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VANCOUVER, B. C., NOVEMBER, 1904.

It has often been said that "the devil can quote Scripture to serve his ends." A similar simile, it would seem, can be applied to some of the legal fraternity of B. C. in application to the timber laws of this Province. Our attention has been called to the "legal" rendering of a certain section in the Amended Land Act of 1904, in which the word "manufactured" is used. The section referred to is No. 42, and paragraph No. 4 of sub-section 3 of same section, viz.: "All timber cut from Provincial lands must be manufactured within the confines of the Province of British Columbia, otherwise the timber so cut may be seized and forfeited to the Crown and the lease cancelled."

From the information at hand the word "manufactured" is contrued by a firm of solicitors in this city to mean that the lumber must be in that condition of finish, that it is incapable of any further treatment by the lumbermen, such for instance as flooring, siding shiplap, etc., otherwise it is liable for such tax or duty as this Province or the county of export can place upon it.

The issue in point is that within the last few weeks a wealthy lumberman of the Sound visited this Province with the intention of taking up timber limits and erecting thereon or appurtenant thereto a mill of large capacity for the purpose of shipping the rough product to Puget Sound for further treatment, being prepared and ready to pay the duty of $2 per 1,000 on rough lumber entering the States. Everything was practically arranged when he referred the matter to a Vancouver legal firm for advice. He was advised of the interpretation that might be placed upon "manufactured" as stated in the subsection above referred to. Exit Mr. Lumberman. Provincial legislation and legal interpretation was too much for him. Now comes the rub; if such an interpretation can be placed upon the actual meaning of the simple word, and legally accepted, the export business of British Columbia timber during the past year is liable to bring the largest shippers of the Province into serious trouble, and they are liable, according to this rendering, to a tax of anywhere up to $5.50 per 1,000 feet on all "rough" timber exported since the passing of the Amended Act, as well as to a cancellation and forfeiture of their leases.

In our opinion this is straining a point a little too far. The lumber industry is already hampered enough without the legal fraternity "butting in" and raising trouble—as none can do better—and putting a construction upon words or phases which surely could not hold before any competent court. However, the result in the present instance has been that an investment of possibly $100,000 has been lost to the Province.

It is well to state here that the Government would be perfectly willing to sustain any legitimate enterprise that would embark in this Province in the "manufacture" of "rough" lumber for export, and if this should come before the notice of the "wealthy lumberman" above referred to, we would suggest that there are others in the "legal fraternity" who know better than his previous advisers.

The Finance Minister, in presenting his Budget to the Government at the last session of the British Columbia Legislature, estimated the revenue for the year ending June 30th, 1905, from timber Royalty and licences at $250,000, and the expenditure towards the industry or its institutions, $100, exclusive of the sum of $5,580 for Timber Inspectors and Deputies and one Forest Ranger.

The financial year has only advanced about four months, yet the revenue reported from the above

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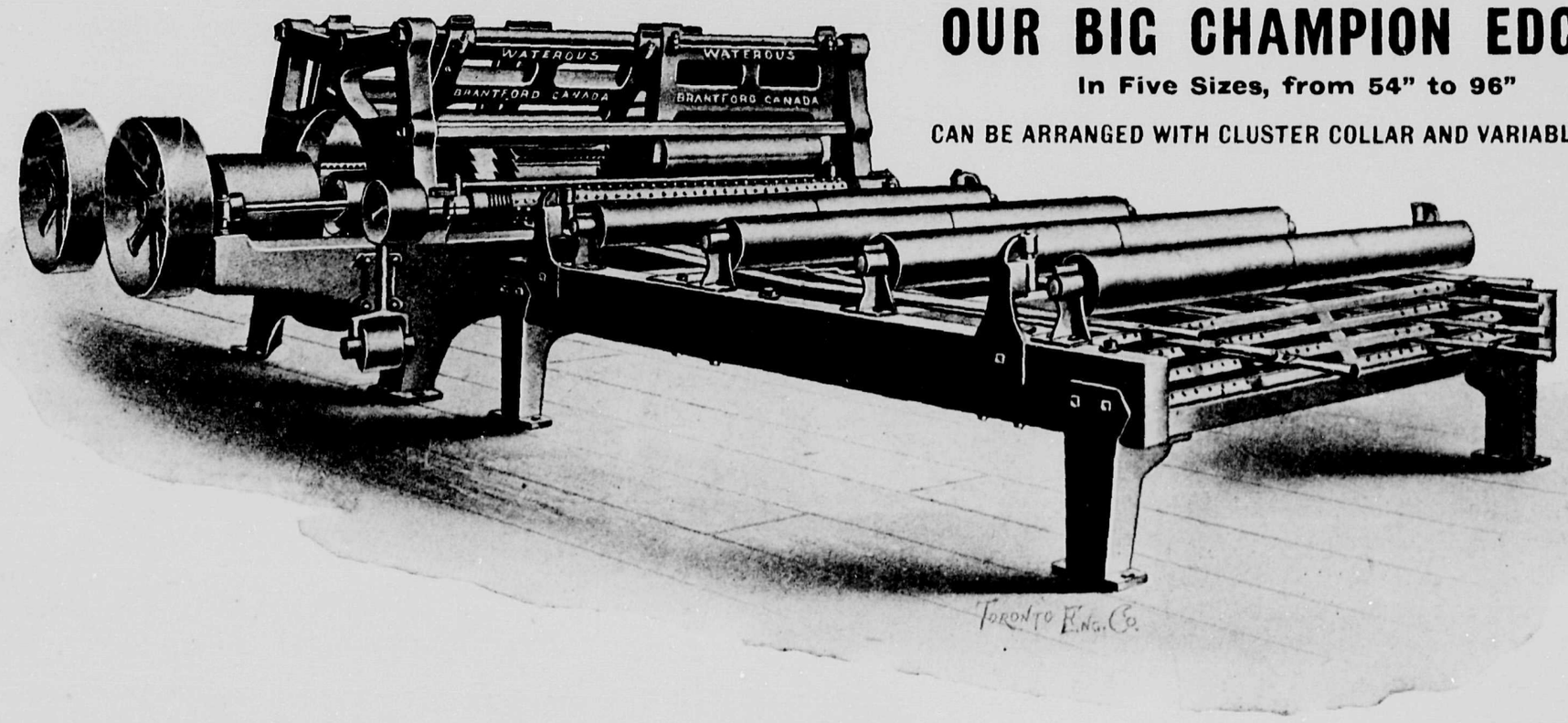

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resources, up to the 31st inst., is given at $175,000, while for the ten months it is $360,000.

From these figures the thought occurs to us that it is not wise to kill the goose that lays the golden egg, yet the lack of protection which the British Columbia Government has accorded the lumber industry, or as a matter of fact one of its own most valuable assets, is most appalling. The expenditures—among salaries—provides for $1200 a year for ONE Forest Ranger to oversee millions of acres of timber lands in British Columbia. Far better keep this paltry sum for all the good it can do, if that is all that can be appropriated.

In a recent issue we made the following statement: „

"With an estimated loss by bush fires of five million dollars to standing timber throuhout the Province during the season, the British Columbia Government has little reason to be proud of the paternal care which it exercises over this valuable public asset. If the experience of the past summer does not suggest remedial action, we know not what will. The outcome is self-evident: Efficient fire wardency system at an annual cost of say $50,000, or the present rotten system with a Provincial loss of $5,000,000."

Further inquiry has caused us to rather increase the Provincial loss than decrease it. Moreover, the surplus of actual receipts from royalty and licences for last year—the fiscal year ending June 30th last—over the estimates was roughly $30,000, yet the necessity of providing some means of protection to this valuable "golden egg" has never occurred to our Legislators. From present indications it is not at all improbable that the revenue derived will surpass the estimates for the current fiscal year by all of $100,000!

This is now "the winter of our discontent," and it is time the lumbermen and timber owners of the Province got together and prepared a strong memorial for presentation to the Government to provide for the adequate protection of the timber resources of British Columbia. It is all very well to lock the stable door after the horse is stolen, as might be said when our forests were burning up, but out of the cold ashes which remain, it is now time that we do "something," ere another season like last summer overtakes us. Let the lumber associations of the Province bury their grievances for the moment, and get together on this most important Provincial and public necessity; put in a claim for $50,000 of next year's surplus and see that you get it for Forest Fire Protection. We have a strong ally in this movement in the Canadian Forestry Association, which is ever ready to help the cause of forestry preservation..

It must be with the greatest amount of satisfaction that the trade of the Coast received the news a few days ago of the decision of the Railway Commission regarding the disposition of lumbermen's case against the Canadian Pacific Railway regarding the matter of freight rates upon cedar lumber shipped over that Company's lines to prairie and eastern points.

The judgment just received reads in part as follows: "Upon hearing the complaints, represented by W. H. D. Miller, Manager of the transportation department of the Canadian Manufacturers' Association, in support of the complaint and Mr. E. P. Davis, K. C., Mr. J. E. Mullen and Mr. B. W. Greer, contra, and it appearing to the Board that a rate of 10 cents per one hundred pounds is imposed upon cedar lumber, which excess rate is an unreasonable and excessive one, and unjustly discriminates against cedar lumber, the Board orders that the Canadian Pacific Railway Company and all other railway companies do hereafter desist from charging a greater freight upon cedar lumber than is charged by them on pine, fir, spruce and other lumber of like class; and the Canadian Pacific Railway Company and all other railway companies are hereby charged forthwith to give effect to this order."

Upon the same day that the despatch announcing the Railway Commission's decision reached the Coast, word was also received that the Railway Company had written the Commission disputing the right of that body to interfere with rates on its main line. The cause of this protest is supposed to be in conformity with the law under which the railway Company endeavored to protect itself when challenged, by calling the

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One Hand Wheel Sander	100 00
One Blind Slat Tennoner, Williamsport Mche. Co.	50 00
One Double Blind Slat Sticker, Dewitt & Co.	150 00
One Sash Boring Machine, Greenlee, Chicago	50 00
One Blind Slat Gang Rip Saw with 3 Saws	75 00
One Blind Stile Borer, Movable Slats, Colborne Patent	50 00
One 12 in. Planer and Matcher, S. A. Woods Mche. Co.	600 00
One Wiring Machine, Movable Slats	10 00
One Stile Sticker, Cowan & Co., Galt	75 00
One Knife Mitre Machine, Fox Mche. Co., Grand Rapids	30 00
One Chisel Mortiser, H. B. Smith, Smithville, N. J.	$110 00
One Chain Mortiser, New Britain Mche. Co., Makers	350 00
One Hand Rip Saw Table	10 00
One Rowley & Hermance Wheel Sander	100 00
One Foot Power Clamp Machine, MacGregor Gourlay, Heavy Pattern	110 00
One Horizontal Stationary Engine, 9-inx12in., Williams	200 00
Six Water Wheels, Baldwin, Ottawa, 50 in. The including shafts, gears and pulleys $150.00 each	900 00
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One 60-in. Band Resaw, Fay make, Cincinnati	500 00

Commission's attention to certain sections of the C. P. R. Charter and the Dominion Railway Act, notably the 10 per cent on profit on its invested capital.

We have no reason to believe that the railway company's protest will have much weight, inasmuch as the Company, in placing itself as champion of the "overburdened farmer" of the prairies, against the combinations of retailers and lumber manufacturers, last spring assured the public that it would not advance its transportation rates, but would do all in its power to lower them compatable with fair profit, and that by establishing a rate then it cannot well go back on that promise in its own interests.

The adjusting of lumber rates brings up another point, although not one to be feared by British Columbia manufacturers, that is of the Washington and Oregon lumbermen's petition to American railroads for a 40 cent rate to Missouri points. The "Pacific Trade Journal" for November has the following to say in this connection:

"While the abstract of the decision is not at hand, and it is therefore not clear whether or not shingles are included, the findings of the Commission is of great importance to the lumber interests of the Coast, because it involves a general reclassification of rates in Washington and Oregon. It isn't likely the Washington lumbermen will allow the Great Northern and Northern Pacific lines to charge a differential between cedar and fir, because the British Columbia millmen, through a reduction in rates, can afford to absorb the duty and flood the United States with cedar lumber. Moreover, the lower rates obtained by the redwood manufacturers is a menace to the red cedar product, and now that the Canadian rates have been equalized the Washington and Oregon red cedar shippers are "between the devil and the deep sea" as it were. It therefore goes without saying that a petition will be forwarded shortly requesting that rates be equalized.

The position of the Canadian Railway Commission is absolutely just. The only lines on the American continent charging a higher rate for a commodity used for the same purpose as another similar commodity are the Canadian Pacific, Great Northern, Northern Pacific and Union Pacific. Other roads class as lumber all varieties of wood, except high class hardwoods, and include shingles, porch columns, sash and doors, except glazed, and it is a well known fact that in a test case the difference in charges between cedar and fir would be knocked out as readily as in the case of the Canadian Pacific."

Among our many exchanges we have found nothing that so much interested us in connection with the relative position of manufacturer and consumer in the Prairies as the following communication which recently appeared in the columns of the "Commercial" of Winnipeg, and we believe its reproduction will be of equal interest to our readers:

"Some six or eight months ago the lumber question suddenly became a live topic to the press and public, and, after the airing of some of the ills that afflicted the body politic, the question was suddenly dropped out of view. In a discussion of anything of such commercial importance to the great west, "transportation" naturally comes in for its share of investigation. This the railway companies resented inasmuch as they felt they were unfairly criticised and as a memento of their disapproval they have left their card in nearly every station throughout the West. It may be a case at present of "letting sleeping dogs lie," but we believe lumbermen are easily competent to arrange matters to help the trade where the laws do not give sufficient protection.

The present season has been a disastrous one for lumber manufactures, and for many years they had an uphill struggle. It is true they have had a few prosperous seasons, and it was coming to them. The awakening of the West to her possibilities has made fortunes in many other lines of manufacture, but their establishmens being situated in the East, where they spend their money, their good luck is not so apparent to Westerners.

That a prejudice exists against the lumber dealers there is no use denying. The basis of this feeling is variously accounted for. One reason, no doubt, is from the fact of so many of the settlers of 20 or 25 years ago coming from the Eastern Provinces where they were accustomed to buy their lumber for $7 or $8 per thousand. Many of them drew their own timber to the mill and had it manufactured into lumber for $2 or $3 per thousand, and gave logs in exchange for sawing, but it was a horse of a different color when they "hit" the West with its rigorous climate, where every foot of lumber had to be shipped in over railways which were struggling to earn dividends.

These facts had their effect on struggling settlers. No wonder they complained, for in many districts a log house was not possible, and lumber must be had. Let those stout hearted old-timers go East today and they will find the difference in cost as compared with the West would not keep them in tobacco very long. The "down-easter" had to house his whole crop, hence good barns are a prime necessity, which is not the case out here. Again, there is not a lumber dealer in the land but will testify to the fact that ninety-nine farmers out of every one hundred take a high priced grade of boards when a cheaper would often do as well. Short and narrow boards, generally the soundest and always the cheapest, are discarded because they may take a few hours longer in handling. Pine shingles, if put on a roof judiciously would do for many outbuildings as well as Western cedar and are at least $1 less per thousand, but they will not use them. This applies all the way through, proving that the price is no handicap.

What about the free admission of so much lumber from the south? Is it right and is it an advantage? We think not. Canada has perhaps more lumber wealth than any other country in the world. She has up-to-date manufacturing concerns that can more than supply the demand. As this expands, there are millions of money ready for investment in more mills. The number of small operators East and West is legion, and is increasing rapidly. These are obliged to sell to keep going, so to speak. Their product cuts a figure, and, all told, a disproportionate priced lumber period could only be of short duration. Free lumber! What a godsend it has been to the manufacturers of Minnesota and Wisconsin and Washington just when they needed it! Owing to their trade being paralyzed at home, it has worked right into their "mitt" and they are chuckling. It has ever been thus. No wonder Canadian diplomats going over to negotiate at Washington are shown out, for Uncle Sam can always work us without bothering himself as to what he need give in exchange.

What would up-to-date, wideawake and self-respecting statesmanship have dictated just at the juncture referred to? It would have said: Free lumber may only be a temporary advantage, but we will just take this chance to show you Americans that we are an appreciable quantity after all, and will for the present "cut out" free lumber. This forcible reminder would arrest their attention and could be made the basis upon which to negotiate for concessions of wider importance, and, indirectly, of more benefit to the Dominion as a whole than the temporary advantage free lumber is to one section of the country.

Napoleon said of the British officer who baffled him in Egypt, "That man made me miss my destiny." Canada would seem to have repeatedly missed her destiny in treaties with the United States. But we like the Americans. We are pleased to have them invest in our lands and timber. We heartily welcome them when touring through the country inspecting our broad acres; but, if they started bringing their lunch baskets with them we would naturally demur, as we have the very best wheat in the world, and what is the matter with our lumber that we require to import theirs?

The posting up of lumber prices in stations by the C. P. R. was an uncalled for proceeding and unbecoming in a corporation of such proportions. While they may have been justified in resenting the references to their freight rates by the Retail Lumbermen's Association, it shows too mighty a grip on the commercial vitals of a section of our business community to have their wholesale prices published. The result to the consumer has been nil, in fact it has been a detriment to him, for since the publication of these prices by the railway company the wholesale price of lumber has declined; but the retail dealer is not down in the same proportion, for he has the C. P. R. helping him to maintain his figures, and the consumer gets his bill filled accordingly.

The sum up, the average yearly profits of the manufacturers East and West have not been excessive, and as far as the retail dealer is concerned his lot cannot be said to be a desirable one. He is obliged to keep a big stock, which takes money, and at the same time carry customers for perhaps $5 to $15,000, much of it without interest. Many dealers wince under the pressure, and would gladly unload if they saw a chance. Yours truly,

EDGE GRAIN.

STILL IN DIFFICULTY.

The hope was expressed in an earlier issue that the affairs of the Canadian Timber & Saw Mill Co., of Trout Lake, would be amicably and satisfactorily adjusted, but a succession of difficulties have cropped up and the property has been in the hands of the Sheriff, and a sale was advertised by him to take place this month. The directorate of the Company has called forth the indignation of citizens of the immediate neighborhood by the unbusinesslike treatment of the late employees of the mill and the desire to compromise upon the wages due. The "Trout Lake Topic" thus explains itself in this matter:

"There is something radically wrong either with our laws or the administration of them. It seems incredible that men should work for months with a Company and then be either forced to take what is offered in the shape of a compromise or be skinned out of the whole business. Nevertheless it is a fact as demonstrated by the operations of those who control the destinies of the saw mill outfit operating here. In the neighborhood of $10,000 is due for labor and the representatives of the Company offered the men eighty cents on the dollar as being all the money that could be raised. Notwithstanding their inability to pay the full amount they have money to buy in at the sheriff's sale nearly all that was offered and would have bought it all if other people had not outbid them. It looks as if the money that should have gone to pay their just debts was going into speculation on lumber. Plainly speaking the creditors of the Company are being robbed so as to enable the Company to buy in for next to nothing its own assets. They may be within the law but they are certainly stepping outside of the limits of honorable dealing. The Government of British Columbia, however, control the most valuable part of the assets, viz., the timber limits, and we feel assured that when proper representations are made to them they will see to it that all men are paid in full before another license is issued.

Mr. Leslie Hill, of Rossland, bought in the bulk of the movable property, offered by the sheriff, for $4000, and it is understood that he has been instructed by the English shareholders to endeavor to compromise with the Company's creditors by offering 80 cents on the dollar.

MUST HAVE A "JONAH."

Winnipeg, Nov. 16.—The Rat Portage Lumber Company's sash and door warehouse at Brandon was completely destroyed by fire last night, the flames completing their work of destruction shortly before midnight. The firm's books and safe were all that was saved. The loss will be in the neighborhood of $20,000, but the amount of insurance is not yet known.

The origin of the fire is a mystery, but it is believed to have been of an incendiary nature.

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Correspondence

FROM OUR SPECIAL CORRESPONDENTS.

VANCOUVER ISLAND.

A Busy and Prosperous Season About Finished—The C. P. R. in Victoria—Speculation in Timber Limits—"Canada for Canadians" Does Not Appeal to Holders of Timber.

Victoria, Nov. 21.—The practical closing of the building season makes quiet times for the lumber dealers, but, even yet, there are several quite important contracts under way which require considerable supplies of lumber. The mills are not doing much on local orders but are working on those coming from the East. Two of our mills are shipping regularly now to points in the Territories and Manitoba in answer to urgent requests to hurry the loading and dispatching of cars. When these orders have been filled the winter's work of preparing stock for the spring and summer trade will be steadily continued, most of the mills having a good supply of logs on hand with orders arranged for.

An Excellent Season.

The closing season has been one of the most active which Victoria lumbermen have had for many years, and some of its beneficial results are shown in the number and quality of new houses put up in the city. The increase in building is not confined to any one or two districts, but is universal for, turn where one will, the sight of new dwellings of a substantial, and in many instances artistic, appearance are to be seen and admired. The old days of "balloon frames" and conventional plans have passed away, Victorians are no longer content with the old order of architecture and now demand modern homes with every available convenience. It is next to impossible to give a correct total of the number and value of buildings erected during the season, as, by a curious oversight in the City By-law, the Building Inspector is only called upon to issue building permits to persons building within the free limits, so that the bulk of the houses are not officially accounted for. Mr. Northcott, however, takes a great deal of pains to check up the year's building operations, by personally making a careful canvass of the city, and I hope to avail myself of the result of his work in my next letter.

American Capital in Timber Limits.

As stated in former letters there are many enquiries from big firms in the United States for Vancouver Island timber and several large tracts are now under option at absurdly low prices. While standing timber conveniently situated, is selling in the State of Washington at $1 per thousand feet, similar and in some cases superior timber on this island is being offered at from $3 to $8 per acre—one-tenth to one-fourth the price demanded in Washington. This state of things is the result of the ruinous policy of the British Columbia Governments of former days in granting huge blocks of timber lands to speculators without imposing any restrictions as to their utilization. Many owners of these valuable lands who have held them for a decade or a score of years now find them a burden (although they acquired them for little or nothing) in consequence of having had to pay a nominal tax which has, however, amounted in its totality to a very considerable sum, so they are willing to sacrifice them to the first comer for any price that will recoup them their outlay. The outcome will be that the United States speculator and capitalist will step in, as they did in Manitoba in the case of farming lands, and reap a rich harvest while our Canadian men of money will continue to draw 2 1-2 or 3 per cent on their capital safely lodged in the banks.

A Correction.

The contract for the new Oak Bay Hotel has been awarded to Mr. Fred Mesher and work has been begun on the foundation. The contract price is $31,000, not $13,000, as erroneously stated in last month's letter.

The work on the foundation of the C. P. R. Hotel is progressing satisfactorily.

The C. P. R. has awarded the contract for the offices, waiting rooms, &c., on the new dock to Mr. Fred Sherborne, who is just completing the large freight shed. The new dock will be a great convenience to travellers and shippers.

PROSPECT AND RETROSPECT.

The Busy Season in Winnipeg Draws to a Close—Logging Operations Begins with the Despatch of Over 3,000 Men to the Woods—Pulp Mill for the Prairies.

Winnipeg, Man., Nov. 21.—The local selling season for lumber has about closed and the retailers have no cause for complaint regarding the business of the past summer. The extraordinary amount of building done in the city has given all the dealers a large patronage, yet the supply has been well up to the demand. On account of a large amount of construction which was started late in the season being unfinished the interior finishing lumber will meet with a big call all winter. In this connection some of the Winnipeg contractors complain that the bad weather of the summer considerably interfered with the building operations and that an unusually heavy percentage of the construction will have to stand over till next spring. The fine weather of the past month, however, has helped a number of local contractors out of a serious dilemma and the promise of a long open fall is pleasing to a majority of them, as the season was late in opening.

Works Requiring Wood Material.

Two big works which are still requiring heavy supplies of lumber and other building material are the Canadian Pacific station and hotel and the new immigration hall for the Dominion government. Work on the railway buildings is progressing very favorably, the station now being closed in with a temporary roof. It will be completed this winter, while the hotel contract has another year to run.. The new immigration hall will be completed this winter. The new shops and freight sheds of the C. P. R. are nearing completion, and have been the means of creating a big consumption of all kinds of lumber material. This has been the case especially with the freight sheds, which, when finished are to be the largest and most complete on the Canadian Pacific system.

Building of Canadian Elevators.

The chief Grain Inspector for Manitoba and the Northwest has made his annual report to the Trade and Commerce Department, and in it he calls attention to the fact that during the past year in the Province of Manitoba the increase in the consruction of elevators and warehouses for the storage of grain amounted to 160 in number along the lines of the Canadian Pacific railway. On the Canadian Northern lines in the Province 37 new elevators and warehouses were built, while in the Northwest Territories there was an increase of 85 elevators and warehouses. The construction of these grain storage buildings is a large item in the lumber trade of the west, and is a class of the business which is catered to by all large dealers. Many of the companies in the elevator line conduct lumber business of their own, as in that way they are in a position to handle their construction supplies in a more profitable manner than if they were entirely dependent on the lumbermen.

Men Leave for the Woods.

Up to the present about three thousand men from Winnipeg and the surrounding district have left here for the lumber camps to spend the winter. Every season laborers to the number of about 6,000 leave Winnipeg for the woods, principally in the district along the C. P. R. between this city and Rat Portage and along the eastern section of the Canadian Northern. The Rainy River and Fort Frances sections of the latter road have very extensive lumber camps this year and the majority of the men sent out this season have gone to those places. It is expected that the demand for lumbermen will be heavier this season than for many years past. The wages paid are from $26 to $35 per month. The big rush for the woods will be on about Christmas week, when the men who have spent the summer on railway construction arrive back in the city and commence skirmishing for a job for the cold months. In past seasons it has been difficult to secure sufficient men to supply the demand for labor in the lumber woods, but it is anticipated that on account of the immense amount of railway construction which has been going on in the Canadian West during the summer and the consequent heavy contingent of laborers employed the situation this year will be somewhat relieved. The Rat Portage Lumber Co. has sent out a majority of the men employed so far this season. The industry is one which is of great necessity to the welfare of the city of Winnipeg, as the absence of very much industrial enterprise that can be carried on here during the cold weather leaves a large percentage of laborers engaged at outdoor pursuits in the summer, and out of work in the winter. There is plenty of employment for them, however, in the lumber woods and the class of labor here is generally willing to go to the camps.

New Lumber Company Incorporates.

Another lumber company has applied for incorporation under the laws of Manitoba. It is known as Christie & Company, Limited. The applicants for incorporation are John A. Christie, lumber merchant; John Dick, lumber merchant; A. E. Howie, real estate agent; Edmund L. Howell, barrister, all of the city of Winnipeg; William Cowan, of Prince Albert, lumber merchant, and such others as may become shareholders in the company. The headquarters of the company are to be at Winnipeg and the operations of the firm are to be carried on at other places in the Province.

Leaves Railway for Lumber.

F. Dillinger, who for some time has been superintendent of the C. P. R. at Fort William, has retired from the railway business to attend to lumber interests with which he is connected in British Columbia.

Sawmill and Pulp Factory.

A couple of Michigan men propose to go into the lumber business near Wetaskiwin, in the Northwest Territories, and for this purpose have purchased 21 sections of timbered land near Pigeon Lake, in the Territories, where they propose to erect a large sawmill and a pulp factory.

Supplies for Railway Construction.

The winter will be a busy season in the woods along the line of the Canadian Northern, east of Winnipeg, almost to Port Arthur. The company proposes to take out an immense quantity of ties, telegraph poles and posts to be used in connection with the extension of the line through the west next season and for this purpose several large contracts for the supplies have been let already.

Winnipeg Mills Big Cut.

The mills of the Sprague Lumber Co., and the Rat Portage Lumber Co., at this city are still running on the summer's cut and the supply of logs will keep the mills going till the river freezes. The quantity of lumber which represents the output of these mills this year is larger than for many seasons past, and the quality has also been better.

A SUBSTANTIAL SHOWING.

Toronto's City Assessment Shows a Substantial Increase—Building Operations Active—Liberal Majority in the Dominion House Not Looked Upon with Favor by Lumbermen.

Toronto, Ont., Nov. 18.—The large amount of building in Toronto this fall has resulted in a healthy demand for lumber, the commoner grades continuing much more in requisition than the better qualities. The rapid growth of the city is shown by reports of the assessors, from which it appears that the net assessment of the city has risen from $141,817,497 last year to $149,272,094 the present season. Of this increase $2,669,652 represents buildings. A large number of medium priced dwellings have been built this season, but there it still a great demand for the smaller and cheaper class of dwellings. The work of construction is being steadily pushed forward by contractors, who are anxious to take advantage of what remains of the open season, and it is probable that despite the delay caused by the strike of the builders' laborers in the middle of the season all previous records will be broken by the volume of building operations.

Trade in the other cities and towns of the Province has not been so good, though the demand for lumber has been fair. Here, as in other localities, southern yellow pine is very much in evidence, and its use appears to be increasing. The active demand for building materials has resulted in stiffening the price of lath, which has been a good deal sought after lately, and is becoming scarce. The demand for shingles has also been brisk, and prices are likely to improve before long. Considering the low price of red cedar shingles it is surprising that they are not more extensively used.

Politics Affects Trade.

Lumber operators appear so far to be carrying out the arrangement for the limitation of the season's output more strictly than has been the case in previous years. Labor is likely to be somewhat more plentiful now that the elections are over, as many men were reluctant to engage before casting their ballots. There is a general anticipation on the part of the trade that the American demand will be very considerably increased as soon as the result of the United States elections is known, as many large undertakings are apt to be deferred until the question as to which party will obtain a four-year's lease of power is settled.

The Big Majority May be Prejudicial to Lumber Interests.

With the return of the Liberal administration to power at Ottawa by an overwhelming majority the last expectation of a general tariff revision with a view of giving increased protection has disappeared. The large majority obtained by the government will, of course, render it less amenable to pressure from special interests. A factor which cannot be ignored is the strength of the following in the Northwest Territories, which will naturally be ranged against any demand for a tariff on lumber. Among the prominent men in the trade who have been elected to the House of Commons by Ontario constituencies are A. E. Dyment of East Algoma, J. F. Schell of Glengarry, T. B. Caldwell of North Lanark, C. A. McCool of Nipissing, and Hon. Peter White of North Renfrew, a veteran parliamentarian, who formerly occupied the Speaker's chair during the Conservative regime. The others named are all supporters of the powers that be. John Charlton, who withdrew from political life owing to advancing years and continued ill-health, is arranging with Morang & Co., the publishers, of this city, for bringing out a volume of his speeches and lectures, which will be issued before Christmas. The subjects dealt with cover a wide range, and the book will include his Boston speech on the Reciprocity question last winter, which caused much discussion at the time.

Changes in Ontario.

There is to be a reconstruction of the Ontario Ministry previous to a general election, Hon. Elihu J. Davis, Commissioner of Crown Lands, has signified his intention of withdrawing from public life, and speculation is rife as to who will succeed him in this responsible position, which is yearly becoming one of greater importance owing to the increasing appreciation of the value of our timber resources, and the intricate questions arising with the progress of settlement in New Ontario as to their economical management. The name received with most favor as Mr. Davis' successor is that of Hon. W. A. Charlton, at present Speaker of the Legislature, a lumberman of wide experience who has made a close study of crown Lands administration. Mr. Davis has not been a brilliant success as an administrator, in fact he has been too much occupied with the more urgent problem of how to maintain his hold on his constituency of North York, where he has recently been unseated on account of widespread corruption, to give anything but a perfunctory attention to the duties of his office. The matter of the disposal of the mature timber in the forest reserves and other wooded sections of New Ontario is one of increasing urgency. In a speech made in February last, Mr. Davis, with a great flourish of trumpets, announced that regulations were under consideration for the disposal of this timber. They are presumably still "under consideration," and likely to remain so. Mr. Charlton is a much better type of politician. His practical experience fits him well for the position, and his record of public service is an honorable and straightforward one. But in the present state of public sentiment as regards the moribund Ross administration he is hardly likely to have a fair chance of showing his capacity as an administrator.

Trade Remarks.

Canadian exports of forest products are still declining, the diminution being in the British demand. The returns of the Department of Commerce for August last show a decrease in the shipments of unmanufactured wood as compared with August, 1903, from $4,699,897 to $4,325,737. The decrease in the export to Britain is close on half a million. The United States took $1,857,269 as against $1,700,992 in August, 1903. The item of planks and boards shows total shipments to the value of $1,515,431, as against $1,466,486 for August of last year, the increase being in the American demand while British requirements fell off. An encouraging feature is that exports under this head to the Argentine Republic increased from $70,880 to $111,312. Wood for wood pulp was exported to the States to the extent of $323,409 as compared with $216,548 for August, 1903. The figures for the manufactured article show a similar expansion, being $314,592 for last August as against $224,386 for the corresponding month last year. Furniture too increased from $20,727 to $22,661. Importations of wood for the month show a slight increase, the total value of all wood and wooden manufactures brought in being $662,673 free and $217,223 dutiable as against $711,943 free and $203,538 dutiable for August, 1903. Now that the quadreminal political struggle is over it is to be hoped that the increased home demand will result in less dumping of the American surplus in this market.

The details of Canadian commerce for September have not yet been published, but according to a general statement the dullness in lumber shipments to Britain is responsible for a further decline in the total exportations of forest products.

New Companies.

Among the joint stock companies incorporated in Ontario last month, were the Brockville Lumber Co., Limited, head office Brockville, capital $75,000, provisional directors, Van Renssellaer Marshall, William H. Comstock, Samuel J. Geash and Olson A. Fisher, all of Brockville, and Edward W. Rathbun, of Deseronto. The Barclay Hodgkins Lumber Co., head office Toronto, capital $50,000, provisional directors, Chas. A. Barclay and Caroline S. Barclay, of Pickering, Oscar Hodgkins, Ora Hodgkins and Howard Hodgkins, all of Wellandpon. The Leeds Lumber & Power Co., Limited, head office Brockville, capital $40,000, provisional directors, James G. Gardner, Fremont B. Cossitt, Chas. T. Wilkinson, A. G. Bowie and Robert A. Bowie, all of Brockville. The Nipissing Lumber Co., Limited, has been authorized to increase its capital from $40,000 to $125,000.

AUSTRALIAN

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Railway Ties, Dock Building and Piles.

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INCORPORATIONS GALORE.

Dull Season Apparently Does Not Affect Capitalization of New Lumbering Concerns on Puget Sound.—Outlook for the Future.—Scarcity of Cedar For Shingles.

Seattle, Nov. 21, 1904.—During the month of October not less than 117 articles of incorporation were filed with the Secretary of State at Olympia. This list includes increase in capital stock and amendments. Among the list is, of course, a large number of new logging and lumber companies, a correct list of which is hereby attached: The Spokane Eastern Lumber Co., by F. B. Newton and E. L. Spencer, increased to $25,000. Tenino Lumber Co., Tenino, by L. D. Stone, A. D. Campbell and Walter Loveday, $15,000. Keys Shingle Co., Olpmpia, by F. P., F. A. and Clarence E. Keyes, $8,000 Hines Mill Co., Edgecomb, by S. S. Kennedy and E. A. Hines, $50,000. Duwamish Mill Co., Seattle, by J. A. Izet, W. H. Metley and Geo. W. Baker, $3,000. Bellevue Lumber Co., Seattle, by W. W. Green, T. L. Kimball and J. R. Burch, from $25,000 to $50,000. Pacific Mill Co., Seattle, by W. C. Harding, J. L. Yocum and John Graham, $12,000. Ballard Mfg. Co., Seattle, by F. E. and R. E. Nichols and Earl Pooler, $5,000. Empire Mill Co., Seattle, by same as above, $5,000. Three Lakes Lumber Co., Three Lakes, by C. S. La Forge, Snohomish, G. W. Maguire and G. L. Woodruff, Rockford, Ill., F. E. Woodruff and C. E. Guildford, Three Lakes, amended, $400,000. N. S. Pratt Lbr. Co., Ltd., Spokane, by J. D. Finley, N. S. Pratt and R. B. Stack. Panel and Folding Box Co., Hoquim, by O. C. Fenlason and J. H. Sutthoff, increase from $150,000 to $300,000. Fidelity Lbr. Co., Spokane, by B. L. and F. K. Willis and Geo. Torrenson, $100,000. Vadhon Lumber Co., Seattle, by J. A. Murphy, J. W. Maitland and L. Delaney, $15,000. The Washington-Oregon Timber and Land Co., Spokane, by G. Ott and C. F. Wilde, $5,000.

Lumbermen in Politics.

The refusal of the railroads to grant the lumbermen of this State the desired 40 cent rate to Mis-

The British Columbia Mills, Timber & Trading Co'y

HEAD OFFICE, VANCOUVER, B. C.

UNEQUALLED GRADES

Fir, Cedar, Spruce Both Clear and Rough

IN SAME CARS TOGETHER WITH

Shingles, Lath, Doors ...and Mouldings

We can Load Mixed Cars Promptly

We have a large Stock on Hand of

E. G. Flooring

1-2 in. Ceiling, Drop Siding, Etc.

PROMPT SHIPMENT IS OUR SPECIALTY FOR 1904

Code Used: AMERICAN LUMBERMAN TELECODE

BRANCHES:

Hastings Saw Mill, Vancouver — Royal City Saw and Planing Mills, Vancouver

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THE VICTORIA LUMBER & MANUFACTURING CO., Ltd.

CHEMAINUS, B. C.

Chemainus Grades . . . Known the World Over.

Cars Straight or Mixed

Cargo Shipments

Fir and Cedar Boards and Ship Lap

LUMBER

Flooring
Siding
Factory Stock
Ceiling
Stepping

KILN DRIED FIR

Kiln Dried Cedar and Fir

Base
Casings
Mouldings
Jambs
Finish

TIMBERS

LATH * SPARS

LONG LARGE TIMBERS

Dimension Lumber of all Kinds — Fir and Cedar

E. H. HEAPS & CO.,

MANUFACTURERS OF

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Lath, Shingles, Doors, Mouldings, Etc.

SPECIALTIES:

AAI HIGH GRADE CEDAR SHINGLES

Cedar Bevelled Siding, Cedar Door and Sash Stock, cut to size, Cedar Finish, Base, Casing, Newels, Balusters, Etc. Douglas Fir Timber up to 85 feet in length.

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

souri river points is the chief reason why the lumbermen have gone into politics in a solid body. The voters of the State who are dependent upon the welfare of the lumber interests have been asked to vote for Roosevelt and Mead. The association numbers about 400 members and these in turn employ about 81,000 voters in their camps and mills. The legislative candidates of all parties have been asked to state what stand they take on the question of protecting the lumber interests of the State and the members are being advised of the result. There is no doubt but that the work of the lumbermen will have a telling effect on the coming election. Victor H. Beckman, Secretary of the Pacific Coast Lumber Manufacturers' Association, has been especially prominent in securing pledges from the candidates. He recently stated that the coming legislature would be overwhelmingly favorable to the lumber interests.

A Good Sign.

The local lumber situation is excellent at present, and many mills are behind with their orders. The price, however, is not yet quite satisfactory, but there are indications that a slight advance will occur soon, if the strong local and foreign demand continues. The Panama canal will no doubt absorb a large amount of lumber, and for obvious reasons the bulk of this must come from the north Pacific coast. Portland and Columbia river men are scheming to supply the demand from the canal by building huge rafts and towing them to the south. It is a fact, however, that the cypress forests, bordering on the gulf of Mexico, will be called upon to supply a part of this demand. The Federal Government and the railroads are still good customers for lumber manufactured on Puget Sound, but the increasing operations in local building, municipal improvement and renewed activity in mining is primarly responsible for the heavy local demand.

That the east is also in need of western fir, cedar and shingles is best evidenced by the failure of the railroad companies to provide sufficient cars to move the lumber crop. From Blaine to Portland the cry is: "More cars." The railroad companies are apparently doing their best, as empty cars are being rushed to the Pacific coast, but it has for more than 30 days been utterly impossible to supply the mills with a sufficient number of cars and as a consequence many mills have been shut down at rather frequent periods. This car shortage has, according to recent reports, had one good result, it has raised the price of shingles a few cents, and the demand is quite strong from the east.

Logging Operations in Full Blast.

Logging is now in full blast all over the Sound and new camps are opening up right along. The price of fir logs are on the upward move, the quotations being $7.50 to $8.50 a thousand feet for fir logs; cedar logs are quoted at from $6 to $11. It is realized by millmen that the rivers are the highways that must be guarded and protected in order to get a prompt supply of logs. The Kalama and Coweeman rivers have recently been cleared and improved at an expense of more than $100,000. A dam has been built at a cost of $50,000; a boom costing $15,000 was put in at the mouth of the river, and large rocks have been removed. This work has been done by the Kalama Driving Co., and the result is that the river will be raised three feet at its mouth. There are many millions feet of yellow fir and cedar on the banks of the river that can now be put in the water at a very low cost.

Cedar Scarce.

Shingle mills located in the northeastern part of the Sound country are somewhat alarmed over the difficulty encountered in securing cedar. Many of the millmen from Whatcom county complain that it does not pay to operate mills and several have experienced financial difficulties of late. The reason for this is that the grade of shingles turned out is very poor, so poor that it is difficult to find a market for them. Wages are uniformly the same whether a Standard quality of shingles is turned out or whether a third or fourth grade is made. It is therefore evident that such mills as turn out unsalable, or at least almost unsalable, goods, cannot exist very long. The woods are being searched in all directions for cedar, with but little success. Old stumps have even been dug out and manufactured into shingles. At many of the smaller mills shingle bolts not more than 6 inches in diameter are being thankfully received and cut up. With such conditions prevailing it is no wonder that mills are changing hands at a rapid rate and that many are unable to pay their men. It is but a question of a short time when the bulk of the shingles will be manufactured in the counties on the west side of the Sound. A fair supply of merchantable cedar timber still exists in Clallam county and on the slope bordering upon the Pacific ocean. The mills at Seattle and Ballard are now drawing their supply almost wholly from these sources. Many have expressed the opinion that it will in time become necessary to secure raw material from British Columbia and Oregon.

A Transfer of Interest.

The Puget Mill Co., one of the wealthiest and most conservative lumber and mill concerns in the State, has recently gone into the tug boat business. The stock of the Puget Sound Tug Boat Co. has just passed into the hands of this syndicate, which is headed by Cyrus Walker, E. G. Ames and Pope & Talbot. Disagreement among the stockholders over the expensive management of the concern is said to be at the bottom of the transfer, which was negotiated last month. Prior to the change the Puget Mill Co. owned a large block of the stock and the balance was therefore easily obtained. The Puget Mill Co. will reorganize the concern and immediately put it upon a paying basis. This will mean the retirement of the present manager and the ap-

pointment of a new one. In addition, the headquarters of the concern will be moved from Seattle to Port Gamble.

A New Departure in Wood Product.

Oregon is building a factory that is the only one of its kind in the United States. The plant is located in Summerville and is owned and managed by Turner Oliver. It manufactures a fiber and an oil from pine needles. The fiber is used for stuffing mattresses and the oil utilized in the manufacture of medicine. A powder is also produced which has a great value as an insect destroyer. The plant is building now and will start operations about January 1. The entire product of the plant has been contracted to D. M. W. Brune, of Alaska, and H. H. McCarthy, of Portland, for a period of five years. The operation of the plant will be watched with a great deal of interest in other parts of the country, as on its success depends the erection of similar plants in districts where the pine tree thrives.

Seasoning and preserving lumber

SEASONING AND PRESERVING LUMBER.

An American Form of Treatment.—The Kraetzer Process, and the Powell Wood Process, An English Form of Preservation.

The beauty and reliability of any lumber, says the "American Lumberman," depends in large measure on the care exercised in curing it after it leaves the saw and the degree of perfection attained corresponds very closely to the degree of care exercised. Drying lumber at this time has been reduced to a science by the use of dry kilns which are in general use in all parts of the country. The dry kiln supplemented and supplanted the old process of allowing the mill product to be stored on the yard until the moisture it contained had evaporated. The use of the dry kiln shortens the time for drying very materially and today it is a necessary auxiliary to every woodworking plant. Without it the manufacturer would be so geatly handicapped as to interfere seriously with his chances of securing and retaining business.

It perhaps is unnecessary to elaborate on the modern system of drying lumber, which is generally understood and appreciated by all manufacturers. A departure from the old customs and a venture into a new and but partially explored field has been made by Kraetzer, Fischer & Co., sash and door manufacturers of South Chicago, Ill. This firm was not satisfied with the physical condition of a lot of material furnished its plant and made a series of experiments with a view of drying lumber more thoroughly and more rapidly.

Some rather remarkable claims have been made in regard to the system of drying lumber devised by A. Kraetzer, of the above firm. Briefly stated, Mr. Kraetzer has perfected a process of steaming that permits him to subject the lumber to a temperature of 250 to 300 degrees of heat in drying it. The process consists of two operations; first, the steaming, which is the vital part of the process, and second, removing the resultant moisture by means of dry air at the temperatures mentioned.

In describing the process Mr. Kraetzer, the originator, said:

Late last fall we received several carloads of what was represented to be dry oak, but which had been piled but three months, as we afterward learned. This material was intended for work to be turned out during the winter and early spring. It was too green to risk putting it in our kiln, and as it would have required a long time to dry it and our facilities were limited we were strictly "up against it." Several years ago I had my first try at this process, and failed, but at this juncture the idea occurred to me again and after five or six weeks experimenting on a small scale I had attained so much success that I felt warranted in putting in an apparatus large enough to handle lumber in quantities. After a number of vexatious failures due to crudities in applying the process in a large machine, I found that we could dry this partially air dried oak in seventy-two hours. We found we secured better results with oak piled three months than with older and drier stock. Since that time we have dried upward of 50,000 feet of all kinds of lumber with excellent results.

With each succeeding lot of lumber that came from the kiln we noticed something new. The oak is practically all one color and owing to the high temperature employed it is so absolutely dry that 12-inch test pieces cannot be shrunk to exceed 1-16 of an inch when laid on live steam pipes. Another discovery was that the kiln-dried lumber would swell but a trifle when submerged in water. The grain would not raise and water would not stain even the oak. We are drying inch oak in 60 to 72 hours, birch in 24 hours, poplar in 24 hours and gum in 24 hours, all of this stock being what is called shipping dry when we receive it.

The results obtained with red oak treated in this manner were illustrated in the cabinet department of the firm, where a number of sideboards had been completed ready for finishing. The sides, face, cornice and shelving were made of treated wood and the backs of the cases were made of No. 1 clear red oak ceiling of good quality which had been dried with the ordinary kiln but not steamed. The difference in the color of the treated and the ordinary wood was thus thrown into contrast and the result showed to the advantage of the treated material, which was a rosy red, uniform color, sufficiently so to warrant the supposition that all of the boards were sawed from the same log. However, an examination showed that some of the lumber was of coarse grain and some of it very close and compact. The ceiling, on the other hand, varied very much in color. It was also noticed on the ceiling that where the sander had worked against the grain there was a slightly roughened surface which did not appear under the same conditions in the treated wood, the latter finishing perfectly smooth; also it was noted there was no raising of the grain in the treated wood but considerable on the ceiling.

Mr. Kraetzer drew particular attention to this feature of the treated wood and its nonswelling quality and mentioned a residence in Kenilworth for which the firm had furnished the interior finish. It was necessary to finish the building in quick order. Rock plaster was used, two days later the white coat was put on and the next day the trim was put in place. This consisted of mitred casing of oak, birch and gum. For two weeks after the trim went into the building there was a foot of water in the basement and no heat in the building. This was in early April. The heating plant was then started and a high temperature was maintained to dry out the house so that it could be occupied. An inspection thirty days later showed that not a mitre joint had given way, no casing or base had curled from the wall and the grain had not raised. Mr. Kraetzer says that he can easily substantiate this. Continuing, he reported: "I noticed early in the game that this process straightened out to some extent lumber that had been warped in air drying, especially gum; also that no new checks or end splits appeared, and it struck me that the proper time for applying the process would be when the lumber comes green from the saw. Being far from a saw mill the only thing to do was to have a car of green lumber shipped in from the south. This we did and upon its arrival we at once treated portions of the various kinds of lumber and piled them in the yard for air drying, with the results as given in the subjoined table of weights showing the evaporation that took place in forty-five days. The weights are for a thousand feet and the lumber was treated and piled for drying on May 31:

	May 31.	June 14.	June 30.	July 15.
Quarter sawed white oak.	6,000	5,133	4,813	4,500
Plain sawed red oak	5,813	4,625	4,250	4,093
Gum	5,813	4,333	3,592	3,250
Poplar	4,625	2,988	2,913	2,938
Cypress	3,688	2,563	2,438	2,438

In considering the rapid reductions in weights as given in the foregoing table the unfavorable conditions during the time this lumber was piled to dry should be given attention. While there was a comparatively light rainfall in June the weather bureau records show only nine clear days, the remaining days being cloudy. The average temperature during the month was 64 degrees and the average humidity at 7 a. m. was 73.8 per sent and at 7 p. m. 67.85 per cent, showing the air contained 72.6 per cent of the moisture which it is capable of containing without precipitation. Weather of this kind is extremely unfavorable for evaporaton, which makes the showing more remarkable than otherwise it would be.

It will be seen from the table given that the actual weights of the various kinds of lumber tested at the end of the 30-day period were about in line with the recognized estimated basis at which the various woods are shipped.

The plain oak, which at the end of thirty days weighed 4,250 pounds, appeared to be thoroughly seasoned and was in a condition which a manufacturer would term shipping dry. On July 15 the weight had been reduced from 4,250 to 4,093, and a similar or even greater reduction is noted in every instance. The lumber used in making these experiments was of full thickness, ranging from 1 1-16 to 1 1-8 inches.

Quarter sawed lumber, as every one knows who has occasion to handle it, seasons more slowly than the plain sawed material, which is accounted for by the fact that the pores of the wood are not so disposed as to permit the rapid expulsion of the moisture contained.

From an investigation by a representative of the "American Lumberman" of the lumber that had been subjected to the process it appeared that the tendency to warp had been materially lessened. The treated gum did not show as good results as the other material with which experiments had been made, although there was a marked improvement over that which had not been subjected to the process. Mr. Kraetzer stated that the gum should have received and would stand a treatment about twice as long as that given it. The fact of special importance connected with seasoning lumber by the steaming process is that after being so treated it will not blue or stain, and apparently has became perfectly sterilized and no longer subject to the fungus growth which on the part of gum lumber has hampered the manufacturers of such products.

Samples of birch, cypress, gum and poplar that have been run through the dry kiln immediately after being given the steaming treatment are on exhibition at the Kraetzer, Fischer & Co. establishment. In regard to the use of the dry kiln Mr. Kraetzer said that green poplar could be perfectly kiln dried inside of twenty-four hours and that other hardwoods, with the exception of oak, can be dried in the same length of time.

Mr. Kraetzer intimated that he did not think green oak could be kiln dried with satisfactory results until it had been partially air dried after being treated but had not given it up. It is not at the present time intended to emphasize this method of treating lumber as an auxiliary to the dry kiln. The concern which has organized the process desires to introduce it as a part of the regular saw mill equipment, the entire product of the mill to be subjected to the steam process before being piled in the yard. It would appear from the foregoing table that the time required for seasoning the lumber can be reduced to a remarkable degree, which would make the cost of seasoning the lumber much less than at the present time and would more than compensate the expense incident to caring for the mill product in this manner.

The process originated by Mr. Kraetzer is fully protected by an application for patent of which the apparatus forms a part.

One of the most apparent of the advantages secured is that lumber seasoned in this manner no longer is subject to excessive checking and end splitting. The fact that all of the injurious substances in the wood are neutralized at one time is the reason that the checking and end splitting are avoided. It is on the principle of killing the sap that the old time wagon maker threw his hubs in the mill pond and allowed them to remain there for months. Hubs so treated did not check.

A careful examination of the lumber brought

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out the fact that there was a notable absence of seasoning defects and when it is remembered that oak and other kinds of hardwoods deteriorate considerably in qualiay by reason of checking and splitting, the advantages of the new process are apparent. Another advantage secured by this method of seasoning is in securing lumber that will not stain. This is due to the fact that the fermenting particles are removed from the wood, the moisture remaining being pure water and non-fermenting properties. When red oak is treated a transfusion of the coloring particles is produced and an almost even distribution takes place, so that it is difficult to tell where the heart and sap join. It is claimed that if the process were prolonged the wood would become bleached, the coloring being entirely removed, but that if carried on for a proper length of time the result is merely to even up the color as stated. Red oak treated in this manner is susceptible of a very high finish and makes a beautiful showing by reason of the uniformity of the color.

Mr. Kraetzer stated that his deductions with regard to the advisability of treating lumber at the saw were more than verified and that he is sure inch southern oak can be air dried to 3,800 pounds in sixty days and that the color will be a uniform rosy red.

The cost of treatment by this process is nominal. A machine to handle 40,000 feet in ten hours can be installed for less than $2,500 and two men can operate it. In addition to the operators would be the cost of piling on a truck with cross pieces and unloading after treatment. This is the size of the machine at the Kraetzer, Fischer & Co. establishment, which is supplied with steam from a 60-foot boiler which also runs the plant, and it has not been found necessary to enlarge the boiler capacity.

It is claimed that in return for the installation of facilities of this character the manufacturer will reduce the time required for seasoning the lumber one-third of that ordinarily required and that there will be an added profit due to the improved quality of the output and an elimination of a crop of defects now incident to seasoning lumber. It is upon these advantages that the originator of the steam seasoning process bases his claim for recognition. All the inventor asks is that he be allowed the opportunity to demonstrate what actually can be accomplished. The gentleman certainly has demonstrated that he has evolved a method of drying lumber which entitles him to a hearing by those who have the advancement of the lumber business and growth of their pocket-books at heart.

Viewing the matter from another standpoint, it is possible that Mr. Kraetzer has solved the problem which has been uppermost in the minds of the hardwood manufacturers for many years—a way by which hardwood lumber may rapidly be seasoned and without danger of the ends splitting or checking.

The Powell Wood Process.

We referred at some length, says the Timber Trades Journal, in the early part of last year to the process of seasoning timber by sugar, invented by Mr. William Powell, a Liverpool sugar refiner, who, during the course of business, noticed the absence of dry rot and the indestructibility of the fibres of the sugar cane, and decided to make experiments on ordinary wood with a solution of sugar. The experiments Mr. Powell made satisfied him that timber could be seasoned and preserved in a few days from the time of felling by means of this process. The outcome of these experiments was that a syndicate was formed, known as The Powell Wood-Process Syndicate, Ltd., with offices at Temple Bar House, 28, Fleet Street, London, E.C., and works at Carpenter's Road, Stratford, London, E. At the invitation of Mr. E. T. Scammell, the secretary of the syndicate, we, in company with a number of press representatives, had the pleasure on Tuesday last of a look round the Stratford works, where we saw a large collection of samples of various kinds of wood sent by many of the leading firms in the timber and other trades, to be "Powellized," and which were laid side by side with pieces from the same plank, but which had not been treated, and judging by the samples shown the wood, so far from receiving any injury in the process, appears to be distinctly improved, the very slight darkening of the color which takes place in some kinds of wood, merely serving to show the grain to better advantage. The treatment of the timber as carried out at the Stratford works is briefly as follows:

The timber is first laid upon trucks and so packed that the saccharine solution may have free access to each piece. The trucks are then run to a trolley, which carries them from the loading stage to the process cylinder, where the wood is first boiled in a compound saccharine solution, whereby the latent air is driven out and the albumen of the sap coagulated; it is then allowed to cool in the solution until sufficiently impregnated, and finally it is dried at a high temperature.

The process cylinder, at present in use, is some 30 ft. in length, and over 6 ft. in diameter, whilst the front is fitted with a massive iron door raised by pulleys. The loaded trucks are run into this cylinder on rails, and are fastened down in order to prevent the timber from floating in the solution. When the cylinder is full the door is hermetically sealed by strong clasps.

The interior of the cylinder is surrounded with closed pipes, answering the double purpose of heating the solution by steam and afterwards cooling it by water. Suitable storage tanks are provided for holding various qualities of liquor, corresponding with the class of timber to be processed, and connecting these tanks with the cylinder are a series of pipes with valves, and two centrifugal pumps are employed for dealing with the syrup and circulating cold water. On a line with the front of the cylinder are the drying chambers, heated by a Blackman's stove, from which the air is forced by a 48 inch fan through the ducts leading into the chambers, and each chamber has a 36 inch circulating fan, and can be heated or cooled independently. A 35 h. p. horizontal engine supplies the necessary power to drive the pumps, fans, etc., whilst a Lancashire boiler supplies the required steam for both engine and process cylinder.

We understand that the plant is simple and inexpensive, and that the cost of the whole process compares most favorably with that of other methods of preserving and seasoning timber. The system is applicable to every kind of timber, whether used for railway sleepers and paving blocks, or for the finest cabinet work, and by it all the valuable qualities of wood are said to be greatly enhanced, whilst green, newly-felled timber can be prepared ready for use immediately it is cut down.

We understand arrangements can be made with the Powell Wood-Process Syndicate, Ltd., for permission to use the "Powell" system, so that the timber can be treated right on the spot when once the plant and machinery required are laid down, and that the cost of this plant is not at all large, whilst the cost of treating the wood compares very favorably wih any existing process.

Timber Preserving Experiments.

The U. S. Bureau of Forestry has recently signed an agreement to make extensive timber seasoning tests in two Western States, in co-operation with two telegraph and telephone companies. Experimental stations will be located at Marinette, Wis., and Escanaba, Mich.; and probably a third station will be established at Ashland, Wis. The expense of the experiments will be borne jointly by the Bureau and the companies. Cedar and tamarack telephone and telegraph poles will be furnished by the State of Wisconsin free of cost, and two railroad companies have agreed to haul them to the experiment stations without charge for freight.

The object of the experiments is to determine how many years can be added to the life of each pole by proper seasoning. Since millions upon millions of poles are used along telegraph and telephone lines, even one year's extra service for each pole will amount to a tremendous saving in expense. Unseasoned cedar poles last from twelve to fifteen years. Seasoning experiments have shown how to increase this time by three or four years, and it is now expected to improve on this increase. Past methods of seasoning have effected a drying weight of the poles. The better seasoned the poles, the less chance there is for decay, which is promoted by moisture.

Such experiments are of large importance not only to telegraph and telephone companies, but to all users of heavy timbers which come in contact with the ground, at which line decay gets in its most deadly work. It is believed that still greater economies can be secured by the use of proper methods of preservative treatment. The latter is a subject which the Bureau of Forestry has for some time been investigating, as set forth in its bulletin No. 41, "Seasoning of Timber," and other publications. Further bulletins dealing with different aspects of the same problem will be issued later.

RISING FROM THE ASHES.

Since the fire which destroyed the Kamloops mill, owned by the Kamloops Lumber Co., some few weeks ago, negotiations have been going on between the Lumber Co. and the City Council of Kamloops towards the securing of a site for the erection of a modern mill to replace the old one. These negotiations resulted in the city securing for the Company the foreshore rights owned by the Shuswap Milling Co., which will allow ample facilities for the better handling of logs as they come down the river, while the site for the new mill is on the south side of the C. P. R. track about 100 yards west of the old refuse conveyor. The logs in the river will be conveyed to the north end of the mill building, a distance of 250 feet, by a jack-ladder, placed in a sub-way under the railway tracks.

The mill will in every respect be new, and will be fully equipped with all the most modern labor-saving appliances. It is estimated that the plans and equipment will involve an expenditure of $75,000. The capacity of the mill running full time will be 20,000,000 annually.

According to Mr. C. E. Kendall, the Company's constructing millwright, the mill building is to be 136x30 feet; the planer shed 60x60 feet and the boiler house 36x50 feet. The Waterous Engine Co., of Brantford, will supply the machinery, consisting of a double cutting band-saw, steam roller, steam nigger, automatic lumber transfers and a slash table. This last is a recent device, having 16 saws for cutting edgings automatically into 16 inch lengths. Two 125 H. P. engines drive all the machinery in the main building and the planer shed. In the latter will be installed a heavy planer, a moulding sticker, a lightning fast-feed flooring machine and a re-saw. The steam power is to be furnished from a battery of three 125 H. P. boilers. The saw and planing mills will be equipped with refuse conveyors and blowers.

The commencement of the laying of the foundation was made a public function by the Aldermanic Board of Kamloops on Thursday, 3rd inst.

ANNUAL MEETING.

The Directors of the East Kootenay Lumber Company held their annual meeting last month and elected officers as follows:

A. Leitch, President and Managing Director.

A. Moffat, Secretary-Treasurer.

The Directors for the ensuing year are: J. Miles, Portage la Prairie; J. Mundie, Montreal; T. Moffat, Cardston; George and A. K. Leitch, Cranbrook. Messrs. Moffat, Mundie and Miles were at the meeting and made a visit to the plants of the Company at Jaffray and Ryan before returning east.

TIMBER DUES.

The Provincial Government, through its Inspectors, has been taking stringent means towards the collection of timber dues, and some of these mill men who overlooked the necessity of making regular returns have had unpleasant reminders within the past few weeks by personal visitations of the Sheriff.

Provincial Information

The Fernie Lumber Co's. mill has been closed down for the season.

A saw mill plant has been added to the shingle mill a mile south of Morrissey.

A. G. McKay is moving his saw mill at Poplar Creek to East Kootenay, near Fernie.

The British Barque, Poltalloch, has arrived at Chemamus to load lumber for Melborune.

The Elk Lumber Co. has bought over 500 tons of machinery in St. Paul for the new mill near Fernie.

The Fernie Lumber Company's cut during the past season is given at about seven million feet of lumber.

The Kamloops Lumber Co. is shipping a car and a half a day to the Territories from its mill at Enderby.

Mr. Ernest Harrop, the pioneer millman of Poplar, speaks very enthusiastically of the prospects of his section.

Mr. George Hooper has retired from the firm of Hooper Bros., lumbermen and saw mill owners at Duncans, B. C.

The Columbia River Lumber Company's mills at Beaver closed down this month for the season and the men have been paid off.

Lennon & Gonnoson, of Victoria, B. C., are making heavy and regular shipments from this mill and factory to the Northwest.

Mr. Robert Gaw, of Grand Forks, B. C., is erecting a planing mill and factory in connection with his lumber yard at that point.

The Fernie City Council contemplate installing a water works system and will draw their supply from Fairy Creek a distance of about three miles from Fernie.

Pearson & Jewett give the costomary notice of their intention to remove obstructions from Sand and McBayne Creeks, in East Kootenay, to make said creeks available for driving.

A boom containing over 600,000 feet of the finest spruce was brought to Vancouver a few weeks ago from the Port Renfrew's camps on Vancouver Island, for use in Vancouver mills.

The Marysville Lumber Company, in which Messrs. Wallace and Manahan, of Fernie, were the largest stockholders, has been sold to Otis Staples, together with all the limits, plant and land.

Messrs. Wm. Long and Silver, of Peachland, B. C., are erecting a saw mill at that place with a capacity of 25,000 per day. The Waterous Engine Co., of Brantford, is supplying the machinery.

Fire did considerable damage to the sash and door factory of McMillan & Pound, of Sandon, B. C., last week, when a large quantity of goods and machinery was destroyed. There was no insurance.

Savonas, on the main line of the C. P. R., at the western end of the Shuswap lakes, is said to offer ideal mill sites, and several prospective mill men have been looking into its possible advantages within the past few weeks.

The McNab Lumber Company will move their mill from Mayook to Fort Steele Junction for the purpose of cutting up a quantity of timber through which a fire ran this summer. The mill will be moved some time next month.

Messrs. Proctor and McDougall, of the Fernie Lumber Co. of Fernie, have opened a lumber yard

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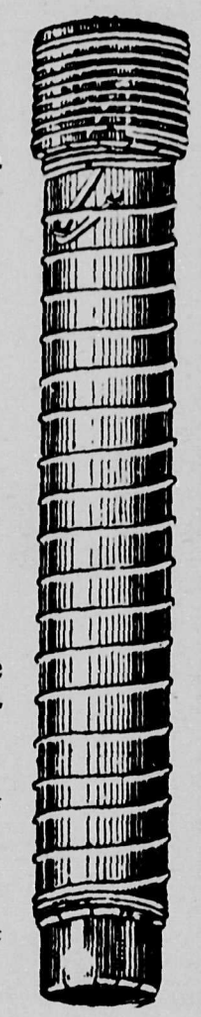

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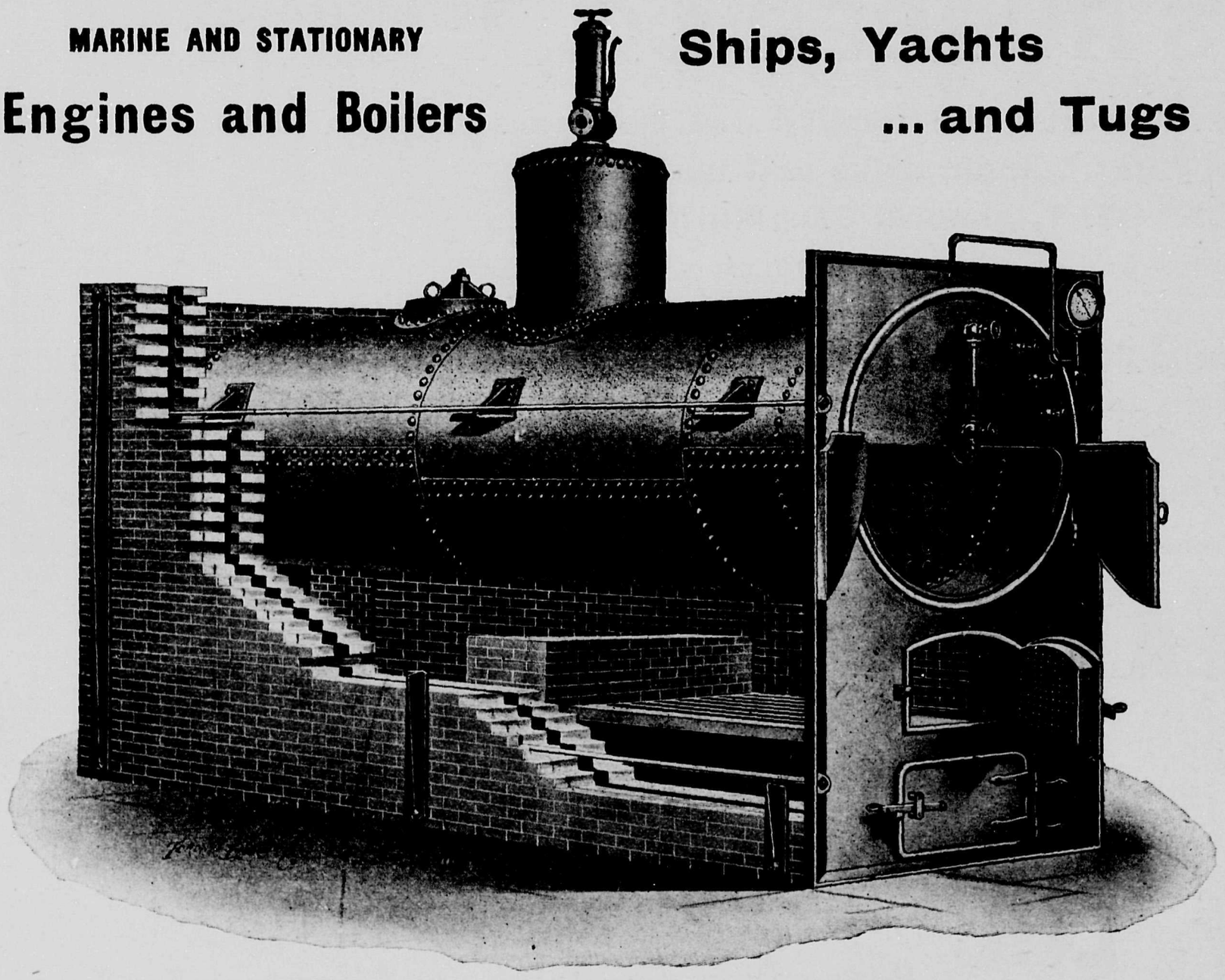

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GANG SAWED LUMBER A SPECIALTY

at Calgary and will establish a planing mill and factory there. The yard and factory will be under the supervision of Mr. W. McKinnon.

Messrs. Grant & Mounce, of Cumberland, have lately placed a saw dust fan in their mill, so that the planer and moulding machine will be kept automatically clear of dust. The plant is manufactured by the Globe Engineering Co., S. F.

Mr. Peter Lund, Manager of the Crow's Nest Pass Lumber Co., evidently pins his faith to South-East Kootenay. He is advertising for sale or exchange his residence in Spokane, for farm lands, timber lands or city property in East Kootenay.

Messrs. Bryden & Gordon, whose portable mill was destroyed by fire, have decided to erect a mill of 25,000 capacity at Salmon Arm, on the Salmon river. They are securing the latest type of machinery through Mr. H. B. Gilmour, of the Waterous Engine Co.

Possibly in view of the commencement next spring of railway construction in East Kootenay, it is reported that there is very great activity in the lumber camp adjacent to Lake Windermere, and that a great deal of good work will be done during the winter.

The mill at Quatsino, west coast of Vancouver Island, has closed down for the winter. This mill has made a name for itself in the excellent quality of spruce which it has turned out this summer. A large quantity of its product has found its way to the Northwest.

Mr. D. V. Mott, since selling out his lumber interests in and adjacent to Fernie, has recently returned from an extended trip East, and has again established himself in Fernie. He has opened up a general agency office, with lands, loans, timber limits, insurance, etc.

A syndicate owning extensive limits on Evans Creek, six miles from Slocan, are getting their plans in shape for the erection of a milling plant at the mouth of that creek. It is their intention to have their mill up and to be manufacturing lumber and shingles by next April.

A big gang of men is busily employed in the erection of the new mill being built at Kamloops for the Kamloops Lumber Co. Mr. J. C. Shields, the local Manager for the Company, reports that construction and equipment will be rushed so as to enable the Company to commence operations early next April.

Invitation have been issued for the marriage of Miss Caroline Bertha Moss and Mr. W. F. Gurd, the popular Secretary of the Mountain Lumber Manufacturers Association. The wedding will take place on the 30th inst. at Christ Church, Cranbrook.

The proposed electric tramway to run between Chilliwack and New Westminster is now almost sure to become an accomplished fact. A meeting of the principal land owners of the Chilliwack and adjoining municipalities was held last week and the undertakings of the Company were unanimously endorsed.

The St. Mary's River Saw mill, located at Marysville, was totally destroyed by fire last month. The loss is estimated at $3,000, on which there was $2,000 insurance. The mill was formerly owned by the Laurie Lumber Company, and was bought out by several parties and the name of the Company changed.

According to the Kamloops "Standard" Mr. E. F. Ferris, of Traverse City, Mich., and associates, will shortly erect a modern lumber mill on the Shuswap lake between Kamloops and Savonas. The syndicate, represented by Mr. Ferris, has taken up some 10,000 acres of timber land on the North Thompson and recently despatched a survey party and cruiser to the limits.

Late reports announce that a large cargo shipping mill will be erected in the near future upon Clayoquot Sound, on the west coast of Vancouver Island. Washington capital is said to be backing the proposition. Limits have been acquired in the vicinity of Kennedy Lake. Mr. W. C. Schultz is in charge of the preparatory work. A large amount of money will be spent on the preliminary work, surveys, etc.

Though the building season is about over in Manitoba and the Northwest Territories, says the "Colonist," there is still a considerable demand for lumber from that section and shipments are constantly going forward from the local mills. The Sawyard Company has in hand a large share of this business, taking full advantage of the excellent facilities which now exist to ship in carload lots. It is anticipated that the business thus being built up between island mills and the Northwest will assume enormous dimensions.

The Cranbrook Sash & Door Factory, of which Mr. C. A. Gaskill was manager, has been sold to Messrs. H. A. McCowan, Albert Slater, A. S. Nicholson, J. H. Spence and William Slater. The business will be carried on under the firm name of the Cranbrook Sash & Door Co., Ltd. The partners in the old concern have formed another Company under the name of the Kimberley Milling and Manufacturing Co., Ltd. and will engage in the saw mill business at Kimberley, B. C., about the first of the year.

The logging operations of the new Elk River Lumber Co. are under the superintendence of F. G. Waters, who has had many years' experience in Michigan forests. Mr. Waters states that the timber tributary to this camp would cut about eighteen million feet. This timber is all to be taken to the mill on sleighs. A large camp will be established six miles up Elk River, where the large bulk of each season's demand will be cut and floated down the river. During the time each year that this timber is not available the mill will draw on the reserve.

J. A. Magee, of Revelstoke, has been receiving congratulations from his friends, says the "Kootenay Mail," on having put through another large timber deal, having sold to Messrs. McGoldrick and Lammers the timber limits on Adams River in which he was interested with Messrs. Kinman and J. B. McKenzie. The transaction is an important one, in that it involves large considerations and means the opening up of a virgin field for lumbering. Messrs. McGoldrick and Lammers have evidently great faith in the future of the lumber industry in this Province, as they also hold extensive limits on the Duncan River and intend putting in a large saw mill at Nelson to handle the lumber from these limits. The purchase on Adams River embraces 43 miles of timber, thus establishing another industry in that section.

It is reported that a Company to be known as the Mundy Lumber Co., of Bradford, Tenn., will build and operate a mill at Three Valley Lake, in the Eagle Pass, 15 miles from Revelstoke, on the main line of the C. P. R. Mr. Mundy, of Bradford, is President of the Company, and will visit the district shortly to complete all arrangements for building the mill and installing the plant. E. R. Schoonmaker, the Manager, is getting a gang of men at work clearing out Three Valley Creek in readiness for floating logs, and will start next week the erection of a logging camp on that creek. The Company will later put in a logging railway to handle the logs towards the Spallumcheen and Mabel Lake. Mr. S. A. Mundy and other gentlemen associated with him spent several weeks in the Province last spring looking into the conditions of the timber trade. Mr. Mundy advised us that his Company owned some very valuable timber limits and that the natural facilities for getting logs to the mill on Three Valley Lake are excellent.

Vancouver & Vicinity

The ship "Guerveur" is chartered to load lumber at Chemainus.

Vancouver building permits issued for the month of October totalled $120,620.

Mr. Robert Grant, of Grant & Mounce, Cumberland, was a visitor to the city last week.

Messrs. Woods and Spicer have closed down their shingle mill till the beginning of the coming year.

Mr. J. Genelle, manager of the Yale-Columbia Lumber Co., of Nakusp, is visiting Vancouver on business.

W. H. Cushing, of Cushing Bros., lumber manufacturers of Calgary and Edmonton, is a visitor to Vancouver.

Mr. J. C. Shields, manager of the Kamloops Lumber Co., of Kamloops, spent several days in Vancouver this month.

J. F. Cook, manager of the Abbotsford Lumber Co., spent a few days in Vancouver this month, en route to the St. Louis Fair.

Two loggers named Angus McLeod and Wade Johnson were drowned in Johnstone Straits this month by the capsizing of their boat.

The Schaake Machine Works, of New Westminster, is constructing some special machinery for the Nanaimo Sawmill, owned by Mr. Andrew Haslam.

The new brick boiler house of the Royal City Planing Mills at New Westminster which has been under way for some time, is now completed and in use.

The local sawmill at Sardis, B. C., has recently been purchased by Mr. Jacob Zink, and the demand for the product of the mill is keeping the new owner busy.

Mr. E. C. Mahoney, manager of the Royal City Planing Mills branch of the B. C. T. & T. Co., recently received a British patent on his "ready made" house

The A. J. Burton Saw Works, Ltd., of this city, report a generous response to the call for the sale of an extra issue of stock. The major portion of this issue has been subscribed for locally.

Mr. George W. Campbell has resigned from the managership of the Vancouver branch of the Rat Portage Lumber Co., and has been succeeded by Mr. J. F. McRae, late of the Harrison River branch of the same company.

A. B. Cowan, president of Cowan & Co., manufacturers of wood working machinery of Galt, Ont., is visiting the Coast in the interests of the firm. He reports business conditions in Manitoba and the Territories as very prosperous.

The Naval Store Department at Esquimalt was calling for tenders for the lumber requirements of the naval yard for 1905. The quantity was not very large, being roughly 30,000 feet, consisting of fir, spruce, cedar and California red wood.

The Small & Bucklin Lumber Co., Ltd, are making the usual application to the Lieutenant-Governor-in-Council for permission to make improvements in Upper Pitt River for the purpose of rendering same navigable for the driving and rafting of logs.

A logger named Fred Hume was brought into Vancouver early this month from one of the upcoast logging camps suffering from paralysis.

The B. C. Mills, Timber & Trading Co., report the following vessels to arrive at their mill to load lumber:

Ger. Barque "Pallas. Am. Schr. "Balboa." Br. Barque "County of Dumfries." Nor. Ship "Nordstjernen." Br. Ship "Nelson."

H. O'Connor, of Winnipeg, lumber inspector for the C. P. R., is a guest at the Hotel Vancouver. It was among Mr. O'Connor's duties to see that retailers in the Northwest complied with the lumber price schedule arranged by the railway company last spring.

The Gutta Percha and Rubber Manufacturing Co., of Toronto, Ltd., are establishing a branch of their business in Vancouver on Hastings street west, No. 160, where they intend carrying full lines of their famous rubber belting. Mr. A. G. McKenny will be in charge.

The Cascade Lumber Co., of this city, operating a shingle mill on False Creek, has recently been purchased by Mr. W. L. Tait, of Vancouver. The mill has been closed for some time and it is not likely operations will be resumed until market conditions improve.

The Vancouver Lumber Co., of Vancouver, have just completed a new office building on their premises, which will be one of the best equipped in the city. The company have very materially increased their yard room and are now carrying large stocks of all grades of lumber.

Messrs. J. P. McGoldrick and G. A. Lammers, of Minnesota, accompanied by their wives, have been making a tour of B. C. and Sound cities this month. These gentleman have become identified with some of the most extensive lumbering interests in the interior of the Province.

Messrs. Letson & Burpee, of Vancouver, are building a new foundry in the rear of their present premises. They are also extending their machine shop 52 feet and placing in a new 72 inch "Brake Lathe," which will take 23 feet between centres. Mr. F. W. Burpee, general manager, returned on the 21st inst. from a business trip to San Francisco.

Mr. W. Flumerfelt, late of the Schaake Machine Works, of New Westminster, is erecting a cedar mill at Tynehead, near New Westminster, with a capacity of 10,000 feet per day, which he expects will be in operation early next month. The Schaake Machine Works is making machinery of special design for this mill.

The death occurred on the 2nd instant of Mr. Herbert Wilkinson at his residence,, 1825 Powell street. His demise was due to a severe attack of typhoid fever, he having only been ill for a short time. The deceased was secretary of the A. J. Burton Saw Works, and had resided in the city for the last two years. He leaves a widow and young son to mourn his death.

Mr. John Urquhart, late of the Urquhart Mill, Vancouver, returned to his former home at Courtnay, B. C. It is reported that he will start a saw mill on his old site at Courtnay. Mr. Urquhart and associates recently sold their mill, known as the Vancouver Lumber Co., Ltd., to Messrs. Clarke & Tucker, of Texas, U. S.

The local business in Vancouver, in as far as the British Columbia Lumber & Shingle Manufacturers' Association is concerned, is in much the same condition as when we last reported it. There seems to be no immediate prospect of the manufacturers coming together towards settling their individual grievances, with the result that the market is getting the benefit of their differences.

Mr. N. Humphreys and party of Vancouver have left for Alberni, where they will survey hemlock claims for the Fraser River Tanning Co., of New Westminster, in the neighborhood of the Alberni canal and Nahmint river. The company has obtained the privilege from the Provincial Government to take up a certain acreage of hemlock lands, and is now engaged in locating its holdings.

The Brackman-Ker Milling Co. have purchased property in New Westminster, and are about to erect there a grain elevator of large capacity and thoroughly modern in its facilities for handling and storage. There is already railway connection with this property by means of a sidetrack, and with a wharf on the river there will be the best possible facilities for receiving and shipping the gran.

Logging conditions are assuming a more favorable tone, but there is still sufficient logs in the water to supply present demand. It has been reported that there was a considerable rise in price and that the present available supply was only 10,000,000 feet. Investigation shows that there is over three times that amount and that the ruling prices, royalty paid, for flooring logs $7.50; merchantable, $6.00, and rough, $4.00 per 1,000 feet.

The Hazelmere Lumber Company's dry kiln was totally destroyed by fire on the 6th inst., together with a stock of shingles worth $2,000. There was no insurance on the stock, but the kilns were covered to the extent of $1,500. The fire was of incendiary origin, as two previous attempts had been made to wreck the plant, though unsuccessfully. The owner, Mr. E. A. Wright, has had considerable trouble with the labor unions and to them he attributes the loss of his mill. He will not rebuild.

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

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

We ship mixed car lots

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

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

LOWEST WHOLESALE PRICES

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

Date.	Name and Rig.	Tons.	Destination.	Feet.	Value.
Jan. 17	French ship Andre Theodore	1875	Cardiff, U. K.	1,584,227	$22,500 00
17	British ship Eskasoni	1715	Sydney, N. S. W.	1,430,308	19,950 00
27	German ship Chile	2054	Callao	1,806,123	21,790 00
29	British steamer Peleus	4800	Kobe, Japan	28,070	1,010 00
Feb. 5	British steamer Aorangi	2782	Sydney	120,857	3,818 00
6	British steamer Tydeus	4800	Japan	196,941	4,704 00
Mar. 14	German ship Adolph	1651	Iquique	1,369,442	14,560 00
23	British bark Linlithgowshire	1357	Freemantle	1,125,789	11,031 00
4	British steamer Miowera	1888	Suva, Fiji	44,029	870 00
14	British steamer Ping Suey	4150	Kobe, Japan	119,638	1,400 00
31	British steamer Moana	2414	Suva, Fiji	35,638	642 00
Apr. 8	British ship Agamemnon		Hongkong	128,588	1,575 00
18	British bg. Sussex	1212	Sunderland, Eng.	1,009,440	12,283 00
28	British ship Belford	1771	Sydney, N. S. W.	1,621,165	16,087 00
29	British steamship Aorangi		Suva, Fiji	40,841	990 00
30	British steamship Ningchow		Kobe, Japan	42,075	841 00
30	British steamship Ningchow		Hongkong	153,700	1,817 00
May 3	Am. schooner Lottie Bennett	496	Junin, Chile	644,396	6,710 00
7	Am. schooner Americana	839	Osaka, Japan	1,023,654	15,465 00
27	British steamer Miowera		Suva, Fiji	25,100	274 00
31	British steamer Hyson		Devonport, England	168,017	10,000 00
31	British steamer Hyson		Hongkong	26,624	332 00
31	British steamer Hyson		Nagasaki	70,080	1,380 00
June 24	British ship Manuka		Suva, Fiji	30,716	474 00
24	British ship Calchas		Hongkong	29,361	367 00
27	British ship Tartar		Yokohama	21,386	626 00
30	British ship County of Kinross	1555	Havre and Calais, France	1,308,662	25,600 00
July 20	British barque Donna Francesca	2163	Callao, Peru	1,700,358	19,815 00
20	British str. Aorangi		Suva, Fiji	37,935	695 00
22	British str. Stentor		Kobe, Japan	58,907	1,178 00
22	British str. Stentor		Hongkong	28,740	359 00
22	British str. Stentor		Hamburg, Germany	124,812	3,426 00
Aug. 13	British bark Hawthornbank	1288	Iquique, Chile	1,134,100	11,000 00
18	British steamer Oanfa		Nagasaki, Japan	308,475	5,537 00
19	British steamer Miowera		Suva, Fiji	23,065	403 00
Sep. 16	British steamer Manuka		Suva, Fiji	20,045	395 00
24	British ship Inverness		Yokohama	242,174	2,785 00
Oct. 8	British Barque Harold	1299	East London	1,096,348	9115
Oct. 18	British Ship Halewood	2100	Callao, Peru	1,737,472	17400
Oct. 14	British Ship Aorangi		Suva, Fiji	36,662	470
Oct. 14	British Ship Aorangi		Dunedin, N. Z.		110

FOREIGN LUMBER SHIPMENTS FROM CHEMAINUS.

Date.	Name and Rig.	Tons.	Destination.	Feet.	Value.
Jan. 26	German bark Hydra	742	Antofagasta	573,718	$ 6,682 00
Feb. 13	Chilian bark Admiral Tegethoff	892	Antofagasta	709,901	8,259 00
11	British ship Khyber	1927	Freemantle	1,665,319	19,275 00
Mar. 7	British steamer Longships	2843	Shanghai	1,143,785	13,687 00
22	American bktn. James Johnson	992	Shanghai	1,233,870	15,920 00
May 14	British barque Procyon	1995	Iquique	1,819,949	20,582 00
May 30	American bktn. T. P. Emigh	923	Melbourne	1,204,485	12,795 00
Aug. 13	German ship Schurbek	2266	Antofagasta	802,228	8,575 00
28	Chilian bark Antofagasta	1016	Germany	2,081,564	41,045 00
Sep. 24	British ship Olivebank	2647	Cape Town	2,517,154	24,781 00
Oct. 20	Bk. Ad Tegetthoff	893	Sydney	1,000,823	10951
Oct. 22.	Sc. W. H. Talbot	743	Antogafasta	716fi104	7984

SADLER & HAWORTH

LEATHER BELTING

"AMPHIBIA" Waterproof Leather Belting.
"CROWN BRAND" Tanned Lace Leather. .
ASK FOR PRICES AND SAMPLES.

Montreal, Toronto.

FRANK DARLING

Selling Agent

MOLSONS BANK CHAMBERS,

VANCOUVER, B. C.

SPEAK FOR THEMSELVES.

If the lumber supply of the Northwest, British Columbia's legitimate market, is seriously affected by the dumping of American lumber, there is some consolation in the fact that shingle manufacturers of Vancouver and Victoria have an almost undisputed market for their product in the Eastern States, and those who have been fortunate in getting hold of this trade will be interested in the following extracts:

"Perhaps no one could ever find the man who is responsible for starting the statement that the shingles manufactured in British Columbia are better than those manufactured in Washington. However, the statemnet has been published broadcast and various reasons are assigned why this is so. One American lumber journal ascribes the superiority of the British Columbia shingle to the fact that Japanese are employed there and that none are employed in Washington. This theory is disputed. In a recent issue of the Canada Lumberman, published in Toronto, appears a letter from E. H. Newton, of Vancouver. He advances the theory that the saws in the Washington mills are crowded too hard; he accuses the American of wanting too many shingles for the capacity of his mill, and alleges, on the other hand, that the shingle manufacturer of British Columbia desires quality, not quantity. He is the manager of the largest shingle mill in the world, which turns out a million shingles daily and employs none but white sawyers. There are many reasons why some shingles are manufactured below grade, but while many shingles are badly manufactured in Washington, there are many good ones. Again, the manufacturer is not altogether to blame, and there have been instances where the wholesale man has stipulated that thin shingles should be manufactured for his trade, and the mill men followed these instructions. Ever since shingles were manufactured on this Coast there has been a regular criticism, much of which came from the buyers and practically none from the consumers. If any man wants a good shingle he can buy it in Washington as well as in British Columbia, but the facts are that the buyer is more liable to look for price than quality and afterwards kick at the quality. The average grade of cedar shingles manufactured in Washington is much higher than it has been in the past. The shingle trade of Washington has grown from year to year, in spite of carping and criticising. There are some people who like to buy an imported article and the British Columbia shingles no doubt find a market on this side often through that desire. The majority of shingles shipped into the United States from British Columbia are marketed in the Atlantic Coast States; only a few penetrate the territory in which the bulk of Washington shingles are sold. This item is not written in defense of the poor shingle manufacturer, but to offset the reiterated statement which has become so widely known, that the British Columbia shingles are far superior to the shingles of Washington."—West Coast Lumberman.

"Mr. H. S. Stine, representing the firm of Barnes & Mauk, of Toledo, Ohio, who has left for the East after investigating and studying the manufacture of shingles in British Columbia, contracted with two mills for their output during the next year, and also purchased a lot of shingles for immediate delivery. It has long been recognized that British Columbia shingles were a better article than those manufactured in Washington and Oregon, though the American millmen are loath to believe it. The fact, though, is demonstrated not only by this purchase but by others which are constantly taking place. And this, too, in spite of the heavy duty imposed upon shingles entering the United States from Canada.

Mr. Stine says the mills here have very much better timber to work with, and while after investigating the matter he will not acknowledge that he sawing is better than on the American side, he states the packing is much superior."—News-Advertiser.

INDUSTRIAL DEVELOPMENT

The coming year promises to be a busy one in industrial circles in New Westminster, says the "Columbian." Three or more large manufacturing plants will be erected.

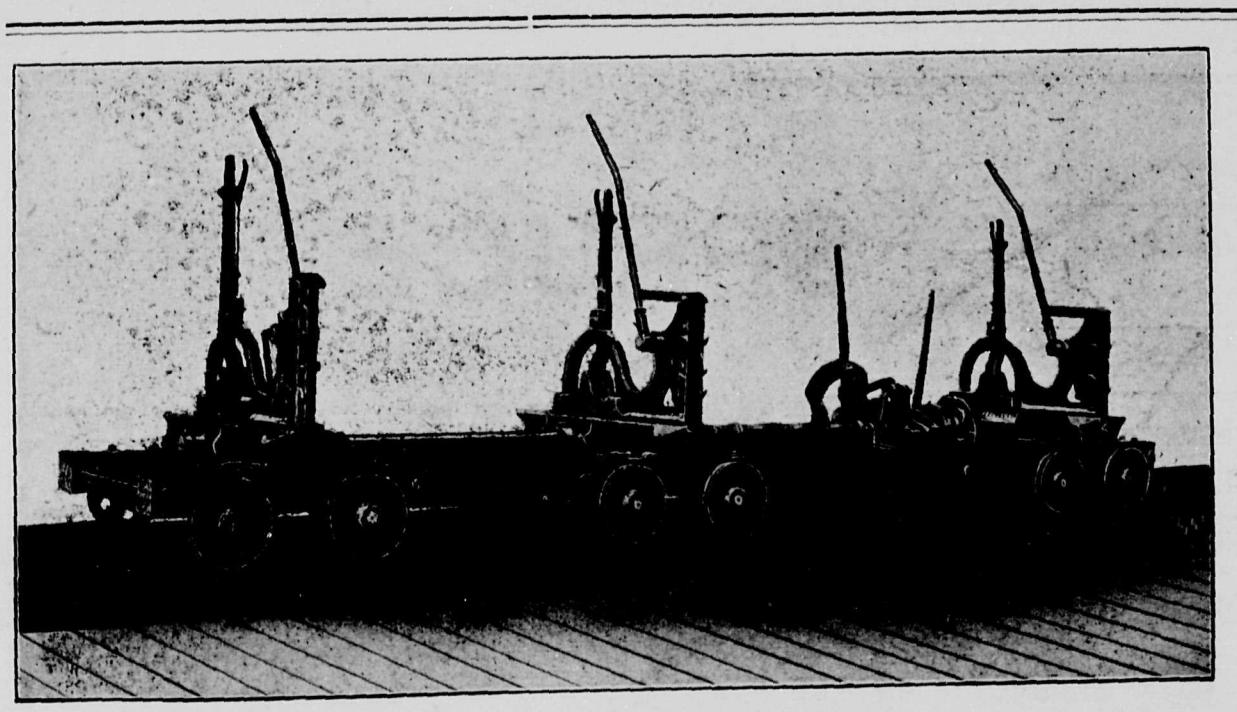
The Fraser River Tannery Company, which was incorporated some time ago, secured a site for the proposed large hide-curing plant at South Westminster on Saturday, and it is expected that it will be ready for operation in a few months. Local and eastern capital is interested in the undertaking.

Messrs. Small & Bucklin, a saw mill firm formerly of Ithaca, N. Y., is now located in New Westminster, and negotiations are under way for the purchase of a mill site in the city, and work will be started on the erection of a large saw and planing mill.

A third industrial plant to be erected is a large grain elevator and dock for the Brackman-Ker Milling Company in connection with its rolling-mills on Front Street. The vacant lot between the mills and the old woollen factory to the west has been purchased as a site for the elevator, while the two water lots in front have been leased and the dock will be erected on them.

The large distillery being put up at Sapperton by the British Columbia Distillery Company is fast nearing completion, and will be in operation in the early part of the new year. Four brick buildings and a frame building, all of large dimensions, have been erected, and the industry covers an extensive site. The brick chimney which has been erected in connection with the distillery is the highest on the Coast.

The new buildings in Calgary this year will amount to $1,000,000.



NO. 2 SAW CARRIAGE

The E. Long Manufacturing Co.,
ORILLIA, ONTARIO

THESE SAW CARRIAGES ARE MADE OF CAST STEEL, AND OPEN 36 TO 54 IN. FROM SAW.

WE BUILD
Double Edger, Steam Feeds, Log Jacks, Live Rolls, Trimmers, Slab Slashers, Steam Niggers.

COMPLETE LINE OF
SAW AND SHINGLE MILL MACHINES

WRITE FOR CATALOGUE AND PRICES

RAILROAD TIES.

The manner in which railroad ties have hitherto been made has been determined largely by the ease and rapidity with which they could be cut. They have been obtained from trees of all diameters from nine inches upward, the most serviceable portions of live straight trees being selected. The U. S. Bureau of Forestry has for some time been making studies and experiments designed to prevent the exhaustion of the timbers from which ties are made.

The latest results of these investigations, as stated by Dr. Hermann von Schrenk, make it appear that a trapezoidal or modified half round tie, with a base of ten to twelve inches and a top bearing surface of six inches, distributes the weight of moving train loads upon the roadbed as effectively as a rectangular tie ten to twelve inches broad. The half round tie is good for the lumberman because in numerous instances two ties of this form can be made from a log which would furnish but one rectangular tie. In other cases material for several boards is saved where a rectangular tie would have taken the entire log. This form is beneficial to the forest, since it encourages the cutting of large trees and the saving of small ones until they reach more valuable size and permits the utilization of much timber from the tops, hitherto left in the woods. The half round tie is advantageous from a mechanical standpoint also because it gives greater bearing surface per mile and a correspondingly more stable track than rectangular ties. This tie form is therefore advocated by the Bureau of Forestry as economical of timber, conservative of the lumber supply and at the same time equally efficient with the forms in common use.

The commonest as well as the best tie material of the past and present in this country is white oak, which resists both wear and decay excellently and is subsequently cheaper in the long run than less expensive woods like beech, red oak or loblolly and lodge pole pine. But white oak, besides being one of our finest timber trees, is becoming high priced and, further, as railroad men know well, is becoming scarcer even faster than the advancing price would indicate.

With proper methods preservative treatment of the softer woods can be made entirely successful, and impregnation with creosote, zinc chloride or other antiseptic substances allows the use of many woods hitherto passed over as well as of sawed ties, sapwood and dead timber. Preservative treatment can make a beech or red oak or pine tie outlast a white oak tie. But the wearing away of the softer fibers of these woods under the rail and around the spike raises a new set of problems.

In driving a spike into a white oak tie the strong and elastic fiber of the wood is bent downward, maintaining a close contact, so that powerful resistance is offered to its withdrawal. When driven into such woods as hemlock and western yellow, lodge pole, loblolly or short leaf pine, the fibers of the wood are crushed and broken. As a result the spikes must soon be driven in a new place, and this constant respiking rapidly ruins the tie.

The solution of this difficulty is achieved by the use of a screw spike. In the soft woods screw spikes will resist nearly three times as great a strain as nail spikes. If inserted in a screw dowel of hard wood the power of the screw spike is still greater.

FAVORS A WATER ROUTE.

The Consolidated Lumber and Shingle Company, of Bellingham, has undertaken, says the "West Coast Trade," an experiment in the shingle shipping trade that may result in relieving the situation as regards transportation facilities. The company has arranged for the shipment of 1,500,000 shingles to New York on one of the lines of the American-Hawaiian Steamship Company. The consignment will amount to about ten carloads, and if the results prove satisfactory the shipment may be followed by the development of water transportation upon a considerable scale. While the time consumed in delivery is about twice as long, the cost is considerably less, and according to the "Reveille" another advantage will be secured in that it will greatly lessen the cost of manufacturing by doing away with dry kilns. The drying of shingles is a process that has always been deplored by buyers, as it greatly lessens the life of the shingle. This process would not be necessary if shipment is made by water, as the weight would have no effect on the cost of transportation. The result of the test will be waited for with much interest by the many shingle manufacturers of the State, knowing as they do that if success attends the venture it will mean that the shingle mills of the State may continue running during the entire year, as shipments may be made by water as well during the winter months as during the summer. This is not the case when shipping by rail, as when the Great Lakes are closed during the winter the additional cost of transportation east by rail is so high that few mills can afford to pay the rates.

TIMBER LICENSES ISSUED.

For the month of October there were 149 timber licenses issued, 38 were new licenses and 111 renewals. These are thus apportioned to the several districts:

N. W. District	14
Sayward District	3
West Kootenay District	3
West Kootenay District	31
East Kootenay District	30
N. E. Kootenay District	5
S. E. Kootenay District	7
Canoe River District	1
Nanaimo District	4
Coast District	44
French Creek District	10
Total	149

VANCOUVER LUMBER COMPANY, LIMITED

MANUFACTURERS OF ALL KINDS OF

Rough and Dressed Lumber

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

FIR

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

SPRUCE

CEDAR

Good Material — Reasonable Prices — Prompt Service

HEMLOCK

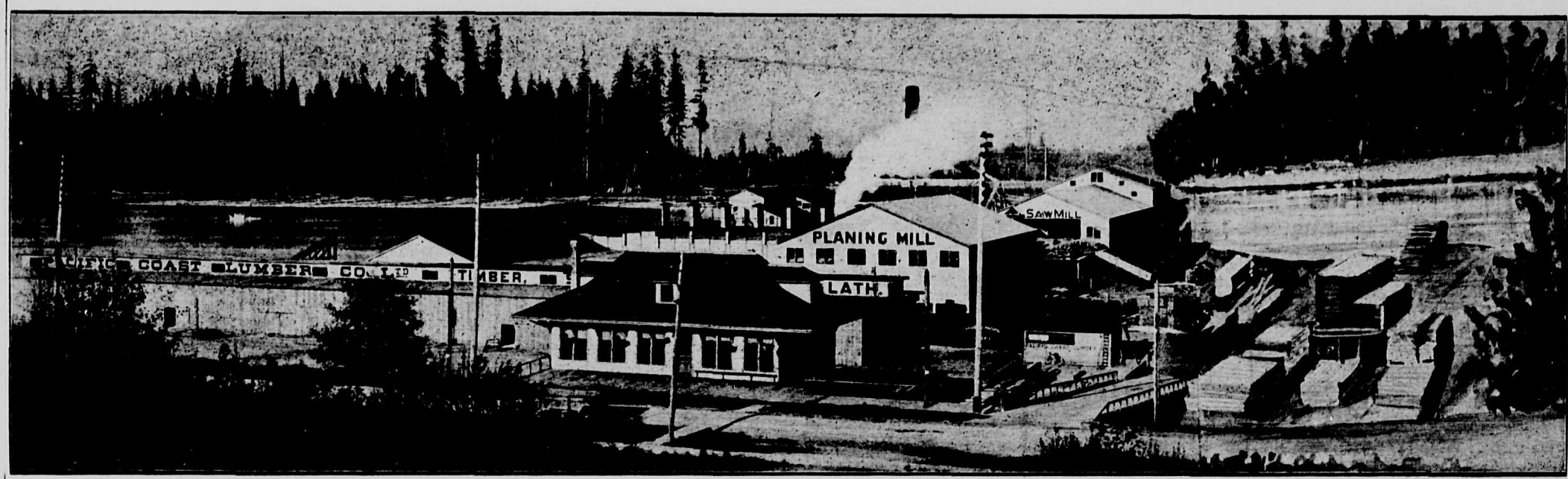
EQUAL FACILITIES FOR SHIPPING BY WATER OR RAIL

W. J. SHEPPARD, Waubaushene, Ont., President

J. G. SCOTT, Vancouver, B. C., General Manager

Pacific Coast Lumber Company, Ltd.

VANCOUVER, B. C.



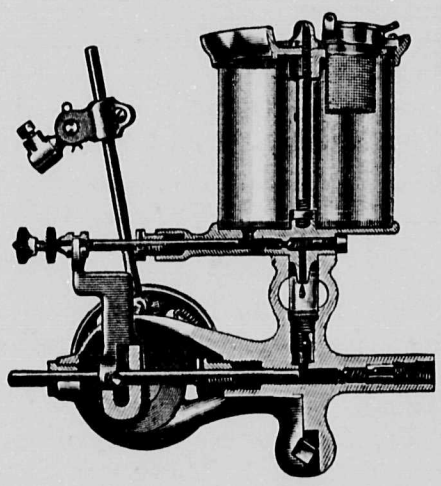
—— MANUFACTURERS OF ——

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

HIGH GRADE RED CEDAR SHINGLES

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

PACIFIC COAST LUMBER COMPANY, LIMITED



POSITIVE LUBRICATION

OBTAINED BY USING THE

Manzel Sight Feed Automatic Oil Pumps

Silent Ball Clutch Motion, equally sensitive at high or low speed. Equally effective at high or low pressures. Saves Oil because it does not waste it. Made Single, Double, Triple and Quadruple. . . . .

Bayfield & Archibald,

ENGINEERS,

Molsons Bank Building Vancouver, B. C.

THE CANADA METAL CO.

TORONTO, CANADA

ARE

BABBITT MEN

IMPERIAL, their highest grade, guaranteed

No equal for heavy machinery.

Lumber Dry Kilns ....

Operating by the NATURAL DRAFT MOIST AIR SYSTEM. . . . . .

Planing Mill Exhausters

For the removal of Refuse from Wood Working Machinery . . . . .

Steel Dry-Kiln Trucks

For piling Lumber of any Dimensions for Drying purposes . . . . . .

Our Planing Mill Fans are carried in Stock by The Fairbanks Co., of Vancouver, B. C.

FOR CATALOGUE AND FULL PARTICULARS WRITE

Sheldon & Sheldon

GALT, ONT., CANADA

INCORPORATIONS.

The Northern Power and Lumber Co., Ltd., incorporated on the 21st October, with a capital of $50,000, divided into 5000 shares of $10.00 each.

To acquire and take over all the property and business of the Northern Lumber Company, Ltd., of Atlin, B. C., and to acquire and take over all the property and business of the British Columbia Power and Manufacturing Co., Ltd., of Atlin, B. C. To carry on business of iron founders, machinists, engineers and manufacturers of machinery of all kinds. To manage the business of saw milling and logging and to erect mills for the purpose of manufacture of paper pulp and paper.

The Barclay Sound Cedar Co., Ltd., incorporated Nov. 5th, with a capital of $50,000, divided into 500 shares of $100 each. For the purpose of buying, acquiring, selling and getting out saw logs, shingle bolts, piles and all other kinds of timber and manufacturing such timber into all kinds and generally carrying on the business of lumber manufacturers and merchants in all its branches including sashes, doors, laths, shingles and all kinds of lumber.

The Windermere Lumber Co., Ltd., incorporated on the 3rd of November, with a capital of $20,000, divided into 20,000 shares of $1.00 each.

To carry on business in B. C. as timber merchants, saw mill proprietors and lumbermen in all or any of its branches.

Pilkington Bros., authorized and licensed to carry on business within the Province of British Columbia, capital £800,000 divided into 8,000 shares of £100 each. The head office of the company is situated in England and the head office in this Province in the City of Vancouver, with Arthur Granville Thynne as attorney for the company.

The objects for which the company has been established are: To acquire and take over as a going concern the businesses of manufacturers of plate sheet and other glass, dealers in glass, colliery properties and brick makers, carried on under the firm of Pilkington Bros, at St. Helens, in the County of Lancaster, and the assets and liabilities of the proprietors of those businesses in connection therewith.

AUSTRALIAN HARDWOODS.

During the past year there has been considerable investigation going on and experiments made as to the utility of Australian hardwoods, and these investigations have disclosed some facts that are of the greatest interest to this country, more especially of this Coast, which practically has to depend on the East for its supply of hardwoods, or the importation of such hardwoods as are procurable from Mexico, the Central American States and the Hawaiian Islands, and more recently from Japan, where there have been some shipments of oak. We, therefore, have watched these investigations with much interest, realizing the vast importance of this matter, especially to this Coast.

We have for many years been importing from Australia small quantities of "iron-bark," the botanical name of which is "Eucalyptus paniculata," but commonly known in this country as "Ironwood," on account of its extreme hardness and durability, this being principally used for protecting whalers cruising among the ice in the Arctic; but until recently no thought was given to the many other valuable timbers indigenous to Australia. It now develops that the Australian continent possesses vast forests, that are practically inexhaustible, of the finest kind of hardwood timber and of great variety, large quantities of which have been for some years exported to England and Germany, and more recently to South Africa, that exported to Germany being principally used for fine furniture, interior finishing, and railroad car and wagon building. England imports the varieties used for furniture and cabinet work, framework of railroad cars, heavy wagon and car building, and for railroad ties, some of the principal railroads using them extensively, they having proved most satisfactory in every way.

The exports to South Africa have been principally railroad ties, it having been demonstrated that the Australian hardwood ties are the only ones that will resist the ravages of the termite, or white ant, which destroys all other timbers tried in a very short time. One of the lumber merchants in Sydney (Alley Taylor & Co.) recently received an order for over one million of these ties, after a satisfactory test had been made of them. The timbers of which these ties are made are very hard and heavy, nearly double the weight of Oregon pine, and besides being proof against the ravages of insect life, are almost indestructible, having been in use in Australia for over thirty years without relaying and being now apparently in as good condition as when first laid.

There is also apparently a very large field for the Australian timber in the way of piles, one particular kind of this timber being proof against the attack of the much-dreaded teredo, which causes so much trouble on this Coast, necessitating our piles being subjected to various chemical processes, which are more or less successful and all of which are expensive. The Australian piles, besides being teredo-proof, are very much stronger than pine piles, and will undoubtedly be used extensively here in the near future, as we understand their cost delivered her is not much grater than that of pine creosoted.

There are also great possibilities along the line of lumber for the manufacture of railroad cars, street cars, heavy trucks, wagons and general work where oak, ash and hickory are now used, some of the Australian lumber being of a very similar nature, but heavier and stronger and consequently more durable. This has been satisfactorily demonstrated by the English car builders, who are now using large quantities of this lumber. Other kinds of this timber are especially adapted for bridge building and wharf building, being exceedingly strong and durable, instances being known of where bridges constructed of this timber have resisted the effect of time and decay for over forty years, the timber having grown harder by the lapse of time and not showing the least deterioration. It should prove almost invaluable to those interested in bridges, wharves and structures of a like character.

The Australian timber cut in suitable sized blocks is without a peer for street paving, making a perfect street. They have been in use in Australia for this purpose for twenty-five years, and they seem to be able to last an indefinite time, the average wear in Sydney, where there is the heaviest traffic, not exceeding one-eighth of an inch per year. They have been adopted in several of the largest cities in England and the Continent of Europe with the greatest of success, making a street free from noise, easily kept clean and very easy on horses and vehicles, making an ideal street.—Wood and Iron.

REFLECTS UPON CANADA.

What seems to have struck travellers from the Pacific Coast more than anything else this fall is the enormous losses the country has sustained through forest fires. The universal opinion is that the number of rangers is preposterously few. The fires this autumn are sufficient proof, and it would pay to increase the number by thousands, if necessary, in order to prevent a repetition of such disasters. Not only is there the danger to life and private property to be considered, but the miles and miles of standing timber which were destroyed were an asset not to be replaced in many years. And in addition to all this, it is no inconsiderable thing that all over the world, wherever tourists and travellers go, it is being said that Canadians are so careless that they allow vast areas of valuable timber to be burnt, as young children might permit their parents' best furniture to be used to swell the blaze of an autumn bonfire. Such negligence argues badly for the carelessness of Canadians, individually and collectively, in other matters of a business nature.—Winnipeg Commercial.

BLOCK VERSUS ASPHALT PAVEMENT.

It is not so very long ago that much difference of opinion existed upon the comparative merits of block and asphalt pavements—upon city streets. Municipal engineers considered this, however, a question to be settled by time alone, and it not only concerned the wearing qualities of the rival systems, but also of any unforseen incidentals which might crop up during these trial years. One very important point was that the horse thought about it. And in France it was found by actual statistics that for one horse injured upon the block system there were two and seven eights upon the asphalt—mainly through slipping. It was also noted that weather conditions did not affect the grip of the horse's feet upon the block pavement nearly as much as upon the asphalt. As the durability of the two systems much depended upon the quality of the asphalt and upon the density of the wood used, which also affected the cost to a considerable extent. In British Columbia our native fir makes most durable block pavement, and while its general adoption in preference to the use of asphalt not only encourages a home production, but prevents the introduction of such an inferior grade of materia,l lacking both durability and cohesivness as Paacific Coast asphalt.

B. C'S. RESOURCES.

Mr. D. R. Wilkie, general manager of the Imperial Bank, who has just returned to Toronto from the Pacific coast, speaking of his trip to a Family Herald & Weekly Star (Montreal) representative, said:

"British Columbia will outshine all the provinces in time, and is now running away from Ontario. What most impressed me regarding British Columbia is the fact that she is being neglected by the rest of the Dominion. Her natural products are in competition with those of the United States upon a free trade basis, yet upon everything British Columbia uses she has to pay duty. She is not properly recognized by the rest of the Dominion, and yet she is perhaps at present more prosperous than any of the other provinces, and, as I say, will beat them all in time. Her resources are simply enormous. Ontario, I fear, will have to take third or fourth place in a few years."

TO PRESS FOR DUTY.

Nelson, Nov. 13.—The Mountain Lumber Manufacturers Association was in session in the Strathcona hotel in this city yesterday morning and afternoon.

A. Leitch, President of the Association, occupied the chair, and W. F. Gurd was Secretary. The meeting was not an open one and the press were not admitted. The Secretary stated last evening that a large portion of the time was taken up in discussing the internal affairs of the Association, special rates and other matters of no general interest to the general public. The principle matter decided on was to again approach the Dominion Government on the importation into Canada from the United States of rough lumber free of duty, and to again press for a tariff of $2 per 1,000 feet. A carefully drawn up petition will be sent on to Ottawa setting forth the views of the Association, and a special committee was appointed to visit the coast cities in connection with the movement, and wth other matters of interest to the Association.

Mr. Gurd stated last evening that the meeting had been thoroughly harmonious and businesslike, and that satisfactory progress had been made with all the matters in hand.

A HAYTIAN MONOPOLY.

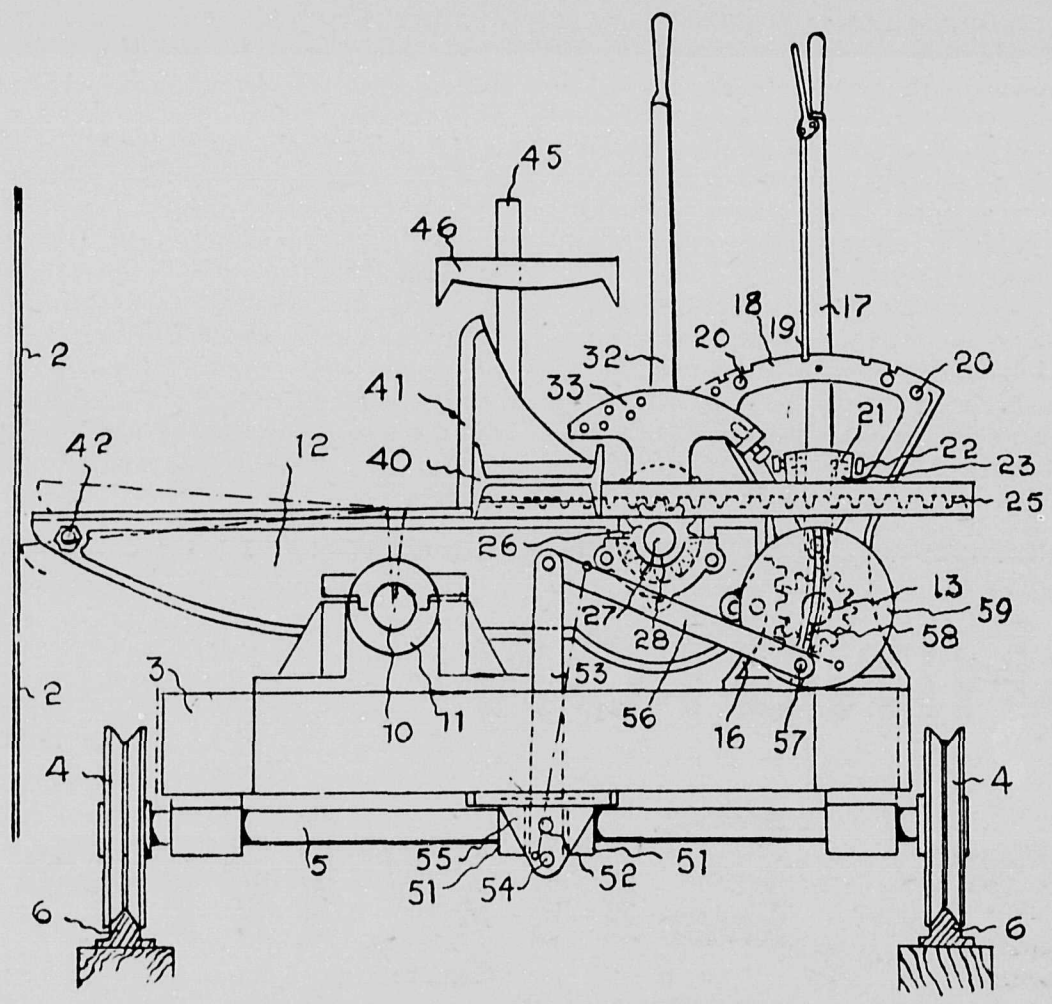
Two Americans, Schiess and Tomming, who represent American capitalists, says a despatch from Port-au-Prince, Hayti, have received a concession from the Government for the exploitation of Haytian timber land, which amounts to practically a monopoly of the industry in the Republic.

Patents

Mr. A. W. Tait, of Vancouver, has received a Canadian and American patent for an improved saw carriage which permits of the cutting of bevel boards. The claims of the inventor are fully set forth in the following paragraphs. We have been shown a working model of the invention and have reason to believe that by its adoption an immense saving in material will be effected. The contrivance is no more complicated than the ordinary saw carriage. Economy in lumber manufacture, either in labor or material, being the most important element in the successful working of a mill, it is to be expected that the efficacy of Mr. Tait's invention will at once be apparent.

The invention relates to a saw carriage by means of which clap-boards or bevel siding can be cut from a sawn "cant" by either a circular or band saw.

Work of this nature is at present performed in a manner that involves a considerable waste of material and as it is generally performed in more than one operation the work involves re-handling with consequent expense and loss of time.



TAIT'S PATENT SAW CARRIAGE

These faults in the present practice are avoided in Mr. Tait's patent by mounting on a log carriage of ordinary construction a tilting seat or rest on which the cant is placed, which seat may be angled alternately up and down to the plane of the saw.

An essential feature in the invention is the particular ratio which the distance from the cant seat to the axis of the pivot, bears to the distance of that axis from the plane of the saw; the adoption of which ratio enables two boards of a definite width and taper to be cut from the cant with one "set" of the cant toward the saw.

A secondary feature of the invention consists of means whereby when it is required to change the taper of the siding the same advantage of cutting two boards with one set may be retained without changing the position of the axis of the pivotally mounted seat.

The following paragraphs contain the gist of the claims of the patentee:

1. A tilting cant seat for a new carriage for cutting bevel boards the pivotal axis of which is so placed that the cant being "set" on the upward tilt and a board of the required thickness and taper cut, when tilted to the lower position a second board of the same dimensions may be cut without further "set."

2. In a tilting frame for a saw carriage to cut bevel boards, the location of the axis of the tilting frame at such a distance from the face of the saw and below the cane seat that the ratio of such dimensions shall be the same as the amount of movement of the lower edge of the sawn face of the cant necessary to cut the desired taper of board, bears to the thinner edge of the board plus one saw kerf;

3. In a device for cutting bevel boards from a sawn "cant;" the combination with a carriage endwise slidable to and from the cutting plane of the saw on the axles of the carriage wheels, which wheels are in engagement with the sides of the rails on which they run, of a cant seat on the carriage, which can seat is pivotally mounted on an axis parallel to the plane of the saw cut, means for "setting" the cant towards the saw, means for tilting the cant seat, and means co-operative with the tilting mechanism whereby the cant seat may be advanced to or withdrawn from the cutting plane of the saw.

4.. In a saw carriage endwise slidable on its axles; the combination therewith of a cant seat frame, susceptible of being tilted on an axis parallel to the plane of the saw cut, means for "setting" the cant on the seat, a shaft having pinions to engage rack segments on the cant seat members and tilt the cant seat on its axle, a sleeve between collars on one or more of the carriage axles, a lever fulcrumed on the sleeve and pivotally connected to the carriage frame, means for moving such lever back and forth by rotation of the shaft which operates the tiltings, and means for varying such movement.

5. In a saw carriage having a tilting cant seat for bevel boards and a lever by which such tilt is effected, means for angular adjustment of the tilt lever whereby the mid-position of the cant seat between the extremes of its tilt may be maintained normal to the cutting plane of the saw.

6. In a saw carriage having a tilting cant seat pivotally mounted thereon, and a shaft by which the tilting is effected, a member secured to the shaft and having a hand lever pivotally mounted between lugs thereon, said lugs having set screws whereby the position of the lever in relation to the cant seat may be varied.

7. In a saw carriage for cutting bevel boards; the combination with an under frame susceptible of movement back and forth in front of a saw, of a cant seat composed of a series of members secured on a shaft mounted in bearings on the under frame so as to be susceptible of a tilting movement on an axis parallel to the cutting plane of the saw, means for bracing the cant seat members together to move as one frame, racks slidable on the upper sides of the cant seat members, having a girder connecting them together and provided with head blocks and dogs to secure the cants, a shaft supported in bearings secured to the cant members and having pinions to engage and operate the racks, a "set" mechanism on the said shaft whereby the head blocks may be moved forward to the saw and such movement regulated and controlled, means for tilting the frame comprising the rack segment on one or more of the cant seat members to be engaged by a pinion or pinions on a shaft rotable in bearings on the under frame, and a lever adjustably mounted on the shaft and having means for regulating and limiting the amount of tilt.

8. In a saw carriage for cutting radial boards; the combination with a saw 2 and carriage under frame 3 having wheels and axles 4 and 5 movable on rails 6, the shaft 10 in bearings 11 having secured on it cant seat members 12 brought together by the rod 42 and distance pieces 43, the rack members 25, girder 40, head blocks 41, and dogs 45, 46, the bearings for the shaft 27 having pinions 26 secured thereon ratchet wheel 29, pawl 30 in pawl frame 31 to which is secured the lever 32, the guide 33 on bracket 34, and the check pawl 35, the shaft 14, in bearings on the underframe having pinions 13 designed to engage the segmental rack 16 on the cant seat members, the lever 17 pivotally mounted on the member 21, secured to the shaft 14, the set screws 22 for adjustment of the lever, and the guide 18 having means for limiting the movement of the lever 17.

9. In a saw carriage for cutting radial boards; the combination with a tilting frame, of the disc 39, secured to the shaft by which the tilting is effected, the T groove, the link rod 56, the lever 53, fulcrumed on the pin 52 of the sleeve 50 between the collars 51 on the axles 5, and the attachment of the lever 53 by the pin 54 to the bracket 55 secured to carriage under frame 3.

The Carney Lumber Company of Massey, Wisconsin, will build a lumber mill at Owen Sound with an annual capacity of 20,000,000 feet. One hundred families will be brought from Wisconsin.

HENRY DARLING

Agent for Western British Columbia and Vancouver Island

18 Powell St. Vancouver, B. C.

The Gurney Standard Metal Co.,

AGENTS

CALGARY, ALBERTA

AMONG THE MANUFACTURERS

The saw factory recently organized and established by Mr. A. J. Burton, an experienced saw maker and filer, of almost international reputation, in Vancouver, B. C., deserves more than ordinary mention, in view of the many obstacles which the establishment of such a factory has had to overcome. In the earlier stages of organization it was claimed that there was not business enough in this Province to justify the existence of such an industry. By persistent effort, however, Mr. Burton succeeded in interesting the support of a sufficient number of citizens to enable him to perfect the organization of the Company. It was not until land was secured and erection of a suitable building begun that people saw that Mr. Burton meant business. From that time until now the prospects of the A. J. Burton Saw Co., Ltd., have been all that could be desired, and today the work in hand and in sight is taxing the capacity of the plant to its capacity. By securing the services of only the most expert workmen, there is little question but that the Company will not only command the respect of the trade but a continuance of their business also. As an indication of the manner in which the goods turned out by the local Saw Works the following unsolicited testimonal has just been received by the Company:

Vancouver, B. C., Nov. 21, 1904.

The A. J. Burton Saw Co., City.

Gentlemen: Believing that our experience with your saws may be of some use to you, as we know that it is not always easy to get people to believe that the product of a new factory can equal on the start that of the old established firms, we send you this unsolicited communication.

We wish to say that we have no saws in our mill either shingle or cut off that are giving us better satisfaction than yours, and our second order given you last week speaks more for your saws than anything that I could say in this letter.

Wishing you continued success in the good work which you have so ably begun, we are, Yours truly,

HASTINGS SHINGLE MFG. CO.,
Per E. H. Newton,
Supt. Mill No. 2.

DESIGNERS AND ILLUSTRATORS.

The Angell-Pumfrey Engraving Co. have recently begun business in Vancouver as designers, engravers and illustrators. The individual members of the firm have had a most extensive and practical experience in all the different branches of their trade, and are experts at their business. From samples of their work which we have seen and used we have no hesitancy in recommending the firm to anyone desiring such work. In order to cope with all business entrusted to them the firm has just installed all the latest machinery necessary and appurtenant to their business.

WOOD WORKING MACHINERY.

By a recent mail we received a copy of a catalogue of wood-working machinery published by Messrs. Cowan & Co., Ltd., of Galt, Ont., one of the largest manufacturers of this kind in Canada. The catalogue comprises nearly 200 pages, and is fully illustrated, while the descriptions are so well and concisely written that prospective buyers can see and know exactly the application of each machine.

The announcement to "The Trade" expresses more forcibly than we might say the claims and aims of the Company:

"Having discontinued the manufacture of engines and boilers and added many new and improved special machines for the construction of up-to-date wood-working machinery (of which we are the largest exclusive manufacturers in Canada) our facilities are unsurpassed, and customers may rely on being supplied promptly with machinery of the most modern design and improved construction; convenience, combined with strength and durability, being the chief consideration.

"All gears used on our machines are cut from the solid and the cylinders and spindles are of special high carbon steel, machine ground and fitted with the best anti-pneumatic pulleys on the market.

"Each and every machine before being shipped is subjected to a severe and thorough test on all work for which it is intended, by practical, experienced operators employed for this purpose only.

"Never satisfied with present attainments we are constantly adding improvements, and by careful attention to the demands of the trade we hope to maintain the high reputation of superiority our machines have, and to merit a continuance of your patronage."

LUBRICATING PUMPS.

The action of graphite, when used as a cylinder lubricant, is to fill up microscopic pores and scratches in the metallic surfaces, rendering them so smooth and glassy that a heavy film of oil is not required. That its value is being appreciated by engineers in general is evidenced by the fact that manufacturers of oiling devices are now bringing out lubricators specially adapted to feeding oil heavily charged with graphite.

We illustrate a very satisfactory device of this kind recently put on the market by Messrs. Manzel Brothers, the well known makers of force feel oil pumps. As will be observed, the reservoir is fitted with a spiral agitator which keeps the graphite from settling. The upper plunger forces the mixture of oil and graphite out of the reservoir and through the sight glass and the lower plunger forces it into the steam cylinder or chest. The feed is regulated on the upper plunger by screwing it in or out, and the supply can be varied from a stream of lubricant with each stroke of the plunger to one drop for several strokes.

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.

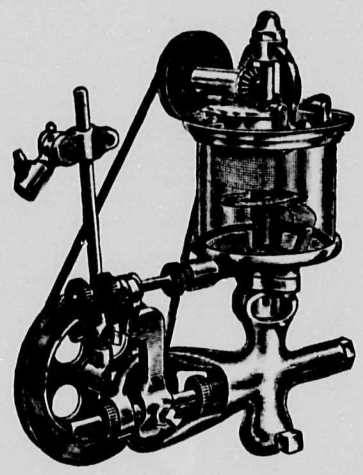
Washington Iron Works Co.

SEATTLE, WASH.

MACHINERY
Engines and Boilers
SAW MILL MACHINERY
PLANING MILL MACHINERY
SASH AND DOOR MACHINERY
We can offer you a better selection than any other dealer in America.
J. L. NEILSON & CO. WINNIPEG

H. CAMERON, Manager DONALD GRANT, President
Moyie Lumber & Milling Co., Ltd.
MOYIE, B. C.
MANUFACTURERS AND DEALERS IN ALL KINDS OF
Flooring, Ceiling, Siding, Ship Lap,
Common Boards, Dimensions and Lath
SPECIALTY: MOUNTAIN TAMARAC
NOTE—SPECIAL ATTENTION TO MANUFACTURE

These pumps will feed 50 per cent of Dixon's Flake Graphite mixed with oil if necessary to feed that amount. No rule can be laid down as to the quantity of graphite to be used. Some engines require more than others, some engineers prefer to use only the smallest amount of oil that they absolutely have to. Two or three good teaspoonfuls to a pint of valve oil makes a good mixture to start on, but every engineer must study his own problem out for himself and watch results so that he can operate as cheaply and efficiently as possible. Three teaspoonfuls of graphite per day ought to be enough for a 150 horse power engine to keep the cylinders and valves in prime condition. As we have



said, however, the best way is for each engineer to determine for himself the best proportion of graphite to oil that will give him the best indicator cards, the smoothest cylinders, the quietest engines, the lowest operating cost and the least trouble. Ten cents worth of Dixon's No. 2 Graphite added to one gallon of oil will more than double the efficiency of any kind of cylinder oil, which means a saving of 50 per cent.

Messrs. Bayfield & Archibald, Mechanical Engineers, Molson's Bank Building, are representing Manzel Brothers for British Columbia, and full information regarding these pumps can be obtained from them.

WOODEN STAVE PIPE.

Wire wound wooden pipe is still in the ascendant. To show the facility with which it can be made and laid, the Cranbrook, B. C., Water Co. placed their order with the Canadian Pipe Works of Vancouver, towards the middle of August and the contractor now writes:

"I have got the Cranbrook Water system all in and it is all right. In the five and half miles only three leaks showed up, and these closed up withing twelve hours. Not one defective piece of pipe in all the five and half miles. I turned the water on and let it run out at the lower end for two days then started to shut the valve and ran the pressure up to 100 pounds and let it stand at that all day, and found it had stood the pressure perfectly. I might say that the Water Co. is more than pleased with the pipe of the Canadian Pipe Co. This is the kind of advertisements you want. I turned the first shovel of earth on the 15th August and had all the pipe laid the 31st October and water in the town that night. Yours truly, W. STOCKS.

The City Clerk of Revelstoke writes the Canadian Pipe Co. in the same way that the wood pipe is giving every satisfaction, though under a pressure of 400 feet feat and 170 pounds. Mr. Williams, contractor for North Vancouver, expects to have water in that municipality in December. He reports well on the pipe manufactured by the Canadian Pipe Co.

This Company built and laid a 40 inch diameter stave pipe at Brandon last month in a trench from 20 to 30 feet below the surface, so that nothing is impossible with the wooden pipe.

The same Company are building and laying about 3000 feet of wood stave pipe at Nanaimo and expect to finish this work in about ten days. The contracts on hand will last to well on in January and further contracts are being booked for mines, etc., so that the pipe can be hauled over the snow in February and March, the wooden being so much easier to handle than iron pipe.

RUBBER BELTING.

The Western Oil & Supply Co. are placing upon the market a very superior line of Rubber Belting manufactured by Bowers Rubber Co., of San Francisco. Their line consists of the following brands: Owl, Live Oak, Reliance and Golden Gate, suitable for all kinds of work where a good belt is required. They are made from the finest quality of duck, woven from long cotton for that special purpose, and the plies are united with Pure Para Rubber, so that they cannot separate. These belts are warranted not to stretch on the pulley and are fully guaranteed in every respect. Attention is called more especially to the Owl belt, which is the highest production of rubber belt manufactured. This belt

Timber and General Agent Loans
W T. FARRELL
CONTRACTOR
433 Granville Street
Room 10, Fairfield Block VANCOUVER, B. C.

Kalevan Kansa Colonisation Co.,
SOINTULA, MALCOLM ISLAND, B. C.
FINE ROUGH AND DRESSED
Red Cedar, Fir, Spruce and Hemlock
EDGE GRAIN LUMBER
BRANCH OFFICE AT
604 Cordova Street West VANCOUVER, B. C.
P. O. BOX 753

WANTED AND FOR SALE

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

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

WANTED.—A logging engine. W. T. Farrell, Room 10, 433 Granville St., Vancouver.

WANTED.—First class shingle sawyer; winter's work; 13c per thousand. Apply 331 Westminster Avenue, Room 6.

WANTED.—Shingle bolts. Contracts made for quantities. The Canada Shingle Company, Ltd., Hastings, B. C. P. O. Box 312, Vancouver, B .C.

WANTED.—At once, good river drivers Apply Vipond & Devereaux, Duncans, B. C.

WANTED.—A young man thoroughly experienced, to sell mill supplies and machinery. Apply by letter, stating age and experience, to X811, care of B. C. Lumberman.

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

WANTED.
We handle on commission all sorts of British Columbia Lumber and Shingles, manufactured and rough. Please quote prices f.o.b. Toronto.
THE FUEL & LUMBER CO.,
77 Adelaide St. East TORONTO, ONTARIO

C. H. VOGEL
ENGINEER
(A. M. Can. Soc. C. E.) OTTAWA, CANADA
Surveys, Plans, Specifications and Supervision
WATER POWER
Paper, Pulp and Sulphite Fibre Mills

N. A. McKINNON
Timber Cruiser and Valuator.
Twenty years' experience in the woods.
References.
280 HOWE STREET VANCOUVER, B. C.

P. O. Box 602 Storage
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FORWARDING AGENT.
Warehouse, 139 Water St. VANCOUVER, B. C.
Special attention given to distribution of Carload Freight

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.

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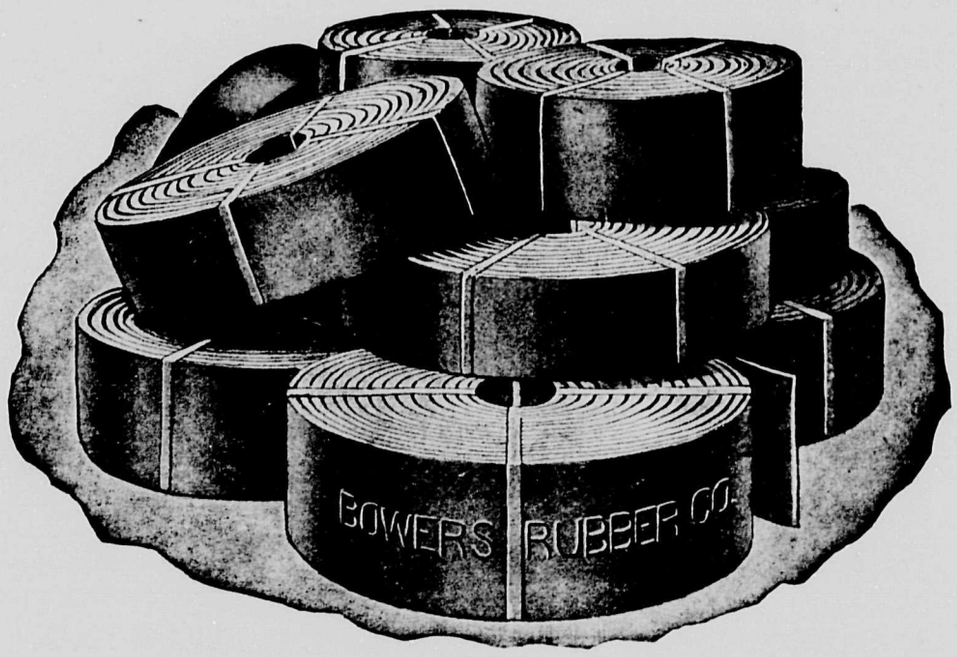
FOR
The Angell-Pumfrey Engraving Co'y.
Designers Engravers
Illustrators
MAKERS OF CUTS FOR BOOKLETS, CATALOGUES AND SOUVENIR EDITIONS
510 HASTINGS ST., VANCOUVER, B. C.

is recommended for high speed machinery and small pulleys. It is made from a closely woven number of plies of light weight duck united into a solid mass of Para Rubber, making the strongest friction belt in the market. It is especially adapted for service on Dynamos, Planers, Blowers, Shingle Machines or in any hard place where a good belt is required.



HEATING APPLIANCES.

We would draw our readers' attention to the advertisement of the Vanstone Heating and Plumbing Co., Ltd., which appears elsewhere in this issue.

They are sole manufacturers of the celebrated Vanstone Hot Air Boiler, which has earned such fame locally.

Many of our business men, we are pleased to learn, have discovered its merits and endorse them in the most practical way, by having it installed in their office, residence and business premises.

It is a purely local product. Mr. Vanstone is the inventor and patentee of it. It is made at the Company's works.

WILL RELIEVE THE PRESSURE.

The Bellingham Bay Improvement Co.'s mill, of Bellingham, Wash., has been awarded a contract by the U. S. Government, to furnish 2,028,000 feet of lumber for use in the Panama canal work for house building purposes. The lumber will be carried on the Kosmos line of steamers. One of the E. K. Wood Mill Company's Sound mills also received a large order for the same work. It is expected that these orders are the forerunners of many others for Panama.

LUMBER BARKENTINE WRECKED.

Victoria, Nov. 19.—The American four-masted barkentine Makaweli, of over 800 tons register, from Tacoma on October 30 with a full cargo of lumber for Mazatlan, west coast of Mexico, has been wrecked off the west coast of Vancouver Island, and the chances are that her entire crew of fourteen men have been drowned.

The Makaweli is a four-masted barkentine, belonging to Hind, Rolph & Company of San Francisco, and is a comparatively new vessel, having been built at Oakland, Cal., in 1902, by W. A. Boole & Sons. She had a gross tonnage of 899 tons, and a net tonnage of 921 tons. She was 194.1 feet in length, 39.5 feet in beam and 17.5 feet in depth. She passed out from Tacoma on October 30, and was sighted off Tatoosh on the following day.

U. S. TIMBER RESERVES.

Another 1,000,000 acre forest reserve is about to be created in Washington, completing the withdrawal from settlement of the entire Cascade range from British Columbia to the Oregon boundary. Negotiations are now pending with the Northern Pacific Railway for an exchange of its holdings between the Washington and Rainier forest reserves for other properties, which, when consummated, will result in the creation of the Yakima reserve, and increasing the area withheld from settlement by another million acres.

WASHINGTON "TOOTH PICKS."

A carload of very large squared timbers from the camps of Chris Endresen on Gray's Harbor, were in the local Northern Pacific yards today and attracted much attention. The timbers are over 80 feet long and hewn square, the sides measuring 36 inches. Each stick contains 8,500 feet of lumber. The big sticks are used in making the mammoth "spuds" which anchor big steam dredgers while at work, says "Olympia Recorder."

A LARGE CONTRACT.

Mr. A. B. Irwin, manager of the Pacific Coast Pipe Works, of this city, received advice that the contract for over two miles of wire-wound stave pipe had been awarded to the local factory. The pipe is intended for the new waterworks system being installed at the Trail smelter, and in which a large supply of water is being brought a distance of nearly three miles through flumes and pipes. The contract calls for 12,000 feet of pipe sixteen inches in diameter, heavily wire-wound to stand a high pressure.

JAPANESE CAPITAL.

Reports were published in local papers this month to the effect that several local Japanese were endeavoring to enlist capital in their native country for the purpose of going into the manufacturing of lumber for Oriental trade, which, it is conceded will be very brisk as soon as the Russian-Japanese war is over. Investigation among authoritative sources fails to give grounds for the report, and we are advised that there is not the most remote possibility of Japanese capital seeking investment in British Columbia lumbering enterprises, while there is not sufficient local Japanese money to undertake the proposition on the scale of magnitude suggested in the report.

STORM SWEPT.

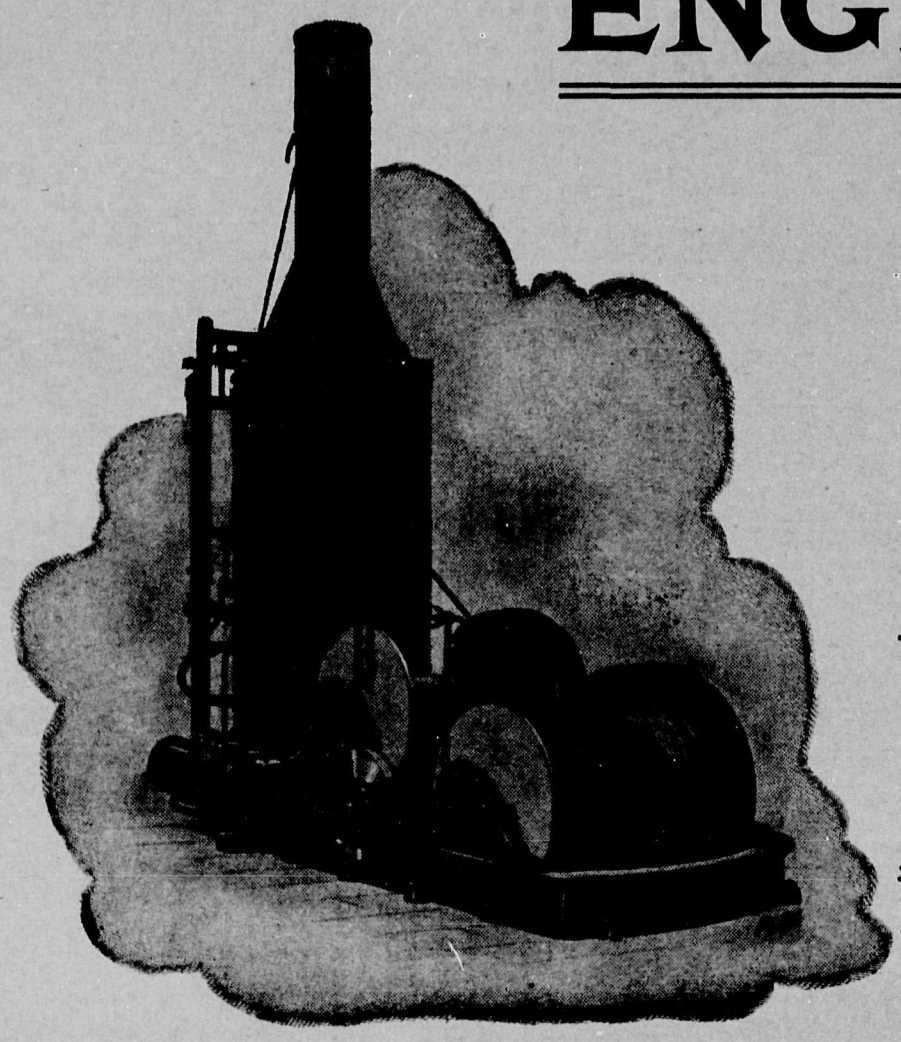
The wind storms which swept this coast during the last two weeks have done no inconsiderable amount of damage to logging concerns. A donkey engine and equipment belonging to E. H. Heaps & Company, which was being moved from one logging camp to another, was lost over board from a scow while working along Jervis Inlet, involving a monetary loss of about $2,000. The camp of the B. C. Mills, Timber & Trading Co. at Stella Lake also suffered some damage, while a number of booms standing at various points along the coast are reported to have been broken up by the gale.

The Finnish Colony, which has a large land concession from the Provincial Government on Malcolm Island, on the West Coast of British Columbia, and has installed a well equipped saw and planing mill at that place, and is now entering the market with its product. Mr. Jarvenis, of Vancouver, who is the President of the Colony, states that the lumber product of the Island and the limits adjacent is among the finest in the Province.

Mr. DePencier, manager of the North Pacific Lumber Co., Ltd., Barnet, B. C., returned early this month from an extended trip to Eastern cities.

VANCOUVER ENGINEERING WORKS, Ltd.

ENGINEERS



Our Logging Engines

have earned a wide reputation for Durability, Efficiency and Pulling Qualities. The following sizes kept for immediate delivery:

9" x 10" SINGLE or DOUBLE DRUM YARDER
10" x 15" DOUBLE DRUM ROADER (1½ Mile Cable)

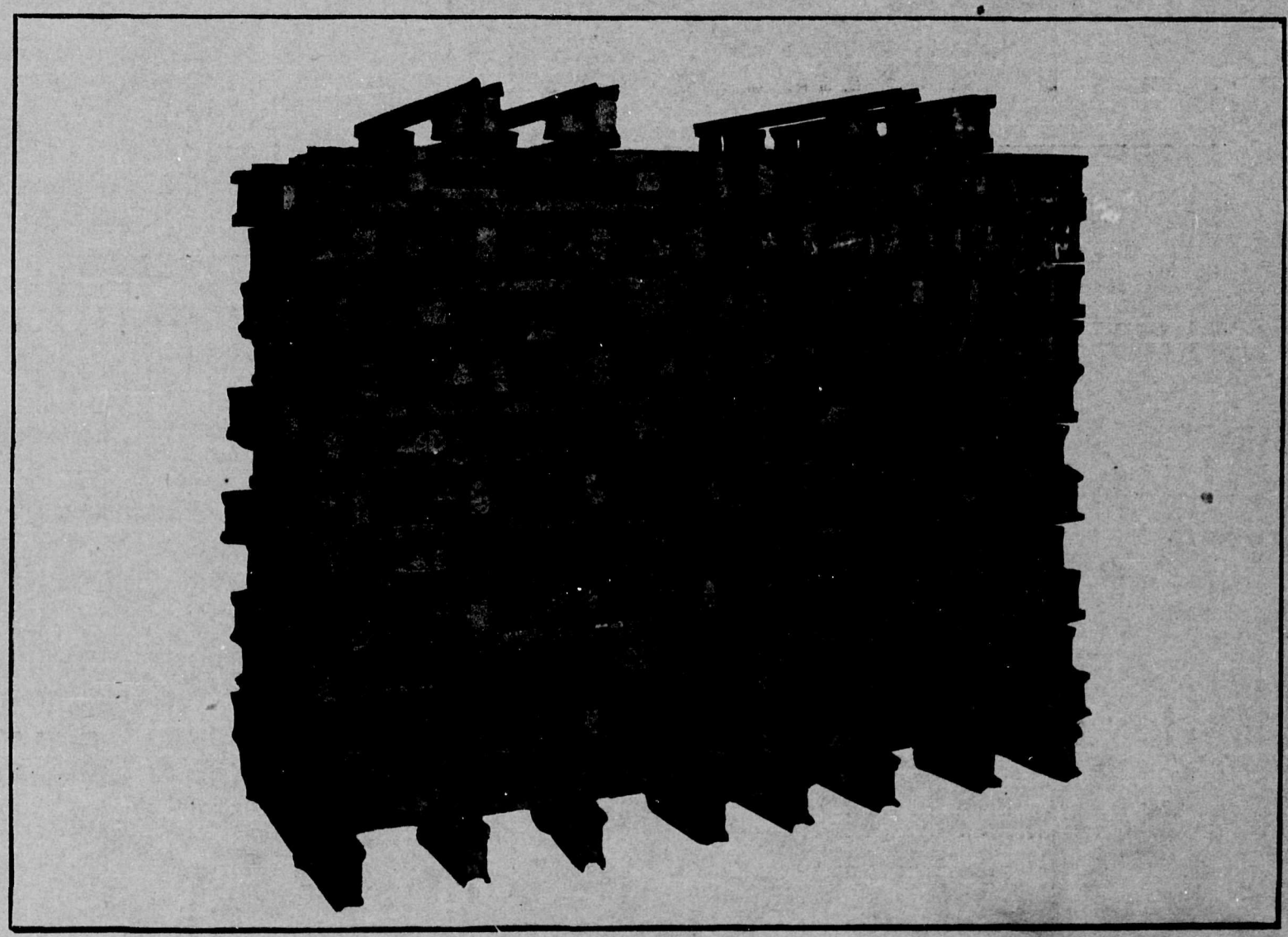
An absolute guarantee given with each Engine.
Call and inspect the engines at our Works . . .

Works: Heatley Ave. Vancouver, B. C.

Our Steel Roller Bearing Dry Kiln Trucks Have No Equal!

We have recently added to our works special Machines and Tools for making these Trucks, which insures perfect alignment of wheels and axles. Axles and Rollers are made of refined steel. Made in all sizes of channels and lengths. .

WRITE FOR PRICES



THE SCHAAKE MACHINE WORKS, NEW WESTMINSTER, British Columbia

DID YOU EVER REALIZE WHAT AN UNCONDITIONAL GUARANTEE MEANS?

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In Rubber Belting we have "Perfection Brand" which is adapted to the most severe work; guaranteed to transmit 20% more power than any other known belting.

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