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A GOOD many trades, concerning the workings of which very little is known, make use of wood as their principal raw material. Such a trade is the wholesale toy trade. A wholesale toy manufacturer has informed the *Timber Trades Journal* that at his works never less than fifty tons of wood are cut up, solely for the purpose of toymaking, every week of the year.

The *Timber Trades Journal* says.—The London import list is again swelling to something like large dimensions, and the arrival of sixty-four timber-laden vessels this week, of which thirty-seven were steamers, is likely to be regarded as quite enough for the time being, and many interested in the trade will think it would be none the worse for this market if some of them had gone elsewhere.

EVIDENTLY inserted-tooth saws are not very popular in England. Speaking of saw teeth, the *Timber Trades Journal*, of London, says:—Those most generally in use are known in this country as the peg, gullet, fisam, handsaw, mill-saw, and the M tooth. False-teeth are used to a considerable extent in America, but owing to the undue waste of timber, and the excessive power required to drive them, they are entirely unsuited to English practice.

The *Monetary Times* says there is a combination among tan-bark dealers in Maine and the Eastern Townships, if the *Boston Advertiser* is correct. That journal says that the Canadian bark dealers are masters of the situation. Some bark has just been sold as high as \$15 per cord, a great advance. In the spring, and even in June, it was at \$10 to \$10.50. A month ago the price was \$13 per cord. Holders of bark hold strong views as to the future. They claim that during the last sixteen months tanners have used 50,000 cords of bark more than there will be for them to consume in the next sixteen months.

The Trenton Council have granted permission to Gilmour & Co. to lay a railway track along Water and Ontario streets, which is now being done. The intention is to pile lumber on their property along the river's edge, toward the railway, with the ultimate object of making connection with the Grand Trunk. The company have nearly finished in their yard an inclined railway track by means of which they can run their motors on either the ground or elevated tracks. The mill proper is now the greatest hive of industry imaginable. Over 500 hands, large and small, are as busy as they can be handling the lumber, and making, of the refuse, lath, headings, pickets and shingles. These twin circular slab and prepare for the gangs on an average three logs a minute. The mill cuts one day in the 10 hours 432,000 feet, and has cut on an average 250,000 feet a day lately.

IMPORTANT INVENTION.

The future timber supply for the mills of the Saginaw River has been a problem which has long been a subject of serious consideration by our citizens generally, but more especially by those who have vast pecuniary interests involved. If the statistics are at all reliable, and the predictions of many lumbermen themselves are worthy of serious consideration, at the present rate of consumption it will not take much over a dozen years to virtually exhaust the white pine of the country tributary to the Saginaw river, and the query has naturally arisen. What is to become of the vast pecuniary interests involved in the gigantic timber manufacturing which are situated on the river from its mouth twenty miles inland. Will these vast manufacturing be removed or will man's inventive genius, or the necessities of the situation develop some scheme whereby the raw material shall be forthcoming to satisfy the insatiable demand of these monster institutions? That there is plenty of timber available which it is possible to utilize in order to keep the vast machinery in motion until the present generation shall have passed off the stage of activity is undoubtedly true, but how shall it be safely and cheaply transported is the query, which has puzzled those most nearly interested. We have heretofore alluded to the Georgian Bay country as a source of log supply for the Saginaw river, providing the difficulties involved in the transportation problem could be overcome. If the co-operation of the weacher clerk could certainly and positively be secured, the problem would be solved at once, and the immense log rafts which, during the fine weather of midsummer, pass through the lakes, would continually line the route between the two points. But herein lies the difficulty. The storms which are liable to be encountered on the route with the present ordinary appliances for securing logs in the raft have been heretofore considered an insurmountable bar to the successful prosecution of the work involved. Several schemes have been devised for the purpose of overcoming the difficulty. Log boats have been built, a few of which are at present in use, a device has been put to practical test in loading these boats cheaply and expeditiously, and it has been claimed by those interested that these contrivances would solve the whole problem of log transportation. But utility and cheapness are not combined in the plan. The boats, in order to be secure, would have to be very strongly built, at a heavy outlay, and the handling would be no inconsiderable expense, and this brings us to the point at which we are aiming.

We have before us a design for a patent boom stick which, it is claimed, will be the open sesame out of all the difficulty embraced in log transportation. It is a very simple device, and like all other articles of great utility, when they are first discovered the wonder is that it has

never been thought of before. The inventors are Messrs. William Gault, of Grouse slung machine fame, and Frank Duron, of this city. A patent has been applied for and the device sufficiently protected to admit of its public explanation. It consists of three sticks instead of one as at present used, and really constitutes a floating fence built around the raft. The centre stick or float is of white pine and two feet in diameter. Attached to it, with an interstice of about six inches space between them and the float log, are two other sticks about one foot in diameter. One of these, the under log, is of elm or other timber of about the same specific gravity as water, and is weighted suitably with iron-attached to the connecting-ropes to serve as a sinker. The other or upper log is of white pine peeled, and acts as a rider. The three logs are firmly butted together, with one inch bolts running from top to bottom, through the three logs, and when completed and the patent boom stick is in the water, it will stand about three feet below the water surface and two feet above, preserving this position of course by the laws of gravitation, and acting simply as a breakwater for the safety of logs confined within the limits of the raft.

It is well understood that a wave of water is simply a form, and the water itself does not move along with the form as it passes along the surface, as one would be inclined to suppose from a superficial observation. In forming a wave the water simply moves up and down and not longitudinally. Break this form and the water beyond the break, of course, is still. The old form of boom stick fails to accomplish this result sufficiently to secure the logs which they enclose, and consequently when the force of the wave strikes them the logs occasionally pass over or under them, as the case may be, according to the relative position they occupy on the rising or falling wave. The new boom stick, it is claimed by the inventors, Messrs. Gault and Duron, will obviate this great difficulty and accomplish the desired result of securing comparatively, it is not absolute, safety to the raft. The device has been exhibited and explained to a large number of the practical mill men on the river, and they unanimously pronounce emphatically in its favor. If the sanguine anticipations of the inventor are fully realized, the new patent boom stick will be an important contrivance, as it will not only obviate the necessity of log boats or any other contrivance of that character for the safe transportation of logs, but actually solve the great problem which has so long been a source of anxiety to the Saginaw river mill men, by unfloating them the channel through which they are to secure the stock with which to supply their immense lumber manufacturing in the future, and its bearing on the future of Bay City and the other prosperous towns on the river, considered in connection with the continu-

ed cheap manufacture of salt, is incalculable, if, when it is put to the practical test, it should accomplish all that is claimed for it.—*Lumberman's Gazette*.

PORTABLE HOUSES.

In many of our colonies and in foreign countries as well as at home there appears to be a growing demand for portable houses composed mainly of wood and iron. In an article in a recent issue of the *Colonies and India*, we are told that portability, simplicity of construction, and ease of erection are the three great essentials, and these exist more in houses whose outer covering is composed of galvanized corrugated iron than in any others. It might be thought that the most economical way of erecting these houses would be to buy the iron and wood on the spot and hire skilled artisans to do the work. But practically this is found not to be so, owing to the difficulty of procuring skilled labour and the high price it commands when secured. The consequence is that anyone requiring any sort of portable building, or indeed any structure mainly composed of iron and wood, will effect a great economy both in money and convenience (and, in many cases, in time) by getting some manufacturer of these houses in the mother country to send out all the materials required ready for erection, which can then be readily done without the employment of any skilled labor at all. It is on account of their having given especial attention to these points that we would wish to draw our readers' attention to the iron houses manufactured and exported by Messrs. Edward Spencer & Co., of 87, Fenchurch-street, London.

We may here state that the firm above mentioned has been established more than 100 years. It was originally founded for the manufacture of Dr. Annett's hydrostatic beds, and from this has sprung a general business of wood workers, the special branches being a case making department, where large contracts are carried out for Her Majesty's government, a carpenters' department, where every description of woodwork from the plainest deal to the most elaborate hardwood is made, and a saw mill, chiefly employed on their own work, but where sawing, planing, &c., are also done for the trade. Some time since Messrs. E. Spencer & Co. determined to commence the manufacture of iron and wood buildings both for the home markets and for exportation, their works being conveniently situated on the Regent's Canal at Bow. The firm manufacture every description of portable dwellings, churches, warehouses, stores, &c., while they supply roofing, from a hen house to a railway station.—*Timber Trades Journal*.

The Trenton *Advertiser* says it is the intention of Mr. Rathbun to fit up the mill at Baker's Island next spring, on account of the construction of the Murray Canal.