

THE LUMBER TRADE.

The Bobcaygeon Independent discourses thus on the subject of the lumber trade:

"There is at present a greatly reduced demand for forest produce, and the demand is not likely to increase either this season or next. The consequence will be prejudicial to the interests of our back country friends and to those lumbermen who are not in good pecuniary circumstances will be disastrous. The banks may prepare to lose heavily by the advances they have made to shaky lumbermen. Those engaged in lumbering who can struggle through the next two seasons successfully, will probably recover themselves speedily in the future, for the present stringency, curtailed production, and wiping out of the small lumbermen, will give those who pull through the hard times, a favorable chance of making profits. It must not be forgotten that no matter how hard the times a certain consumption of timber is absolutely essential. In hard times a man may put off repairing his house, or his picket fence, but decay goes on just the same, and when the year of hard times is passed he has two year's repairs to take in hand. In railway matters this is very clearly illustrated, for the repairs to a railway involve the consumption of immense quantities of timber, and if less is used this year, more must be used next year. It is the States that consume our forest produce, the Canadian consumption being but small as compared with the States consumption. If free trade existed between Canada and the States there would at once be an enormous leap in Canadian prosperity, for the whole of the fifty millions of Yankees would become purchasers of the Canadian forest produce."

HOW CIGAR BOXES ARE MADE.

Some of the machinery used by Messrs. William Beck & Co., in their Cigar Box Works on Albert street, is of a novel description, and the work done there appears little less than wonderful to the casual observer. Recently a *Free Press* representative visited the works and was shown through by Mr. A. Beck, one of the principals of the firm. Amongst the heavy machinery on the first floor was the planer, which Mr. Beck was just starting when the reporter arrived. A rough cross-grained board was put through and came out perfectly dressed, with a surface absolutely free from roughness of any kind, and ready to be made up into cigar boxes. This machine wastes very little or nothing of the board, as the knives are adjusted to cut a very thin shaving. It works rapidly, and is kept free from dust by an air blast, which carries all the refuse off through a pipe, by which it is deposited in a corner of the engine room and used to feed the furnace. The finest saw in Canada, erected at a cost of \$800, has been placed in these works. It saws a perfectly even board any length required, and only the thirtieth part of an inch in thickness. Mr. W. Beck, who was operating the saw, showed what it could do by sawing off two strips of elm about ten feet long, not much thicker than a piece of ordinary pasteboard. They could be bent and twisted in almost any direction, or wrapped around a man's body like a sash. Mr. Beck explained that one great difficulty against which we had to contend formerly was that of obtaining thin lumber. They could buy it in New York, but the cost of the raw material was higher, and then they had to pay a duty on the sawn boards as partly manufactured stuff. He could now turn out finer kinds of veneers, used by piano and organ makers, and expected to do quite a trade in this line.

The process of manufacturing the cigar boxes is carried on in three flats, and some very ingenious machines are used, including a nail driver operated by a boy which fastens the boxes together, driving three nails at once with greater precision than could be done by hand. The boxes are finished by girls, who line them and paste on the labels, etc., in a room by themselves. The factory employs twenty-six hands at present, and turns out a thousand cigar boxes per day, about 700 being required by the London cigar factories alone. For their own use they require 300,000 feet of lumber per week, while a firm in Hamilton are supplied with 150,000 feet, and a similar quantity is

shipped to Toronto. The transformation wrought in the premises since these gentlemen have been in possession makes a very favorable impression on the visitor and speaks well for the energy and business capacity of the firm. Labor-saving appliances of the best kinds are provided, and sheds for storing and seasoning the lumber, drying kilns, tramways, etc., have all been constructed with a view to systematic and first-class work. Power is provided from a twenty-five-horse-power Corlis engine from the celebrated works of Cowan & Co., Galt. The title of the firm is "The Ontario Cigar Box Works and Thin Lumber Mills," William Beck & Co., proprietors.—*London Free Press*.

A NEW AND NOVEL IDEA.

There has been numerous devices in connection with lumbering, but the following method of logging as described by W. A. Campbell, of East Saginaw, is quite unique:

"There is one problem, however, that has but recently presented itself for solution. Heretofore lumbermen have found their pick of timber on high ground and on the banks of streams, but as this has been cut away, they have been driven back to more expensive cuttings. Then there comes the swamp lands; lands growing fine timber but utterly inaccessible with trucks or sleds, and this growth must be left to itself unless some contrivance means other than those previously employed to get it out. It is stated that a demand produces a supply, and it is at this juncture that a most admirable contrivance is brought before the lumbering public. At the camp of Butters & Peters, near Ludington, there is an adaptation of the well known life line of the United States life-saving service, and one that is especially suitable for swamp work, particularly in the cypress swamps of the south.

A ordinary logging road is built to the edge of the swamp, and here a strong tree is chosen to which a heavy wire cable is attached. This is stretched about 25 or 30 feet from the ground out over the swamp for a distance of 400 or 500 feet, and fastened to another tree, both trees being well guyed to prevent them from breaking. Just at the side of the track there is placed a small but powerful hoisting engine, provided with three drums and suitable clutches for operating them. On this wire tramway, as it really is, there is a two-wheeled trolley, with an endless manilla rope attached, so that it may be drawn back and forth over the tight wire rope. The bottom of the trolley is further provided with a sheave and box carrying another rope, one end of which is connected with a drum, the other being spliced into an ordinary pair of skidding tongs. This rope with the skidding tongs is dragged into the swamp and fastened to the log to be taken out, the engine started and the log hauled until it is suspended in mid air directly under the trolley, which is then drawn onto the track and the log deposited upon the pile or loaded on the cars, as may be desired. The trolley is then run back and another log follows in the path of the first. As to the details of the construction of this novel adaptation little need be said here. The engine and boiler are placed upon a little car or truck that may be easily removed from the main track and run in any position that is desired, and its construction may be varied to suit the taste or necessities of the men who are to use it. The ropes are ordinary Manilla ropes, and the trolleys are of the simple and ordinary two wheeled type. It is only necessary to see this neat and simple contrivance at work to be convinced of its great usefulness for the purpose for which it was invented. Logs are snaked out of mud holes, ravines and gulches where no horse could ever be driven, raised into the air, run along through the woods at a good round rate and piled 20 feet high, with a rapidity and ease that would surprise any man accustomed only to the slower methods heretofore in use, for which ordinary working 30,000 feet have been taken from the woods where the trees were felled and loaded on the cars in the space of two hours, and with a service of only 13 men; and these same cars were unloaded at the railway by a somewhat similar device in three minutes. And so strong and serviceable is the whole mechanism that with a single line of 500

feet in length at least 50 acres may be cleared by running the hoisting rope out on each side and beyond its limits, and when all the timber within its reach has been removed, the whole is taken down packed on a car and set up in another locality where the same process is repeated.

It is such improvements as this that will give our lumbermen their precedence, and unless some unlikely and disastrous legislation is effected so that our industries are crippled at a blow, we need have no fear but that means will be found to overcome all the difficulties that may be in the path that is to be followed and we will still continue to lead the world in the cheapness with which we do our work and the excellence of the article produced.—*Lumberman's Gazette*.

BUSINESS IMPROVING.

The sales of wool this week have been very large, amounting, during the five business days, to over four million pounds. Only twice previously this year have the sales been so large, and for the previous five weeks they have not amounted to half so much. The improvement, therefore, is marked. It shows that manufacturers need supplies, and, satisfied that present prices will be sustained in the future, have bought freely. The tone of the market has been much strengthened by this large business.

In other lines of trade there has also been an improvement. More movement has been reported in our market columns in leather, both sole and upper, with cautious buying by manufacturers; tanners have bought hides in large quantities the past ten days; cotton goods have been more active, and commission houses have made immense sales to jobbers; some advances in prices have been made in brown and bleached cottons; print cloths, from being a drug, have become active, and prices have advanced nearly a quarter of a cent a yard; cotton has advanced from 9½ cents only a short time ago to 10 7-16 cents, and the export demand has been large. The export movement in bread stuffs and provisions has also greatly increased, and the freight room in steamers has been engaged ahead almost until next year. Packages of provisions in this vicinity have more orders from abroad than they can fill, and the daily receipt of cables is almost unprecedented. Even in what might be termed the small article of apples, the export movement is immense; the shipments last week were 59,389 barrels, making a total for the season thus far of 391,356 barrels. The mild weather has caused late building operations, with a larger employment of mechanics, and increased consumption of lumber. The "necessaries of life" are lower than a year ago, while wages have been but slightly reduced. There are now in Boston over fifty representatives of the boot and shoe jobbers in the different sections of the country, and they are placing orders with even more confidence than a week ago.

From all these indications, it appears that the business outlook is brightening, and it may be hoped that the improvement in trade, so long looked for, has at last begun.—*Boston Advertiser*.

WOOD TRADE STATISTICS.

The following is a list of the principal shippers of timber and lumber from Quebec to the European markets, together with the value of their respective exports during the season now closed: R. R. Dobell & Co., \$2,625,000; J. Burstall & Co., \$914,464; W. & J. Sharples, \$621,978; Smith, Wade & Co., \$473,520; Bryant, Powis & Bryant, \$306,165; McArthur Bros., \$289,673; Ross & Co., \$125,000; Wilson & Co., \$72,810; Henry Fry & Co., \$63,422; J. Lyon & Son, \$60,140; Price Bros. & Co., \$40,000; D. D. Calvin & Co., \$25,400; sundry, \$75,000; making a total of \$5,692,578. These shipments only embrace the exports from Quebec on which harbor dues have been paid. Some small quantities have been loaded at Cap Rouge and adjacent loading berths, but they have been insignificant.

The following is a statement of the lumber cut between Grenville and Ottawa for the season:—Hamilton Bros., Hawkesbury, 35,000,000 feet; W. C. Edwards & Co., Rockland, 40,000,000 feet; J. McLaren & Co., Bucking-

ham, 17,000,000 feet; Ross Bros., Buckingham, 15,000,000 feet; Hillman's Mill, Rockcliffe, 3,500,000 feet; Gilmour & Co., Gatineau, 40,000,000 feet; J. McLaren & Co., Ottawa, 23,000,000 feet; W. McClymont & Co., New Edinburgh, 22,000,000 feet; Bronson & Weston, Ottawa, 60,000,000 feet; Perley & Pattee, Ottawa, 50,000,000 feet; Sherman, Lord & Hurdman, Hull, 40,000,000 feet; J. R. Booth, Ottawa 60,000,000 feet; estate of Levi Young 18,000,000 feet; E. B. Eddy, Hull and Nepeau, 70,000,000 feet. Total, 495,500,600 feet.

USES OF YELLOW PINE.

In the Southern States yellow pine has been extensively used. All primitive constructions exhibit the wood, from fences up to residences, and it has entered largely into naval architecture. The keels, beams, side planks and decks of ships are often made of this wood. It has been shipped in large quantities to the ship yards of Maine for this purpose. The value of the tree in the construction of ships does not exist exclusively in the wood, as the tree supplies nearly all the resinous matter used in the United States in ship-building.

Large quantities of resin are also exported. Some portions of the forest have been impaired by tapping for resin. The best wood comes from the untapped trees, and timber merchants of New York pay especial attention to this matter; so that all timber or lumber from trees which have been impaired in that way cannot be rated as first class material. Very large quantities of pine have been consumed by railroads in the construction of buildings and cars.

The demand for yellow pine, both for domestic use and export, is rapidly on the increase, and it is not easy to foresee how great the future demands may be.—*Saw Mill Gazette*.

Timber Area.

In a recent address on the subject of tree culture, Prof. Rothrock, of the the University of Pennsylvania, points out that only 10½ per cent. of the area of the United States is woodland owned by private parties, whereas 23 per cent. of the area of Europe is in forest, and no European country with less than 15 per cent. of woodland area produces enough lumber for its own use. This estimate does not include the large tracts of public lands in our country which are of a forest character, but those are being rapidly denuded; and with their supply counted, it is plain to see that unless we soon take measures to preserve and increase our timber resources, we shall have to be sending abroad for lumber.—*Lumber Trade Journal*.

"As Good as New."

are the words used by a lady, who was at one time given up by the most eminent physicians, and left to die. Reduced to a mere skeleton, pale and haggard, not able to leave her bed, from all these distressing diseases peculiar to suffering females, such as displacement, leucorrhoea, inflammation, etc., etc. She began taking Dr. Pierce's Favorite Prescription, and also using the local treatments recommended by him, and is now, she says, "as good as new." Price reduced to \$1. By druggists.

Catarrh—A New Treatment.

Perhaps the most extraordinary success that has been achieved in modern science has been attained by the Dixon treatment for Catarrh. Out of 2,000 patients treated during the past six months, fully ninety per cent. have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent. of the patients presenting themselves to the regular practitioner are benefited, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adapted his cure to their extermination; this accomplished the Catarrh is practically cured, and the permanency is unquestioned, as cures effected by him four years ago are cures still. No one else has ever attempted to cure Catarrh in this manner, and no other treatment has ever cured Catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 305 King street west, Toronto, Canada, and enclose a stamp for their treatise on Catarrh.—*Montreal Star*, 1912.