

COVERING PULLEYS.

A correspondent of *Cotton, Wool and Iron* tells how he covers a pulley with leather:—"First drill holes in the rim of the pulley of the size of copper rivet—that will be the right length to go through leather and pulley rim; drill the holes so that rivets will go in free, or you will have trouble in their upsetting before you are ready for that. For that size pulley we should drill holes three-eighths of an inch from edge of pulley and about six inches apart; and across the face of the pulley, where the butt comes, we should put four holes in each row and have the rows one inch apart, and in both cases we should put the holes opposite of each other—that is, on each edge of the pulley and across the face. But should he prefer to make a nice joint that will not show where it was made, he will, of course, have to make a long lap joint, and in that case the cross row of holes would need to be much further apart; however, we prefer the "butt" joint. The next thing we take the leather to be used, and if there are no joints in it, soak it thoroughly in water. If there are lap joints in it, wet all it will bear without breaking them; next rivet one end of the leather across the face; the leather being wet the rivet heads will sink below the surface. Now rig up some kind of a purchase to stretch the leather, and only do it as you go from hole, that is, stretch to one hole and rivet both sides at the same time; and when you get at the last row stretch same as before and cut a little short, one-sixteenth of an inch, and punch holes back the same and draw up with a pointed pin inserted in the holes of pulley. Now if the leather should "hump" a little between the rivets don't be alarmed; run your belt on before the cover is quite dry and they will soon be out."

READY MADE HOUSES.

Besides the general demand for all sorts of machinery in Buenos Ayres, there is a new branch of business opened in the demand for ready-made houses ready for erection. Concerning this branch, Consul Baker says, in his report to the State Department at Washington: "Several shipments on a large scale have already been received, and are now in course of erection in the embryo city of La Plata, the new capital of the Province of Buenos Ayres. The demand for habitations at that place was so great that the provincial government could not wait the slow processes of brick and mortar. I understand that upwards of 1,500 are now being put together at that place, and the price is so reasonable that a number of *estancieros*, who are improving remote cattle farms, have also determined to try the virtue of these houses. Should they meet the expectations of the Argentine people a large trade in them is likely to result. The only fear is that, owing to the heavy southwest winds which prevail here, they may be found to be too light." Furnishing houses ready to put together is a business which Canada ought to be as able to do as the United States. The lumbermen of Ottawa and St. John rivers could surely fill this kind of a bill in first-class style were they to try it in earnest.—*Canadian Manufacturer.*

Canadian Raftmen in War.

A new work has been found for Canadian raftmen. Lord Wolseley, who conducted the Red River campaign in 1870, and has a knowledge of Canadian raftmen, will take 600 with him on the expedition to rescue General Gordon in Africa. The raftmen are required for services on the Nile. This will be a novel sphere for the men, but doubtless they can "run" the Nile, or force their way up that stream, with as much success as they can carry on the lumbering business on the Ottawa and the tributaries of that river and the St. Lawrence.

The lumbermen's agents have no more difficulty this year in hiring men than heretofore, but the question is where the men want to go. Is it up the Ottawa or up the Nile. An experienced lumberman says that rafting alligators is a better occupation than rafting logs, at least he is reported to have said so.—*Ottawa Citizen.*

WOODEN PAVEMENT.

In Paris a wooden pavement is made that promises for durability to far ahead of anything in the shape of a pavement that has yet been invented. The blocks are compressed with powerful machinery, which closes the pores of the wood, and then laid upon a foundation that holds them securely in place. The Nicholson pavement has proved a failure, because so short lived, but much as has been said against it, it has saved millions of dollars worth of horse flesh. Continual travelling on stone uses up horses exceedingly fast, notwithstanding which it has looked for some time as though stone must stay and the horses go. But now we notice that in London, as well as in Paris, there is a wooden pavement laid that is lasting and satisfactory in every respect, and we believe the system is about to be, or has been, introduced into New York to some extent. Earth is easiest for a horse to travel on; next in point of ease is wood, and now that a wooden pavement has been invented answers the demands, its use will add to the comfort of the horses, and benefit the pockets of their owners.—*Northwestern Lumberman.*

A HISTORIC TREE.

A correspondent of the *Williamsport Gazette* writing from Pueblo on the Arkansas river, gives the following interesting facts regarding a famous tree, a portion of which is lying at that place:

Age 380 years. Circumference 28 feet. Height 78 feet. Was cut down in South Pueblo, June 25, 1883, at the cost of \$250. It was known throughout Colorado as the oldest landmark in the state during the Pike's Peak excitement. The tree sheltered many a weary traveller. In 1850 there was 36 persons massacred by the Indians while encamping near this tree. Kit Carson, Wild Bill, Buffalo Bill and other noted Indian scouts, have built their camp fires under this tree. It is claimed that 14 men were hung on one of its limbs at different times. The first woman that died in Colorado was buried under its branches. The above facts are from good authority.

"The old monarch" was finally felled because it occupied too much room in one of the streets of the new town.

PAINTING SHINGLED ROOFS.

More shingle roofs are painted now than ever before in the history of building in this country. It is mostly seen in cities and suburban towns, although in the country it is by no means rare. Considerable inquiry has led to the conclusion that many have their roofs painted to add to their appearance, which in many cases it certainly does, while others labor under the impression that the paint acts as a preservative to the shingles. The latter are probably right, provided the paint is renewed as often as it needs to be. If the roof is allowed to remain with the paint partly worn off the shingles it will retain more moisture, and consequently decay sooner than they would were they not painted at all. On the score of durability, however, little can be gained in cost by painting. A good shingle roof unpainted will last a great many years, and the expense of painting it a few times would replace it. One painter who had painted the roof of his own house, when questioned by a representative of the *Lumberman*, used good logic from his standpoint. He thought that painting a roof would add somewhat to its length of life. "You see," he said, "that I have painted mine. I do for myself what I desire to do for others. If I did not, the influence would be bad."—*Exchange.*

American Forestry Congress.

A circular has been issued by Mr. B. E. Fernow, corresponding secretary, calling attention to the annual meeting of the American Forestry Congress, which will be held this year at Saratoga, N. Y., on 16th Sept. The denudation of the forests of the Adirondack region concerning which there was so much discussion in the New York newspapers last summer, will form the subject of several debates. Among the subjects of special interest to Canadians will be "Canada's Method of Lumbering."

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