, LIMITED

Cedar, Fir and Spruce

CHOICEST STOCK

EDGE GRAIN CEDAR A SPECIALTY

Prompt Shipments Superior Grades

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Lumber Manufacturer ...VANCOUVER, B. C.

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SPACE RESERVED
FOR

SHELDON & SHELDON

GALT, ONTARIO

MANUFACTURERS OF

Lumber Dry Kiln Equipments.

Shop and Kiln Trucks and Cars.

Shavings Exhaust Systems, Fans, Blowers, Etc. . . . .

WATCH FOR NEXT ISSUE

THE CANADA METAL CO.

TORONTO, CANADA

MANUFACTURE

Lead and Tin Pipe, Wire and Bar Solder, Babbit Metal, Electrical Battery Zincs, Fuse Wire, Stereotype and Machine Metal and Phospher Tin. . . . . .

HANDLE

Pig Lead, Tin Copper and Antimony . . . . . .

BUY

Drosses from Lead, Tin, Zinc and Stereotype . . . . .

forth the tactics of the Antipodean lumberman diverge widely from those of his Canadian contemporary. The curiosity of the visitor will be aroused by the arrivel at the booms, under their own sail, of small, flat-bottomed vessels of the scow type. They are schooner rigged, equipped with a centreboard, and other requisite paraphernalia of a sea-going vessel, and are manned by a crew of from three to five men. At first sight, their mission, the carriage of the logs to the mills, will not, perhaps, be imagined, but, surprising as it may seem, it is their purport. The loading is accomplished in the following manner:—The bulwarks are first removed, and two rows of logs floating parallel with the scow are drawn up, one row on each side of the vessel. Two chains are then passed under the nearest log, one at each end. These chains are, at one end, strongly secured to the deck, while the other end, after passing under the floating log, goes through a pulley at the masthead, and then descends again to the deck, where it is attached to a windlass. The windlass is manned and the log slowly heaved up the side of the scow, until having reached the level of the deck, it rolls on, and is fastened. With the additional aid of a couple of timber jacks, 15 or 20 logs, containing perhaps 60,000 to 100,000 feet, are one by one slowly loaded in two pyramidal tiers on either side of the masts, and the heavily laden vessel, her decks almost awash, sets sail for her destination. The unloading is, of course, merely a matter of letting the logs roll off into the water. During recent years towage by tugs has been gaining in frequency, but as yet cannot be said to have established any very great foothold. Its unpopularity may perhaps be partially justified on account of the work having to be done in the open sea, on an exposed coast, no place for a boom of logs in a sea, and then again, it is presumably attributable to the apparently defective manner in which booms are formed. In place of being drawn up in sections with boom sticks and swifters, the custom is to attach them individually by means of a staple and chain slipped through a hole bored separately across at each end of each log, to a long cable which passes up the centre of the boom to the tug. It would appear to be a method which is economical neither in time nor labor, and so far as immunity from loss is concerned, it is difficult to discern just where it possesses any advantage over formation by sections. However, scows still continue to perform by far the greater part of the transporting, and mournfully slow as this mode may be, it is sufficiently rapid to keep the New Zealand mills in motion, as will be shown.

Having thus briefly reviewed the transport of the log from its native heath to the mills, we will betake ourselves to the top of the mill slip, and watch the progress of manufacture into lumber. It might be well here to tell our readers that compared to the mills of the Pacific Slope, those of New Zealand are primitive to a degree, and the methods in vogue are for the most part the same as those in use 25 years ago. It will be immediately noticed that steam "niggers" and other such facilities for the rapid handling of logs are, to use a hackneyed phrase, "conspicuous by their absence." Two pairs of brawny hands clutching two timber jacks are the motive power used to place a log on a carriage of somewhat prehistoric design; a mere flat platform sunk level with the mill deck, and geared for the forward and backward motions. This carriage moves slowly against a large upright saw in a frame working perpendicularly, and locally known as a "breakdown" (or jig saw). This saw makes but one cut at a time, and, of course, saws on the downward motion only, so that after the lapse of sufficient time the log is cut in two. But should, perchance, the original stick be a large one, it will be necessary to again split the two halves ere the "flitches" can be slid, again, with muscle as a motive power, onto a small travelling bench working against a 50in. or 60in. circular, which trims them to the required size for the small gang or other saws.

It can now be more easily understood how it is that the capacity of the largest mill in New Zealand (indeed it is reputed to be the largest in the southern hemisphere) the Kauri Timber Company's mill, at Auckland, is, liberally, but 30,000 feet per diem. It is only fair to add that during the last two or three years some few band saws and double circulars have been installed in the New Zealand mills, but their number is very limited, and many of the largest mills are still unequipped with these helpful modern appliances.

It must not be construed that it is the intention of the writer to wantonly bring ridicule on the ways and means of the New Zealand manufacturer, but to give an accurate account of the conditions which prevail, which may perhaps be valuable as well as interesting to the reader. More English perhaps than England, this Imperialistic little colony suffers, to a marked extent, in many respects from British conservatism, from John Bull's characteristic tardiness in the adoption of new and improved appliances, such as are in general use in the North American continent, and this, in conjunction with a more moderate supply and demand than prevails on the Pacific coast is responsible for these weaknesses.

But the New Zealand manufacturer does not always labor at a disadvantage. Climatic conditions coupled with the proximity of all points to deep water, the latter eliminating the necessity of long hauls by rail in which every pound weight means more freight charges, have happily rid him of that troublesome and treacherous accessory, the dry kiln. It may safely be said that there is not one in New Zealand. During the greater part of the year the rainfall is light, and the sub-tropical sun quickly seasons the greenest of lumber.

The labor employed is entirely white. Labor unions are very strong, and are responsible for much of the advanced social legislature which has brought notoriety to New Zealand. Many years ago a poll tax of $500 was set on all Orientals seeking admission, and it has effectually fulfilled its purpose in the discouragement of these gentlemen conferring their dubious favors to the disadvantage of the working man.

The price of kauri logs delivered at the mills ranges from 4s. to 6s. 6d. per 100 feet, according to girth and quality. These are controlled by a Sawmillers' Association. The present ruling prices on rough building timber are given below:—

First-class	16s 6d per 100 feet.
Second-class	13s 6d per 100 feet
Third-class	10s 6d per 100 feet
Flitches (all heart)	14s 6d per 100 feet

and are subject to a discount of 5 per cent.

A rough estimate of the present annual cut for the whole of New Zealand places it at about 200,000,000 superficial feet, of which amount perhaps two-thirds would be kauri. Regrettable to say, as a result of continued excessive denudation, the supply is diminishing rapidly, and ere many years must become so small as to be practically exhausted. Fully conscious that this is inevitable, the Government of New Zealand have already taken steps for the husbanding of the remaining bushes, and have devised various regulations to restrict ruthless cutting, and they are also stimulating the culture of English oak, poplar, etc. The growth of the kauri is extremely slow, so that the possibility of replenishment from that source is practically nil.

In this connection it may be mentioned that the present duty on foreign lumber entering New Zealand is 2s. per 100 feet. Some six or seven years ago, Sir Joseph Ward, then, and still a member of the Seddon Cabinet, returning through Canada from England, was instrumental in the partial arrangement of a reciprocity treaty between New Zealand and Canada, containing a clause under which this duty would have been so reduced as to have admitted Canadian lumber practically free of duty. As the abolition of this protection would have resulted in the flooding of the country with Canadian lumber, and the immediate stifling of their industry, the mill owners set up a loud howl of protest, which effectually prevented its ratification. The market prices on kauri have been steadily advancing for a number of years, so that eventually it would seem that this duty will have to be partially, if not wholly, removed, and a new field for the Canadian product will then be opened up. Of course, there is no immediate likelihood of this, as at the present time New Zealand not only supplies her own wants, but also makes considerable shipments to the United Kingdom, the South African and Australian markets, as well as to the South Sea Islands.

Shingles are not manufactured to any extent, and where they are, they are usually split by hand. The cheapness of corrugated iron in comparison with timber, the danger of fire from a wooden roof in their dry climate, and the fact that none of their woods are well adapted for this use are the principal causes for the absence of shingles.

The remaining varieties of timber, of equally gigantic dimensions, are indigenous principally to the more southern portions of the islands, but being numerically less, do not constitute such a valuable asset as the "kauri." The graceful "rimu" with its unique plumes of drooping needles hanging from its boughs, is highly valued for doors and panelling, on account of its rich, multicolored markings. The "matai," the sacred tree of the Maoris, is a hard, brittle, yellow wood, in favor for flooring, on account of its hardness, and the fine polish it will take. The white pine, soft, spongy, tasteless and white, is extensively used for making boxes for the packing of butter, one of New Zealand's principal exports.

The "totara" is a pink-colored wood of the cedar family, its greatest merit being its great durability. It is a noteworthy fact in connection with this wood, that, at a recent examination of the condition of the piles in the Suez Canal, the palm was awarded to the New Zealand totara, all of which were found to be in an excellent state of preservation. The rata, the pohutukawa, the tawa and the enau, puriri and pukatea, and the scores of smaller trees, each have their own peculiar beauty, the brilliant, ornamental markings of their grain, and other virtues, but space forbids a description of the luxuriant galaxy of flora native to that radiant southern land. Few countries, indeed, possess so varied an assortment of mammoth forest growth, and it is only to be regretted that the quantity is not greater—the quality could scarce be better.

AS OTHERS SEE US.

The state of the British Columbia lumber manufacturers with reference to competition from Puget Sound and other American lumber is really pathetic, says the "American Lumberman." Situated as they are at the extreme western limit of Canada, and over the mountains at that, with but one railway outlet into the Northwest Territories, they can put up no effectual fight for their rights as against the Dominion as a whole. British Columbia wants a tariff placed on American lumber so that the mills of that Province can have the exclusive advantage of selling their product in the prairie country, rapidly settling up, east of the mountains. They want this market with an exceeding and very hungry want. And who can blame them?

The British Columbia lumbermen, during the consideration of the Grand Trunk Pacific Railway Bill in the Dominion Parliament, sought to secure legislation in their favor. When the annual budget was being discussed they made another effort to have an import duty placed on American lumber. When the tariff was somewhat modified to favor Canadian and English manufacturers and the "dumping" feature was put in to prevent the unloading of American overproductions into Canada, the British Columbia mill operators took the opportunity to insist that "dumping" should apply to Puget Sound and mountain low grade lumber that was being constantly dumped into Manitoba and the Northwest Territories. The Victoria Colonist says in this connection:—"Although there was nothing in the announcement made from Ottawa that rough lumber was included [in the tariff changes] yet we considered it scarcely possible, considering the injustice inflicted by the present arrangement, that it could have been overlooked entirely. As the result of a query, however, the following dispatch was received from the Colonist's Ottawa correspon-

dent: 'Dumping clause does not apply to free goods, consequently rough lumber, which is free, is not affected. The clause, however, will apply to dressed lumber and all manufactured articles of lumber.'"

The Colonist continues:—"Here we have an anomalous and almost inconceivable state of affairs presented. Every industry already protected—and every other industry in Canada except lumber is protected—has a special 'dumping clause' in its favor. Our lumber, which is not protected, in practically its only available market and is debarred by high duties from seeking a market in the United States, is subjected to the additional handicap of being excluded from the special favors extended to all already protected industries."

Yet the British Columbia lumbermen can scarcely expect to make headway against the apathy, on the one hand, and the opposition, on the other, of all Canada outside their own Province. Manitoba and the Northwest Territories want free lumber, no matter whence it comes; the old provinces have dropped into the mood of ignoring the American tariff entirely, feeling that they are doing well enough despite the American attitude, and that Canada is able to care for herself. British Columbia lumbermen are thus left out in the cold, and little heed is paid to the clamor of her timber owners and sawmill men about the rough lumber trade east of the mountains. But the operators in that Province will yet have their day. They now are forced to hold their timber to a degree because they cannot profitably sell it or its products. Within a few years they may be satisfied that they were thus forced to hold their timber. With a dense population in the prairie country eastward, and many thriving cities and towns, surely to come, there will be such a demand for their lumber as will force up the price of stumpage and lumber to such a degree that owners of timber and operators of mills will care as little for any American competition or tariff as do the lumbermen of Ontario today. In that not far distant time the lumbermen of British Columbia will be heard in the national councils when they speak, because they will be masters of the western situation. But for a time they will have to wait and anticipate the good things in store for them, now in prospect, but certain of consummation.

READY FOR BUSINESS.

The New Mill of the Canadian Timber & Sawmills Ltd., Commences Operations.

The mill at Trout Lake, erected by the Canadian Timber & Sawmills Company, Ltd., an English company, commenced cutting this month, and to the "Trout Lake Topic" are we indebted for the following description of the plant::—

Power was turned on to the wheels of the big sawmill early this week, and the machinery throughout operated without a hitch. The main building consists of two stories, 166x34 feet of floor space on each. To the west are the log booms, with a capacity of 5,000,000 feet of logs. The logs are taken up to the second story by a jack-ladder to the log deck, from where they are handled by the kicker and nigger to the carriage and thence on to the big bandsaw, capable of cutting 60,000 feet per day. After passing through the saw the boards and timber are carried on live rollers, the boards to the edger, containing twelve saws, and thence to the trimmer, six saws, then down the transfer to trucks, when it is taken to the dry kiln. After leaving the kiln they pass to the planer.

The square timber is carried on past the edger to the yard by the rollers.

On the other side of the live rollers and opposite the edger is the slasher, with six saws, which takes the slabs, cuts them into lath material and carries them over to the lath machines. Farther on is the shingle room, with two machines, each with a capacity of 40,000 shingles per day. These are cut and drop down a chute to the knot-sawyer and thence to the packer.

The dry kiln, which is not yet completed, will be to the north of the main building, and have a floor space of 72x100 feet. To the east of the dry kiln is the planing mill, 72 feet square, in which are five planers and a re-saw machine. The largest of the planers will take a timber 8x26 and finish all four sides at once; another is for shiplap, another for siding, another for ceiling and flooring, and another for mouldings. In this department eight men will be employed, under the direction of J. V. Saunier.

On the top floor of the main building opposite the big saw is the filing room, 20x30 feet, fitted up with all the latest automatic appliances for grinding, rolling and brazing. In this room are stored the band saws, ten in number, besides innumerable circular saws. Further on is another room fitted up for the filing and repairing of circular saws. On the lower floor is the machine shop, which contains the electric dynamo, engine, lathes, planer, drill presses, etc.

To the north and adjoining the main building is the power plant, consisting of three return tubular boilers, 5x16 feet, an auxiliary vertical boiler for pumping purposes, boiler feed water pump and fire pump capable of throwing streams from six two-inch hydrants. The engine is a Rogers make of over 300 horse power, carrying two driving wheels of 12 feet each in diameter. There is also another smaller engine for supplying power to the planing mill. By fall it is anticipated there will be a third engine installed for the purpose of supplying light to the town. The boilers will be worked under a pressure of 150 pounds to the square inch.

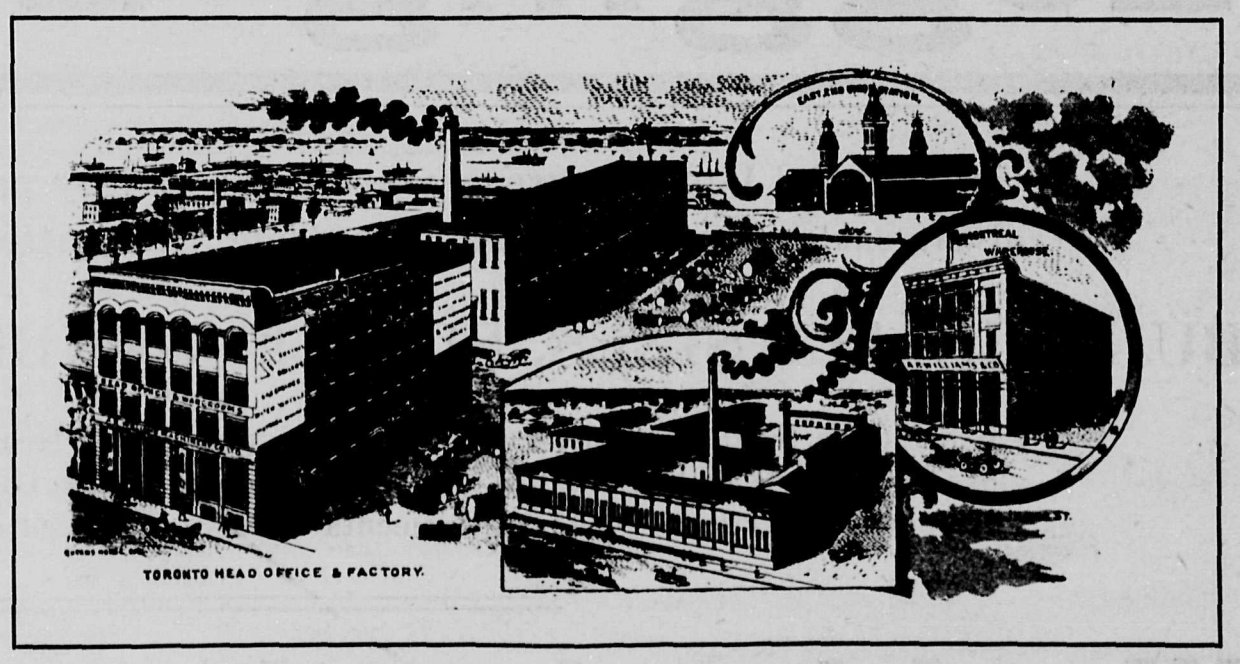
The yard room will be all platform, 200 feet square, and the slips 150x50 feet. A sluice pump has also been installed, which will carry all the dumps. A blacksmith shop has also been built, where all the work of the plant can be attended to.

From the time the log reaches the foot of the jack-ladder everything is handled automatically until the finished product is piled up ready for shipment. The whole plant is evidence that the builders had a thorough knowledge of their business.

AMONG THE MACHINERY MANUFACTURERS.

The A. R. Williams Machinery Co.

Among the machinery manufacturers and dealers in this Canada of ours, none have reached the magnitude of the A. R. Williams Machinery Company, Limited, head office Toronto, and with branch businesses in Montreal and Winnipeg. This firm started from small beginnings in Toronto over twenty years ago, and by their industry and handling only first-class goods they have built up a very large trade, which extends from Newfoundland to Victoria, B. C. The lines they manufacture and handle embrace steam engines and boilers of all sizes, and for stationary, factory and mill use, steamboats, hoisting engines and boilers, logging engines and boilers, also gas and gasoline engines of all sizes, water wheels, saw mill machinery, shingle mill machinery, lath mill machinery, planing mill, sash and door machinery, furniture factories, dry kilns, machine shops and foundries, pumping machinery, cement making plants, etc., also a full stock of engineers', mill and factory supplies, such as shafting, hangers, pulleys, belting, chucks, twist drills, Babbitt metal, foundry supplies, pipe, pipe fittings, valves, packing, hose, nozzles. etc., etc. In addition to the Canadian-made machinery, they handle a number of American made machines exclusively, such as drilling machines and lathes, made by W. F. & John Barnes. The Harrington screw hoist, Shimer matcher and cutter heads and cutters, the Cleveland Twist Drill Co.'s drills, O. & S. engines and boilers, etc. This firm also deals extensively in second-hand rebuilt machinery. They have a large factory in Toronto which is devoted to rebuilding second-hand machinery. As in a business so extensive as theirs it is necessary to trade with customers, taking a machine that they are not using and selling them another machine which they require, these second-hand machines taken in trade are subjected to a rigid examination and all necessary repairs are done to put them in first-class working order, so that any customer buying a rebuilt machine from the shops of the A. R. Williams Machinery Company can feel perfectly secure in getting a good article. This point has been demonstrated to this concern



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AGENTS

CALGARY, ALBERTA

many, many times. For illustration, some 12 years ago the Victoria Chemical Company, of Victoria, B. C., purchased a second-hand engine, which was shipped them and has been in constant use since. About two years ago this company wrote the Williams Company that if they had another second-hand engine the same size and in as good condition as the one they had previously bought some ten years before, to ship it. Fortunately the Williams Company had an engine just similar to the one sold the Victoria Chemical Company, so that they were able to fill the order, and this second engine has proved just as satisfactory as the first one. This is but one of the many illustrations which the A. R. Williams Company could give regarding their second-hand rebuilt machinery. We understand that it is this Company's intention to establish in the near future a branch of their business in Vancouver for the convenience of their B. C. customers; also to have a branch in St. Johns, N. B. This will give them a line of warehouses extending from the Atlantic to the Pacific, and will be a great convenience to machinery users throughout Canada, enabling them to secure the best make of machines promptly. The British Columbia Lumberman hopes that they will very soon have their B. C. warehouse established in Vancouver, as it will fill a long felt want with the machinery users of our Province, and the Williams Company being behind the project, we feel sure that a sufficient stock will be carried to meet all requirements of this Province. The accompanying illustration gives an idea of their premises at Toronto and Montreal. They have a floor space capacity in Toronto of about 75,000 square feet. They also carry a large stock in Montreal and Winnipeg. All orders are filled with despatch, as it is one of the many aims of this company to carry a very large stock, so as to enable them to fill orders promptly. Anyone wanting anything in engines, boilers, machinery and supplies, should send this company specifications of their requirements before placing any orders.

Their stock list No. 46 is just from the press, and will be mailed promptly on application.

GREAT SAW MANUFACTURING WORKS.

The firm of R. Hoe & Co., New York, have been engaged in the manufacture of circular saws for nearly a century. They were the first to make circular saws from cast steel, and later originated the inserted tooth saw, one of the greatest inventions ever made for the millman's benefit. Their works give employment to 2,500 men, and have

a floor area of over fifteen acres, occupying two blocks in the city of New York. Their saws are in use everywhere in the United States and Canada.

The Hoe establishment is a landmark of New York city, the accompanying illustration being a bird's eye perspective of the works. The buildings stand on somewhat elevated ground, declining to the front of the East river. The works face on Grand, Broome, Sheriff and Columbia streets. The most important feature is the clock tower, which can be seen from almost any point on lower Manhattan Island or Brooklyn.

The great demand for the Hoe saw is illustrated by a review of the work going on in the vast buildings. In the saw shops, going from one department to another, we first see an almost endless line of anvils where, in the hands of skilled artisans, multitudes of saws are being put into shape under the hammer, after coming from the machines. These saws are of the best steel. The machines in the manufacture of the plates have done their work well, but there still remains the final touches of the expert mechanic to give them their recognized excellence.

Further on there are the punching machines for toothing saws, and then we come to a room where fine milling machines are engaged in grooving the shanks or bit holders for the patent

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Washington Iron Works Co.
SEATTLE, WASH.

chisel-tooth saw, which is a specialty with this firm. The chisel bit room is filled with emery grinding machines, which finish the bits for this saw. About six million of these bits are made in a year, and as showing the skill and care required, each one is handled seventeen or eighteen times before leaving the factory. In the blacksmith shop are immense trip hammers, under which the chisel bits are forged at a single blow. The dies used in these hammers are all made on the premises.

There is another important department where the "V" for receiving and holding the chisel bits and shanks is put in the saw plate. As the "V" must be exactly in the centre of the plate, this is a very delicate operation. Then there are the grinding shops, where the circular saw grinding machines, made under patents held by the firm, are in ceaseless operation.

The greatest achievement of R. Hoe & Co. in the manufacture of saws, is their patent chisel-tooth saw, brought out by them after long experimenting, of which there are now over 40,000 in use. It is a marvel of simplicity and effectiveness. At its earliest introduction its merits were at once recognized by millmen, and the demand for it, with its added improvements, has overtaxed the resources of the establishment. The saws as now made are guaranteed for any work from the half-inch feed of a small country mill to the enormous feeds cut in the regions of hemlocks, red woods and pines. This saw will run with two-thirds the power taken to run a solid saw of the same size, while the lumber made by it is smoother.

The admirable qualities of the chisel-tooth saw are shown by the great strength and durability of its parts. The cutting bit, being short, is very stiff, and its circular back being grooved, matches the plate by means of a "V" on the inside of the round socket, which prevents any rocking movement, so that, when the bits are in place, they are as firm as the teeth in a solid saw.

The bits come already spread or swaged, and the amount of filing necessary to keep them in order is reduced to a minimum. They are so readily changed that the saw need never be taken from the mandrel, and as much as 250,000 feet of lumber have been cut with one set of bits. They run a long time before sharpening is necessary, and may be pointed up with a file from one to twenty times.

The chisel bits are forged of such excellent material and into such perfect shape that they do not break when cutting knots, and when by accident they run upon iron or stone, the cost and damage is not one-twentieth of that occasioned to a solid-tooth saw. A large circular solid saw, it is true, in cutting a nail or stone, may not dull more than half a dozen teeth, but in order to put it in condition for work again it must be cut down rounded and all the teeth swaged out and filed to an edge, so that the cost of labor, loss of time and reduction of the saw, under the most favorable circumstances, would not be less than five dollars, while on a chisel-tooth saw it would be at the most only the price of half a dozen bits, say twelve cents, while the danger of breaking the plate is very slight.

The majority of the mills in the United States Canada, Cuba and Mexico have found that they cannot afford to be without a chisel-tooth saw, and they are also being generally adopted throughout other parts of the world.

TO BENEFIT SETTLERS.

Ottawa, June 25.—An Order-in-Council was passed last month by the Dominion Cabinet permitting settlers to cut dry timber upon Dominion lands and the railway belt in British Columbia and in the Northwest at the rate of 25 cents per thousand feet board measure, the previous fee being $1.50 to $3.00.

We are glad to learn that Mr. T. A. Hollinrake, of the A. R. Williams Machinery Co., has sufficiently recovered from his recent accident to be able to be round again. Mr. Hollinrake is a frequent and welcome visitor to the Coast.

SPECIAL BARGAINS IN SECOND-HAND MACHINERY.

ENGINES.

1 26 x 48 Reynolds Corliss, $2,600.
1 24 x 36 Slide Valve, $1,200.
1 22 x 36 Slide Valve, $1,350.
1 22 x 24 Slide Valve, $800.
1 18 x 48 Corliss, $1,600.
1 18 x 30 Corliss, $800.
1 16 x 32 Slide Valve, $500.
1 14 x 24 Slide Valve, $300.
1 13½ x 24 Cummer Aut, $375.
1 12 x 16 Erie City C. C. high speed automatic, $500.
1 11 x 16 Atlas Aut, $300.
1 10 x 20 Atlas Slide Valve, $250.
1 10 x 16 Atlas Slide Valve, $250.
1 10 x 20 Slide Valve, $200.
1 10 x 17 Slide Valve, $225.
1 9 x 14 Atlas Slide Valve, $160.
1 8 x 12 Centre Crank Slide Valve, $120.
2 7 x10 Slide Valves, each $70.
1 6 x 6 Upright Marine, $70.
1 4 x 4½ Westinghouse, $70.
All engines are complete with band wheels, governors, throttle valve, oil cups, sight feed lubricators.

BOILERS.

2 66 inches by 18 feet, each $450
1 64 inches by 16 feet, $450.
1 62 inches by 14 feet, $400.
7 60 inches by 16 feet, each $350
1 60 inches by 14 feet, $350.
3 52 inches by 14 feet, each $250.
1 48 inches by 16 feet $225.
1 48 inches by 14 feet, $200.
1 44 inches by 14 feet, $200.
1 40 inches by 14 feet, $150.
2 36 inches by 10 feet, each $125.
1 36 inches by 8 feet, $80.
1 50 H. P. Portable, $350.
1 20 H. P. Portable, $450.
All boilers tested 150 pounds C.W.P. and guaranteed to carry 100 pounds steam working pressure.
All the above boilers have fronts and are complete with grates, bearing bars, ash door and frames, water columns with steam gauges, water gauges and gauge cocks, safety valves; no stack.
One 25-horsepower Erie, Economic Return Tubular portable boiler, $225.
1 500 H. P. Atlis Condenser, $700.

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

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.—Up-to-date filer from the East is open for engagement; can handle either circular or band saws; prefer band saws in first-class fast cutting mill. Address "Filer," c.o. B. C. Lumberman.

WANTED.—Partner with $15,000 to engage in sawmill business. Limit contains 100,000,000 cedar, about 75 miles from Vancouver, on salt water; good water power. Also other timber limits for sale. Address "Millman," c. o. B. C. Lumberman, Vancouver, B. C.

POSITION WANTED—Bookkeeper in lumber mill, 16 years' experience. Best of references. Apply A. B. C., care B. C. Lumberman.

WANTED, POSITION—Band saw filer, single or double cutting mill, 12 inch or 14 inch saws. Guarantee highest results the first week or no pay. Strictly sober, good references. Apply Bert Hart, 853 Seymour Street, Vancouver, B. C.

FOR SALE—Shay Logging Locomotive, about 13 tons, 4-foot gauge; Wheels and Axles for Logging Cars, same gauge; 30 Logging Cars, Russel type, capacity 2,000 to 3,000 feet of logs, 3-foot gauge. Immediate delivery; low price. John J. Gartshore, 83 Front Street West, Toronto, Ont.

WANTED.—QUOTATIONS on red cedar, 6/2, 16in. Shingles. All kinds of fir, spruce and cedar lumber, sash, doors, mouldings and other mill work. Address same to H. N. Clausen, Dauphin, Man., agent for H. J. Haskamp, St. Cloud, Minn. Special quotations confidential.

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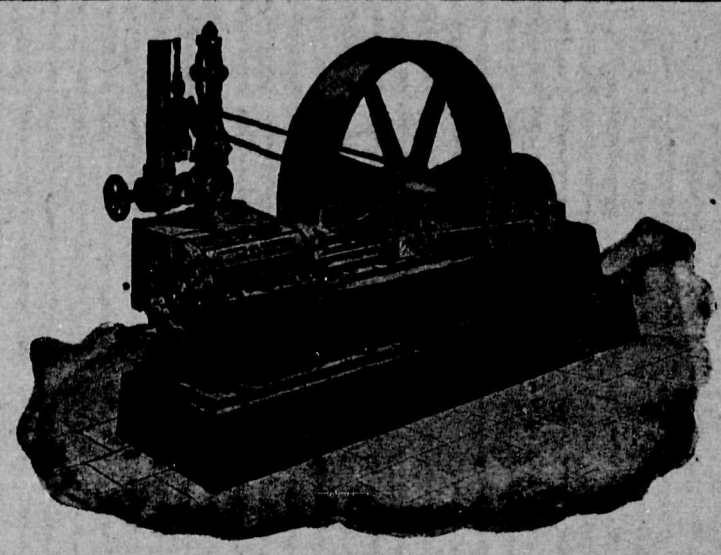

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