



DEVOTED TO THE LUMBER AND TIMBER
INTERESTS OF THE DOMINION.

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PETERBOROUGH, Ont. MAY 1, 1883.

MESSRS. Gilmour & Co., Tronton, are making extensive preparations for a heavy cut of lumber. They intend running all their mills day and night.

THE Belleville Ontario says:—Fourteen cars of timber arrive here now every evening from Hastings. A force of men is now engaged rafting the same just east of the Grand Junction dock.

THE Emerson International says:—Judging from the immense quantities of lumber constantly arriving at the station, our lumber dealers expect a large trade in building the coming fall and winter.

At a meeting held in Edinburgh on the 30th March, under the presidency of the Marquis of Lothian, preliminary arrangements were made for holding an International Forestry Exhibition in Edinburgh next year.

LESS logs than on last season have been cut on the St. John waters on the Maine side of the boundary line. A Bangor lumberman largely interested in Aroostook, estimates the cut on St. John waters in that county, at 75,000,000 feet.

THE official report of the damage by the Michigan forest fires in 1881 shows the value of the property destroyed to be over two million dollars. Over three thousand buildings were destroyed, and one hundred and twenty-five lives were lost.

THE St. Thomas Journal says that Thomas Ouillette, of Anderdon, has shipped from his mill at Colchester, three and one-half million feet of oak car stuff to the London Car Works, at London. He says the demand for that class of timber is greater than the supply.

THE Northwestern Lumberman says:—There is a big freight blockade up north, and particularly on the Chicago & Northwestern road. At Winona, Minn., the lumber dealers are having great trouble about obtaining cars. A steamer was recently there brought into service to deliver lumber, and negotiations were being made recently for the shipment of 500 or 1,000 carloads by the water route.

MR. ANDREW STALKER is about to establish a large planing mill and sash and door factory at Darlingford, the centre and distributing point of the rich Pembina Mountain district, and likely to develop into a solid business town very rapidly.

A despatch from McIndoe Falls, Vermont, dated April 19, says:—The lumber companies have started to drive ninety million feet. This is the largest quantity ever driven down the Connecticut river. It will require 600 men to perform the work, and takes 125 days to reach Holyoke and Hartford. The expenses of the drive will be \$1,500 a day.

AN important trial of rising the osier, or water willow, is to be made by P. V. Lawson, of Menasha, Wis., who has a farm of 1,100 acres near Green Bay. He has ordered 60,000 sprouts from England and Belgium, which he will set out on the low lands on the bay shore, with a view of ultimately furnishing supplies to the eastern willow factories.

THE Belleville Intelligencer of April 17, says: The task of driving on the tributaries of the Trent River was begun yesterday morning by a force of men in the employ of Alex. Carcallon, of Marmora; work was begun on Beaver Creek. The rivers in that section have opened well, and the prospect of getting the logs down early is at present quite promising.

THE Belleville Ontario says:—The Messrs. Rathbun intend manufacturing illuminating gas for their establishment and the village generally. It will be produced from saw dust, and the work of excavation preparatory to erecting the necessary works is already well advanced. The works will form a branch of the Chemical Works. Mr. Walker is manager.

THE largest trees are the mammoth trees in California. One of a grove in Tulare county, according to measurement made by members of the State Geological Survey, was shown to be 276 feet high, 106 feet in circumference at the base, and seventy-six feet at a point twelve feet above the ground. Some of the trees are 376 feet high and 34 in diameter. Some of the largest that have been felled indicate an age of from 2,000 to 2,500 years.

A TRENTON despatch, dated April 23rd, says that Messrs. Gilmour & Co's. large saw mill started up on Friday. On Saturday afternoon sawing was successfully commenced. This firm are rebuilding the long row of tenement buildings that were destroyed by fire on Mill street, and are also building three very nice small tenement buildings near the central school. They also purpose charging their employees reasonable rents for their buildings.

THE Lumberman's Gazette says:—It is a sight worth seeing the monster roll-ways of the Wright & Ketchum narrow gauge logging railway on the Tittabawassee, four and a half miles above Averill; and the F. & P. M. roll-way at Averill. At the former grounds are piled 17,000,000 feet of logs, and at the latter 16,000,000; filling up the river in each instance from bank to bank for the whole length of the grounds, and presenting an aggregate of wealth in pine logs that is as interesting to spectators as it is comfortable to owners, and there is no small amount of travel in that direction, merely for the curiosity of seeing these monster log piles.

WHILE examining the coal areas of the Saskatchewan Mining Company, Mr. Lawson, engineer of the company, says he discovered the remains of an ancient forest at a depth of over two hundred feet from the top of the ravine. The stumps are plainly visible, and are about two feet in height, and look very much as though the forest had been laid low by the woodman. In addition to this interesting discovery, the fossil remains of a gigantic reptile were found under the coal in a stratum of light sandstone. The skeleton is over thirty feet in length, and is partly exposed, the remainder being firmly embedded in the earthly matter. Mr. Lawson has two of the creature's tuks,

THE Northwestern Lumberman says:—In Ogemaw county, Mich., the lumbermen are afraid that many logs will be hung up this season on account of low streams. This may seem strange, when the heavy body of snow that has prevailed is considered; but it claimed that the ground was unfrozen when the first snows fell, and as the melting process has gone on slowly, the resulting water soaks into the light soil instead of flowing into the streams.

THE ravages of some insect on the spruce trees in Northern Maine, says the Bangor Commercial, is becoming a serious matter to owners of timber lands. A gentleman who is well acquainted with the wooded tracts in the vicinity of Rangely says that if the work of devastation goes on five years more as it has for five years past, it will destroy all the spruce trees in that section. The larva, in which state the insect does the mischief, is a green worm about an inch long.

THE Lumberman's Gazette says:—It is probable that the coming season will witness somewhat of a decline in the price of walnut lumber. Last year's cut was considerable more than the average, and extensive additions to facilities for cutting and transporting were made, in the way of new mills and tramways through heretofore inaccessible sections. Stocks of lumber in yards are full, the demand having been comparatively dull for several months, and prices are correspondingly weak.

CARE OF SAWS.

A glance at the different saws that are sent to a saw factory for repairs, is sufficient to demonstrate that, notwithstanding the writers on the care and management of saws would seem to have worn the subject threadbare, there are many mill owners and sawyers who do not understand the first principles of keeping a saw in order. They seem to be blissfully ignorant of the use of that indispensable tool in all well regulated mills, the saw gummer, and we find saws flod with square corners under the teeth, inviting a crack which will ruin the saw plate once and forever. The swage also, simple as is its use in the hands of a good workman, is to others only another device to defeat the very purpose for which it was intended. We have examined saws whose points were hammered down in such a manner that they could not possibly do good work. There is no excuse for this. The economical production of lumber demands that the saw be kept in good order. Every man who has charge of a saw should familiarize himself with the requirements of his position. If his establishment is not supplied with a gummer he should procure one and learn how to use it; and if, as is probably the case, a swage is used, he should also know how to use that. In the hands of ignorant persons the swage may do more harm than good. These remarks apply more particularly to those establishments commonly known as country mills.—The Wood-Worker.

LUBRICATING OILS.

It is stated that a good test for lubricating oils is to place single drops of the different kinds to be compared in line across the end of a piece of plate-glass about twenty-four inches long, one end being six or eight inches higher than the other to form an inclined plane. The drops of oil run down this smooth plane in a race with each other. The quality of the oils for lubricating purposes is shown by the distance travelled and the traces left by the drops. Thus, on the first day sperm oil will be found in the rear, but it will in time overtake the rest, and retain its power of motion after most other oils have dried up. A light-bodied oil flows quickly, like water, but also dries quickly, whereas what is needed is a good body combined with a limpid flow. Many oils have a good body, but have a tendency to gum; and this will be distinctly shown upon the glass. It is scarcely necessary to remark that the test slip should be covered from dust while the experiment is being made. The above method will show the physical qualities of different descriptions of oil; but if the presence of acid is to be detected, another simple device may be adopted. In sheet of bright copper a number

of shallow pits are made by the blow of a round-faced hammer. Samples of oil left some days in these dishes on a shelf in the engine room will show, by the formation of verdigris, where acid is present. The existence of a blue tinge of fluorescence in a glass phial of oil is frequently assumed to indicate presence of mineral oil; but this is an illusory test, since the same is frequently observed in the purest and freshest vegetable oil.—Scientific American.

IMPROVED SAWING MACHINE.

An improved sawing machine has been recently patented by Mr. H. K. Olsen, of Coalville, Utah Territory, and designed for felling trees and sawing logs into lengths. The machine can be driven by hand or power, and is capable of working either horizontally or vertically. It has an automatic screw feed for moving the saw forward when making a horizontal cut, and this feed is readily detached when it is desired to saw vertically, so as to allow the saw to feed by its own gravity. The entire apparatus is mounted on a light portable frame, so that it may be easily transported from tree to tree or log to log, as occasion may require. The crank shaft and the driving shaft are mounted in sliding boxes, movable up and down by the windlass at the top of the inclined posts. The crank is wide to admit of the lateral movement of the connecting rod, and it is adjustable as to the length of its stroke; the design of this arrangement being to adapt the machine to different kinds of work. The saw guide moves through a sleeve that is adjustable along the slotted bar by means of the screw in the slot of the bar. The screw receives its motion from the driving shaft of the machine by a belt. As the crank of the drive wheel is turned the saw is reciprocated, and at the same time moved forward to its work. When it is desired to saw vertically, the feeding screw is disconnected from the saw guide, and the slotted bar is placed in a vertical position, as shown in dotted lines in the engraving. The joint between the saw guide and the connecting rod is swiveled of to admit turning the saw at desired angle. This machine works rapidly and easily, and may be operated by one or more men, or by horse or steam power.—Scientific American.

LUMBER FOR OARS.

"This is the oar market of the world," the genial head of a large New York house said, "and few persons not in the business have any adequate conception of its magnitude. It is not an uncommon thing for us to send abroad an entire ship's cargo of oars—nothing but oars. Of course it isn't a thundering big ship, but a pretty good lump of a schooner, for instance. Why, another firm and our firm—we divide the business between us on the staple, selected white ash oars—handle together about 250 carloads of oars per annum, say about 5,000,000 feet, worth at least \$400,000 on an average of 8 cents per foot, which is none too high an estimate. We have one contract on hand for the French Government that will take 500,000 feet of ash logs to fill it. As you will readily understand, the consumption of white ash, which is by no means so abundant as many other woods of less value, has made itself seriously felt, and our oar factories are all the time forced to move further and further away to reach new fields of suitable timber. Time was, within my remembrance, when nearly all the oars were made in Pennsylvania, but white ash is so scarce there now that the factories are few and small. The bulk of the oars come now from Michigan and Ohio, though one factory has recently been started as far west as Arkansas. We have four factories—at St. Mary's and Montpelier, Ohio, and Carrollton and Brokenridge, Michigan, and I don't suppose I'll have to live to be very old to see them shoved out further towards the wilderness to find material. All this applies only to the standard white-ash oars. Two-thirds of those we make are shipped abroad. England is our principal consumer. Those that go to the French Government, which buys enormous quantities, are sent in the rough, that is barely outlined in a rough squared stick of timber. The superannuated marines and soldiers are employed to finish them by hand.