

### PREPARING TIMBER FOR MAKING HUBS, SPOKES AND FELLOES.

After cutting the logs for hubs into convenient lengths to handle, and removing the bark, they should be immersed for a few weeks in water, if convenient to a lake, stream or pond. This will greatly facilitate the process of seasoning without injury to the timber; but this can only be done where convenient circumstances permit. The logs are then taken into the factory and cut into proper lengths by the swing saw, or by a cross cut saw; the swing saw is preferred for its accuracy, rapidity, and economy of power. After cross-cutting a hole is bored through the centre of the blocks endwise. The blocks are now dipped in a solution of lime three parts and Venetian red one part. This solution is reduced to a thin wash with salt water. This retards the seasoning of the surface by absorbing moisture from the atmosphere, so as to prevent "checking."

The blocks should now be piled on end in sheds, or otherwise covered from the sun, and also carefully protected from draughts of air. After three months of summer or five months of fall and winter weather, the blocks should be placed upon their sides, as this position will allow more rapid seasoning. If these directions are followed the blocks will be ready for use in eighteen months from the date of felling the timber. Steam should never be employed in seasoning hubs. Years of experience convince me that the life and good qualities of the wheel are sacrificed by this mode of seasoning. Excessive heat should never be used in any of the many methods of facilitating the seasoning of timber.

White oak selected, felled and riven or split, is the most preferable for spokes; but care must be taken to fell in August and also to observe the directions for seasoning as for hubs, excepting the length of time, since the planks for spokes are much smaller than those for hubs. Some additional remarks at this point are in place.

In splitting spokes care must be had in examining the tree to see if it preserves its toughness and if the borer, the grub or larva of a wood-b Beetle, has commenced its work. These evidences of decay are discovered in the splitting and examination of the timber, but in no other way. Such timber must be rejected. In riving or splitting spoke timber many reject the sapwood, but this is not necessary where the trees have been felled and riven at the proper season as indicated. Let it be noted that wood for spokes must always be split so that the spokes may have the greatest possible strength in the direction of the grain of the wood, for in this direction the greatest strain is received. The spokes should be piled carefully under cover, as directed for hubs; and they can be turned in nine months from the time of felling the trees, and finished in 30 days thereafter.

White-oak being preferred for the felloes, the tree must be of greater diameter than those from which hubs or spokes are made. The property of stiness, in addition to toughness, is needed in felloes, and to secure this the largest trees are selected. Trees in the vigor and prime of life and free from the work of the "borer" already mentioned, which only invades wood verging on decay, are preferred; especially when the hands divide into two or more very large branches. The time for felling, as before mentioned, from the first to the fifteenth of August in the Middle States, is to be carefully noted. The logs should be immediately taken to the saw mill and cut with a hand-saw to insure accuracy, this mode of sawing being also the most economical in material, time and power. The logs must be sawed, or "fitched" as the mill men express it, into slabs of the requisite thickness. The logs should first be sawed through the heart lengthwise, and then each half is laid on its flat face with the round or bark side up, and then cut into slabs by a vertical cut. This is so done to prevent "checking" in seasoning the plank, and also to furnish felloes which do not cross the heart of the wood.

The plank must be piled immediately after sawing. This piling is not the throwing of plank into a promiscuous heap and leaving them thus; for such a proceeding would insure damage from heating and dry rot; but it is the

arrangement of the plank in level tiers or platforms in the pile, giving sufficient air space between the planks. This is indispensable in seasoning wood, intended for mechanical purposes. The strips used in separating the layers should be of a different wood, pine, cedar, hemlock, or any variety not inviting to insects of the borer class, and the strips should be of a common thickness in order to prevent warp or set of the plank by uneven bearings and weights. Workmen need the supervision of intelligent oversight in this matter, for their knowledge is not always equal to a task in which science itself is at fault. The air spacing should be greater or less according to the surroundings.

To season timber is not to bleach it; and rain and sunshine are not needed, but should be carefully avoided to insure solid fibre in the wood, as well as save the time and patience of the workman. Where the planks are piled without spacing-strips, the grub of a large black beetle works between the adjoining faces of the plank and eats large grooves in the timber. The spacing-strips should be at least three-fourths of an inch thick by two inches wide, and three sticks or strips are required to support plank 12 feet in length—one strip across the middle and the other strips near the ends of the plank. For longer plank more support is needed.

Felloes cut from the green or unseasoned plank require more hauling, are very liable to warp and become unfit for the intended object. They also lose a considerable per cent of their strength which would be retained in the form of plank and in the manner referred to.—*The Blacksmith and Wheelwright.*

### NEW ENGLAND TRADE.

Boston, March 22.—Our Boston wholesalers are a busy lot of men. The renewed activity of trade shows itself in many ways. The dealers are inclined to joke when one meets them at their offices, or on the street, and that is a sure sign of good feeling. Out of town trade is every day increasing, and is vicing in importance with the city trade. A certain few of the wholesale men make this branch of trade a specialty, paying little attention to the city business. Boston long since ceased to be a distributing point, the lumber being in most cases forwarded direct from the west to the consumer in the inland towns. Several wholesalers are now located at Worcester, while Springfield has become quite a centre for the lumber trade of western New England. New Haven has several large wholesale houses, and probably the largest retail yards. Other points along the Sound shore are well represented in the lumber industry. The yards are largely supplied by Albany dealers, and are stocked almost entirely during the time that navigation is open, and freight rates by water are so low that competition by rail is out of the question, save in a few instances, on some special grades or dimensions. During the winter months car-load lots are taken on by dealers who find themselves short of certain grades. A peculiarity of trade in this section is the prevailing custom of buying lumber in the rough. Distant readers of the *Lumberman* may wonder why I say "peculiarity." It is such, as compared with Massachusetts trade, particularly around Boston, where dealers buy their lumber very largely dressed to order. Few yards have mills attached, and the price on pine by car-load being the same dressed as in the rough, dealers buy that way.

Spruce is moving very fairly, and orders are plentiful. Parties with whom I have talked, are certain of a good trade, and with present prices must reap a fair profit. If I were to put it any stronger than this probably many mill men might object, for it is a most uncommon thing to hear a spruce manufacturer admit he ever made a dollar in the business. He struggles with it out of love for the business.

Yellow pine is moving well. Prices are firm, and some very nice cargoes are being landed. Our local dealers are well prepared for any trade that may come, and suburban trade is well looked after by the wholesale men. Providence, R. I., is fast becoming a point in the yellow pine trade, and at New London, Conn., Bentley & Young are handling immense quantities. James & Abbot, of Boston, make a

specialty of boards, and have in stock an immense amount—probably several million feet. O. W. Hall also handles large quantities, and has lately contracted for several mill orders. Wicker & Blado, also George H. Peters & Co. and Stotson & Mosely are each extensive handlers of yellow pine, and supply a large share of the New England trade.

The white pine trade is moving along very satisfactorily. Some very nice lots are now on track at the railroads, largely shipped on order. Prices are firm, and there seems not the least indication to shade prices on lumber that is consigned. Possibly, there may be an occasional exception to this statement. Boston has a few commission men who enjoy the notoriety of being "skinners," a very unwholesome cognomen, but local traders know full well its definition. Wholesale men cannot refrain from buying of these men when car lots are offered them at less figures than they (the wholesalers) could lay it down for in Boston. We are cursed with a few such sellers. They are always in a strait for money, and if they can't swap checks with somebody they sell a car of other folks' lumber at a ridiculously low figure. Somehow these low sales are known by everybody. If a wholesaler obtains a good living figure for his goods, it is kept as much a secret as though an oath had been taken not to reveal it.—*Northwestern Lumberman.*

### MAINE PROSPECTS.

The *Northwestern Lumberman* says:—A local paper thus describes the condition of the market at Lewiston, Me. "The severe weather of the past winter has had a depressing effect on the lumber business. The Lewiston dealers report an unusually light winter demand, and some of them have large stocks on hand. 'We had \$30,000 worth of stuff, when we stopped running, and we haven't made much of a hole in it,' says one. Spruce is low, and the stock is large in all parts of the country. Carload stuff is selling at from \$13 to \$13.50, and easy orders are placed at \$13@14. The winter has been a good one for lumbering, and it will require only a successful driving season to make spruce lumber very abundant at the mills. The outlook is for low prices. Lumber dealers from St. John say that the outlook for the export lumber trade is not favorable. Lewiston has bought considerable southern pine since last fall. Ordinary building orders for this stock are now placed at \$21 long and wide beams at \$28@30. The prices on said orders now range from \$28 to \$30. Floorings are easy at \$28@30; floorings, kiln-dried and dressed, and shipped by rail from the South, are now sold here at \$33 @40. Cedar shingles are quiet and lower at \$4 for extras, and declining about 50 cents each for the lower grades. Hardwood lumber is rather firm for all grades."

### LITIGATION ABOUT A LUMBER VESSEL.

OTTAWA, March 21.—The Supreme Court was occupied to-day in hearing the argument in the John Owen appeal case. This is an appeal from the Maritime Court of Ontario, John Emory Owen, defendant in Lower Court, being appellant; D. B. Odette and H. W. Wherry, plaintiffs, respondents. Plaintiffs filed a petition in the Maritime Court to recover damages for destruction of their vessel Minnie Morton by a raft in tow of defendants vessel John Owen, and the Surrogate Judge of the Maritime Court decided that defendant's vessel was solely to blame for the collision, and assessed damages at \$2,600. From this judgment the present appeal was taken. Mr. McCarthy appeared for appellant, and Mr. M. A. McHugh, of Windsor, Ont., for respondents. The petition avers that the John Owen was a vessel of 328 tons, and the Minnie Morton a vessel of 30 tons. At the time of the accident the latter was lying at the head of Bois Blanc Island, in Detroit River, and the John Owen was bound down by a raft of logs, when that master negligently steered nearer to the island than he should have done; that the Owen, on account of the size of the raft, was unable to exercise proper control of it; that the raft was carried by the current against the Morton, the latter becoming entangled among logs and carried out into Lake Erie, where she sank. She has not since been found. The accident occurred on the night of the 1st of October,

1881. Mr. McCarthy, for the appellant, contended that the collision was due to negligence on the part of the master and crew of the Morton in allowing their vessel to be anchored in the way of vessels and rafts, which were passing up and down stream at all hours of the day and night; that large rafts passing Bois Blanc Island required nearly all space navigable at that point; and that the Morton at the time of the accident, was lying in the channel without lookout or watch of any kind and without sufficient lights. He further contended that the Morton, lying at such an unusual place in a navigable stream, ought to have been manned so as to have been easily moved out of the way of passing vessels or rafts lawfully using the stream, and that she might have avoided danger had a proper lookout been kept. When an accident occurred without blame to any one, the loss should be borne where it falls, and even if it were shown that the Owen was at fault the damages awarded were excessive. Counsel for the respondent argued that had the Owen pursued a course nearer to the eastern bank of the river, as she should have done, the raft would have avoided the current, and that the raft was too large to be controlled by the tug. He quoted from evidence to show that the Morton was anchored out of the line of navigation, her position being designated by a bright light, visible for two miles. In the position she occupied a lookout was unnecessary, and the accident was due solely to the improper course of the tug. Evidence of experienced vessel-owners, shipbuilders, etc., showed that the Morton at the time of the accident was worth from \$3,000 to \$3,500, and that she was chartered for \$50 per day. Mr. McHugh quoted authorities to show that this Court should not interfere with the finding of the Court below upon questions of fact, and urged that the appeal be dismissed with costs. The argument was not concluded when the Court rose. The Supreme Court will adjourn to-morrow until Tuesday next. —*Globe.*

### MICHIGAN LUMBERING.

"Lots of snow around here, yet, I see; but not half as much as where I have just come from."

The speaker was a rugged and muscular man, with face of bronze, clear eye and lively tongue; one who might pass for a sailor home from a foreign voyage.

"And where do you hail from?" was asked by the person addressed.

"Saginaw Valley," he replied, "I've been up there all winter in the lumber camp, on Coldwater Creek. When I left, day afore yesterday, the snow was four foot on the level."

"That makes heavy hauling, eh? Much doing this season?"

"More'n ever; I never seen so much," he replied, "People think the woods are getting cleared out. Pshaw! you can go for miles and miles yet through the prettiest pines you ever see. We had a right smart season all through. The logs ran three and three and a half a thousand, and that gives a chance to make something, you see. When they take seven and seven a half they're mighty small sticks and take a heap of handling; doesn't pay so well."

"Lumbering is pretty hard work, anyway, is it not?"

"Wal, kind of at first, till you get used to it. The men put in about 18 hours a day mostly—up at two o'clock in the morning, and keep at it till they can't see at night."

"How do they see to work in the morning so early?"

"Torches! Man dear, the woods are all lit up, and the gangs go at it hours before day. When you're banking logs, its got to be done. I've seen loads hauled four miles and a-half and a second trip started on afore daybreak. Do the men get good wages? Well, \$25 and \$30 a month, which is more than the same men can get lying round in town, anyway. Feed 'em well? You better believe they do! The very best of everything. Plenty of fresh beef and pork, and the bakers in the woods make as good bread as you get in town. The camp cooks get \$60 a month, and are first-rate. Oh, they give you all the pies and cakes you want. It used to be the other way. Pork and beans was the stiddy dish. Now-a-days the firms must feed the men well, or they will leave for other camps."