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## HODSON'S SHINGLE MACHINE.

The manufacture of shingles has become an important interest in Canada, the value of the annual product, as given in the last census, being \$766,938, and the present rapid development of the country will create a still larger demand. Under these circumstances lumbermen will be deeply interested in any improvement in machinery used in their manufacture, and we invite their attention to a shingle machine recently brought out by Mr. T. Hodgson, of Amherst, N. S., a cut of which is shown at the head of this article. It is heavy and substantially built, the ironwork weighing nearly 1,100 pounds, and the whole machine 1,550. The frame, which is made of well seasoned hardwood, is heavy, and securely put together with bolts, and carries not only the shingle machine proper, but also the jointer which is driven by a belt from the saw arbor. The whole machine when it leaves the shop is put together and ready for work, except putting on the bolts and filing and setting the saw. It can be belted from above or below, or from either end, and requires no fastening of any kind to the building in which it stands, except a light cleat nailed to the floor at the end of the machine towards the driving shaft.

The carriage is pivoted on a stout iron stud near the floor, the upper part of it being kept steady in its movement to and from the saw by slides working on a planed iron guide plate, a segment of a circle, bolted to the upper part of the frame, an arrangement that secures a rigid and yet free motion to the carriage. The set rolls are made each of a single piece of cast steel. The frame carrying the upper set roll is held between the sides of the carriage by a rod passing through them and through lugs on the rear part of the frame, allowing the front of the frame, with the set roll, to rise to put in a bolt, and to fall to hold it in place. There is a weighted lever at the foot of the carriage, and from it a link, hidden in the cut by the shingle bolt, extends up to the frame carrying the upper set roll, so that the weight, operating through the lever and through this link exerts a heavy pressure on the set roll, and grasps the bolt with such force that it is impossible for it to work loose. To put in a bolt the operator places his foot on a lever seen near the floor, the other end of which extends under the weighted lever. This raises the weighted lever, and with it the upper set roll, leaving him both hands free to handle the bolt. When it is in place he lifts his foot and the set roll comes down with a force that grips the bolt like a vise. The value of this device will be better understood when we say that the carriage can be stopped, the old bolt taken out, a new one put in, and the carriage started in five seconds. The bearings of the set rolls are large and long, and a constant and even pressure on them is obtained by means of vulcanized rubber springs.

The set gear is very accurate and reliable, and not liable to get out of order, and the feed gear, which is driven from a cone pulley on the edger arbor, is of the same character.

The saw which is 36 in diameter, is tapered from gauge 10 at the collar to 14, 15, or 16, as may be required at the rim, and is stiffened by a collar 20 in. in diameter, to which it is fastened with screws. The saw and collar can be taken from the arbor to grind, or to use one saw while another is filed. A strong iron guard covers the back and top of the saw to prevent accident.

The jointer, as shown in the cut, is placed within a few inches of the saw so that the operator has not to turn around with each shingle, but can be jointing one and throwing it away with the left hand while he is taking the next

other modifications of the crank motion, in which the run of the carriage is always the same, be the bolt large or small.

The bearings are very large and long, and are lined with the best Babbitt metal, those of the saw arbor being self oiling. All of the running parts are carefully balanced, and the saw can be run at 1,700 to 1,800 without a jar. As the carriage is steady in its movement, and as the saw is well supported by its large collar it is capable of carrying a heavy feed, and of running at a high speed, which, with the devices already described for keeping the saw constantly in its work, gives the machine a very large capacity. One of them owned by Messrs. B. Yeung & Co., of River Hebert, N. S., cut 1931 M inside of three months, the cut of the day shift running from 18 to 22 1/2 M., two men putting in the bolts

dry, and the logs consequently had to be brought down by rail or wagon, which would add very considerably to the cost. In consequence of this state of things fewer cargoes will be coming forward, and prices are already firmer, with an advancing tendency.

Of course a plentiful supply of rain, such as often happens in those latitudes, would materially alter the present prospect, but without some such assistance prices will not only continue to rise, but we understand there will be a difficulty in finding cargoes for the ships already chartered.

The supplies in hand here in London, which at one time wore, in deals, especially, far in excess of the demand, under present circumstances will happen rather fortunately for those who deal largely in wood of this kind, and the low prices recorded a sale or two since will probably be materially altered the next occasion when similar goods come on the market.

There is, however, as already stated, the probability of heavy rains making the means of transport easy, and this contingency will doubtless prevent pitch pine values from reaching very extravagant proportions.

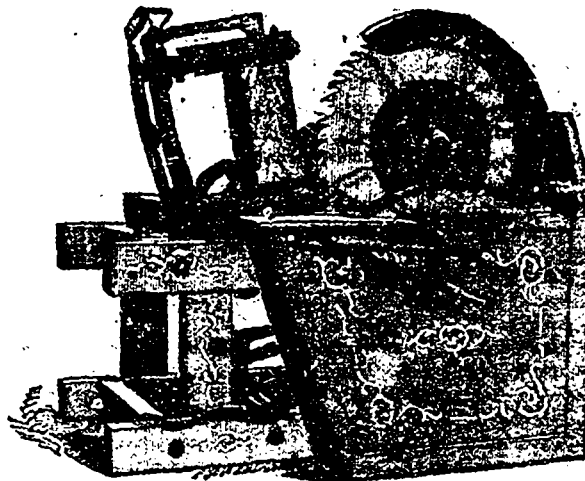
Under the most favorable conditions, it must be a long time before the logs hung up by the drought can be got forward, and though the rivers should be swollen with water, the time already lost must necessarily retard the shipments from all points; therefore the prospect for prices is highly favorable.

It seems only the other day the trade were lamenting the heavy stocks here of pitch pine as depressing prices, but if the reports from the southern ports are substantiated by later advices, the supply in hand will all be wanted to meet the requirements of consumers.—*Timber Trades Journal.*

## A Thousand Year Old Bridge.

Engineers at Mayence have found the remains of the bridge that Charlemagne built on the Rhine near the close of the eighth century and have already removed over 50 of the piles, from 15 to 18 feet long, on which it rested. The timber is so well preserved that it is still fit for building purposes, while the iron that was riveted to the piles has only a thin coat of rust to show the lapse of more than a thousand years.

THE London Free Press says a letter writer is informed that the firm in Quebec which has made the most money this year in wood is one which sends a member to South Africa, who goes from place to place picking up small orders, which have been shipped, so Quebecers say, at prices which have been made the business a small bonanza for the firm. Enterprise brings its own reward, always. Quebec would not be the "sleepy hollow" it is were its citizens generally more enterprising.



HODSON'S SHINGLE MACHINE.

from the saw with the right. This is a valuable feature, enabling the operator to joint a great many more shingles than is possible with the jointer placed in the usual manner.

One of the hand levers shown on the front of machine throws the feed into and out of gear, and the other regulates the distance that the carriage runs. If the bolt in the carriage is a large one the handle is placed in the highest notch and the carriage traverses its whole distance, but if the block is smaller the handle is put down one or more notches and this causes the carriage to run just far enough to cut what-over sized bolt is in it, and no farther. The run of the carriage is often changed once or twice in cutting the same bolt as the change is made in a moment, and while the machine is in its work. This device is a great saving of time over those machines that use the lever feed and

and jointing the shingles, and three men constituting the whole gang. For further particulars as to price, probable freight to any point, &c., address the inventor and patentee, T. Hodgson, Amherst, N. S.

## PITCH PINE.

At the Gulf of Florida pitch pine ports stocks are stated to be only nominal, there being next to nothing available. At some of the places the drought is quite alarming, notably Mobile and neighborhood, where drinking water is so scarce that the inhabitants were paying 25 cents a bucket for that essential of life. All over the country the water in the rivers was very scanty, and the rafts had to be broken up, the timber being floated down to the loading ports in single pieces. Some of the rivers were completely