



PUBLISHED
SEMI-MONTHLY.

The only Newspaper devoted to the Lumber and Timber Industries published in Canada.

SUBSCRIPTION
\$2.00 PER ANNUM

VOL. 3.

PETERBOROUGH, ONT., SEPTEMBER 15, 1883.

NO. 18.

A TOW 1,200 FEET LONG.

The large sea-going towboats, Cyclops, Captain Lounsbury, and the Bertram T. Haviland, Captain Gully, from St. John, N. B., were this morning off Chatham Light, Cape Cod. The raft which they are towing to this city was reported to be intact, and they were making an average speed of sixty miles a day. They expect to arrive in New York early next week. On Saturday last the towboats encountered a severe northeast gale off Cape Elizabeth, and the hawser with which they were towing the raft parted. This necessitated about four hours' delay, until they could pick up the parted hawser, and pass to the tow two hawsers, one leading to each steamer. That day the boats put into Portland, owing to the heavy weather, but on the day following they resumed the voyage. From that time until last night nothing was heard of the tow, and fears were entertained that the raft had been lost or cast adrift by the towboats.

The great danger to be feared was the probability of a heavy sea being encountered. The raft itself is about twelve hundred feet long and thirty feet wide. It draws nearly eight feet of water. It is divided into sections of about 70 feet in length. The sections are cribs, into which, when they were made at St. John, the logs (about 65 feet long by 18 inches in diameter at the butt) were rolled and stowed. Then over and around the cribs strong chains were fastened. Between each crib there is a ten-foot space to permit free working of the raft in a heavy sea, for, in the length of 1,200 feet which the raft covers, during a storm there may be ten or twelve different large waves, and, were the raft all of one piece, there was every probability that before they had gone 100 miles it would become a wreck.

In the raft are twenty-four cargoes of 250 tons each. Were the contractor who owns it to have the spiling, of which the raft is composed, brought to New York by a sailing vessel it would have cost in the neighborhood of \$26,000, as the vessels that are engaged in this kind of business demanded, on account of the enormous length of the logs, extra compensation, they not being able to take as much as a full cargo. This the contractor, Mr. James Murray, of Burling slip and Front street, refused to accede to and chartered the tugs Haviland and Cyclops. The tug Haviland belongs to Mr. W. H. Tebb, corner of South street and Coenties slip; the Cyclops belongs to Captain C. C. Ellis, of No. 60 South street. Mr. Murray, when asked for information concerning the venture refused to have anything to say, stating that he had rather wait till the boats arrived in New York before making any statement. Mr. J. C. Ellis, son of Captain J. C. Ellis, of the Cyclops, said this morning that in the event of the undertaking proving successful, there would be a revolution in the coastwise timber trade, between New

York and ports east of Boston. "By the mode of bringing this raft here which Mr. Murray had adopted," Mr. Ellis said, "there is a saving of some \$8,000 or \$10,000. The charter price of the tugs I am not at liberty to state, but they are hired by the day, and, of course, no matter how long it takes to bring the rafts here we will lose nothing. The tow left St. John on the 7th inst. and will be here Monday. Captain Bragg, of the Portland Line steamer Eleapora, which arrived this morning, reports that he met the raft about 30 miles northeast of Cape Cod; that at that time they were getting along splendidly. They laid their course straight across from Cape Elizabeth to Cape Cod, and the greatest fear of Captains Gully and Lounsbury was that they might be caught by an easterly gale and be carried down into Cape Cod Bay, where there were ten chances to one that tugs, rafts and all would be lost. But everything is propitious for us now and there is no doubt that the raft will be anchored safe and intact in New York harbor within seventy-two hours.

"If the thing proves a success," said one of the most prominent towboat owners in the city, "within six months you will see the finest fleet of towboats in the world ready for service between the ports east of Boston and New York. In New Brunswick, of which St. John is the principal port, there is not one tug that can at all compare with our large ocean tugs, and it will be out of the question for them to attempt to compete with us. There is, of course, a considerable amount of shingles, laths, &c., that come by sailing vessels, and these undoubtedly will be left to the coasters, but the majority of the trade is done in spiling, of which, in a short while I hope we shall be the masters. St. John is about 800 miles, by water, from New York."

NORWEGIAN TIMBER HOUSES.

Mr. J. C. Wilcocks, of Plymouth, writing to the *Field*, says: "Since information on this subject was asked for I happened to meet the owner of the house mentioned, and some time since visited there. It is a most commodious country residence, having side walls reaching 6ft. above the level of the ground, with capacious collarage beneath. The whole of the superstructure is of timber, excepting the partitions through which the flues of the stoves (also Norwegian) pass. These partitions are of brick. The walls and ceilings and doors are all of varnished wood, and the decoration consists of the stem and fruit of the wild strawberry plant, the effect of which is very good indeed, and much more opposite than any decoration of more elaborate character. The stoves are very much like in appearance to church towers in miniature, and stand off about 2 ft. from the brick flue walls; they are of cast open ironwork, allowing thus the heat to pass off into the room with the greatest facility, and an elbow flue carries of the products of combus-

tion into the chimney, and peat and wood are the chief kinds of fuel used. The entire absence of draughts and facilities for warming the building are both remarkable. The cost, I am informed by the owner, has amounted to about a third of that of an English built residence of the same dimensions and accommodation. Fire insurance about 1s. per cent. extra. Externally the house is twice painted annually, owing to our extremely uncertain climate, combined with an exposed position to south and west winds. The interior ceilings and hall being entirely varnished, no dust or dirt adheres to this smooth surface, nor is there any paper to soil or spoil. There is not a sign of damp in the house. Labour being cheaper in Norway than England, I imagine it cheaper to import a house from Norway than to prepare material in England."

Old Building Material.

The *Scientific American* says that an extensive trade in second-hand building material has been carried on uninterruptedly in New York city for fifty years, and is largely supported by builders and joiners. The stone and brick of an old building is used in the construction of a new one, the lime-whitened bricks making the inside of the outer walls and the partitions, and the stone going into the foundations. But it is generally known that the inside woodwork is used again, frequently without radical alternation. Many builders prefer this old timber because it is thoroughly seasoned, having been defended from the weather and been subjected to the influences of a measurable even temperature for years. The richer woods which are admired for their color mellow tones by age and become more valuable as the years pass. Everybody knows that furniture of mahogany and rosewood that has outlived several generations is much handsomer than that made from new wood. But it has an added value as mere material. An article made from the old wood will remain its integrity in all its joints, its shrinking days are over. For the same reason the timbering, wainscoting and flooring of old buildings has an added value, although its selling price is less than that of new material.

New Method for Drying Timber.

Although steam-pipes are largely used in drying timber, hot air circulation is being introduced, and several improvements have been made in America in this mode of treatment. Professor Carvalho's method is described as follows: "A continuous volume of heated air is forced over the timber by means of a fan blower, the temperature of which is gradually increased, until the boiling point of water is reached, then the water in the albumen or other substance is converted into steam. This degree of heat also coagulates the albumen, and the pores of the inner cells of the timber become filled up with the solid coagulum." The hot air is made to en-

ter at the bottom of room, which is air tight, and after circulating round the timber, and through the wood, is discharged through another pipe at the opposite end of the room. It is asserted that this method of drying does not discolour the wood, and is a preservative against dry rot.

A Wooden Costume.

A very unique costume was made for the Olympian Club carnival, Boston the entire outfit of dress boots, mask, wig, and parasol being of wood. The chief garment was a princess dress made of various kinds of Spurr's papered veneers. It had a brocaded front and basque and trimmings of knife-plaiting ficus and loops of wood ribbon, and was ornamented with rosettes and leaves in wood of various shades in their natural colours. At the sides there was a substitute for embroidery in inlaid work of fancy designs. The sleeves were of cord paper, trimmed to imitate puffing, and at the bottom was a deep border of black walnut knife-plaiting. The boots and gloves were of birch bark, and the mask of matched woods with a fringe of plaiting. The wig was composed of about ten curls, consisting of white pine shavings artistically grouped. The parasol, Chinese pattern, was covered with various coloured veneers, and similar lined. This attempt was thoroughly successful, the effect of the different kinds and colours of wood in the combination being very striking and artistic. The veneers were so thin that the costume was not very heavy, and so flexible that it was not liable to injury.

Cottonwood.

Cottonwood, it is said, will make four rails in seven to nine years, and maple the same in from eight to ten years. Cottonwood, soft maple and California redwood are regarded by many as the best trees for forest planting when quickness of growth is desired, and also when shelter belts around orchards, gardens, barns and stock yards are necessary. Many farmers have learned from sad experience that by cutting down their forests indiscriminately they have made the way clear for chilling, biting winds and frost to nip their growing fruit.

Another Trail.

A man in Washington, who, it is stated, has failed in business exactly 85 times, has now started to retrieve the last break in his fortune by engaging extensively in the lumber business in Florida. He has rented a dock in New York, and although 65 years of age is said to be pushing his new venture with the energy of a young man.

The tug Alice M. Campbell towed 4,000,000 feet of logs for 40 miles on Lake Superior for the Oneota Lumber Company, without losing a log.