British Columbia LUMBERMAN

Vol. I.] VANCOUVER, B. C., FEBRUARY, 1904. [No. 2.

THE BRITISH COLUMBIA LUMBERMAN.

Published Every Month.

D. Todd Lees, : : : : Business Manager.

Terms of Subscription.

One year, Canada or the United States $1.00
One year, Foreign Countries 1.50
Payable in Advance.

Advertising Rates on Application.

Office: Room 2, Pender Block, Granville Street, Vancouver, B. C.
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Correspondence bearing upon any phase of the lumber industry will be gratefully acknowledged and discussion upon trade subjects invited.

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

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VANCOUVER, B. C., FEBRUARY, 1904,

THE TRADE AND THE SITUATION.

With timber limits selling frequently, many licenses for timber berths being taken out and other signs of activity, it would appear that there is much confidence in the stability of the lumber market. That this confidence is felt by the manufacturers is fairly well confirmed by the fact that many of them are improving their plants and equipment to be ready for an active season's operations. In particular this is true of the Interior districts. Never was there such activity in lumbering and lumber manufacturing in the Kootenays as at the present time. More mills are building all the time, and that in addition to the large increase in the cutting capacity of last season. The expansion is general. The West Kootenay district, with Revelstoke as a distributing center, has a most gratifying history of development in lumbering during the past few months, and the satisfactory development continues. In Southeast Kootenay and Northeast Kootenay there is further increase and in that portion of the Kootenays of which Nelson may be called the center, there is an equally pleasing advancement in the lumber industry. The Coast district, with its many large mills shows no addition to their number. This is, perhaps, because the field is pretty well filled. That no undue expansion is being experienced is, perhaps, a subject for congratulation. There have been a great many mills, large and small, erected in the past year or so, and while others are projected, at the present moment there is a cessation from building. But every mill is being put in shape and kept in shape and preparation is well in hand for a big season for the coming summer.

Looking afield for justification of all the confidence so evidently displayed on all hands in the future of lumber for the season of 1904, it is with the greatest satisfaction that the grain markets of the Northwest and Manitoba are seen to be in most prosperous condition. It may be a far cry from dollar wheat to good times in the lumber market. But it is to be noted that at the present moment the grain market is practically paying a dollar a bushel cash for wheat in Winnipeg, When the farmers of the Canadian Northwest are getting 50 cents a bushel for their wheat and have a good crop it is considered that they are doing fairly well. With wheat at a dollar a bushel the Manitoba farmers may be said to be lolling in the lap of fortune. Certain it is that the proportion of the crop yet to be marketed makes it a very material factor in the amount of money which the increased amount of money will put in circulation in the Canadian Northwest. But there is another light which the present activity and the high prices of wheat will reflect to the advantage of the trade in the Northwest. It is the number of people who will turn their attention to that country as a desirable location for settling. Already there has been a wonderful movement, resulting in the past three years in settling thousands of sturdy men on the farming lands of the Northwest.

The advance in the price of wheat, the great cash crop of the prairie lands and a crop which is soon being raised even by new settlers will very materially increase the interest which has been growing year by year in the rapidly filling lands of the Northwest. It is a very safe prediction that this year there will be a bigger movement than ever of people from the more thickly populated districts of the United States and of England and Europe. In this large addition to the population of the country is a potent factor for increasing the trade which this Province will do in lumber. The new settlers must have buildings and have them quickly. The majority nowadays of the average settler coming to the Northwest brings with him a fair amount of capital, modest in some cases, but never too small to obtain the needed supplies for building. The thousands of new farm houses which will be dotted over the prairies of the Northwest in the coming summer will nearly all be built from lumber manufactured in British Columbia.

In Eastern Canada the outlook so far would indicate that there is to be a fair trade in the coming season. Year by year Eastern Canada looks more to this Coast for lumber supplies and as there is no question of the steady and substantial advancement of the growth of the population and business in the east, the trade may be expected to keep pace with the growth of the east. A burning question in the trade of the east as it is indeed with the Canadian Northwest is the transportation problem. As fully referred to in other portions of this issue that subject has been most carefully gone into by the representatives of all interests, the manufacturers, the lumber dealers, and the railway company uniting to study the matter and endeavor to get down to a basis from which an amelioration of present conditions may be reached. That this transportation problem has been made very much more difficult by the lively entrance of Washington lumbermen into the Canadian Northwest market is recognized, and to that end there is a strong movement to restrict them in all possible ways. It is apparently settled that the shippers and the railway (C. P. R.) have agreed on a basis of reduction which will meet the tariff handicap under which the mills on this side labor. There is the further effort being made to secure from the Dominion Government a tariff imposition equal to the $2 imposed by the United States tariff on Canadian lumber. Were both these carried through it would surely place the Canadian mills in a position of advantage over the competitors south of the 49th parallel.

That there is likely to be a slackening of competition felt in the Northwest market of recent months is indicated by several considerations in the United States. One of these is that the mills have been rapidly curtailing their output, by shutting down and reducing the hours, and in other ways. This has had the effect of getting stocks down nearer to the basis of demand. The existence of heavy surplus stocks, which must be got rid of somewhere and somehow, is not conducive to settled conditions and the United States mills recognize that fact as well as the mills on this side which have been put in the unfortunate position of being victims of the slaughter tactics adopted to get rid of the undesirable surplus. Among other factors which stimulate building in the United States it may be noted that the great fire in Baltimore destroying $125,000,000 of propery must necessitate a great amount of activity. There are indications all around that the mills of the U. S. Western States will pay attention more strictly to their own trade this season.

The effect of the war on the trade of Canada generally cannot yet be measured. It is reasonably certain, however, that the lumber trade cannot be very much disturbed. The cargo traffic from this Coast has been reduced to two mills for the past year or so, and it is quite likely that those mills, with their old connection, will continue to get their regular proportion of the trade. In the effect upon trade generally in Canada lumber will be adversely influenced or otherwise, according as the war had a good or ill effect. Canada's interest in the trouble centers around the grain export trade and the Canadian Pacific railway. A prolonged war might raise the price of wheat still further, but unless England became involved this would be problematical. The business of the C. P. R. in the Far East may be disturbed by the war. All will depend upon the extent of naval operations in the way of mining the harbors and putting on blockades. Nothing but a blockade would prevent the running of neutral merchant vessels to the ports, and if no interruption is experienced the trans-Pacific trade of the C. P. R. may be very much increased by the war.

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EXPORT LUMBER TAX AND WHO PAYS IT.

1. Timber on lands granted prior to April 7, 1887, is subject to the tax sections and schedules in the Land Act Amendment Act, 1903, which passed the Legislature on December 12, 1903, and is now in force.
2. Timber on lands granted subsequent to April 7 1887, is subject to royalty under Section 58 of the Land Act.
3. Timber or Crown lands, whether held under lease, license or otherwise, is subject to royalty, Section 58, Land Act. Classified as above—
1. Exportable, subject to tax, as per schedules of new act.
2. Exportable on payment of royalty, 50 cents per thousand.
3. Not exportable.

There has been no section of the new Act amending the Land Act, which has come in for such discussion and difference of opinion, as that under which the export tax on timber cut on Crown-granted lands, is levied. This is sub-section 2, of Section 58, of the Land Act as it existed previous to the passing of the amendments. This sub-section is as follows:

"There shall be due and payable to His Majesty, his heirs and successors, a tax upon all timber cut within the Province of British Columbia, save and except that upon which a royalty is reserved by the previous sub-section, or that upon which any royalty or tax is payable to the Government of the Dominion of Canada, which tax shall be in accordance with the following schedules:"

(Here follow the schedules as printed in last issue.)

The previous sub-section (1), which was drafted in the bill as first presented to the House designated that a royalty of 50 cents per thousand should be paid for all timber cut on leaseholds from the Crown. But that clause was struck out in the bill as finally passed and approved. Therefore the original clause of sub-section (1) of the Land Act stands. That clause or sub-section reads:

58. There is reserved to and for the use of His Majesty, his heirs and successors, a royalty of 50 cents for every thousand feet, board measure, upon and in respect of all timber suitable for spars, piles, saw logs, or railroad ties, props for mining purposes, shingle or other bolts of cedar, fir or spruce, and a royalty of 25 cents for every other cord of wood, cut upon Crown lands, patented lands, timber leaseholds, or timber limits, and upon any lands hereafter granted. Piles shall be measured by the running foot, and railway ties and props shall be measured by the cord; and for the purpose of this Act 200 running feet of piles or one cord of ties or props. shall be taken respectively as equal to one thousand feet board meausre. (1896, .c, 28 s2.)

The crux of the whole matter lies in that word "hereafter." By that was meant and so construed obviously that all timber cut on lands granted after the passage of the clause were to pay a royalty of 50 cents per thousand board measure. The clause 58 was passed and first became law on April 7, 1887. Therefore the royalty applies to timber on lands granted after April 7, 1887.

Now clause or sub-section (2) of Section 58, refers to the enactments of Clause (1) as follows: "except that upon which royalty is reserved by the previous sub-section."

Had the original sub-section (1), as submitted to the House when the amendment bill was brought down, been left in the difficulty would not have arisen. There would have been no question that timber on all lands, no matter when or how granted, would be subject to the export tax. But the elision of that sub-section (1) from the bill when it was finally amended and passed left the original first clause, printed above, in force. Therefore the new sub-section (2) quoted above, refers to the old sub-section (1), and it is clear as stated that the "hereafter" in that clause, makes all the difference in the world. It makes all timber on lands granted before the original passage of that clause pay the export tax but all timber on lands granted after that date gets off with payment of the royalty.

There is a grain of comfort, however, to the holders of grants which are caught on the export tax. If the timber is manufactured into lumber in the Province all the taxes or dues paid in excess of "one cent per thousand feet," are rebated, so that it nets an advantage over the other grants in case timber from the latter is manufactured into lumber in the Province, as in that case there is no rebate. They pay the full 50 cents per thousand.

The return of the delegation of lumbermen who went down to Winnipeg to discuss the lumber situation with the Retail Dealers' Association of Manitoba and the Northwest Territories and with the C. P. R., marked the first step towards a conclusion of arrangements whereby it is expected that some relief will be afforded the consumers of the Northwest and at the same time secure more fully to the manufacturers, the market of that country.

The Vancouver representatives who have returned are E. H. Heaps, of the E. H. Heaps Company; Mr. P. D. Roe, of the Canadian Pacific Lumber Company, Port Moody and Mr. H. DePencier, manager of the North Pacific Lumber Company, Barnet. Mr. C. M. Beecher of the B. C. Mills, Timber & Trading Company, and Mr. L. A. Lewis, of the Brunette Saw Mills Company, proceeded to Montreal after the conference at Winnipeg was over. The representatives of the Mountain Lumber Asociation, of the interior of British Columbia, also returned direct.

The feelings expressed by the returned delegates are that if the propositions are carried through as suggested at the conference, the lumbermen of British Columbia will be able to compete on a fair basis with the lumber shipped into the Canadian Northwest from the mills of Washington and other western States. At the conference, which was carried out in the best spirit all the way through, while many matters of interest to the trade were discussed, the important point was, of course, the freight rates and their bearing on the competition of lumber from the United States.

A deputation was sent from the conference to Mr. W. Whyte, vice-president of the C. P. R., with a proposition regarding the efforts to meet the importation of lumber. It was, in brief, that the lumber manufacutrers would, on their part, make a general reduction of $1.00 per thousand on all lumber, if the C. P. R. would reduce their freight rate of 40 cents per hundred pounds to 38 cents per 100 pounds. This would make about the same concession from the railroad company, or a net reduction of $2 per thousand on lumber to the dealers in the Northwest and Manitoba. It will be noted that this is just equal to the handicap the lumbermen are under in exporting to the United States by reason of the United States tariff of $2 per thousand on lumber imported.

The delegates say that Mr. Whyte, while not pledging the C. P. R. company, expressed himself very favorably toward the proposition and promised to support it in every way in submitting it to the authorities at Montreal, where a decision will have to be given. When this reduction comes in force the lumbermen here think they can hold the market of the Northwest successfully against all-comers, except on such occasions as that arising last fall when there was a big over-production in the mills of the western states, and the surplus was put on the Manitoba market at bargain-day prices.

Discussing the utterances made by Mr. Whyte a month ago on the attitude of the C. P. R. to the lumber manufacturers, one of the delegates said he thought the gentleman had been rather misrepresented. From his whole tone in discussing the situation, they felt that Mr. Whyte had in mind only the interests of the settlers of the Northwest, with the object of fostering rather than discouring immigration. They think that he would have hardly gone to the length of erecting mills for the company. What might have been done would have been to arrange with some saw mill company to erect and operate a mill or mills on the railway company's lands in Kootenay and cut the lumber for the Northwest market under the most favorable conditions possible.

There will be no changes in the prices of lumber at the Mountain mills this year. This was practically the summary of the negotiations at the convention of mill owners at Winnipeg during the past week at which the question of prices and tariffs were thoroughly discussed and means suggested to make the burdens of securing lumber in the west fall as lightly as possible on the consumer while still retaining for the manufacturer a reasonable margin of profit. The delegates held several long conferences with the officials of the C. P. R., and it is believed that they succeeded in convincing them that the retailers are not responsible for the seemingly high prices of the commodity in the Canadian west.

The American competition in the more easterly part of the country has caused some apprehension among the Canadian manufacturers and a method of dealing with it had to be discussed at the convention. That the United States mill owner is able to place lumber on the Canadian market at a lower price than the home producer was explained by the fact that the former is in the business on a larger scale, having much more extensive limits and an equally larger market. He produces an immense quantity of lumber of all grades and on account of the favorable duty can dump his surplus stock on the Canadian market at a lower price than can the home mill owner The retail lumber dealers claim that unless they patronize the American mills they would be subjected to an unfair competition while the foolishness of this contention is shown by the fact that they themselves first started this trade.

The Canadian manufacturer is up against unusually heavy running expenses and has not the extensive market to draw revenue from, hence in the natural course of things the prices on this side of the border are bound to be somewhat higher than those ruling in the United States. One of the members of the Mountain Association in referring to this phase of the question said:

"The majority of the people on the outside think that because a man is in the lumber business he must necessarily be making a fortune. Nothing could be more absurd as it has been amply proven that the actual sawing of the logs is a most unprofitable occupation in itself. Most of the lumbermen of Eastern Canada who are wealthy did not make their money by the actual manufacturing of lumber, but reaped the profit from the natural increase of the values of the limits which they had the good fortune to hold. In the Mountain section those of us who have limits expect that they will increase in value and that we will have an opportunity to reap some profit in that way. We are not by any means making a fortune out of our operations in the sawmills."

The questions regarding the lowering of the freight rates by the C. P. R. was not settled but the delegates feel confident that a satisfactory solution will be arrived at. A committee composed of delegates from the Coast, Mountains and the Eastern section was appointed to further wait upon the railway officials and stay with the task until some conclusion was arrived at.

PROTECTING THE INDUSTRY.

The increase in taxation upon the timber cut within the Province, especially as it relates to logs for export, as provided for by the recent enactment of an amendment to the Land Act, is already having its effect, as may be seen from the following despatch:

"Bellingham, Thursday, Jan. 14.—Success is crowning the efforts of the British Columbia government in its attempt to keep American mill owners from obtaining their log supply from that side of the line. In retaliation for the American tariff on Canadian lumber, the British Columbia government has placed a heavy stumpage charge on all timber cut in the Province for export.

"As this did not accomplish all that was desired, additional restrictions will make is impossible for American mill men to operate camps on the British Columbia side have been imposed, and it is these which are effective.

"The E. K. Wood Lumber Company of this city, yesterday announced that they have given up the fight, and in the future will dispose of their product to Canadian mill men or close down their camps."

The system of taxation inasmuch as the preserving of our forest wealth to our own people is concerned, must be fully appreciated, though it will affect many men employed in the logging camps by American mill men. However, the relations between the State of Washington and British Columbia in regard to the lumber industry have for some time been assuming conditions similar to those that formerly existed between the State of Michigan and the neighboring Province of Ontario. Some eight or nine years ago the Ontario government found that the great lumbering and milling industry, which had previously flourished for years on Georgian Bay, was in a state of almost complete paralysis, and that Canadian companies which had built up large businesses in developing this source of the country's wealth were becoming seriously crippled, if indeed they were not on the brink of bankruptcy. An investigation by the authorities indicated the source of trouble and pointed to the remedy to be applied.

It was discovered that the great pine forests of the State of Michigan had become almost exhausted. The merchantable timber which they contained had been slaughtered with a ruthless disregard to the future. The Michigan lumber men and mill operators were accordingly compelled to look for another source of supply or to a very considerable extent go out of business. They found on the Canadian side of Lake Huron boundless forests containing the choicest marketable pine, which had practically been untouched. They at once entered into competition with the Canadian operator, and having almost unlimited capital at their back, they were able to obtain possession of limits of great extent and immense value. Without delay they adopted in Ontario the methods which they had pursued in Michigan. But not only did they slaughter our timber; they attempted and very nearly succeeded in ruining the whole milling indudstry on Georgian Bay. Their mode of procedure was that of invasion. Their forces of workmen, their supplies, everything necessary to the work of robbing the forests of their timber were imported from the United States, and when the logs reached the water they were immediately towed across the lake to the Michigan mills, where they were converted into lumber. Nor was this all. The lumber thus obtained was placed on the Canadian market in competition with the product of the Ontario mills and undersold it.

When these facts were placed before it the Ontario Government had nothing to do but to place a tax on export logs, and this was done, with the result that the Americans found it unprofitable to operate camps in Ontario for the destruction of the Canadian industry.

If the same conditions have not hitherto prevailed on this Coast, the time was at hand when they would exist. The Washington timber is not as good as ours, and it is by no means as plentiful. Indeed, the mill and lumber men across the border line have for some time now regarded our almost inexhaustible forests as preserves on which they begin operations as soon as their own had commenced to fail. The action of the Government, therefore, in placing an embargo on their enterprise here and retaining this great source of wealth for our own people is eminently wise and patriotic.

The manner in which the subject has been presented to the press would lead one to suppose that mills are being closed down and large investments of capital either lost or rendered unprofitable. But such is by no means the case. Complaints were lodged and representations made to the Government against the tax, but upon strict enquiry we find that these were really made by some parties from the other side of the boundary who had purchased timber lands in British Columbia with the intention of cutting and exporting the logs to Sound mill men for manufacture there. The complainants, we understand, have not erected a mill in this Province, nor did they intend doing so, and they seriously weakened their cause when they made the assertion that by manufacturing their logs on the other side of the boundary they have both the American and Canadian markets available. It would be difficult to find a stronger argument in favor of the Government's recent legislation than is thus presented by the words of the interested critics.

VANCOUVER'S NEW DRYDOCK.

Mr. Nichol Thompson, of the N. Thompson Co., returned a few weeks ago from a three months' trip to eastern cities, whither he had been in the interest of the proposed new dry dock. Interviewed by The Lumberman, Mr. Thompson says that he met with complete success in the financing of the proposed scheme. His plans for the dry dock have been accepted by the Dominion Government and the Government subsidy assured.

According to the terms of the subsidy which the Dominion Government has already granted, a bonus of three per cent. will be paid on any amount up to $1,000,000 which may be expended in the construction of a dry dock. This arrangement is to continue in force for twenty years after the completion of the dock and its subsequent use. Mr. Thompson stated that work would be commenced on the construction of the dry dock before May 1, in accordance with the provisions of the subsidy. Another clause in the agreement provided that the dock must be finished inside of three years from May, 1904, but Mr. Thompson is confident that it will be completed and ready for use in eighteen months or two years at the most.

"The dock will be of the floating variety," said Mr. Thompson, "and will have an inside length of 500 feet with a width of a hundred feet. This will give accommodation to vessels of eleven thousand tons displacement. There will be a depth of thirty feet of water over the sill, so that the deepest vessel can be accommodated. I have been very successful in securing the necessary finances to go ahead with the work, and I am confident that such a dock will get all the business it can handle."

Preliminary work is now under way in the works of N. Thompson & Co, and from the class of work which this firm turn out it is an assured fact that from point of structure the dry dock will be perfect in every detail. Mr. Thompson has been working on the proposition for the last twelve years, and from his intimate experience in marine engineering nothing will be wanting in the arrangements to make the venture a complete success.

PROTECTION OR FREE TRADE.

If Canada is going to afford protection to any industry, it should extend the same shelter to all. That is why the Herald favors a tax on lumber..

The papers of the prairie are making a big kick about the request for a tariff on lumber. What would they say if there was a request to take off the tariff on farm products, cattle, sheep, hogs and horses? And yet that very tariff renders it impossible for the Kootenay lumbermen to compete with the manufacturer on the other side of the boundary line.

Does any retail dealer in lumber cut down the price of his lumber to the consumer, when he buys it for $2 a thousand less from the United States manufacturer? Then how is a tariff of $2 going to add any burden on the settler?

The British Columbia manufacturers are only asking for fair play. They are not asking for any special privileges.—Cranbrook Herald.

BRANCHING OUT FOR BUSINESS.

The Schaake Machine Works of New Westminster, B. C., has opened a branch factory at Seattle, where they will make a specialty of manufacturing the Johnson's improved upright shingle machine for the American market. The demand for the machine has been so great that the company deemed it to the interest of the patrons to open the Seattle branch. Mr. Thatcher will be the Seattle manager.

STATEMENT OF FOREIGN SHIPMENTS OF LUMBER MADE BY THE B. C. MILLS TIMBER & TRADING COMPANY, VANCOUVER, B. C., IN 1903.

Date.	Name and Rig.	Tons.	Destination.	Feet. B. M.	Value.
Jan. 26	—Russian ship Sylfid	1499	Natal, S. A.	1,165,359	$ 16,695
" 27	—British barque Eudara	1110	U. K.	817,317	11,342
Mch. 1	—Am. sch. W. H. Talbot	743	Shanghai	964,964	13,425
" 2	—German ship Maipo	1674	Callao and Iquique	1,368,922	17,500
" 21	—American barque Hesper	603	Nagasaki	754,653	12,750
" 28	—British ship Rajore	1946	U. K.	1,597,776	22,150
Apr. 14	—Brit. bk. County of Dumfries	1615	U. K.	1,215,036	23,500
" 24	—American sch. Carrier Dove	632	Shanghai	902,782	13,100
May 12	—British ship Eva Montgomery	1835	Callao	1,493,350	19,335
" 21	—American bktn. Makaweli	821	Osaka	1,025,036	18,338
" 30	—British ship William Mitchell	1885	Natal, S. A.	1,640,764	27,680
June 15	—Am. sch. Balboa	651	Yokohama	866,414	12,554
" 22	—British barque Ivanhoe	1250	Iquique	1,088,359	14,211
July 18	—British barque Trongate	949	Capetown	733,850	10,371
" 21	—British ship Canada	2137	U. K.	1,445,168	22,633
Aug. 11	—American ship Rence	1828	Melbourne	1,342,746	19,210
" 19	—German barque Gustav & Oscar	1295	U. K.	905,541	14,399
Sept. 1	—Am. sch. W. H. Talbot	743	Sydney, N. S. W.	969,658	13,497
Oct. 1	—British barque Falkirk	1862	Capetown	1,746,192	24,450
" 17	—Britishship Mylomene	1808	Natal, S. A.	1,648,235	32,153
Nov. i 2	—British ship Craigmore	1826	Callao	1,424,231	18,976
" 21	—Nor. barque Abysinia	1008	E. London, S. A.	892,066	12,400
Dec. 6	—German barque Liba	1643	Sydney, N. S. W.	1,316,706	18,838
" 31	—British barque Highlands	1234	Philadelphia	1,018,916	22,070
				28,344,041	$432,577
			Sundry Shipments.		
			Australia	160,860	2,573
			Fiji Islands	215,299	4,806
			Japan	552,960	13,405
			China	597,799	9,785
			U. K.	174,148	10,143
				1,701,066	$ 40,712
			Grand total	30,045,107	$473,289

LUMBER SHIPMENTS FROM CHEMAINUS.

Sailed.	Vessel.	Tons.	Destination.	Feet.	Value.
Jan. 17	—Brablock	2000	Calcutta	1,761,907	$25,306 86
" 22	—W. R. Hume	589	South America	798,701	16,984 34
Mar 7	—Ancona	2570	South Africa	1,950,802	31,692 42
" 11	—Tasmania	2083	England	1,899,365	28,065 27
Apr. 4	—Wendur	1896	South Africa	1,551,223	19,885 33
" 7	—Schubek	2266	England	2,110,781	32,952 30
" 11	—Ad Tegethoff	893	South America	714,791	9,755 28
May 20	—Neck	2121	England	1,736,891	23,591 11
" 20	—Bardowie	2011	South Africa	1,902,693	24,445 40
June 6	—Hydra		South America	591,514	7,970 48
" 20	—Antofagasta		South America	769,216	10,813 35
July 19	—Springbank		South Africa	2,123,064	27,117 95
" 24	—W. H. Smith	1785	Australia	1,621,961	21,585 00
" 17	—Miowera		Australia	50,010	825 00
Aug. 8	—Hawaii	936	South Africa	1,130,990	15,661 35
" 27	—Challenger	1399	South Africa	1,202,530	16,651 52
Sept 15	—Kohala	776	South Africa	933,570	13,801 77
Oct. 5	—Zion	1276	England	938,690	15,301 31
" 25	—Kokohead	1012	China	1,431,606	19,105 87
Nov. 10	—Semantha, British ship	2211	England	1,812,887	34,742 82
" 26	—Port Stanley	2187	South America	1,868,945	27,987 46
Dec. 23	—Wilhelmine	1560	South Africa	1,400,005	20,626 29
" 24	—Nivelle	2262	South Africa	2,013,405	29,834 14
				32,215,547	

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Correspondence

FROM OUR SPECIAL CORRESPONDENTS.

Victoria, February 1.—The present condition of the lumbering industry is as satisfactory as can be reasonably expected, considering the time of year and the assaults made upon it by unscrupulous competitors. The recent break in prices on the Sound has failed in its design in the sense that it has had no appreciable effect upon local prices, although it has created the impression in the minds of eastern buyers that it would have that tendency for so far the market has not responded to the drop. Of course the present 'tween season lull has its inevitable effect upon business genesrally, the lumber market included, but no apprehension exists that the coming season's transactions will fall short of those of former years, in fact, the expectation is expressed that 1904 will see a considerably increased output and a ready market for all the lumber and mill products which Vancouver Island mills can manufacture In support of this contention it is pointed out that the mills of the Mainland, working double shifts, will not be able to supply the wants of the Territories and Manitoba and that the Island mills will be called on to make up the shortage. The thousands of settlers who are invading the prairie country like an army of conquest; the many new villages and towns springing up like the creations of enchantment in all directions; the astonishingly rapid growth of Calgary, Edmonton, Moose Jaw, Regina, Brandon, Portage la Priarie and Winnipeg all tend to prove that British Columbia's lumber industry will enjoy an unparalleled prosperity within the next few months and that those loggers who ceased operations early in the season because "logs were a drug on the market" will be upbraiding themselves for their want of forethought. The one big Canadian Pacific Railway contract in Winnipeg, which includes an immense new hotel, station, car sheds, offices, etc., will require almost a season's output of an ordinary mill, and it is only one of the many big contracts which will be let this spring in the middle east. Local lumbermen can therefore afford to smile at the pessimistic tone assumed by certain eastern contractors, feeling that it is prompted by a desire to bear the market.

January shipments from Victoria and the Island generally have been small, but all the mills are busy filling local orders and adding to their stock. Only one vessel loaded at Chemainus during the month, the bark Hydra, which took 573,718 feet for Autofagasta.

Outside of the regular local work, very little is being done in the woods. The Victoria Lumbering and Manufacturing Company, Chemainus, the Ladysmith Lumber Company, the Shawnigan Lake Lumber Company and Frank Lloyd, Westholme, have their regular gangs of loggers at work on their own limits, but no logs are being cut for export, thanks to the recently enacted law. The gentlemen from the United States who were operating in the vicinity of Nanaimo, cutting logs for the Washington saw mills, have ceased work and are contemplating building a large saw mill at or near Nainaimo. They are asking the citizens of Nanaimo for a bonus and other concessions in consideration of establishing their plant in the city.

Shingle making has never been made a specialty on Vancouver Island, the local supply being secured from the Sayward and Ladysmith mills and the Mainland. It would be hard to say why this branch of the business has been so neglected in the past, for there is no part of the Province which possesses a better supply of material and shipping facilities. A protective tariff for Canadian made shingles would no doubt be an answer to the question and an incentive to the establishment of shingle mills on the Island.

The local firm of Lemon, Gonasson & Co., contemplates extensive additions to its already large plant. These will include a saw and planing mill of sufficient capacity to supply their sash and door factory with all the necessary raw material.

Black & Co. report inquiries for choice lots of lumber from several points in Eastern Canada and the United States. F. I. C.

Nelson, Feb. 2.—The rise and progress of the lumber industry in the Kootenays during 1903 was one of the leading features of the year and for the current year the industry promises to make a much greater showing. Last year many of the mills doubled and trebled their capacity and during the time that alterations were in progress the mills had to close down thus limiting the output considerably.

Figures obtained from the C. P. R. and Great Northern railway and from J. R. Martin of Nelson the latter being the Resident Provincial Assistant Lumber Inspector for a large part of the Kootenays, show up some interesting details, for instance, the list of saw mill companies operating in East Kootenay and in West Kootenay as far west as the Columbia river, including in addition Rossland and China Creek show the following properties—in each case a sawmill being designated:

In East Kootenay—Creston, The G. O. Buchanan Company; Cranbrook, Ryan, Rhoda, and Jaffray. The East Kootenay Lumber Company, four mills; Moyie, Moyie Lumber Company; Morrissey, Morrissey Lumber Company; Palmer's Bar, A. Wall & Co.; Wardner and Sparwood, Crow's Nest Pass Lumber Company, two mills; Cranbrook Harley's, Cranbrook Sash and Door Factory, King Mercantile Company, Robinson-MacKenzie Lumber Company; Fernie, Fernie Lumber Company, Fernie Manufacturing Co., Cedar Valley Improvement Co., Elk Lumber and Manufacturing Co.; Crow's Nest, Foster Lumber Co.; Cariboo Creek, Cariboo Lumber Co.; Perry Creek, Perry Creek Hydraulic and Mining Co., and a small mill just completed; Fort Steele Junction, Ryan & McNabb; Elkhorn, The Hayes Lumber Co.; Marysville, Marysville Lumber Co., Laurie Lumber Co.; Athelmar, Athelmar Lumber Co.; Golden, Columbia River Lumber Co. Total mills in East Kootenay, 28.

In West Kootenay—east of Columbia River and including Rossland and China Creek to the west—Nelson, Kootenay River Lumber Co.; Ymir, Porto Rico Lumber Co.; Rossland and China Creek, Blue & Deschamp, two mills; West Robson, Yale-Columbia Lumber Co.; Pargston, Pargston Lumber Co.; Arrowhead, Ludgate, Arrowhead Saw and Planing Mill, Comaplix Harbor Lumber Co., Camborne and Revelstoke, three mills; Revelstoke, Revelstoke Lumber Co.; Trout Lake City, Trout Lake Mill; Ferguson, Smith & Labeau; Slocan Lake, Hill Brothers; Winlaw Siding, Winlaw & Co.; Salmo, Kootenay Saw and Shingle Mill. Total mills in West Kootenay under boundaries: As above, 19; East Kootenay, 28; Grand total, 47.

About ten new plants were erected during 1903 in the sections referred to, but in almost every instance the plants already in existence have largely increased their capacity, in some cases more than doubling it. The increase in the year's cut has been very large, over 1902, and will be still greater this year, as, pending the changes and alterations referred to many of the plants had to close down, hence the work was limited

The total lumber production in Southern Kootenay and Yale for 1903 is estimated by G O. Buchanan of Kaslo at 109,000,000 feet, valued at $1,635,000. The average value of the lumber being taken at $15 per 1,000 feet.

The bulk of the cut has gone into the Northwest Territories, the C. P. R. sending east about 12 cars daily on the average. The export of lumber of all kinds over the C. P. R. into the Territories in round numbers for 1903 is about 60,000,000 feet of about the value of $800,000.

F. C. M.

Vernon, Feb. 10.—The Okanagan valley has long been conceded to be one of the richest agricultural districts in the Province but other industries, such as mining and lumbering lend to make it a prosperous valley. Mining, although in its infancy, will prove to be a tower of strength to the valley.

At present there are five saw mills in operation, at Enderby, Armstrong, Kelowna, Peachland and Summerland, with several small portable mills in operation near Vernon, the average daily capacity of these mills being from 10 to 20 M, and they have found it somewhat difficult in the past to supply the local demand.

The Okanagan Lumber Company, of Enderby, are increasing their cutting capacity, and expect to be in a position this spring to supply a considerable quantity to the Territories. The Sash and Door Factory at Vernon, besides doing a retail lumber business, have in their employ from 15 to 25 men the year round, and have several carload orders for the Territories for spring delivery, and such has been the demand upon them that they are increasing their capacity and installing new and more modern machinery to be in made upon them. J.

Winnipeg, Feb. 1.—The retail lumber dealers of Western Canada are making things somewhat hot for Mr. Whyte, second vice-president of the Canadian Pacific Railway, who recently made a statement in the local papers to the effect that the lumber trade as conducted at present was not satisfactory to the railway company, and that unless the dealers decided to cut down their rates the Company would itself go into the retail business, establishing mill and lumber yards, the product of the forest to be distributed at the various stations on the road through the regular agents at such places.

This statement from the high officials of the Company is looked upon by the dealers as a bid for popularity among the settlers, for whom the C. P. R. professes great solicitude, but it is acting as somewhat of a boomerang. The dealers have unearthed a few kicks against the railway company which under ordinary conditions should have remained in the background, but now those whose means of livelihood has been attacked, as they were on the vice-president's statement, do not believe in being assailed by what they claim as a most unjust accusation.

Mr. Whyte said that settlement in the West was being retarded through the price of lumber being held up at a combine figure by the Retail Lumber Dealers' Association. In defense of the Association as a reply to Mr. Whyte's assertions, D. E. Sprague, the well-known local lumberman, says:

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

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

C. P. R. as Manufacturers.

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

Work of Association.

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

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

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

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

The Question of Supply.

"About a year ago the C. P. R. imagined they saw impending disaster unless they undertook to see to it that a stock of lumber was forthcoming sufficient to supply the incoming settlers, as set forth in a letter written by Mr. Peters, assistant freight traffic manager, and addressed to Isaac Cockburn, secretary.

"When the retailers did put in their orders we had dozens of complaints about the tardiness of the C. P. R. in making delivery, some of the dealers having forfeited their discounts to the manufacturers on account of not paying on time because they had not received the goods.

"If the railway company, after lumber is manufactured and loaded on cars are unable to get it to its destination within a reasonable time, what chance would there be for the early spring settler to secure his lumber when he required it, provided the same company undertook to supply the same demand from the tree? . It would appear to the outsider that the Company should first energetically address itself to providing an efficient transportation service and when that is secured undertake other industries that promised profit or pleasurable employment. H. M. H.

Winnipeg, Feb. 5.—The most important convention held in Winnipeg in years so far as the lumber interests are concerned, took place at the end of last week, when a large delegation of the wholesalers, representing the biggest mills embraced by the organization known as the British Columbia Lumber and Shingle Manufacturers' Asociation, assembled here to meet their confreres of the more easterly section of the Northwest, and also to confer with the officials of the Canadian Pacific Railway to discuss business conditions generally so that a better understanding in regard to the trade might be arrived at. Recently there have been rumors circulated by irresponsible parties to the effect that the wholesale dealers of the West were reaping a more abundant harvest at the expense of the retailer and the consumer than was warranted, and it was principally to expose the fallacy of the theory that the members of the Association decided to hold a general conference in Winnipeg.

Freight rates play a very important role in the lumber trade of Western Canada and the Canadian Pacific Railway as practically the sole carrier establishing the link between the manufacturer and those who use the output of the mills came prominently before the delegates of the meeting. So far as can be deducted at present the result of the deliberations is likely to prove very beneficial in the way of promoting the interests of all concerned. It was demonstrated that the Canadian mills were of ample capacity to supply all future demands for lumber in the Northwest. The unusual condition of things in the country which is supplied by these mills is more responsible for the rumor which has been circulating recently than that the wholesalers and retailers were responsible for the high prices of lumber. The delegates discussed measures in this connection to increase its usefulness to manufacturer and consumer, and effective measures are to be adopted as a result, tending to guarantee that the consumer is adequately supplied and not in any case over-charged.

Those present at the meeting were as follows: Archibald Leech, of the East Kootenay Lumber Company, Cranbrook.

Fred W. Jones, secretary of the Columbia River Lumber Company, and vice-president of the Association; W. F. Gurd, of Cranbrook, secretary of the Association.

M. B. King, of the King Mercantile Company, Cranbrook.

Peter Lund, of the Crow's Nest Pass Lumber Company, of Wardner; J. A. Dewar, of the Porto Rico Lumber Company, Ymir; L. M. Proctor, of the Fernie Lumber Company, Fernie; J. R. McClary of the Harbor Lumber Company, Revelstoke; Geo. W. Wells, of Palliser; L. A. Lewis, Brunette Saw Mills Company, New Westminster; E. H. Heaps, of the E. H. Heaps Lumber Company, Vancouver; W. DePencier, Vancouver; C. M. Beecher, Hastings Lumber Mills Company, Vancouver; P. D. Rowe, D. C. Cameron, Rat Portage Lumber Company, Rat Portage, Ont.; D. E. Sprague, Sprague Lumber Company, Winnipeg; T. G. Mathers, Winnipeg; M. Cowan, Prince Albert.

Conferred Among Themselves.

The manufacturers opened the convention by a meeting in which the affairs of the Association were discussed, and at which some able suggestions concerning the sphere of its usefulness were made by various members. It was demonstrated that the Association has been of great benefit to the lumber industry within its manufacturing branches and in the distributing of lumber through the Teritories and Manitoba in sufficient quantity to meet the demands of the rapidly increasing population. Were it not for the organized work of this Association many districts would suffer severely from insufficient supply while others would be glutted. It has been the aim of the Association to so deal with the question of supply that the most isolated districts shall be attended to with equal consideration to those which are easy of access.

The question of freight rates was discussed with the Canadian Pacific Railway officials represented by William Whyte and F. W. Peters. Several propositions were made by which the C. P. R. might concede a lowering of their tariff from mountain points eastward, in which case the manufacturers would make a generous reduction in the price of lumber. Both the lumbermen's delegates and the railway men expressed the opinion that the negotiations were likely to come to a satisfactory conclusion and that the consumers would be able to avail themselves of easier terms. It is settled that the proposal of the C.P.R. to establish mills of its own has been shelved.

The railway company was left to deal itself entirely regarding the matter of American competition and no reference was made to it in the discussion as it is felt that under the new order of things resulting from the conference the Canadian mills will be able to compete with their American neighbors without advantage to the latter, though no promise of change has been made by the C. P. R.

Toronto, Feb. 6, 1904.—The salient feature of the lumber situation is the shortage in the cut of the season, coupled with the prospect of a heavy demand which will almost certainly result in a considerable increase of prices on the opening of the season. The scarcity of men in the fall and the cost of supplies were the principal factors in limiting operations in the earlier part of the season. The close of the harvesting and the stoppage of industries at Sault Ste. Marie relieved the the stringency of the labor market considerably, and at one time there was a prospect that the cut would not fall as much below the average as had at first been anticipated. This anticipation, however, was speedily dissipated by the severe winter weather, charasterized by a succession of unusually heavy snowfalls, which have greatly interfered with lumbering operations both in the Georgian Bay and Ottawa Valley districts. All along the north shore of Lake Huron the snow is from four to six feet in depth. Cutting in some localities has been suspended and hauling is work of unusual difficulty. Experienced lumbermen, moreover, anticipaate that when the winter breaks up the water will run off more rapidly than usual owing to the fact that there is but little frost in the ground, and the the floods and freshets will be followed by low water, so that much of the cut may not be got out in time for milling this season.

A leading lumberman estimates that the cut of the Georgian Bay district this season will not exceed 420,000,000 feet, as compared with about 700,000,000 feet for the season of 1903. As for for the Ottawa Valley supply, that has been mostly bought up in advance for the British market at prices considerably higher than those of last year. The demand from the United States is likely to be large, judging from the present conditions in the distributing centres of Buffalo and Tonawanda where recent enquiries show that a considerable shortage exists, both wholesale and retail stocks in hand being greatly below the average at this season. Some months ago the fear was entertained that the approach of a period of depression and the loss of business confidence might cause an extensive falling off in American consumption, but this apprehension does not seem to be warranted, so far at least as the immediate future is concerned. In fact, some close observers are disposed to consider that the slump in securities and the losses in stock speculation may tend rather to stimulate the investment of capital in constructive enterprises and help to steady the lumber market.

So far as the local demand is concerned, it promises to be very active as soon as the building season opens. Toronto is increasing rapidly in size and population, and the building trade during the last two or three seasons has been remarkably brisk. During 1903 building permits were issued for 1,136 houses, at a cost of $2,420,335, and 41 factories costing $299,430, in addition to large expenditures for alterations and repairs. In spite of the number of new houses erected, there is still a very active demand for house accommodation, many families being compelled to board or live outside the city, owing to the continued scarcity of residences. This, together with the demand for new factories and business structures, will cause great activity in building operations. Similar conditions obtain in other centres of population, so that the steady market for lumber, both locally and in the United States, with a short supply, renders an increase in price a practical certainty. An advance of at least 10 per cent., and possibly more, is confidently expected at an early date.

One very noteworthy effect of the phenomenal prices received by the Provinc al Government for timber berths at the sale held two months ago has been to lead to the adoption of a more conservative policy as regards the timber resources of the Province. The first result has been a great extension of the forest area. The policy of setting apart as permanent forest reserves areas obviously unfit for agricultural settlement was adopted some years ago. By the Forest Reserves Act, passed in 1898, the Government was authorized from time to t me to set aside non-agricultural areas of the Crown domain to be kept perpetually for growing timber, settlers being excluded and a system of fire-ranging being conducted to lessen the danger of destruction by forest fires. The Government, however, proceeded cautiously and tentatively, as is the wont of Governments—and made but sparing use of its powers. The first reserve created was the Eastern reserve in Fontenac and Addington counties, compr sing about 80,000 acres. New Sibley reserve, on the north shore of Lake Superior was set apart with an area of 45,000 acres. In 1901, however, a great step in advance was made by the setting aside of the Temagami reserve, embracing the forest region around the lake of that name, comprising some 2,200 square miles. Shortly after the timber sale this area was more than doubled by adding to the reserve an extensive area to the north and west, bringing the aggregate extent of the reserve up to 5,900 square m les. And now the Government has under consideration the setting apart of a reserve in Algoma district comprising about 3,000 square miles of well timbered but rugged and broken country, lying between the ma n line of the Canadian Pacific railway and the Sault Ste. Marie branch and drained by the Missisauga river. This region contains several billion feet of white pine.

The setting apart of these reserves is probably the most important measure taken by the Government for years as regards its effect upon the industrial future of the Province. Judging from experience, there can be little doubt that under the old system of leasing timber limits to lumbermen without any safeguards to secure the preservation of the forest, the soil, worthless for any other purpose than growing timber, would quickly have been denuded of all its natural wealth, fire consuming anything that the axe might have spared. Now if managed under proper forestry conditions these reserves will furnish a perpetual source of supply to the surrounding agricultural and mining

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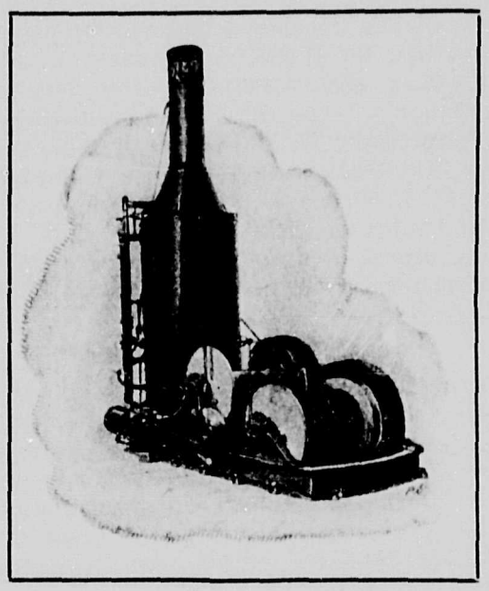

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regions only the matured trees being taken and the growing timber carefully preserved. Further extensions of the system are likely to be made from time to time, as the enormous increase in the value of timber as shown by the prices paid at the sale has greatly strengthened public opinion in favor of a scientific forestry policy as pursued in Europe, with such modifications as Canadian conditions render necessary.

Owing to the increased interest taken in this subject by practincal men, the approaching annual meeting of the Canadian Forestry Association, to be held in Toronto on the 10th and 11th of March, promises to be an important and profitable occasion. A large number of experts and leading lumbermen, and others interested in the question, will participate. There is no subject on which the people at large need to be educated more than that of forest preservation and management, and the Foresty Association has already done much in this direction.

Yard operations and shipments in all parts of the Province have been greatly interfered with by the weather. The blocking of the railways in all directions by snow storms has greatly delayed the movement of heavy freight and rendered it impossible to fill orders. There is a great scarcity in this city of box lumber and culls, which are hardly to be had. Local dealers find trade decidedly quiet at present but look forward confidently to a rush of business with the opening of spring. P. T.

Chicago, Feb. 9, 1904.

The new year began with favorable conditions in some branches of the lumber trade and unfavorable conditions in others. The stocks of hardwoods are not large, and the demand is becoming greater each succeeding year. Good business is anticipated when the regular building season opens. The outlook for a good business in lumber this spring and summer is good, and those who seek orders will find them. Prosperity continues, and aside from the usual disturbance of business in national election years, the demands for lumber will be greater than usual, with prices up and going higher. The only thing likely to interfere with the interests of the lumbermen is the possibility that the railroads will not make sufficient provision for possible demand for cars.

The local sales of oak, poplar and ash lumber are on the increase.

The lumber business in Chicago during the winter months is always "slow." Very little yard work, some shop work, and plenty of office work, making ready for the coming season.

The appointment of receivers for the Kirby Lumber Company and the Houston (Texas) Oil Company was a great surprise to lumbermen in this city, as these companies had been considered among the greatest in the country.

A bill is now before Congress which provides that all Government supplies for the Phillipine Islands shall be carried in United States vessels, Pacific Coast lumbermen are not likely to favor such a proposition.

The Indiana Lumber Dealers' Association was held in Indianapolis January 19-20. Francis Beidler & Co., Chicago, gave a "pink tea social" to those in attendance.

A petition signed by 1,437,200 persons is now in the hands of the authorities at Washington, asking that the "Big Tree" district of California be purchased by the Government and set aside as a park.

The third annual banquet of the True & True door-makers was given at the Wellington Hotel, Chicago, January 5.

Manufacturers in all lines are beginning to realize the necessity of organizing for the purpose of maintaining uniformity in price.

Pacific Coast fir and red cedar are growing in favor among manufacturers of doors, paneled work and columns.

Mr. J. K. Joice has resigned his position as treasurer and manager of the D. S. Pate Lumber Company, Chicago, and will go to California, where he will remain a few months and then return to this city.

The Illinois Lumber Dealers' Association will hold its fourteenth annual meeting in the Sherman House, Chicago, February 10-11.

J. S. Houston, of the firm of Houston & Curtis, and Miss Grace Halla, both residents of this city, will be married February 16.

George R. Arnold, manager of the C. S. Worcester Lumber Company, Chicago, died of apoplexy in L'Anse, Mich., January 27, aged 46 years. He was well known among lumbermen, having been in the business about fifteen years.

Lee.

Minneapolis, Feb. 12.—The market conditions of the Mississippi valley for this season of the year are most encouraging. The recent severe weather has had a natural effect—the postponement of the placing of orders for spring building, but the present condition of the market shows that stocks generally are very low and that dealers will be placing their orders before many days, while the present condition would indicate that list prices are likely to be maintained.

Minneapolis itself is no mean consumer of lumber, as may be gleaned from the statistics just compiled, which show that 4,149 building permits were issued for last year, representing a total value of $6,200,000, the local consumption of lumber being roughly estimated at 207,000,000 feet.

This season finds the stock of red cedar shingles very low, Stars being particularly scarce. Some dealers have shingles on hand, but it is because they have refused to part with them at prevailing prices, looking to a marked advance before the new stock from the west Coast can come forward. The present price of these are quoted at $2.30 for Stars, and $2.70 for Clears.

There is little reason to assume that local building operations will fall far short of last year, at the same time 1904 must be looked on as a conservative year, owing to the fact that it is the year of the presidential campaign, while there is a possibility that the St. Louis fair may detract from some of the building throughout the country generally.

WAR AND TRADE.

"War between Russia and Japan might help some of Portland's business interests, but it would injure the lumber industry," according to M. F. Henderson, vice-president of the Eastern & Western Lumber Company.

"Such a war would put a stop to all shipments of lumber from Portland to China and Japan and to Siberia," Mr. Henderson said recently to a Portland correspondent, "and this trade forms a large portion of the exports, and the lack of demand would cause a suspension in the manufacture of lumber to that extent.

"If Russia and Japan get to fighting the war will probably be a long and bitter one. Japan has been under-estimated and she would give Russia all she could do at sea, and in fact all the Russian ports on the Pacific would be practically closed to commerce in a short time. Besides this, Japanese soldiers would destroy the Siberian railroad and thus prevent Russia from recruiting her Siberian forces from the St. Petersburg side.

"I believe that Japan could bring Russia to terms single-handed, and without the assistance of any of the other powers, but it would take time and in the interim our Pacific Coast lumber interests would suffer very much. We would feel it more, because the demand for lumber from the Eastern States has fallen off considerably of late, and so the bulk of our trade is by sea."

Mr. Henderson estimates the present daily output of Portland at 1,200,000 feet, while that of the whole Columbia river is 1,500,000. In Portland fully 1,500 men are employed by the mills, and he says that should anything occur to discourage the lumber industry, every enterprise in the city would feel the effects right away. Mr. Henderson, therefore, deprecates war and hopes that the differences between the two nations may be adjusted with recourse to the arbitrament of arms.

"Of course, the lumber industry would revive after the war is over," he said, "but we might have to wait for a long time. Even now, the lumber dealers of China and Japan are holding back their orders as everything is in a state of uncertainty over there."

TAR PLANT READY TO START.

Bellingham, Wash, Saturday, January 30.—The plant of the Pacific American Tar Company, at Bellingham, will start operations Monday. The new company will manufacture tar, turpentine and by-products from waste fir timber.

This will be done by a process discovered by Dr. C. B. Darrin, of this city, and is the first step taken in this state toward the utilization of fir stumps and fallen fir timber, which has heretofore been considered without value.

The Burke Land Lumber Company will erect a planing mill at Tekoa, Wash.

Provincial Information

LUMBERING IN KOOTENAY.

Lumbering operations in East Kootenay have been very active during the winter months until the coming of snow within the past few weeks. The East Kootenay district, served as it is by the Crow's Nest Pass line, and by that line having ready access to the adjacent districts of the territory of Alberta, just east of the mountains, is peculiarly well situated to reach out for trade with the large agricultural settlements growing up on the broad plains on that portion of the Northwest.

As an example of the lumbering operations going on in the East Kootenay district, may be instanced the Bonner's Ferry Lumber Company, which is geting out 3,000,000 feet of logs at its own camps this winter. In addition they are purchasing from setlers another 3,000,000 feet at least. During the year past they have cut and placed in booms at their mill fully 6,000,000 more, giving the enormous total of 12,000,000 feet of logs ready to be cut.

Another big operator is Joseph May, representing McArthur Bros., of Detroit. He is establishing a camp on Curley Creek, where he will cut 1,600,000 feet of square timbers on a contract for shipment to Liverpool, England. The timber will be loaded at Bonner's Ferry on cars.

The Columbia River Lumber Company, operating in Northeast Kootenay at various points where the Columbia River crosses or reaches the main line of the C. P. R., last year shipped 13,000,000 feet of lumber, 135,000 railway ties and 2,000,000 laths. All lumber manufactured by this company is shipped to the Northwest Territories, except that which is sold to the C. P. R.

The Big Bend district, so called because it is that area which surrounds the big bend of the Columbia river above Revelstoke, is confined to a width of from one to four miles on each side of the Columbia River, all heavily timbered. There are stretches of timber on the tributaries of the river running from 20 to 30 miles into the heart of the Selkirks. The principal blocks of these magnificent timber lands are those held by American capitalists. They were originally granted to G. B. Wright as a subsidy for the Shuswap-Kootenay wagon road. The area of this particular grant is about 40,000 acres, and the timber is said to average 10,000 to 30,000 feet per acre. Owing to some disease attacking the fir the timber has been dying out rapidly the past ten years. The Goldstream district is also a portion of the Big Bend district. Extensive lumber operations have been begun on the limits in this portion of the district also. It is estimated very conservatively that in the Big Bend and tributary sections there are 10,300,000,000 feet of timber, almost all of which could be floated down the Columbia River to Revelstoke and Arrowhead, where the new mills have been recently erected.

The Okanagan Lumber Company, which purchased S. C. Smith's mill at Vernon, is putting in plant to make the mill's capacity 60,000 feet per day. They are also putting in an electric lighting plant, and will supply the town as well. The limits owned by the mill are almost unlimited in the supply of logs.

The Empire Lumber Company, Limited, with head offices at Revelstoke, has taken over from the Harbor Lumber Company the Fred Robinson Company's mills, recently purchased from the latter company. The Empire company will operate some timber limits on Adams Lake.

Mr. A. S. Farquarson, of Frank, Alberta, and his business associate, Mr. H. A. McGuire, have secured a considerable area of timber limits on Boundary Creek, near the Idaho boundary line, in East Kootenay, and intend to put in a sawmill of a capacity of 35,000 feet per day as soon as the snow goes away. The lumber business, Mr. Farquharson states, is growing, and during the busy portion of 1904 he anticipates it will be better than it was at any time during 1903, when the mills were sawing up to thelimit of their capacity.

The Big Bend Lumber Company's mill at Arrowhead is now in operation. This mill is con-

trolled by the Ludgate Brothers, Wallace Ludgate having been the designer of the mill and overseer of the installation of theplant. Mr. Ludgate has the reputation of being one of the best practical sawmill designers in the west. He it was who designed and laid out the Pacific Coast Lumber Company's mills in this city (Vancouver). These mills are perhaps the finest and most up-to-date plant in operation in the West.

Another new saw mill in the Arrowhead district is that of the Canadian Lumber Company at Trout Lake. This mill is now having its machinery installed. Arrangements are being made for the erection of a planing mill and dry kilns at once.

PROGRESS OF THE INDUSTRY IN SOUTH-EAST KOOTENAY.

According to the annual report of Government Agent Armstrong of Fort Steele, in the Southeast Kootenay district there has been considerable activity during the past year, five new sawmills having been started, two of the capacity of about 25,000 feet, one of 35,000 feet, and one of 75,000 feet; the last mentioned is preparing to double its capacity. On the other hand, two sawmills have closed down, on account of the fact that with a limited capital at their command and the very narrow margin of profit on which they were working, and on which, as a matter of fact, all the mills in the district are working, they are unable to tide over a season of difficulty. Another large mill has also closed down. Rates of wages that have prevailed ran from $35.00 to $40.00 for unskilled labor, until a short time ago, when the mills were forced to make a reduction on account of the very considerable decrease in the demand for lumber. The rates run now from $30 to $35. As to the relations which have existed between employers and employees, there has not been the least difficulty, nor is there any likely to arise with the lumbermen in this district. It is the invariable rule that the men are well satisfied with their employers' treatment of them. There have been 24 sawmills at work in this district. These mills employ in all about 1,800 men.

In his annual report to the Government, Mr. J. E. Griffiths, Government agent for the North-east District of Kootenay, says of the lumber industry in his part of the country: "The Columbia River Lumber Company shipped 13,000,000 feet of lumber, 135,000 railway ties, and 2,000,000 laths. The wages paid lumbermen ranges from $30 to $40 per month and board. Plenty of common labor since November 1st; poor class on the average. Demand for lumber is good; all lumber, except that used by the C. P. R., exported to the Northwest Territories. About 3,000,000 shipped from other mills. All agricultural produce is consumed in the district and a good deal of hay and oats imported."

The East Kootenay Lumber Co., of Cranbrook, is calling for tenders for a lot of its miscellaneous accumulations around its yards, and is offering for sale the buildings on the lake-side of the railroad tracks, at the old Moyie mill.

The suit entered by Mr. A. T. Clark against the East Kootenay Lumber Co., for damage resulting from the building of a dam on Moyie lake, is in a fair way of amicable settlement.

Sealed tenders, addressed to the Timber and Mines Branch, Department of the Interior, and marked on the envelope "Tender for Timber Berth No. 374," will be received at the Department of the Interior until noon on Wednesday, the 24th day of February, 1904, for a license to cut timber on Berth 374, comprising the fractional east half of the east half of Section 23, and the fractional north half of Section 14, lying north of G. R. and Lot 221, in the fractional township lying west of the Coast Meridian, containing an area of 209 acres, more or less. The land is situated on the North Arm of Burrard Inlet, opposite Barnett, B. C., and is said to contain some valuable timber. The regulations under which a license will be issued, also printed forms of tender and envelope may be obtained at the Department or at the office of the Crown Timber Agent at New Westminster. Each tender must be accompanied by an accepted cheque on a chartered bank in favor of the deputy of the Minister of the Interior, for the amount of the bonus which the applicant is prepared to pay for a license.

A. A. Frechette, of Grand Forks, B. C., who is getting out a large quantity of ties for the C. P. R., has secured a contract from the Granby Smelter Company to furnish the large timbers that will be used in the enlargement of the plant.

Though it is a little early in the year to expect the commencement of the construction of intended new buildings, there are indications, in Victoria, B. C., that the season will be a busy one. Local contractors are figuring on quite a few new structures, and architects report the outlook as good.

According to a question asked the Chief Commissioner of Lands and Works by Mr. H. E. Tanner, M.P.P., of Saanich, B. C., as to the number and amounts of timber lands in arrears, the Chief Commissioner replied that there are 19, with an aggregate arrearage of $48,250.85, up to July, 1903.

BIG TIMBER DEAL.

One of the most important timber deals that has taken place in the last few months was consumated last month, when the Provincial Government accepted the tender of McLean Brothers, of Vancouver, for 27,000 acres of timber lands on Kia-anch river, Vancouver Island.

The limits are composed of fir and cedar, and are situated in what is known as the Rupert district. The leasehold is for twenty-one years. This is probably the largest bunch of timber in one place that could have been secured from the Government. A charter was issued last year to McLean Brothers to build a railroad twenty-two miles, into the heart of the timber. The railway will cost from twelve to fifteen thousand dollars a mile, and the line has been surveyed from tidewater on Johnston Straits at the mouth of the Tsi-istch river. Preliminary work will be commenced on the railway at once. Under the terms of the lease a large mill will be erected, and it is the intention of McLean Brothers to manufacture lumber for sale in the local markets and probably for foreign shipment.

BRITISH COLUMBIA CEDARS

Mr. Henry Hewitt Jr., of Tacoma, owner of extensive timber limits in the Coast district of British Columbia, states that before many months he will build one of the largest mills on the Coast or some point on the Skeena river or one of the numerous inlets of the Coast. Mr. Hewitt says that it is his intention to cater to local and shipping trade, and that he will convert his waste products into pulp, market for which he has already contracted. He expresses a very strong opinion upon legislation by the British Columbia Government.

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ADVOCATING THE MILL MEN'S RIGHTS.

One of the last acts of the British Columbia Legislature, before prorogation, was the adoption of a motion to petition the Dominion Government on the subject of placing a duty upon American lumber coming into Canada. The motion, which was as follows, was introduced by Mr. Wells, and seconded by Mr. Cotton:

That whereas the lumber interests of British Columbia are assuming a degree of importance conducive to the prosperity as well as the increased revenue of the Province:

And whereas serious encroachments upon the market in Canada at present exists by reason of large shipments of American lumber, chiefly to the Northwest Territories and to Manitoba, thus depriving largely Canadian manufacturers of our home market:

And whereas the duty imposed upon Canadian lumber entering the United States is prohibitory, reserving exclusively their own market to American manufacturers:

Be it therefore resolved, That this House views with alarm the serious consequences that must result to the lumber interests of British Columbia, and is of opinion that an humble address be presented to His Honor the Lieutenant-Governor respectfully asking him to communicate to the Dominion Government, to the end that such legislation be passed as will relieve the great injustice under which the British Columbia lumber interests are suffering, and praying that a duty be put upon the American lumber entering Canada equal, at least, to that imposed upon Canadian lumber entering the United States.

TIMBER APPLICATIONS.

Despite the opponents of the changes in the Land Act, the records of the Timber Inspector's office show that the number of applications for timber licenses has by no means fallen off. The number of timber cutting licenses issued during the month of January, 1904, was 158, as against 32 for the corresponding month of last year. Out of this number 21 were for renewals, showing 137,- new licenses.

The licenses are thus apportioned from the different districts:

Osoysos	22
New Westminster	10
West Kootenay	23
Coast	13
East Kootenay	38
Cariboo	40
Kamloops	3
Lillooet	6
Sayward	2
Atlin	1
Total	158

MOUNTAIN LUMBERMEN MEET.

The Mountain Lumbermen's Manufacturing Association held their annual meeting at Cranbrook, B. C., on the 22nd ult. There was a large attendance, and a great deal of important business was transacted, but the conference was held behind closed doors. The following members were present: J. Gennette, Yale-Columbia Lumber Company, Nakusp; J. G. Billings, Kootenay River Lumber Company, Nelson; T. Ludgate, Big Bend Lumber Company, Arrowhead; W. R. Beattie, Arrowhead Lumber Company, Arrowhead; Hugh Cameron, Moyie Lumber Company, Moyie; Fred W. Jones, Columbia River Lumber Company, Golden; Geo. C. Wells, W. C. Wells Lumber Company, Palliser; L. M. Proctor, Fernie Lumber Company, Fernie; P. Lund, Crow's Nest Pass Lumber Company, Wardner; D. V. Mott, Elk Lumber Company, Fernie; J. A. Dewar, Porto Rico Lumber Company, Nelson; R. S. Butler and J. R. McClary, Harbor Lumber Company, Revelstoke; A. Leitch, J. Park and J. C. Colpman, East Kootenay Lumber Company, Cranbrook; J. W. Robinson, Robinson-McKenzie Lumber Company, Cranbrook; M. B. King, Kings Mills, Cranbrook; J. Hanbury and F. Robinson, North Star Lumber Company, Cranbrook; A. E. Carruthers, Carruthers Lumber Company, Cranbrook; A. E. Watts, Watts Lumber Company, Wattsburg; C. D. Mc Nab, Standard Lumber Company, Cranbrook.

The annual election was held and the following officers selected: President, A. Leitch; vice-president, F. W. Jones; secretary-treasurer, W. F Gurd; executive committee, Geo. C. Wells, J. R McClary, J. G. Billings, Hugh Cameron, F. C Colpman, D. V. Mott and M. B. King.

Matters of direct interest to British Columbia's greatest industry were discussed in a business-like way. The next meeting will be held at the call of the executive committee.

WILL TEST LEGISLATION.

James Dunsmuir, it is said, will take an appeal against the amendment of the Land Act passed by the Legislature in the early part of the session. The act imposes a tax upon timber cut within the railway belt. The principle of the right to impose taxation, however, remains and Mr. Dunsmuir intends to test the power of the Legislature to do this. The land within the belt has been looked upon as free from taxation. To subject it to this tax interferes with the sale of it to timber men. The appeal will be taken to the Privy Council if necessary. Mr. Dunsmuir expects to take the appeal within a short time.

LOGGING.

Just at present logging is inactive. There are several reasons for such a state of affairs. In the first place there is now a lull in the demand for lumber, and mills are not requiring great quantities of logs, and the cost of hauling unbarked logs out of the woods is prohibitive. When the sap commences to run, in the sourse of a month, logging will be very generally resumed. It is expected with the advent of warm weather in the Territories and Manitoba the demand will be nearly as great as the supply.

BRITISH COLUMBIA INCORPORATIONS.

Since the last issue the following new incorporations have been gazetted and certificates issued:

The Crothers Lumber Company, Limited, with a capital of $24,000 in $1 shares. To conduct a general lumber business.

The Empire Lumber Company, Limited, with a capital of $3,000,000 in $100 shares. To acquire the busines and undertakings of the Harbor Lumber Company, Limited, and to carry on a general logging and lumber business.

The Ladysmith Lumber Company are adding to their plant by erecting a large shed to store their shingles.

The Harrison mills have ordered a portable mill, which will work in conjunction with the mill on Harrison river.

The King Mercantile Company, of Cranbrook, B. C., is making application to have its name changed to the King Lumber Mills, Limited, through its attorney, Mr. W. F. Gurd.

Mr. G. O. Buchanan, a prominent mill man of Kootenay has been appointed to disburse the lead bounty authorized by the Federal Government last fall. Mr. Buchanan is interested in mining in the Slocan district of British Columbia.

From authorative sources there is every reason to believe a paper and pulp establishment will be erected at or near Kamloops, B. C., Two gentlemen, Messrs. Ferris and Case, of Transverse City, Mich., recently made an extensive examination into the possibility of erecting such an establishment there, and were most favorably impressed with the opportunities of site, power and pulp timber. They will make an exhaustive report of their findings to their principals.

The B. C. Logging & Lumber Company, of Nanaimo, who were compelled to discontinue the exportation of logs in consequence of the new schedule, are applying to the Nanaimo board of trade for a free grant of a ten acre site on the water front on which they will erect a saw and shingle mill. W. E. Wilson, secretary of the company, says: "Up to the present time we have found it impossible to purchase a suitable site without having to pay an outrageously high price for the land. We have, however, at last got an option on a small strip between Nanaimo and Departure Bay, and on this we propose to build our small mill with a capacity of 35,000 a day, and do our manufacturing. This mill will employ 25 or 30 men As we have but a five year term to take off our timber we must do something to try to get back a small proportion of the $80,000 invested on the island since last May. We have therefore concluded to build a small mill and run two camps with just enough men to supply the mills with logs This will enable us to get back a small portion of our money.

Two of the Victoria lumber milling firms are just now figuring on contracts for work to go to South Africa, which if the proposition can be successfully negotiated, bids fair to open up a new industry in that city. A firm in South Africa has written local parties for figures on an unlimited number of knock-down houses for South Africa. It appears that there is a great demand in the colony for small residences; rents are very high, a house of five rooms commanding a rent of $60 per month, and if ready made houses can be shipped from Canada a long-felt want will be supplied.

It is stated on good authority that Mr. Merrill, the millionaire lumbermen of Wisconsin, is to establish a big sawmill in the Province at an early date. Mr. Merrill owns some of the most valuable limits in the Province, which he acquired in the early days of the Province. These limits were chosen in Valdes Island, Thurlow Island, Desolation Sound, Squamish, Humphrey's Channel and Johnston's Straits, and aggregate 40,000 acres. The limits have no increased enormously in value. As an instance, less than two months ago Mr. Merrill was offered for one particularly choice bunch $50 an acre, timber that he had bought for one dollar an acre in 1881. It is more than likely that the new Land Act has decided Mr. Merrill to operate his own mills in the Province, as the limits necessarily come under the export section of the Act.

TIMBER LICENCES, 1903.

According to the British Columbia Gazette, there were 1173 applications made for timber licenses during the year 1903.

C. P. R. SALES.

During the month of January the Canadian Pacific Railway sold 116,840 acres at a total value of $386,649.

OBITUARY.

Donald Matheson.

One of the best known loggers on this section of the Coast, Mr. Donald Matheson, died suddenly from heart disease at the Hotel Europe on Thursday evening, 14th ult.

The deceased was about 65 years of age, and had been a resident of British Columbia for over 14 years. He was a Canadian, but for many years had resided in the United States. He was a veteran of the American Civil War, having enlisted in a Northern regiment in Boston, where, it is believed, he leaves considerable property.

practical hints

PROGRESS OF THE INDUSTRY FOR 1903.

The Bureau of Provincial Information has just issued a "review of industrial conditions in British Columbia for last year." The conditions of the several industries of the Province are carefully gone into and must have necessitated very considerable work upon the secretary, Mr. R. E. Gosnell, upon whom the bulletin reflects great credit.

Upon the lumber industry of the Province Mr. Gosnell says:

The lumber industry presented several unusual features during the year, and may properly be divided for consideration into two phases—the Coast and the Interior. The Interior mills all did a good business throughout the whole year. The Coast mills had a very profitable and active trade until about the end of August, both in local and foreign business, when several causes seriously affected the industry.

The most important factor of the lumber industry is the Northwest market. In regard to that the Interior mills have several advantages over the Coast mills. They have only a 15 cent rate as against a 40 cent rate, with only one mountain range to cross, as against two. In certain staple lines of rough lumber and other supplies they have a large market and an active demand in their favor. The Coast lumber was injuriously affected later on in the year by a lack of car facilities just at the time when the lumber could have been used there, and when consumption was greatest.

The home consumption has been above the average, and especially in Vancouver, where it has increased at least 30 per cent. Production has been accompanied by good profits since 1901, when prices for rough lumber were raised from $7 and $8 per thousand to $12. Another dollar per thousand was added during the year.

A proportionate rise in prices was made in the finer grades and classes in lumber. Moreover, the position of the industry has been strengthened by the formation of two associations, which include, with very few minor exceptions, all the mills in the Province. One is known as the "Coast Lumbermen's Association." One disadvantage under which the Coast mills labor in regard to the Northwest market is the difficulty of disposing uniformly of all the products of a log. For ordinary purposes the lumber of the Coast is too heavy to be freighted to come into competition with the lumber of the Interior. Each log is capable of supplying only a limited amount of the finest lumber, for which, of course, there is always a market; but the difficulty is in disposing of the rougher products, which pile up too rapidly for sale.

The foreign export of lumber has slightly declined. The full returns for the year are not available at the time of writing, but at the end of November it was 2,661,035 feet and 1,617,630 laths short of 1902. This is a condition, however, applicable to the whole of the Pacific Coast.

The remarks in the foregoing refer to logs other than cedar, at least for the manufacture of shingles. In the latter industry, although the year started out most encouragingly for those engaged in it, it is at present in a very depressed condition, as the result of over-production. This is also a condition not confined to British Columbia, but general on the Northwest Coast. It has arisen out of the rapid filling up of the Northwest of Canada and the United States with settlers, creating an abnormal demand for building material, and especially of shingles, the almost exclusive supply of which is now on the Pacific Coast. This was followed by a boom in the shingle industry, which attracted a large number of persons, many with limited capital, to engage in it. The number was all out of proportion to the normal demand for shingles. As a consequence the market was soon caught up with, and a large overplus created. In British Columbia alone the present daily capacity of the shingle mills in operation is 3,000,000 a day of 10 hours, which represents a yearly capacity of 900,000,000 shingles. The capacity could be doubled by working double time. The entire Canadian consumption is estimated at from only 4,000,000 to 6,000,000 annually.

In addition to this abnormal condition of the industry, there is the effect of a very one-sided tariff, which permits the United States mills to compete in the Canadian market, whereas the British Columbia mills are excluded from the United States market by a high tariff. In the present congested state of the shingle market that competition has been more seriously felt than ever, for so long as an active demand existed on both sides of the line the matter of tariff on shingles was really not a factor in the situation.

There has still to be considered the embargo on the export of logs imposed by the British Columbia legislature. Upon this opinions differ, and to some extent in proportion as interests are affected. It more particularly affects cedar. It is stated that the embargo has kept a number of inferior logs in the country, which, it is claimed, could have been sold to the Sound mills, the amount of such timber being estimated at from 6,000,000 to 8,000,000 feet, afterwards thrown on the local market and breaking the price. The mill men are satisfied with the arrangement, the principal complaint coming from the loggers. The over-production of the shingles on the Sound began to be felt about the month of September, resulting in any sale for British Columbia logs ceasing, and logs from the United States coming to the Province. The latter was for the purpose of relieving the pressure on the other side and was effected by the Logger's Association there, a very strong organization. This organization refused to sell these except for delivery at local points in British Columbia. The San Juan loggers, who usually found a market for their logs in the United States, were obliged to find a market at home.

Notwithstanding the temporary drawbacks experienced towards the end of the season, the total cut of the Province for 1903 will probably exceed that of 1902 by from 10 to 12 per cent., and the revenue received by the Provincial treasury from timber will be considerably in excess of last year. It is too early in the year, however, to obtain complete returns. An estimate of the complete cut of the timber for 1903 is 325,000,000 feet.

The lumber men are making strong efforts to obtain a revision of the tariff, whereby some measure of protection in the Northwest market will be afforded. They contend that they have a longer haul to reach their market, pay 30 per cent. higher wage scale, and pay more for their equipment and machinery than those south of the line, and have no protection in their own markets at all; whereas, the United States levies $2 per M. on lumber and 30 cents per M. on shingles. They ask for, what appears to be eminently fair, a reciprocity tariff as between the two countries. The British Columbia lumber men are prepared to supply the Canadian Northwest market fully. In fact, from a memorial sent to the Dominion Government on the subject, it appears that on the 2nd of December, 1903, the mill men had 80,000,000 feet in their yards for sale, and the estimated production of 1904 was 700,000,000 feet. The following were the importations of lumber, etc., into Canada during the years 1902 and 1903:

	1902—Feet.	1903—Feet.
Manufactured lumber	51,712,000	72,345,424
Shingles	17,000,000	16,572,000
Pine and spruce clapboards	1,315,000	759,000
Laths	3,000,000	9,810,000

Over 20,000,000 feet of the importations last year was of pitch pine.

Cargo Shipments from B. C.

The following is a comparison of the cargo shipments made from British Columbia during the years 1903 and 1902, all of which went foreign:

	Lumber.		Laths.	
	1903.	1902.	1903.	1902
Jan	4,651,833	3,083,968	10,080	249,930
Feb.	4,469,820	956,499	.....	.....
Mar.	4,251,794	7,609,953	.....	739,170
April	6,530,485	2,199,886	.....	.....
May	7,832,418	6,783,585	361,620	90,096
June	3,478,184	5,954,256	150,120	852,570
July	3,844526	6,875,187	453,420	270,270
Aug.	5,580,942	5,276,704	615,690	1,000,700
Sept.	2,946,516	7,124,471	.....	135,000
Oct.	5,382,489	4,412,095	.....	375,036
Nov.	4,242,591	5,705,029	306,000	.....
Dec.	4,549,277	1,139,802	.....	.....
Total	57,869,875	57,121,435	1,896,930	3,713,760

Exports to the Northwest and Eastern Points.

It is very difficult to obtain accurate figures on this point, as returns have not been received from the various mills; but a careful estimate, based upon what returns are available, gives the following result:

Shingles	690,000,000
Lumber (feet)	135,000,000

LOGGING IN BRITISH COLUMBIA

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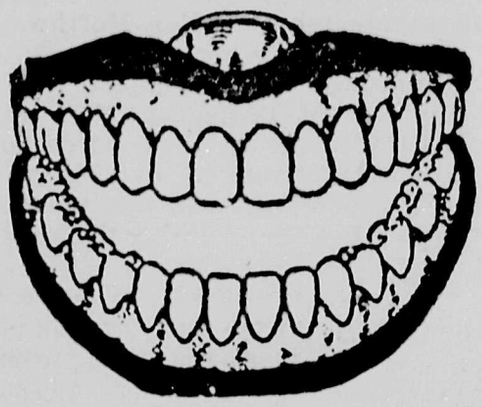

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New York Dental Parlors, 147 HASTINGS STREET, E. VANCOUVER, B. C.

Boyd, Burns & Co.,

VANCOUVER, B. C.

Engineering Supplies

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

Malthoid Roofing

MADE IN CALIFORNIA

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

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

Send for Booklet and Samples.

THE PARAFFINE PAINT CO.,

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

SHINGLE MILL MACHINERY.

Vancouver, B. C.,
January 29th, 1902.

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

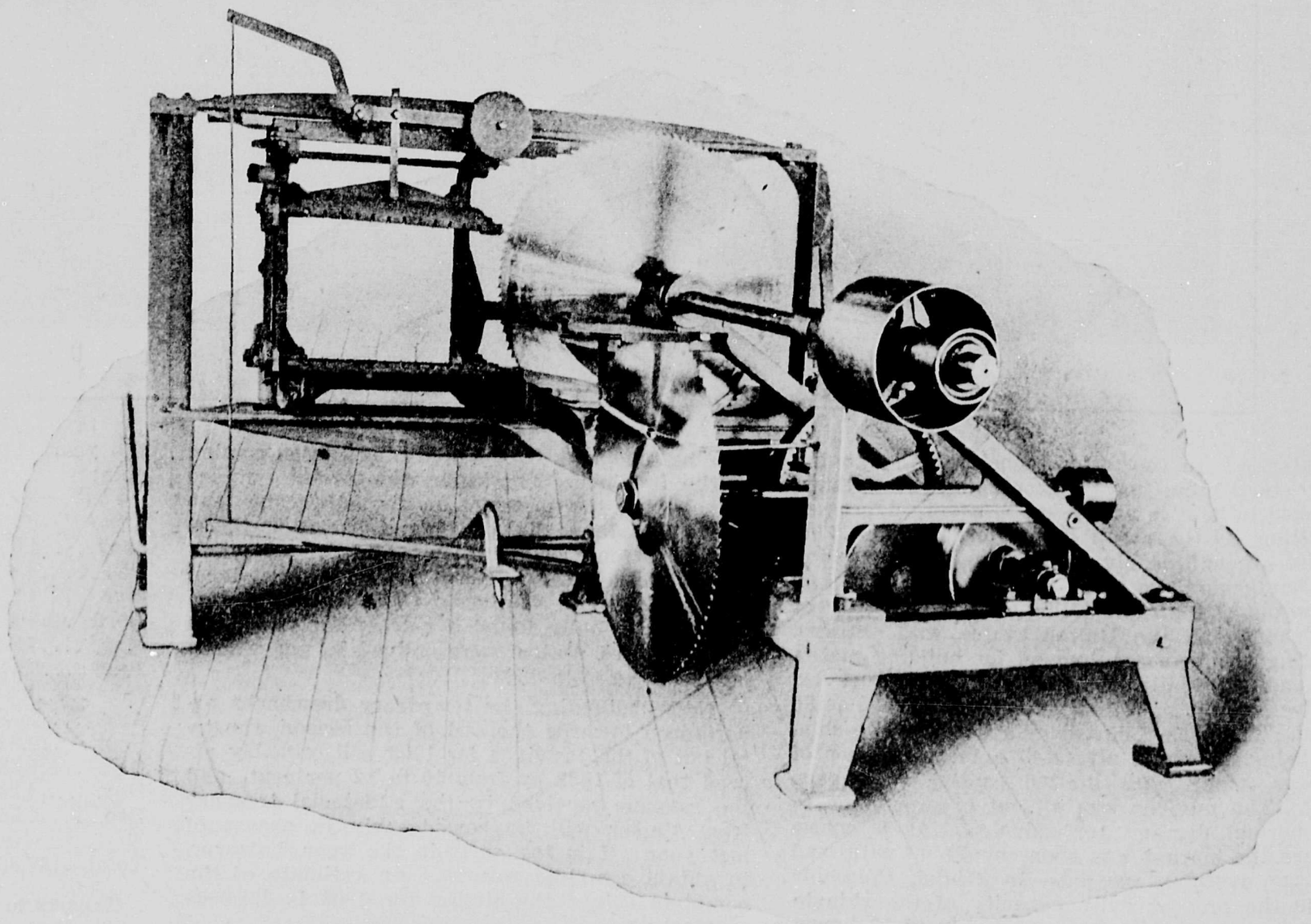
Dear Sir:

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

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

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

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



"JOHNSON'S" IMPROVED UPRIGHT SHINGLE MACHINE.

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

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

THE SCHAAKE MACHINE WORKS,

NEW WESTMINSTER, British Columbia

Vancouver & Vicinity

Mr. D. P. Gordon, a prominent lumberman of Montreal, was a recent visitor to the city.

Mr. J. Genelle, one of the best known lumbermen of the Interior, was in the city on business last month.

Mr. Lewis, manager of the Brunette Saw Mills Company, left on February 1st, for the east, to be present at a meeting of the company's directors there.

The North Pacific Lumber Company, Limited, has taken advantage of the dull season and have put the mill through a most thorough and extensive overhauling, and is now running to its full capacity.

A. J. Mason, a shingle manufacturer of Skagit County, Wash., was a visitor to Vancouver early in the month. Mr. Mason was looking into the shingle business in these parts with the view of possibly investing. He was well impressed with the outlook, which he considers far more promising than on his side of the line.

Among the improvements made in the Rat Portage Company's mills is a double cutting band saw, by which considerable reduction in the cost of manufacture is expected, as well as increased capacity. At the Harrison River mill, recently acquired by this company, a complete overhauling has taken place and work resumed under most favorable auspices.

W. S. Cook, proprietor of the Avenue Hotel, Vancouver, is loser to the extent of some $3,000 or $4,000 as the result of a storm early last month which broke up a boom of logs he had stored along the shores of Hardwick Island, on Johnstone strait. The boom contained between 300,000 and 400,000 feet of logs, and was stored awaiting the arrival of a tug to tow it down to the mills at Vancouver.

The Brunette Saw Mills closed down for extensive repairs and improvements last month. A new superstructure will be erected on the sawdust burner and some new machinery will be installed in various parts of the plant. In the box factory a new and up-to-date printing press for lettering boxes in one, two and three colors, will be set up, and large store houses now in course of construction will be completed before the mills open again for the big season's work.

Mr. H. L. Jenkins and family, of Wisconsin, spent a few days here this month. Mr. Jenkins is the new owner of the Ross-McLaren mills at Sapperton, for whom Mr. Lester W. David, of the Monarch Lumber Company, of Blaine, is the representative. He was here on a purely pleasure trip, but it is understood he was looking into business conditions with the view to future operations of the mills. Further announcements may be looked for in subsequent issues.

The Urquhart Brothers, Limited, operating a well equipped mill on False Creek, intend to change the name of the firm to that of the Vancouver Lumber Co., Ltd. The daily capacity of this mill is 50,000, and the works are under the charge of Mr. Beattie, who reports excellent prospects for the coming season. The mill has undergone considerable repairs with the view to exercising the greatest economy in the manufacture of its lumber, and the firm is in a position to supply the very highest grades to its customers at current prices.

The extensive alterations and additions to Cooke & Tait's mill on False Creek have been completed, and work is expected to be resumed at an early date. The addition consists of a two-storey building, 36x180 feet, in which has been placed some of the very best machinery procurable for the sawmill and planing mill. The Waterous Engine Works, of Brantford, are the makers. The new plant will have a capacity of 50,000 feet a day. The firm intends to cater largely to the local trade, and will make a specialty of finishing and bevel siding. From their vicinity to the railway the firm is well enabled to ship to the Eastern markets, in which they contemplate doing an extensive business during the coming season.

Mr. J. S. Emerson, one of the most prominent loggers of the city, is advertising for logs cut upon Crown-granted lands.

Mr. W. D. Ludgate, brother of Theodore Ludgate, of the Arrowhead Lumber Company, spent a few days in town last month.

The Cascade Lumber Company's mill has been closed down for the past few weeks, pending repairs. Several important additions will be made before resuming operations.

Mr. H. Pinckert, representing the Holloway interest of La Crosse, Wisconsin, has been looking up timber limits in British Columbia, and says his people may acquire several large blocks in Kootenay.

The wharf addition at Evans, Coleman & Evans' wharf will be one of the most costly structures of the kind in the harbor. It is said that each pile when ready for driving will stand the firm approximately $51, the copper sheathing alone costing about $45 for each.

The alterations to the Canadian Pacific Lumber Company's mill at Vancouver have been completed and work resumed. These alterations consisted in the erection of a new dry kiln, with a capacity of 250,000 feet, a planing mill and a lumber shed, covering 64x100 feet. The mill has now a daily capacity of 80,000 feet.

The greater part of a boom of logs sold to the Monarch Lumber Cmpany, of Blaine, by Mr. Herbert Gilley, of this city was lost during a storm last month while in transit to Blaine by an American tug. The Monarch mills are the losers and although some of the timber piled along the beach was saved, it is estimated that the loss will amount to fully $2,000.

A NEW SOURCE OF DEMAND FOR LUMBER.

The Pacific Coast Pipe Co., of Seattle, Wash., believing that there is a good field for the products of their factory in this Province and the Dominion have decided to establish a fully equipped factory for the manufacture of their wire-bound wooden pipe in Vancouver. Mr. A. B. Irwin, of Spokane, and Mr. F. M. Baum, of Seattle, recently visited the city for the purpose of making arrangements with this end in view and ground for a site has been secured.

The lots secured for the factory site have a frontage of 100 feet on Granville street and 200 on Beach avenue, while on the other side of the lots is a C. P. R. siding, which will afford every convenience for shipping the pipes. The main building will be 44 by 100 feet. This will contain the expensive wood-working machinery necessary to fashion the sections of the pipe from the specially selected timber employed in its manufacture. In the western end of the factory will be the wire-winding department, where the pipes will be finally wound with wire of different thickness according to the amount of pressure they are designed to carry.

Adjoining the western end of the main factory will be another building, slightly smaller in size. In this building will be placed a huge caldron in which the newly finished pipes will receive their coating of tar and asphalt, which will render them practically impervious to decay. The transferring of the pipe from one part of the factory to another during the various processes of manufacture will be done by gravity. The configuration of the lots comprised in the site will materially assist in this scheme. At the extreme western end of the lots a large storehouse will be built, in which thousands of feet of pipe can be kept on hand.

The concern will most likely be known as the British Columbia branch of the Pacific Coast Pipeworks. Mr. P. E. Fisher, president of that company, will be largely interested in the local company which will be incorporated in accordance with the laws of the province. Mr. A. B. Irwin will be the local manager. The plans for the factory were prepared by the superintendent of the company, who also planned and supervised the erection of the other two factories at Spokane and Seattle.

The pipe made by this company is made of selected kiln-dried fir. The staves are dressed to true mathematical segments, so that when assembled they form a perfect circle. The pipe is manufactured in convenient standard lengths around which galvanized wire is spirally wound. In winding, the wire is paid out under tension adapted to the size of pipe and wire. The spacing of the wire as well as the size of the pipe is adapted to the pressure under which the pipe is to serve. The staves being so well dressed, the inside of the pipe is so smooth that the factor of roughness—the bugbear of hydraulicians—is eliminated.

The pipe which will be manufactured in Vancouver will be of various sizes, ranging from a few inches to ten feet, if desired. It will be wire-wound, and coated with asphalt and tar by a new patent process. Wooden pipe can be made to carry a pressure of 300 pounds to the square inch. Both wooden and cast-iron joints are used, three different patterns being available according to the pressure which the pipe is required to carry. The new works will give employment to nearly 100 hands when it is running full capacity.

Last month the Pacific Coast Pipe Company was awarded a big contract at its Seattle works. This contract, which was for 17,350 lineal feet of large pipe for the Seattle waterworks, amounted to $17,500. This figure, which was considerably lower than several Puget Sound foundries tendering on cast-iron pipe, goes to show the great saving effected in the cost of wooden pipe over steel or iron. The next lowest bid on this particular contract was over $25,000.

THE ORIENTAL POWER AND PULP CO., LTD.

The preliminary work of the Oriental Power and Pulp Company, Limited, at Swanson Bay, has been completed and the workmen withdrawn. Wharves have been built and the necessary houses constructed. Early in the spring tenders will most probably be called for the erection of the saw mill and other buildings, after which work work will be carried on steadily until completion.

ELECTION OF OFFICERS.

The annual meeting of the British Columbia Lumber and Shingle Manufacturers' Association was held on January 12th last, at which the election of officers took place, but no business of especial importance was transacted otherwise. The following is a list of the officers:

President, E. H. Heaps; vice-presidents, J. G. Scott, J. A. Sayward, W. Hepburn; secretary, R. H. H. Alexander.

BUILDING OPERATIONS IN VANCOUVER.

According to Building Inspector McSpadden's report for last year, building permits were issued amounting in value to $1,426,148, being an increase of nearly $600,000 over the previous year.

For last month the same officer gives the following information:

Building permits were issued last month for the construction of building aggregating $85,000 in value, this being an increase of nearly double or $40,000, over last year, the exact figure for the month of January, 1903, being $45,415.

REVENUE,

According to a return brought down to an order of the house by the Minister of Finance, the receipts from the lumber industry for the half year, ending December 31st, 1903, were:

Rents (timber leases)	$ 58,489.95
Timber Royalty and Licenses...	170,318.68
Total	$228,808.63

COAST CUT FOR 1903.

Our contemporaries on the Sound roughly estimate the cut for last year as follows:

"In round numbers it is reasonably correct to state that the cut of the Coast for the past year will not vary materially from 5,000,000,000. The output might be stated as about the following: California, 1,000,000,000; Oregon, 1,200,000,000: Washington, 1,800,000000; British Columbia, 500,000,000; Idaho and Montana, 400,000,000. In California the cut of the mills north of Sacramento in white and sugar pine is placed at about 450,000,000 feet; redwood, 450,000,000; balance in the small mills.

"Oregon's rail shipments have been heavy, it being estimated that 20,000 cars were loaded besides those that went to California. In Washington there were loaded 42,350 cars of lumber, amounting to nearly 700,000,000 feet, with about an equal amount going out in cargoes.

"Not less than 8,500,000,000 shingles were cut on the Coast last year. Of these nearly 1,000,000,000 were redwood. Over 6,000,000,000 cedar shingles were loaded on the cars in Washington; another billion were consumed locally, with an easy half billion manufactured in British Columbia. The value of the lumber products of the Coast for the year 1903 was not far from $65,000,000."

DOMINION

LARGE SALES OF TIMBER.

Canadian timber is growing rapidly in value, as shown by sales of Government land in Ontario. Auction sales were recently made which brought the Government $3,677,337. One section brought $61,500. J. H. Shevlin, of Minneapolis, was the heaviest buyer from the United States. He paid $315,150 for a tract. The sales covered 826½ square miles. The land was put in blocks to accommodate the small buyers.

EDMONTON ELEVATORS.

E. A. James, general manager of the C.N.R., who recently returned to Winnipeg from an inspection trip up to Edmonton, stated that the company will build its yards there this summer, to have everything ready for the main line when it gets to Edmonton, which will be within twelve months. Requisitions have already been received from companies to erect five grain elevators there. The Canadian Northern will instal tracks this summer so that these elevators will be in a position to take in grain. The capacity of the elevators will run 40,000 to 50,000 bushels.

GROWTH OF CANADA'S TRADE.

The census bureau has completed the statistics of manufacturing establishments in Canada. The number of industries employing five workers and over in 1891 was 13,679, and the value of the products $363,156,797. In 1901 the number was 14,650, and the value of the products $481,053,075. The value of butter and cheese increased from $10,000,000 to $29,000,000; the value of cottons from $8,000,000 to $12,000,000; the value of log products from $46,000,000 to $50,000,000, and of slaughtering and meat packing from $5,000,000 to $22,000,000. The woollen trade remains about the same, with a slight decrease. The value of butter and cheese and condensed milk factories in British Columbia increased from $73,530 in 1891 to $105,090 in 1901.

FACTS AND FIGURES.

Figures compiled by the Dominion Government officers for the fiscal year ending June 30, 1903, on the amount of lumber shipped into Manitoba and the Northwest from the United States show a wonderful increase over that of previous years. They all but equal the total quantity of timber imported into this district for three years preceding.

The figures are significant. They prove conclusively that there is a steadily increasing demand for the American product. For the year ending June 30, 1900, 24,476,402 feet of lumber were brought across the border into Manitoba and the Northwest, and of this quantity, duty was charged on 3,520,402 feet. These figures, however, include a portion of the timber shipped during the previous year, a change having been made by the Government in the time of the fiscal year.

For the year ending June 30, 1901, 11,000,000 feet of timber were imported, and in the following year, 13,228,000.

The figures for the year ending June 30, 1903, however, are most remarkable. They show that the amount shipped to this province and the Northwest was no less than 43,570,746 feet, or an increase of over 30,000,000 feet of timber imported during the year.

A CONTRACT THAT IS A CONTRACT.

The Canadian Pacific Railway Company have been calling for tenders for the construction of an irrigation canal near Calgary, N. W. T. Tenders were to be received at the company's offices in Calgary on the 15th inst. and called for the moving of 2,500,000 cubic yards of earth. A deposit of $5,000 was required by each tenderer.

This immense irrigation scheme now being commenced by the Canadian Pacific Railway Company and intended when fully carried out to water 1,500,000 acres of the Company's lands in the Northwest, is only one, although by far the most important of projects for the rendering of arid lands of that region suitable for agricultural purposes. When fully developed this one scheme should provide farms for 8,000 farmers, who, cultivating their own land by means of irrigation, will be able to control the growth of their crops in a manner impossible to those who depend solely upon the rainfall.

The great settlement that this and similar irrigation schemes will induce in the Terrtories is a matter of great importance to Vancouver, since it means large additions to the customers for our lumber supplies. With the large increase in the area sown to grain in those districts, the importance of finding facilities for shipping it from the Pacific Coast will be realized by those farmers on the extreme western limits of the great plains lying east of the Rocky Mountains.

CANADIAN-AUSTRALIASIAN TRADE RELATIONS.

A New Zealand correspondent to the Canadian Press says:

"Preferential trade is in the political air. It may be only a question of a few months when the Australian Government will follow the example of the Dominion. That a preference in customs duties will be extended to Canada upon a reciprocal basis is almost beyond question. What the latter means to Canadian exporters can be easily realized by a study of the enormous inrease in recent years of Australian importation of goods from the United States. If not before ,at least with the preference in duties will come the direct cargo steamer service to Australia, which will place exporters upon a footing which at present is so much desired."

A New Zealand commercial firm refers to this same increase in the United States trade with the Antipodes, and suggests that the new tariff bill passed by the New Zealand legislature should be minutely studied in this country and advantages taken of its provisions. The firm remarks that the New Zealand preference to British and Colonial goods should be an immense advantage to Canadians and should, to a very large extent, affect their importations from the United States. They expect that much of their American business will be transferred to England and Canada because of the new tariff. The firm is now anxious to hear from Canadian manufacturers, especially of office specialties and printing papers.

It is interesting to note in this connection that of lumber shipments to Australia during the year 1903, the mills of Puget Sound and the Columbia river shipped, in round figures, 63,000,000, while the two British Columbia shipping mills shipped 5,461,000. From the fact that there are now no restrictions on the shipments, and are local mills are equally as independent as those of the Sound, it is natural to assume from theabove suggestions, British Columbia ought to obtain a much larger proportion of the Australian lumber trade than formerly.

BIG LUMBER DEAL.

A sale of 12,000,000 feet of white pine has just been made by the Hines Lumber Company, of Duluth, Minn., to a Toronto firm, to be shipped to England and The Hague. The price of the lumber was about $250,000.

President McGrath, of the Lethbridge Irrigation Company, says five more sugar beet mills will be erected in the Alberta country the coming season. These will be built by Mormon capitalists, headed by J. B. Knight, of Provo, Wash.

The Canadian Pacific Railroad has received a trial shipment of Australian hardwood to be used in the interior decoration of passenger coaches. A large storage warehouse is to be erected near the Canadian Pacific Railroad sheds on False Creek, Vancouver, B. C.

The Ontario Government has granted the Montreal River Paper & Pulp Company an extension of time to complete their works. The agreement calls for an expenditure of $100,000 within 18 months from the time the agreement was signed, which was March 3, 1902, or $200,000 within two years of that date, and another $200,000 within three years.

San Francisco, Feb. 15.—The Pacific Coast

LUMBER WAR OFF.

Steamship Company and the owners of the lumber schooners operating between here and San Pedro and other southern ports, have patched up their differences, and the former company will not carry out its intention to enter the lumber carrying and selling business. The steam schooner men have agreed to advance their passenger tariffs to southern ports. Hereafter the fare on steam schooners to San Pedro will be $9.50 first, and $7 second, instead of $7.50 and $5.50, the rates which heretofore prevailed. The differences between the steamship company and the steam schooner-owners were adjusted at the meeting held on Saturday.

GENERAL—THE INDUSTRY

LOGGING CONCERNS COMBINE.

With at least 75 per cent. of the big logging companies of the state included in the list of members, the Washington Logging and Brokerage Company has begun life. The company was recently organized at a meeting of several of the larger firms that met in Everett and perfected an organization. The object of the company is to better conditions of the various camps and companies handling logs in the State of Washington.

The combine is formed on the same general principles as the Interstate Red Cedar Shingle Company, which has succeeded in placing the product of the various mills within the company on eastern markets at prices that are very satisfactory to the manufacturers. It is for this purpose that the present combination of loggers of Washington is perfected.

It is estimated that all the larger camps in the state and many of the smaller ones are included in the list of members, and the annual output of the company is 500,000,000 feet of logs per year. This combination is bound to have a material effect on the market of the northwest and of the whole country, as the companies included in the organization have a controlling interest in the industry of the state.

"The object of the company is to maintain the price of logs and to better the conditions of the loggers," said Mr. S. G. Simpson, one of the leading members of the company. "The company will be for the purpose of selling, and we believe that we can save the different members of the organization a good deal of money during the year. The expenses of marketing logs by the various companies will be borne by the company. When a man has logs to sell, and all of them will have a good supply, the company will market them and return to the camp the money obtained. We shall know just where to market, and to render this part of the business much easier for the different members of the company. I believe that we shall be able to save half the money now being expended for placing the logs upon the market for the camps and thus better their condition. There is no desire on the part of the new company to dominate, but we are organized simply for the purpose of placing our product on the market in order to make returns better for the members."

DEMURRAGE AND TRANSPORTATION.

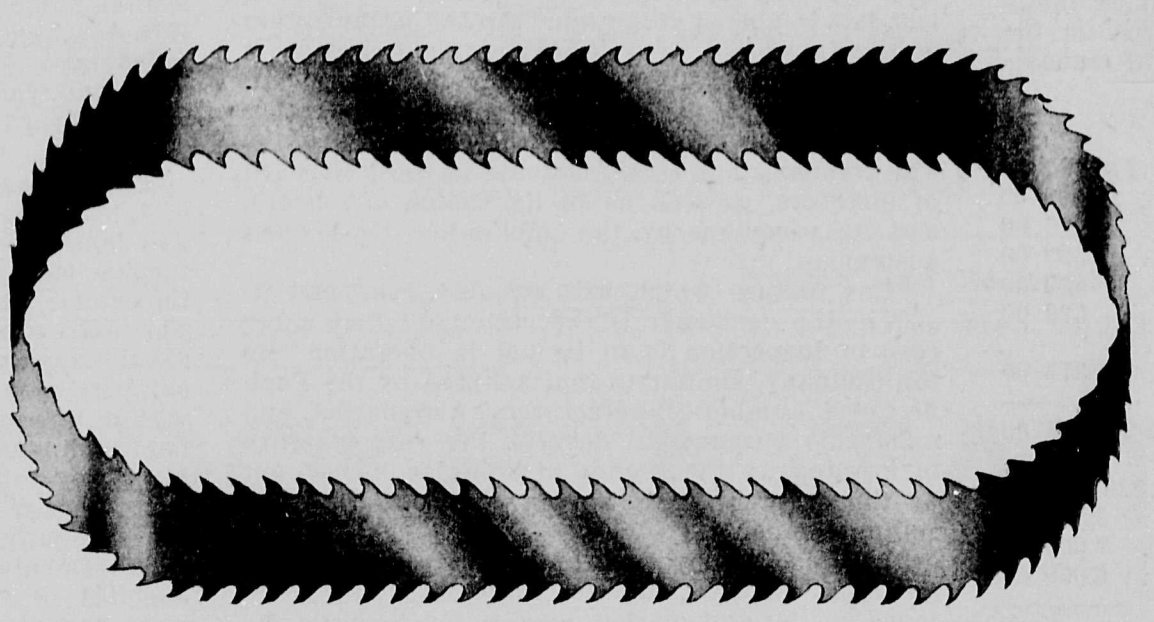
The various lumber associations of the United States have been almost unanimous in their endorsation of the bill to be introduced in Congress asking that legislation be passed compelling railway companies to furnish and forward cars within a specified time after orders for such are received or pay a forfeit for each day's delay. The question is one of moment to all shippers. The first section of the proposed bill contains the gist of the subject matter, as follows:

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled:

Section 1. It shall be the duty of every railroad company engaged in carrying or in giving bills of lading for carrying, personal property and live stock, between points in different states and territories, upon written application by any person for the carriage of any such property or live stock over the railroad of any such company, or over such railroad and any connecting line or lines of railroad, to any point in another state or territory, to receive and commence the carrying thereof within five days after the offer of delivery thereof for such carriage, and any failure to receive or commence the carriage of such property or live stock by any such company in any such case shall entitle the person making application to recover from such company, for each car necessary for such carriage, for each day after said five days during which such failure shall continue, a penalty of ten dollars, recoverable by such person as plaintiff against said company as defendant by a civil action in the circuit court of the United States for any district in which such company may have an office and agent for the transaction of any business, upon whom summons therein may be served.

Charles F. Doe, the millionaire lumberman, who died in San Francisco on January 16, has left the University of California about $750,000 for a new library building. Doe's estate is valued at $3,000,000, and consists mostly of San ington state. The bequest to the university is for 24 per cent. of his entire estate.

THE PROPOSED



A. J. BURTON SAW CO., Limited,

VANCOUVER, B. C.

BAND, GANG AND CIRCULAR SAWS.

Also File Room Supplies.—Our Specialty Will Be Expert Workmanship.

In submitting to the PUBLIC the prospectus of the A. J. BURTON SAW COMPANY, LTD., it is desirable to point out that the Company will enter the field of BRITISH COLUMBIA under the most favorable conditions.

The manufacture of SAWS and other materials for the LUMBER MILLS of British Columbia has not yet been developed in the PROVINCE; therefore the Company will be without a competitor in supplying these large and increasing demands.

It is the purpose of the Company to divert the business now benefitting the United States saw manufacturers.

The Company will be in a position to supply the whole of British Columbia and the Northwest Terrtitories with saws and other goods of a finer quality than those made in eastern Canada, and save the consumer the duty upon the U. S. A. article. A still greater advantage lies in the fact that these goods being made here will remove the long and serious delays that now obtain in getting them from either eastern Canada or the States. Repairs and alterations can be executed here in a few hours that would require from three to four weeks; so the Company can depend upon the support of the Provincial buyers.

Subscriptions to the amount of nearly $10,000 have already been received, and are chiefly from the managers, foremen and filers of lumber mills, to whom the necessity of a SAW WORKS in our Province has long been evident; their connection with the Company with further its interests. The Company will endeavor to have its workmen become shareholders, this will increase its proficiency and decrease the possibility of strikes, etc.

Prospectus of the A. J. Burton Saw Company, Limited.

The name of the proposed Company is sug fact that Mr. A. J. Burton is the promoter and will be practical manager of the new company.

Mr. Burton possesses all the qualifications necessary to the successful management and carrying out of the objects of the Company, as will appear from the following extract of a letter of recommendation which Mr. Burton produces from a leading firm of machinery manufacturers in Grand Rapids, Michigan:

"We have known Mr. Burton personally for seven or eight years and know that he has had all round experience both in the filing room and saw shops in connection with the manufacture of saws. He has considerable experience on the road as a band saw expert to look after 'trouble cases,' having been employed in this capacity by Fowle Bros. & Co., Woburn, Mass., and E. C. Atkins & Co., Indianapolis, Ind. He has had entire charge of the filing rooms in a number of large mills of the country, employing two or more bandsaws. In fact, we think it would be difficult to find a man of greater or more varied experience in all classes of woods and with all kinds of mill or filing room machinery."

This is only one of the many testimonials which Mr. Burton produces from saw manufacturers and mill men in Canada and the United States.

The existence in British Columbia and the Northwest Territories of so many large mills, shingle mills and other factories using saws largely imported from the United States, suggests the establishment of a factory for the manufacture of saws in Vancouver, the commercial metropolis of Canada West.

A full and careful estimate of the number of saws imported for use in our mills discloses an expenditure of at least $28,000 annually for the first cost of the saws alone. This item does not include in some cases the finishing, toothing, and repairing of the slight and large defects in saws caused by accidental misuse or otherwise.

To equip a saw mill of the capacity of the Pacific Coast Lumber Company, Limited, of Vancouver, with saws, involved the expenditure of $4,600.00. In this amount there was over one hundred per cent. net profit to the American manufacturer, thirty per cent. duty to the Government, middle man's charges and commissions and freight for the long haul west.

The initial supply of steel for the better class of saws manufactured in the United States comes from England. The American manufacturer's freight and duty largely exceeds the freight on steel per sailor from Liverpool to Vancouver.

The new Company will therefore be at no disadvantage in the matter of obtaining its stock of steel.

Numerous tests made in the United States disclose positively that the steel supplied by the Jessop Steel Company, of Sheffield, England, is far superior for the purpose of manufacturing saws than any other steel known to the trade.

The furnaces for tempering purposes are no longer a question of experiment, but are built on scientific principles well known to Mr. Burton. He will undertake the construction of such furnaces as are required here on the ground, or will order the finished furnaces as presently supplied to and used by the American manufacturers from the original manufacturer.

The objects of the proposed Company are to manufacture, and in some cases to partly manufacture, band, gang, circular and other saws, and washers used in mills, box factories and other wood working manufactories and to buy and sell or act as agent for other manufacturers of all classes of machinery and supplies used in lumber, shingle and planing mills or box factories, such as file room machines, tools, etc.

Mr. Burton brings sixteen years' experience to bear on the successful carrying out of these objects. In addition to his knowledge of the best class of machinery for the manufacture of the best class of saws known to the trade, he is in touch with the best workmen presently employed in the successful manufactories of the United States.

It is intended in the new factory to not only employ the best material and best and most modern class of machinery but the most capable expert workmen now working at the trade, so that an article of saw equal if not superior to the best ever put in use in British Columbia can be supplied to our mill men and others with guarantees attached which can be overlooked and made good under the eyes of the managers and workmen who turn out the work.

It is generally admitted that the saws manufactured in the United States are superior to those presently being manufactured in Eastern Canada. The reason for this is the lack of capital and the consequent lack of modern machinery and methods in turning out their Canadian output. Unless the new company can overcome these difficulties, the proposed incorporation will not be proceeded with.

The plant, including buildings, engines, and boilers, furnaces, grinders and other appliances, will cost some $27,000.00. A year's supply of steel in the rough will cost an additional $8,000.00 necessitating a subscribed capital of say $50,000.00 to establish the Company on a business basis.

It is intended to interest, if possible, all the wood working interests using saws in British Columbia in order that they may participate in the profits arising from this their initial enterprise. A table of figures will be supplied to intending subscribers, disclosing gross profits in respect of every saw turned out of over one hundred per cent.

It is proposed to capitalize the Company at $75,000.00 in shares of $100.00 each. There will be no watered stock and no promoters' shares. Mr. Burton will become a shareholder to the amount of his capital, being his savings as a workman in the different manufactories and saw mills.

It is intended to ask the City of Vancouver for a free site and free water and exemption from taxation for a number of years. Should this re-

quest be granted all shareholders will participate in the advantages thereby accruing to the Company.

This enterprise, managed after business methment, cannot fail to bring large returns on the ods, by a strong directorate and general managemoney invested.

Estimated Yearly Turnover.

To supplies, rent, light and power	$10,665 00
Management and labor	10,000 00
File rooom supplies	4,000 00
Freight	300 00
Depreciation	630 00
Insurance	528 00
Taxes, water expected free	
Balance	11,877 00
	$38,877 00

By sale of new saws	$20 000 00
Sale of file room supplies	5,000 00
Repairs to saw	7,000 00
Sale of saws to Ontario and N.W.T.	6,000 00
	$38,000 00

The estimated turn-over is a fair one in every way. The busines must increase with the development of the Province, and should ultimately have as large an output as the large firms of the Eastern United States.

It is deseirable that Provincial capital should be secured to develop the project, and it is with assured confidence in the success of the enterprise that the PUBLIC is asked to consider the prospectus and LIBERALLY SUBSCRIBE FOR THE COMPANY'S STOCK.

SUBSCRIPTION for SHARES will be received by the promoter,

A. J. BURTON,

At the Company's Office Room, 11 HADDON BLDG, corner HASTINGS and GRANVILLE STS.

Mr. Burton informs us that stock has already been subscribed to the amount of 15,000 shares and that application for charter is now being made. The proposed works should receive the unqualified support of every mill man in the Province, as there is good reason to believe that it will be a money making concern.

WASHINGTON SHINGLES.

From all accounts the shingle business of Puget Sound has apparently entered upon an era of prosperity, and the chaotic condition obtaining last fall is almost forgotten. By the organization of the Interstate Red Cedar Shingle Company it is proposed to market practically the entire output of the State of Washington, the organization controlling, as it does, some three hundred mills. The company has been fortunate in its first board of directors, as well as in its choice of officers, and its reception by the public has been most auspicious.

One feature which will strongly commend itself to the consumer is the statement that a bureau of inspection is to be put in operation by the company, similar to that adopted by the Pacific Coast Lumber Manufacturers' Association, and upon this bureau will devolve the responsibility of keeping up the grades of shingles turned out by the different mills having contracts with the selling company.

The closing down of the majority of the shingle mills during the past two months has done much to put the market upon a better basis, by which the shingles accumulated last fall has been so reduced that, through the supervision of the new selling company there will be little likelihood of over-production which so marked the closing months of 1903.

The following are the officers and directors of the company:

Officers: C. E. Patten, president; E. J. McNeeley, first vice-president; Michael Earles, second vice-president; C. F. White, third vice-president; V. H. Beckman, secretary; S. F. Smith, treasurer.

Directors: E. G. Griggs, Tacoma; G. A. Onn, Dryad; F. K. Baker, Everett; J. D. Rockey, Bellingham; L. A. Wheeler, Arlington; H. M. Casey, Milltown; H. G. Richardson, Olympia; E. Hammer, Sedro-Woolley; Ralph Metcalf, Tacoma; C. D. Stimson, Ballard; E. L. Minard, Elma.

The Lumber Manufacturers' Agency has been formally established in the handsome new quarters in the old Bank of Commerce rooms, Hense block, North Centralia, Wash., and is engaged in the work of marketing the entire output of the mills included in the association. Orders and queries began to pour in before the doors of the new offices were opened, and the prospects are very bright for Centralia becoming one of the leading lumber shipping points in the Northwest. If, as estimated, six hundred cars per month are billed here, Centralia will pass Everett and drop in behind Tacoma, which city now holds the lead in the state lumber trade.

A bill was introduced by Representative Jones of Lincoln county, the special session of the Oregon legislature, to compel railroad companies to furnish cars under penalty. The bill was lost in the House, the vote being 24 for and 26 against. The bill provided that the railroad companies should supply cars within a specified time after shippers make demand therefor—10 cars or less within fifteen days, and 50 cars or more within twenty days. Companies were liable to forfeit $10 a day to shippers for each car not furnished, and shippers were liable to forfeit $15 a day to the companies for each car delivered and not used. Debate was fierce between the friends and enemies of the measure. Various amendments were forced upon the bill.—Oregon Timberman.

In some tests made with small squares of various woods buried one inch in the ground, the following results were obtained: Birch and aspen decayed in three years; willow and horse chestnut in four years; maple and red beech in five years; elm, ash, hornbeam, and Lombardy poplar in seven years; oak, Scotch fir, Weymouth pine, and silver fir decayed to the depth of half an inch in seven years; larch, juniper and arbor vitae were uninjured at the expiration of seven years. In situations so free from moisture that they may be practically called dry the durability of timber is almost unlimited. The roof of Westminster Hall is more than 450 years old. Scotch fir has been found in good condition after a known use of 300 years, and the trusses of the roof of the basilica of St. Paul, Rome, were sound after 1,000 years of service.—Liverpool Post.

NORTHWEST TRADE.

During last year $210,000 worth of buildings were erected in the new town of Strathcona across from Edmonton.

The Hastings Shingle Manufacturing Company, Limited

HEAD OFFICE: VANCOUVER, B. C.

SPECIALTIES { **Red Cedar Bevel Siding,** Plain and Fancy Butts, in 16 and 17 in. Dimension

Also **The Famous XXX AND XXXX Brands of Shingles** ALL CHOICE STOCK

We own and operate several mills in Washington and British Columbia, being on both sides of the "imaginary line," known as the international line, and it keeps our opponents in the trade guessing how to meet us on account of the good quality of our manufactured stock which has been so carefully planned that even the selection of our timber lands in years past has something to do with the present.

We find our competing salesmen's story to the customers has now got to be a "song pure and simple," which they have learned from necessity to sing loudly and lustily, and is as follows: — "Just as Good as Hastings," "Just as Good as Hastings."

While we appreciate their holding our goods as models of perfection, which the high standard certainly merits, still, looking at the matter from the customers' and consumers' standpoint, we cannot see any advantage to you in buying an imitation when the real article can be had through our representatives, viz:—

JAMES TWITCHELL, Clinton, Ont., for Ontario.

SAMUEL ASHFIELD, Winnipeg, Man., for Manitoba and the North-West Territories.

SMITH, DUPLAIN & CRUMB CO., Rockford, Ill,, for Illinois, Indiana, Ohio and Wisconsin.

D. D. BABBITT, Clinton, Iowa, for Minnesota and Iowa, North of the C. & N. W. Ry.

JOHN A. UHLER, Burlington, Iowa, for Iowa, South of the C. & N. W. Ry.

C. S. RILEY, & CO., Philadelphia, Pa., for Pennsylvania.

F. R. STEVENS, 18 Broadway, New York City, for New York and New Jersey.

UNITED LUMBER CO., Springfield, Mass., for Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

SHEPHERD, FARMER & Co., Boston, Mass., for Maine, New Hampshire, Vermont, Massachusetts and Rhode Island.

We are ready to fill your orders promptly with any kind of kiln dried

Cedar Finish, Fir Finish and Mouldings

SASH AND DOOR STOCK CUT TO SIZE

SHINGLES
Cooke & Tait's No. 1 Brand are Fast Sellers.

Prices and Estimates given on application.
Write, wire, telephone or call on us.

COOKE & TAIT

P. O. BOX 226 VANCOUVER, B. C. TELEPHONE 1173

Cedar, Fir and Spruce

CHOICEST STOCK

EDGE GRAIN CEDAR A SPECIALTY

Prompt Shipments Superior Grades

Mail Orders Respectfully Solicited

J. D. SINCLAIR

Lumber Manufacturer ...VANCOUVER, B. C.

W. J. BEAM

MANUFACTURER OF

Doors, Windows, Mouldings and Finishings

STORE & OFFICE FIXTURES
BAND SAWING, TURNING, Etc.

DEALER IN ... Rough and Dressed Lumber

Write or call for Estimates to

271-75 Hastings Street E.
or 298 Prior Street . . . . Vancouver, B. C.

REILLY & ARNOLD

TELEPHONE 980

We have 40 millions of first-class cedar on our limits near Vancouver, with good water power, and will give interest in same for the erection of small sawmill. .. ..

We have, or can furnish you with first-class timber limits in different parts of the Province, and can sell to you on reasonable terms. .. ..

Room 7,
311 Hastings Street, VANCOUVER, B. C.

British Columbia Cedar Shingles

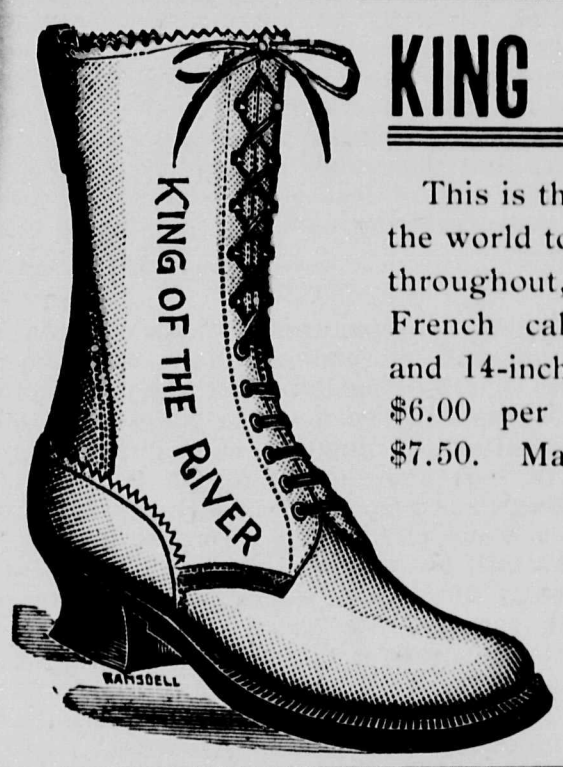
HAVE A WORLD-WIDE REPUTATION

You Want None but the Best
Then Place Your Orders With

JOSEPH CHEW

SHINGLE MANUFACTURER

Vancouver, British Columbia



KING OF THE RIVER

This is the finest loggers' boot made in the world to-day. It is a hand-made boot throughout, and nothing but the very best French calfskin used. Made in 8, 10 and 14-inch leg. All we charge you is $6.00 per pair. Sold everywhere for $7.50. Mail orders promptly attended to.

JOHNSTON'S
BIG SHOE HOUSE

Hastings St., Vancouver, B. C.

RED CEDAR LUMBER CO.

LIMITED

MANUFACTURERS OF

Fine Cedar Lumber

and Shingles . . . .

TELEPHONE B334 P. O. BOX 322

Orders Solicited and Correspondence Promptly Attended to

POWELL STREET ...VANCOUVER, B. C.

TRACK VS. TRACTION.

Transportation is the most important thing in this world whether our wings be black or white in the next. To no one is it becoming a matter of greater interest than to the lumbermen of British Columbia. Great inroads have been made into the fringe of timber easily accessible along the Coast, while up country we can hardly drive the rivers. The hills are steep to climb, the logs as heavy as ever and more valuable year by year.

To solve the problems railways are being contemplated but they do not quite satisfy many who have the log transport question in view. A mile of track laid with 20-pound rails will cost $3,000, and with 40-pound rails nearly $5,000, this allowing, too, only $600 a mile for grading road bed.

A main haulage way alone is thus secured. There is still the difficulty of getting the logs from the stump to the skid road and along the skid to the railway. Grades steeper than five feet per hundred are impracticable, and even with much less they are troublesome and dangerous.. Notice is therefore directed to a traction engine designed and manufactured by Daniel Best & Co., of San Leandro, Cal. It is the outcome of fifteen years of close experimenting and well digested experience in the forests of California, Oregon and Washington.

The machine is a regular steam elephant, and can go over underbrush, small logs and chunks to the actual stump; load onto wagons, then without track haul away a dozen huge logs over grades of 25 feet per hundred.

The distinguishing features of these engines are light weight in proportion to power and large, broad-tired wheels that roll over the ground and not through it.

The boiler used is a combined upright with a horizontal leg that practically water jackets the fire box. It is of steel tested to 200 pounds and each one is accompanied by an inspection and insurance certificate. The wheels are bicycle pattern, 8 feet high and 9 feet apart, with a heavy bent axle upon which is placed the boiler. Jars thus do not strain the boiler seams and cause leaks.

The tires are three-fourths inch steel made 24 inches to 40 inches wide if desired. Wide tires are for use on soft swampy ground, in fact, the engine has hauled its load where horses have mired. From the ends of the axle heavy steel bed plates extend forward to the front wheel, which only carries enough weight to insure accurate steering.

On this bed duplex 9x9 engines are set. They are high speed—220 revolutions—and reduced through fire cut steel gears to a pinion engaging with the cogged inner surface of the large drive wheels. Thus the power is applied at the greatest leverage. At a touch of the throttle the engine will move forward or backward an inch or take a train of wagons carrying 40 or 50 tons up or down grades. Their speed is three miles per hour with loads of from 50 to 75 tons and they return light at four miles per hour. Each engine is fitted with a 52-inch fly wheel to allow of use as a stationary. All this duty is secured for the cost of about two miles of railway, while the working expense is, engineman, $4; fireman, $2.50, and any fuel from oil to bark. They will roll over plowed fields, go slowly down the steepest hills, climb over shrubs, logs and stones, and even lift themselves up an eighteen-inch cut bank. Logging trucks, freight wagons and water tanks and plowing outfits are also manufactured by the Best Manufacturing Company. Full particulars upon application to C. R. Coultee, Inns of Court Building, Vancouver, B. C.

LOSSES OCCASIONED BY STRIKES.

Recent advices from Chicago state that demands have been made by the 2,000 wood workers in the sash and door factories there for a shorter working day. They want eight and a half instead of nine hours as at present. Conferences have been held with the mill owners, but they refuse to make concessions. A strike is threatened March 1, when the present agreement with the men expires. Three years ago the men went on a strike for eight hours and lost it. Since they have been working nine hours a day. A feature of the present situation is that the officers of the union oppose the present movement and say that it is not practical to reduce the hours in Chicago and compete with other centers where the men work nine hours.

In view of the foregoing the following item from an exchange is significant:

Alarmed at the rapid exit of manufacturing industries from Chicago because of the many strikes, lockouts and other labor troubles of the past few years, the Chicago real estate board has decided to take active measures to prevent further exodus. It is estimated that the combined industrial loss to the city has been more than a hundred million dollars in the past three years. In the appeal made by the board it is stated that strike violence is nearing an end in the city, aided by the grand jury's action in indicting strike leaders and rioters.

THE FIRE FIEND.

Almost the entirely business portion of the City of Baltimore, Md., was razed to the ground by a fire which started on the morning of February 5th continuing for forty-eight hours. The damage is conservatively estimated at $125,000,000, with insurance amounting to $90,000,000. Mayor McLane, when asked for a statement, dictated the following to the Associated Press:

"Baltimore will now enter undaunted upon the task of resurrection. A more beautiful city will arise from the ruins and we shall make of this calamity a future blessing. We are staggered by the terrible blow, but we are not discouraged, and every energy of the city as a municipality, and its citizens as private individuals, will be devoted to the rehabitation that will not only prove the stuff we are made of, but be a monument to the American spirit."

The offices of the Arbuthnot Lumber Company, corner of Logan and Princess streets, were practically destroyed by fire on January 26th, and most of the valuable portion of the stock, which was housed in a small building at the rear of the offices was also destroyed. The loss will be about $5,000.

A serious fire occurred at Calgary, N. W. T., on the night of January 16th, and did damage to the extent of $200,000. Senator Loughead was one of the heaviest losers. We are informed that he will commence rebuilding at once.

CLIPPINGS FROM OUR CONTEMPORARIES.

The following communication, treating upon the work of the Lumber Association of the Pacific Coast, is from the pen of Mr. Everett G. Griggs of Tacoma, and is well worthy of reprint:

The most satisfactory assurance, I think, of the benefits of association work is the result which was attained by the cargo branch of the Pacific Coast Lumber Manufacturers' Association in the accomplishment of a raise in price of lumber from $7.00 to $14.00 per M in two years. The successul lanunching of a scheme which removed the foreign lumber market from the chaotic condition which prevailed prior to our association work, and the accomplishment of a selling list which all acknowledge to be a most practical and valuable adjunct, together with the establishment of an inspection bureau whose record in the foreign market is already enviable, are results we hope will not be lost sight of.

The self-sacrificing work of a few in matters of this kind may be prompted by personal interests, but I have always found that in a broad sense our fellow-competitor is encompassed by the same horizon, and every day we are all fighting similar battles. In this enlightened age we should realize that all have equal rights, and the best results can be accomplished by concerted and united action.

The blessings of prosperity and good prices in our lumber products are reflected in the home of every resident on the Coast. The cut-throat policy and competitive tendency is likewise reflected and its effect is bitter. There certainly exist as many honest men in the lumber industry as in others, and association alone will protect our heritage of timber and give evidence of its value as an asset.

We are too prone to be jealous of our fellow manufacturers and lose sight of the fact that if he prospers it is an axiom that kindred interests prosper likewise.

The experience of association work in the East and South is satisfactory evidence of its benefits. It requires a broad-minded policy to clearly perceive the ultimate benefits of allowing your competition to profit by your own experience, but it is a poor rule that does not work both ways. No better evidence, I think can be cited of the benefits of association work than an instance two years ago at the inception of our association. One man who never took time to leave his mill was furnishing 8x24x32 at $9.00 per M., which the buyer told him was the best price obtainable, while another member was selling all he could make at $17.00, and the buyer was taking all he could get.

If association work is a benefit on a rising market, I firmly believe it can be a benefit on any market. Concerted effort to maintain a price will have better results than continued effort on the part of all to cut down to cost. The discouragement of new milsls and prevention of over-production must be accomplished, but with mills already built, our aim must be to expand our markets. Association work and concerted effort in this line will accomplish more than individual efforts. It means an expense account to which we all contribute, and the establishment of a bureau of information which is invaluable in the prosecution of a successful business.

IMPERVIOUS TO FIRE.

The terrible disaster at the Iroquois theatre in Chicago last December is responsible for some interesting experiments in rendering fireproof inflammable materials. At Chicago a few weeks ago Mr. J. L. Ferrell, of Philadelphia, demonstrated the result of his investigations by throwing handfuls of excelsior on a hot gas fire in the rooms of the Western Society of Engineers. It smoked but it did not blaze. Then he placed pine shavings on top of the excelsior, pine splinters on top of them and piled pine shingles and slabs of pine on the supposedly inflammable material. There were no flames, except the blue ones, from the gas.

Mr. Ferrell had been asked to address the engineers on the subject of fire-proofing wood and combustible fabrics to show that theatre scenery could be made as impervious as wood. The chemical held a piece of canvass in the flame and while it smoked a little around the edges, there was no flame. Sulphate of aluminum is the composition Mr. Ferrell had used to fireproof the wood and cotton. His plan is to saturate the material under a pressure. Sulphate of aluminum is cheap, costing seventy-five cents a hundred weight and the expense comparatively is small.

The Wisconsin Lumber Company is installing new machinery at its plant at Littell, Wash.

The Trail Creek News in ts summary of the production of lumber for 1903 in Southern Kootenay and Southern Yale, estimates a total of 109,000,000 feet at an average value of $15 per 1,000 feet.

B. Lequime, of the Kettle Valley Lumber Company, is making preparations to get out a large number of railway ties between now and next spring. It has not been made public which road the ties are for, although it is hinted that they will be used on the V. V. & E.

Tacoma is credited for 1903 with a cut of about 340,000,000 feet of lumber. Of this amount the St. Paul and Tacoma Lumber Company cut 122,348,661 feet, subdivided as follows:: 99,554,661 feet fir; 15,597,360 feet cedar; 12,196,521 feet of Washington pine and spruce. Their shingle cut was 63,822,000. This is the largest output of any mill company on the coast.

J. H. Brodel, of the Larson Lumber Company, a leading authority on log and lumber statistics of Puget Sound, estimates that there are now in the waters of Puget Sound upward of 120,000,000 feet of fir and cedar logs in excess of the cutting capacity of the mills in the Puget Sound district. He says that the supply of logs now in the water is double that of last year, with practically the same manufacturing capacity of mills of the former year.

Shingles manufacturers of Washington state have come to an understanding whereby a reduction in prices paid to knot sawyers and shingle weavers will become effective when the mills re-open after the January shut down. The high price of logs and the falling off in the demand for shingles is responsible for the decision to enforce a wage adjustment. During the past few months mill owners have found the price of logs constantly advancing, wages being maintained at a high rate and the price of shingles together with the demand for the output, showing a continued decline. It is insisted that the mills have made little or no money during the recent weeks, and the decision to readjust conditions was reached with the idea of protecting the plants.

Legal

CHRISTIE vs. FRASER.

Judgment has been given in the Supreme Court for the plaintiff, on every point, in the Christie vs. Fraser lawsuit.

The case arises out of a timber limit of 2,000 acres in extent. On the advice of H. A. Fraser, who represented himself to be an experienced timber man, John A. Christie purchased the limit for 50,000. Christie claims, and produces documents to show, that it was represented to him that the limit contained 2,000 acres, that it would cut 20,000 feet to the acre, and that the cedar would run one-third clear.

The action was brought by Mr. J. A. Christie against H. A. Fraser, J. W. and H. W. Hunter, and The Erie Mill Company, for the recision of an agreement for the sale and purchase of timber limits at Guilford Island; for a dissolution of the partnership between him and the defendant, Fraser, and for the return of the money paid as part of the purchase price, and for damages. Christie alleged collusion between Fraser, his partner, and the other defendants, whereby Fraser was to be paid to induce Christie to pay an exorbitant price for the limits. The plaintiff also alleged misrepresentation on the part of the defendant Hunter brothers.

In delivering judgment, Mr. Justice Irving scored the defendant Fraser, heavily. Reciting the facts as he found them, that Fraser had been promised a commission of $500, that he had misappropriated other moneys of Christie's, that he had asked for and had been refused money by one of the Hunters, and had afterwards written him a blackmailing letter, and was then subsequently given $182 by J. W. Hunter. His Lordship remarked that he had started with the foundation that Fraser was a dishonest man, and could give as little credence to his evidence as possible. Where he could he would avoid reference to Fraser at all, but the man was so intimately mixed up in the case, that his story had to be considered when it agreed with the other evidence in the case.

It was found that Hunter had promised Fraser a commision. Hunter himself admitted that Fraser had asked him for money, and had been refused. He afterwards went to Victoria where Fraser was in hiding, being afraid of criminal proceedings being brought by Christie, and had shown a great anxiety to see him, calling at his house twice in one night, and again the next morning. He admitted giving Fraser $182, but explained this by saying that Fraser had threatened to leave the country unless he received money to pay Christie $150, to avoid a criminal charge. The court found that Hunter wanted Fraser as a witness on the present case, and gave him the money, and this, the court stated, was tampering with a witness.

Judgment was finally given, that the agreement entered into between the plaintiff and the defendants for the purchase by Christie of the limits be rescinded. That the money, $2,500 already paid by Christie on the execution and in pursuance of the agreement, be paid him by these defendants, and that he have judgment for damages for the amount expended by him on the limits in question, $4,000, or $6,500 in all. Judgment was also given for Christie, dissolving the partnership between him and Fraser. Costs go with the judgment.

The final legal move in the settlement of the liens filed against the logs of Mr. W. H. Higgins at the time of his assignmentn several months ago was made in the county court on the 9th inst. When Mr. Higgins assigned for the benefit of his creditors, a number of liens were filed against the logs by workmen in his camps. Their action was taken under the Workmen's Lien Act for Wages. The sheriff took possession of the logs, and when they were eventually sold the money was turned into court for the benefit of the lien holders.

The Pacific Coast Lumber Company, of Vancouver, had a mortgage on the Higgins' logs, subject to the liens, and gave the company the rights of the lien holders in that amount. The lien holders denied the right of the lumber company to any of the money in court.

Judge Henderson has decided on the issue presented, that when Mr. D. G. Marshall, solicitor for the lumber company, paid the money to the solicitors for the lien holders, he did so with the understanding that his client was to be subrogated in the rights of the lien holders, and judgment was given for the company. Mr. A. D. Taylor for Mr. Marshall, who was a witness, applied for an order that the $500 be paid out of the proceeds of the sheriff's sale of the logs, and it was so ordered.

WANTED AND FOR SALE

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

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 srpuce logs, taken off Crown-granted lands. Apply to J. S. Emerson, Vancouver.

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

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

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

Vancouver Daily Ledger

British Columbia's Brightest Newspaper

You need it in your business

Mailed to every part of the Province or Dominion for $3.00 per year. Delivered in the City, 10c. weekly.

If you can't get in, shove your money under the door.

"Stilenfit" Tailoring

FOR MEN'S

HIGH-CLASS TAILOR-MADE GARMENTS

Suits to Order or Ready-to-Wear.

J. DANAHER & CO.,

Fairfield Block, Granville Street

OPPOSITE POST OFFICE

VANCOUVER, B. C.

Mail orders promptly attended to. Samples and Self-Measurement Blanks sent on application . .

TATUM & BOWEN

34-36 Fremont St., SAN FRANCISCO — 29-35 First St., PORTLAND — 110-112 Jackson St., SEATTLE

PACIFIC COAST AGENTS FOR

AMERICAN WOOD WORKING MACHINERY CO.

COMPRISING

F. H. Clement Co.
Glen Cove Mach. Co., Limited
Hoyt & Bro. Co.
The Levi Houston Co.
Globe Machine Co.
Lehman Machine Co.
Milwaukee Sander Mfg. Co.
C. B. Rogers & Co.
Rowley & Hermance Co.
Williamsport Mach. Co.
Young Bros. Co.

AND MANUFACTURING THE

Most Extensive Line of Modern Wood-Working Machines in The World

R. HOE & CO.'S Chisel Tooth Saws, Shanks and Bits

ALBANY GREASE
The same we have sold 27 years

FRICTIONLESS METAL
We guarantee satisfaction wherever it is put

Genuine Scotch Gauge Glasses
We Import them

LEADER INJECTOR
Simple and sure

Rubber and Leather Belts, Brass Goods, Packings

OUR SUPPLY LINE IS WELL SELECTED AND VERY COMPLETE

Plans and Specifications for Power and Mill Plants of any Description.

WASHINGTON
Logging Engines

Embody the latest improvements suggested by practical loggers. They are strongest and most durable, requiring least attention and fewest repairs.

BUILT IN ALL SIZES, SINGLE, DOUBLE AND TRIPLE DRUMS

Patent steam friction, Turner's patents, and our new lock lever friction devices. Over 750 Engines now in use in Washington, Oregon, California, British Columbia, Alaska, Nicaragua and the Philippines. Write us your requirements and we will send complete specifications and prices.

Washington Iron Works Co.

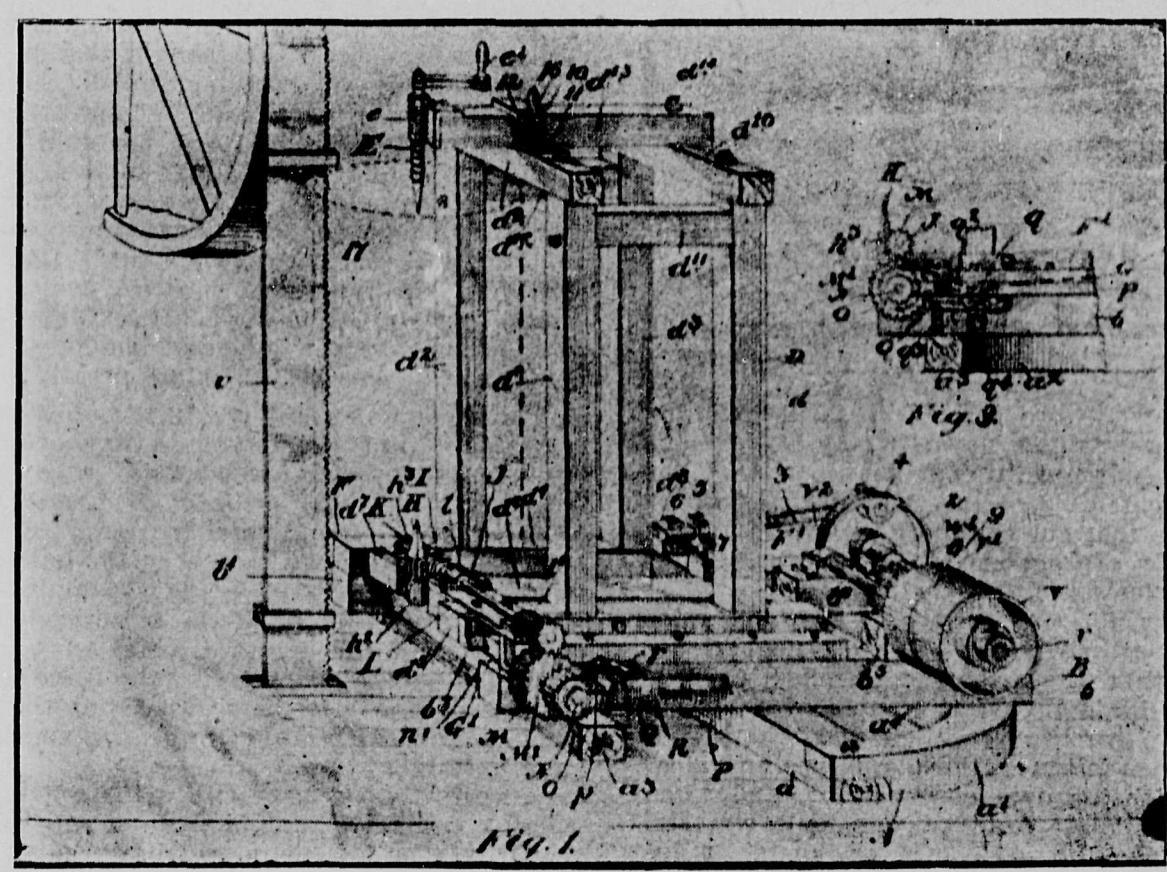
SEATTLE, WASH.

Patents

BURTON'S PATENT BAND SAW CLAPBOARD MACHINE.

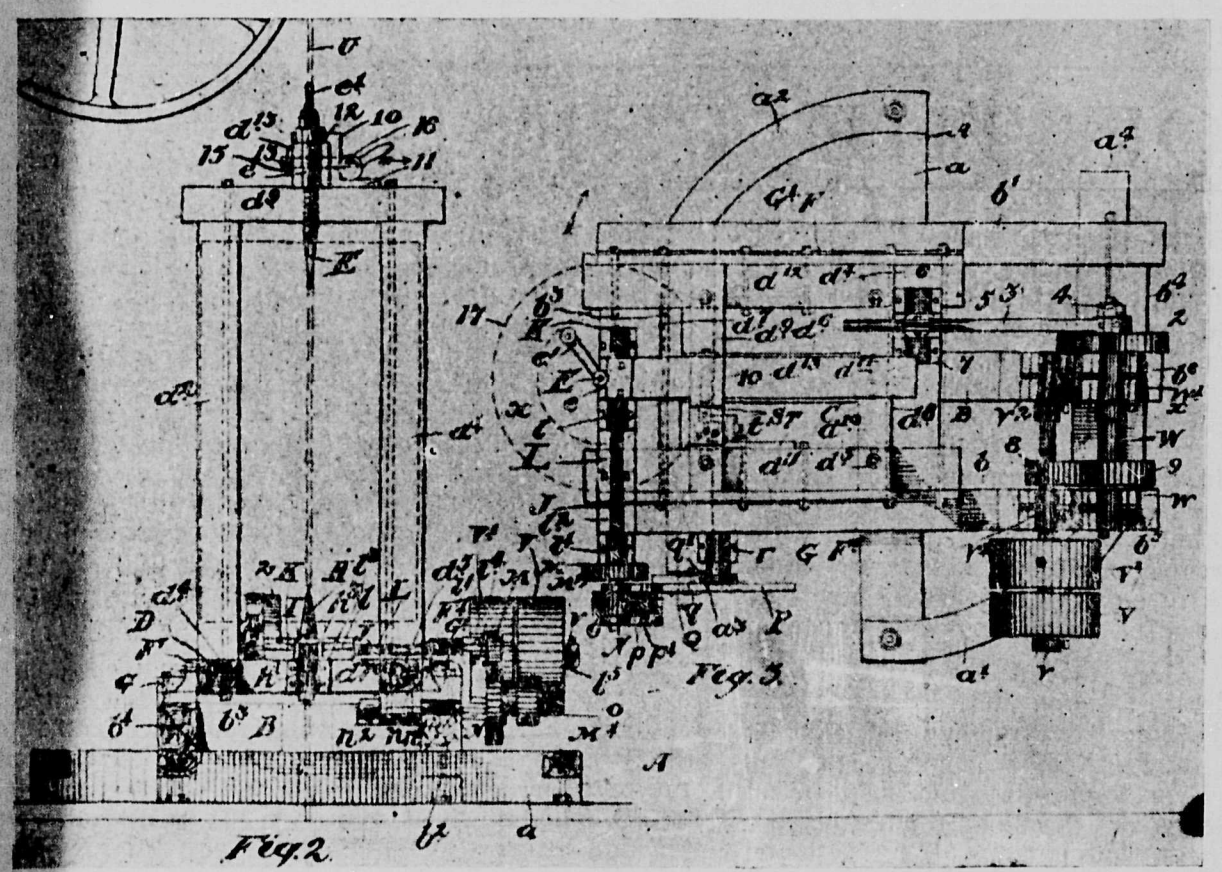
The accompanying drawings are of a clapboard machine upon which Mr. A. J. Burton, the promoter of the A. J. Burton Saw Company, has just received letters of patent. This new clapboard machine fills a long felt want among millmen, and will be of special benefit to them just now that the shingle market is experiencing a period of over production.

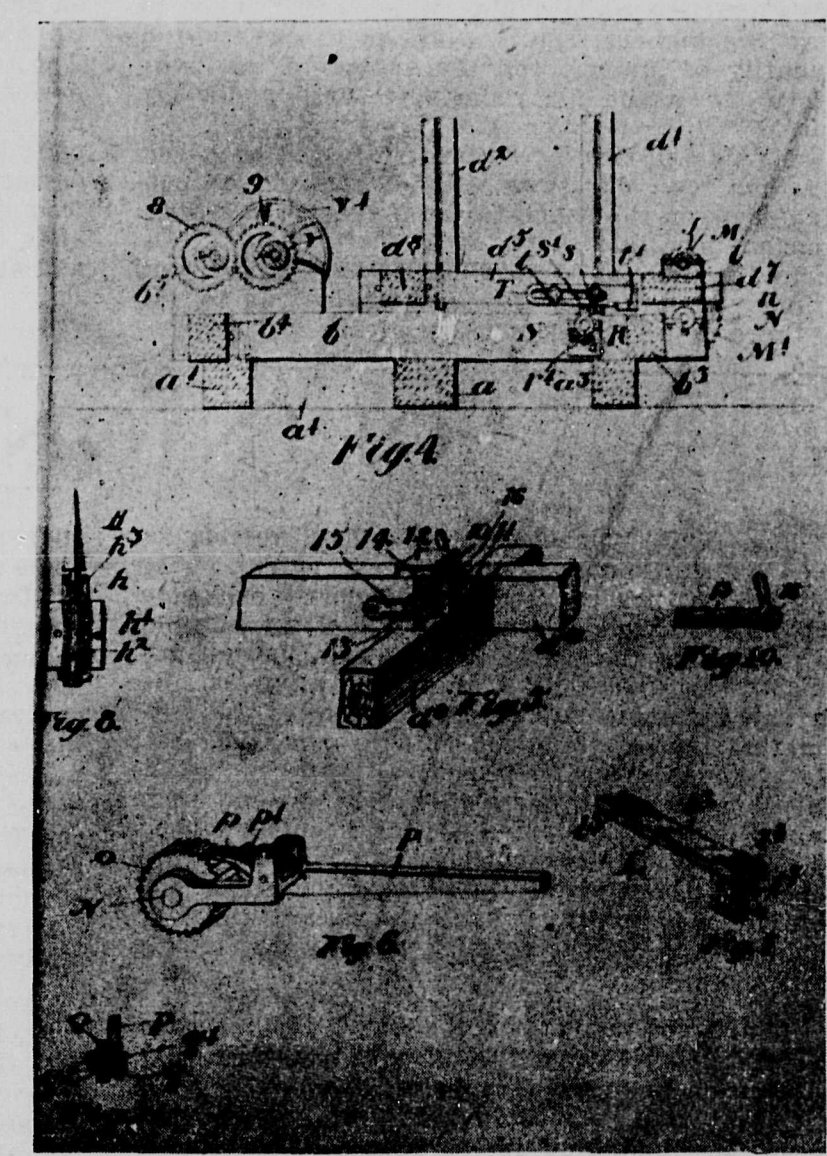
This machine will furnish a fresh outlet for their lumber, as it is specially adapted to cut 4-foot clap-boards for the New England market, and as it will produce at least five times as many clap-boards per day as any circular saw machine known to-day, and will save half the waste of curf of the present machines, thereby reducing the cost of production, the millmen will be enabled to put these goods into the East at a profit which is impossible with the present machines.



Manner of Working the Machine.

When a bolt is to be placed between the centers H and E the machine is swung round in the direction indicated by the arrow in Fig. 3, till it is substantially at an angle of forty-five degrees to the position in which it is shown in the drawings, so that the operator will not be liable to injury from the saw. The timber, d13, which supports the upper center, is then swung round so as not to interfere with the bolt when being placed in position. The bolt is then placed by suitable means on the lower center point H. It is then held in the vertical position and the timber or





supporting beam d13 is swung back into the cencept when the cam is tripped by the engaging tral position, and by means of the handle, e1, the center E is forced into the center of the upper end of the bolt. The machine is then swung round on the turn-table or base A till it is in the position shown in the drawings. The machine will now be started by slipping the belt on the tight pulley, v1. The slidable portions of the machine will be caused to advance by means of the pitman, 3, the crank-wheel 2 and the gears 8 and 9. It may be mentioned that the bolt is about two inches clear of the band saw when it is at the extremity of its backward motion. It will thus be seen that as the bolt is advanced against the saw a radial cut will be taken, whose length will depend upon the diameter of the crank wheel 2. As the crank wheel contines to revolve the bolt and the slidable portions of the machine will be quickly drawn back and as soon as the bolt is clear of the saw the projection, f1, will engage the roller of the cam S. This will cause the shaft R and the rocking bar Q to turn through a suitable angle. The roller Q on the pin q1 secured to the rocking bar Q and engaging the underside of the lever P will therefore cause the said lever to be raised into a position approximately as shown in Fig 9 in dotted lines. The result of this motion will be that the pawl P will rotate the ratchet wheel O, thus causing the gear-wheel M1 and the gear-wheel M to rotate. The rotation will thus be transferred through the shaft J to the worm I. The worm, which engages the worm gear-wheel, h3, will rotate the gear-wheel which in its turn causes the point H to rotate, thus turning the bolt a suitable amount. The dimeinsions and positions of the worm, the gear-wheel and the rachet wheel, the worm, the gear-wheel and the ratchet-wheel, the so adjusted that the rotation of the bolt will be just sufficient to make the next cut of the saw sufficiently far from the last cut to cut a clapboard of the proper thickness.

The roller Q and the pin q1, upon which it is rotatably mounted may be adjusted longitudinally in the slot q2 in the rocking bar Q. The object of this adjustment is to enable the operator to set the machine in such a way that it will cut clapboards of the proper thickness whatever the diameter of the bolt or log may be. When a log of large diameter is being cut the angle through which the log must be rotated to obtain a clapboard of a certain length will, of course, be smaller than the angle through which the small log would have to be rotated. Consequently when a large log is used the throw given to the rocking lever, P, will be less, and, in this case, the roller and pin will be moved to a position in proximity to the shaft, R. If, however, a small log is being cut the roller and pin will be moved away from the shaft, R, in the slot q2, so as to give the rocking lever P a greater throw. The lever, P, while the machine is advancing and retracting, will remain absolutely horizontal and will not swing ex-projection, the reason for this being that the under side of the lever, which rests on the roller q, is perfectly straight and horizontal.

Advantages.

The advantage of this machine over machines previously used will be immediately apparent. The clapboard machines which were used in the past were designed to cut the log horizontally and for this purpose a rotary saw was used, which cut from one end of the bolt to the other. This necessitated feeding the bolt through a distance of six feet, that the entire length and a little extra at each end might pass the saw clear before the bolt was turned. As the cut is taken in a radial direction in the present device the movement will, of course, be only the width instead of the length of the clapboard and the result is a very considerable saving of time. Another advantage of the device is that the machine may be used to saw blocks or bolts of any diameter within certain limits, whereas in most machines previously used is was impossible to make adjustments to suit logs whose diameter differed to any extent.

The core which is left after the bolt has been sawn is of no greater diameter than the diameter of the center points, which, of course, prevent the band saw penetrating in further towards the center of the bolt. It will thus be seen that the waste material is reduced to a minimum.

Practical Hints

DOUBLE CUT BAND SAWS.

(By. A. J. Burton.)

The necessity of competent and progressive filers has become more apparent to mill men since the introduction of the double-cut band saw than ever before. How often we read, see and hear of filers who were very succesful in handling single-cut saws, falling down or making a complete failure in their attempt to file one of the large double-cut mills of the Southern States, especially those that cut the hard yellow pitch pine and the woolly cottonwood of the Southern States and the Douglas fir of the Pacific Coast.

The reason for this failure is quite clear to the more progressive filer, as his experience teaches him that where there is an effect there is a cause; and he is always alert and awake to get the opinion of his brother filers and others with whom he comes in touch, these opinions and ideas compound with his own observations, and when adopted and put into practical use, soon win him success and the title of expert or master of his profession.

I will try and lay down a few points from my daily practice while a filer, which never failed to give the highest results, both as to quality and quantity of lumber, and the saving of the lives of the saws and file room machinery under my care.

My first advice, is, do not try to see how long you can run your saws without swaging or putting them on the bench to see if they need a little tension here and there, or if there should be a lump that should be levelled. Do not let your grinder go day after day without looking to see if there is any loose motion in the head slides or boxes, etc., while you are sitting down in a corner, at ease, with the thought that is so often repeated, "while all is going well let her alone."

Make a daily practice of looking over and examining your machines, and see that they are all clean and take up the loose motion. Look over your band saws on the bench every second run, it will only take twenty minutes or so each time, and "a stitch in time saves nine." Don't forget that your careful study of little points will increase your company's weekly output; you will soon become known to your employer and the chances of an increase in salary greatly enhanced.

The most important points to be observed and practiced, are to keep your saws perfectly flat, both lengthwise and crosswise, with perfectly straight edges; the latter can be best obtained by the use of a fine copper wire, say 12 feet long held parallel with the bottom of the gullets of the teeth for double-cut saws, as the gullets are always of an even depth if the grinding is properly done, whereas the points of teeth vary in length, according to the amount of wear from sand-wood or other causes, after each run. Using the straight-edge against the teeth will not give such good results.

A perfectly flat saw with a light, even tension is more desirable than a saw so full of tension that it will be almost impossible to level it. The best results will be obtained from a double-cut saw if the blade is evenly tensioned throughout, as much as will allow it to lie perfectly flat, with its own weight, upon a six-foot levelling table. The tension should be put in with a guage, of a perfect circle and sufficient amount to give the above result. Always leave a tyre on each edge of the saw, or, in other words, it will not be necessary to roll nearer than one and a half inches from the edges in the usual way but circumstances alter cases, and filers must use judgment in this and at all times. Next, use a full swage and use the shaper only, do not gauge the teeth every time you swage, as this is not necessary to fast cutting or to smooth timber, but see that the teeth are at all times straight and with an even light swage, I do not mean a light corner, but a good, heavy, strong corner with no more spread than needed to clear the saw. The lumber will then be smoother, the saw will stand up better, there will be less wear, and the filer will have less work, and every time the saw comes off the mill it will shine all over like "a new Yankee dollar," and not show a bright spot here and a dark gum spot there, as is a common thing with lumpy and unevenly tensioned saws with a wide swage. The wide swage is a sad mistake, but it is necessary if the saw is lumpy in order to cut a "swarth" large enough to allow the lump to pass through the log without heating the plate.

I have never known a case where a 14-guage band saw required more than an 8-guage swage, and much better work will be done with 9 guage if the saw is perfectly flat.

I will now close my fatherly advice with one more suggestion, i. e., never be afraid to show or tell a brother filer, ho is trying to climb to the top of the ladder, any little point that in your practical experience has proved beneficial to you; don't think that if you do so he will be taking your position from you, but rather do your part so well that there will never be occasion for that to occur; for the world is daily calling for better and more expert men at an advanced wage to handle these machines to a better advantage This does not apply only to the band saw filer, but to the sawyers, foremen and all classes of tradesmen. The designers of these machines are the cause of this great demand for more expert men, and our mill men have gradually but surely advanced with these ideas for the machines and devices, mills, etc., at a pace faster in proportion to the intelligence or progress of the ordinary workmen or operators to produce the desired results. Hence the demand for better men at better wages. Let us try to help one another towards this end.

OPINIONS OF THE PRESS

The B. C. Lumberman.—The first number of the British Columbia Lumberman, a Vancouver publication, has reached the Colonist's exchange table. It is well printed and full of information of interest to the trade. It thus explains its mission: "In undertaking the publication of the British Columbia Lumberman, it is with the feeling that the saw mill and shingle men, the dealers and the lumber trade generally, will be materially benefitted. Hitherto there has bee no such publication, and the trade has felt keenly the need of a journal devoted exclusively to their interests. To provide this much needed medium is the mission of the British Columbia Lumberman." D. Todd Lees is the business manager.—The Victoria Colonist.

The first number of the B. C. Lumberman has been issued from the office in this city. The publication has been established to meet the long felt want of a journal in behalf of those engaged in the lumbering industry in British Columbia. While great prosperity has attended this industry during the past two years, and though timber is one of the great resources of the Province, the cutting and development of which gives employment to a large number of men and the investment of considerable capital, no lumberman's paper has been issued in the Province. The new journal is a monthly of 24 pages, and deals thoroughly with all phases of the industry. Its quality of news is mainly relating to the Province, and the number of advertisements gives promise of substantial support.—News-Advertiser.

The initial number of the British Columbia Lumberman, published in Vancouver, B. C., is out, and it is a production of which the publishers have every reason to feel proud. It is the first trade journal ever published in Western Canada devoted to the lumber industry. It is a journal of 24 pages with a cover, is beautifully printed from the presses of Evans & Hastings, and full of live lumber news, not only from all British Columbia points, but covering the whole of Western Canada and Puget Sound. It also deals in a general way with the lumber trade in other parts of the world where British Columbia mill owners do business, such as South Africa, Great Britain and Australia.

There is one excellent feature about the Lumberman, and that is that it gives the trade news in concentrated form and properly classified. A busy reader does not need to wade through columns of burdensome statistics to get what he wants. The information is there, terse and readable. In editorial the Lumberman appears to be riding no hobbies. It deals with matters of vital interest to the trade and keeps right to that. As the Lumberman is not encroaching upon anyone else's territory, and the advertising patronage looms up well in the first number, there is no doubt that it is being well received by both the trade and others interested. It starts with a guaranteed circulation of two thousand, which should be enough to cover the field and give the advertisers a show for their money.—Vancouver Daily World.

As the introductory article of the Lumberman says, there has been no such publication hitherto and the lumber interests have, perhaps, as the article asserts, been somewhat handicapped in placing their views, or having them placed, before the public, or that portion of it interested in lumber. The fact is the daily press may be perfectly friendly to the lumber industry, but every daily paper is, striving for "stories," and the lumber field is exploited along with the whole range of public and semi-public interests. In nearly every instance when the daily press takes hold of the lumber industry, the result has been that the lumbermen would have been better satisfied had it been left alone.

That the lumbermen and all those interested in one way or another in the leading industry of the Province, are willing to support such a publication is seen from the advertising patronage extended to the first issue. The articles written for the B. C. Lumberman are apt and readable, and a great deal of general information useful to the trade is supplied. An article giving a brief review of the new Land Act and comparison of it with the old regulation regarding timber licenses and dues on timber is well worth careful perusal.

The journal should do good work for British Columbia in that it is to be circulated throughout Eastern Canada, Manitoba and the Northwest Territories, with every person interested in the lumber trade. A feature of interest promised, is a department providing regular reports of the condition of the lumber trade in other parts of Canada, special correspondents having been secured at the leading centers.—Vancouver Daily Ledger.

The British Columbia Lumberman, the first number of which has just been issued, is the latest addition to the press of the province. It is a monthly publication, and is under the management of Mr. D. Todd Lees. The first issue is replete with information at once interesting to the public and valuable to the trade, and gives assurance of a successful and useful future for the new enterprise. The extent and growing influence of the lumber interests in this province justify the existence of such a journal and that the Lumberman will fill, and ably fill, the requirements, there can be no question.—The Province.

THE "B. C. LUMBERMAN."

This is the introduction given to itself by the British Columbia Lumberman, the first number of which has been issued at Vancouver with Mr. D. Todd Lees as manager. It is a well written and interesting publication; and if as we are told, the trade has felt keenly the need of a journal devoted to its interests, the Lumberman ought to be cordially welcomed and appreciated. —Daily Columbian.

The tremendous importance which the lumber industry is assuming in British Columbia is fully realized by the publishers of the B. C. Lumberman, a new Vancouver publication, which commenced this month what, we are convinced, will be a long and useful career. Our new contemporary is got up in style worthy of the magnitude of the subject it deals with, and its proprietors are to be heartily congratulated upon their very timely and excellent publication.—B. C. Mining Exchange.

Number 1 of Volume 1, of the British Columbia Lumberman has been received at this office. The publishers believe there was room and need of a lumber journal to represent the manufacturing and retailing trade of that section, and a creditable production is the result of the crystallization of the thought.—Mississippi Lumberman.

The first number of the British Columbia Lumberman, a twenty-four page monthly trade magazine, published at Vancouver, has made its appearance. It is carefully edited, typographically attractive, and should be liberally supported by all engaged in the lumber industry.—The "Sun," Grand Forks.

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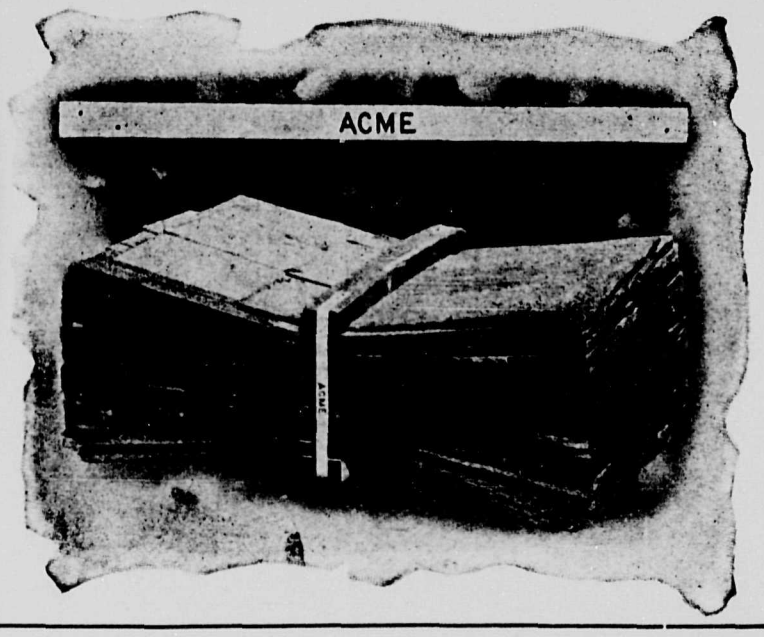

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