

### Millions of Logs Lost.

Recent rains have caused the greatest flood ever known in Northern Minnesota. Along the banks of logging streams tributary to the St. Louis river millions of acres of land have been overflowed. The immense saw mills in and around Cloquet were completely flooded, with 200,000,000 feet of logs jammed together. The latest reports state that the great booms at Knife falls gave way, letting loose about 80,000,000 feet of logs, which were swept down the river to Duluth. Some of them were caught in St. Louis Bay. The whole 80,000,000 feet were carried out in less than two hours. The damage is enormous, and can only be estimated in a general way.

The loss in the sweeping away of the booms, piers, etc., to the Knife Falls Boom Company and the lumber companies of Cloquet is put at about \$150,000, while the loss on lost logs, the extra expense of handling them, and to business will be \$300,000, and the damage in other ways will be enough to raise the total to \$500,000 at least. The C. N. Nelson Lumber Company lost about 30,000,000 feet, saving about 6,000,000 feet. The Cloquet Lumber Company lost 35,000,000 feet, saving 6,000,000 or 7,000,000 feet, and the Water Power Company 6,000,000 feet, saving 600,000 or 800,000 feet. It is hardly possible that anything like a great proportion of the logs will be saved at all.

### The Fall of the "Forest King."

A woodman wended his way thro the wood,  
Till he came to a spot where a great tree stood.  
The bright sun flashed on the autumn trees,  
Whose gay leaves fluttered away on the breeze.  
And soon o'er the hills thro' the silence awoke,  
The far-reaching echo of each mighty stroke.  
The timid squirrels all scampered away,  
And with a shrill scream off flew a blue-jay;  
But the woodman steadily wielded his axe,  
And the great tree groans and creaks and cracks.  
There it has stood for years three score,  
But the place thereof shall know it no more.  
As "King of the Forest" it held its sway  
O'er valley and hill for many a day—  
But now it groans in anguish of soul,  
As each stroke grows nearer the heart of its bole.  
The breeze that so oft has passed o'er it before,  
Now sadly sighs thro' its branches once more.  
Its last "farewell" is a mimic gale,  
That slowly dies in mournful wail:  
The noble tree sways and rocks with the breeze,  
And it bids "farewell" to its kindred trees.  
Then straining, rending, groaning it fell  
With a thundering, echoing, crashing knell.  
All its stately length stretched far o'er the ground,  
And the hills repeated the echoing sound.

COLLEEN BAWN.

### Railway Matters.

Negotiations are said to be on the tapis for the purchase, by a syndicate, of that part of the C. P. R. line extending from Ottawa to Montreal and Quebec. Mr. Beemer, Hon. Mr. Church and, it is reported, Mr. Chapleau, are interested in the scheme, which is to utilize the line between Ottawa and Quebec as the basis of a huge railway system to include the various colonization railways running north. A part of the scheme is to colonize the districts the railway will traverse. The Canadian Pacific company are said to find the working of the north shores line too expensive for the receipts it gives them owing to the lively competition of the Canada Atlantic. It is said that the C. P. R. will attempt to acquire the control of the Canada Atlantic in order to thwart the plans of the G. T. R.

The fact that Sir George Stephen, president, Sir Donald Smith, director, and Mr. Van Horne, general manager of the Canadian Pacific road, together with the officials of the Duluth, South Shore and Atlantic road, accompanied by Mr. Farrar, a prominent banker of London, England, and Col. West and Capt. Rich, of Minneapolis, are making an extended and critical examination of all parts of the Duluth, South Shore and Atlantic road, gives good reason for the belief that a stupendous magnitude between the two roads is now pending. Nothing can be learned from the gentlemen as they refuse to talk. They are travelling by special car, and are extending their investigations thoroughly from the Soo to the great mines on the Mineral range line. The presence of Mr. Farrar is taken to indicate that foreign capital is interested in the deal.

### Simson & Mason vs. the New Brunswick Trading Company.

In the Queen's Bench Division of the High Court of Justice on Tuesday, before Mr. Baron Huddleston and Mr. Justice Charles, the case of Simson & Mason vs. the New Brunswick Trading Company came on for hearing.

Mr. Pike said this was an appeal on behalf of the plaintiffs against an order of Mr. Justice Cave at Chambers, setting aside an order of the Master refusing defendants leave to issue

a commission for taking the evidence of two witnesses on their behalf.

The learned counsel said the action was brought for fraudulent misrepresentation against the defendant company by the plaintiffs, who were also a company, and it was an action to recover £15,000, which was paid by the plaintiff company to the defendant company, upon, it was alleged, a number of false representations, which were set out in the statement of claim. One of the alleged misrepresentations, was that Guy & Co. and Stewart Brothers were separate and distinct firms, whereas, in fact, they were not. Another alleged false representation was that each of the firms was abundantly solvent, that Guy had a large property and that Stewarts were making £40,000 a year profit. Instead of that it had turned out that Guy suspended payment with a large deficiency, as had also Stewart Brothers. A material witness in the case was a Mr. Benn, who resided at Mobile, Alabama, and plaintiffs particularly wished to have him examined and cross-examined at the trial. On the other hand defendants wished that he should be examined by commission, and this Mr. Justice Cave, reversing the Master, had ordered. Hence plaintiffs' appeal.

Mr. Tyrell Plaine, for the defendants, contended that, *prima facie*, a party and especially a defendant, was entitled to a commission for the examination of a material witness, who was out of the country, except in certain particular cases, where, in the interests of justice, the importance of having a witness examined and cross-examined in this country outweighed the inconvenience of bringing him from abroad. Having cited decisions to bear out his view, the learned counsel said in this particular case the defendant, who was called upon to defend himself, had shown sufficiently by his affidavit that it was impracticable, although perhaps not absolutely impossible, to bring Mr. Benn over to this country to be examined. Mr. John Stewart in his affidavit, said Mr. Benn was carrying on his business and was permanently resident at Mobile, and in his opinion would not come over to this country.

After considerable argument the Court directed that the matter should stand over, to enable a better affidavit to be filed, showing the impossibility of getting Mr. Benn over to this country.  
—London Timber Trade Journal.

### An Australian Pen Picture.

Wood and Iron gives some valuable pointers about the Australian timber trade, saying that "as Australia is a large and growing market for lumber from this coast, a description of the lumber markets of the antipodes may be found interesting to those in the trade. The timber areas of Australia, which furnish trees from which the native lumber is made, are all situated on the coast between the shore and the crest or the coast range which extends along the whole eastern side of the continent—from southern New South Wales to northern Queensland. In this timber belt there are about seventy saw mills from small to large, and all the lumber used throughout this extent of country is of local manufacture. The lumber trees of this belt are cedar (so-called), various kinds of pine, and black butt (a species of eucalyptus) from which a good quality of hardwood lumber is made. The prices of native lumber vary in different places, and it sells in Sydney at the following rates when reduced to our money: native cedar \$7 @ \$8 per hundred feet, pine \$5 @ \$6, and black butt, \$3 @ \$4 per hundred. In New South Wales the duty on foreign lumber is 24 cents per hundred feet, and in the other colonies it is higher. The lumber belt of Australia is pretty well culled throughout its limited extent, and in a very few years all the Australian colonies will have to depend wholly upon American lumber. When that period arrives, Australia, including New Zealand and South Pacific Islands, will form by far the best market in the world for American lumber, and its prospective value should not be underrated."

### Ottawa Shipments of Lumber.

[Reported for THE LUMBERMAN by T. W. Hotchkiss, U. S. Consul.]  
Shipment of forest products from Ottawa for the 3 months ending June 30th, 1888, as declared through the U. S. Consulate.

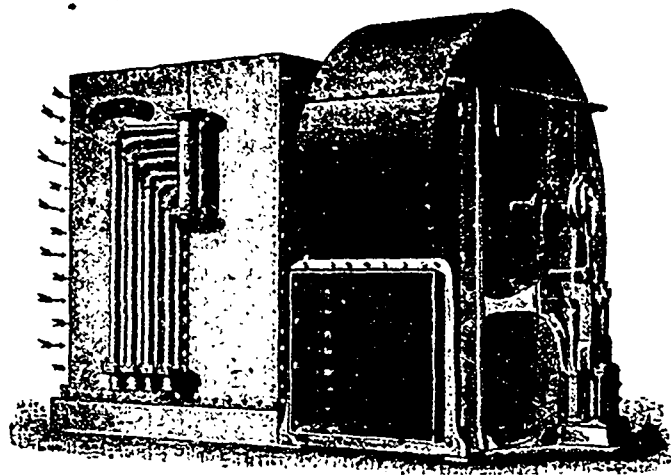
	Value.
Total Sawed Lumber, 44,435,796.....	\$632,714.64
Shipped by Water, 23,922,012 feet.....	Value.
Rail, 20,503,784 feet.....	Value.
Shipped for Consumption, 39,283,760 \$550.12.88 }	632,714.64
Re export, 5,142,036 \$2,581.76 }	
Lath M. 12,488,700.....	15,475.00
R. R. Ties, pcs. 87,332.....	18,274.95
Fence posts, 15,477.....	924.40
Shingles M. 683.....	1,603.07
Pickets.....	8,449.76
Match Blocks.....	1,076.00
Box Shooks.....	29,159.42
Henbark, cords, 2,548.....	14,490.00
	\$722,207.24

### The Sturtevant System of Heating Wood-Working Establishments.

The subject of heating is one that is of interest to every wood worker, and as it is often the case that the stable door is closed after the horse is stolen, so it may be wise now that the back of a very severe winter has been broken, to consider how we might keep ourselves more comfortable and thereby be enabled to do better work. The primary consideration to which every wood-worker has to give attention in deciding upon the means of heating, is that of danger from fires. The inflammable nature of both buildings and stock is such that any protection against fire, results in a corresponding decrease in insurance rates. Stoves and furnaces although so often used are too obviously dangerous, while steam piping as it is often put up in a mill cannot be relied upon with absolute security. To avoid all danger wood work must not be exposed to a temperature equal to that of live steam of 85 lbs. pressure. Any means of heating which removes these objections has claim to introduction, provided it is equal to direct steam-heating in other respects that should be carefully considered by every interested party.

It is well known that the most certain way of heating a room or building is by securing a circulation of heated air within it. This the direct steam heating system is incapable of doing, and for this reason it is slow of action in heating up a cool building. A forced circulation of the heated air overcomes this difficulty and renders the system positive, for the air by means of ducts, flues or pipes is conducted to any desired points and compelled by the pressure behind it to do its work of heating by circulation. The only satisfactory means of compelling the air is by means of a fan of suitable construction.

From the nature of work carried on in them, wood working shops are generally provided with a system of shafting from



THE STURTEVANT STEAM HOT BLAST APPARATUS.

which such a fan may be driven. In some cases, however, where heating is desired such arrangements may be lacking and an independent engine is required for fan propulsion. Such an engine may be connected directly to the fan shaft and all loss of power through intervening shafting and belting thereby avoided. In fact, all things considered, it will be found preferable as a rule to drive the fan by a direct connected engine. It then becomes independent of any other source of power, may be run at any speed and at any time. The ordinary objection raised to this means of propulsion is that it costs too much. But a moments consideration will show that it costs practically nothing to drive the engine when the exhaust steam is utilized (as it always should be) in the steam heater connected with the fan. The heating power of live steam 70-lbs pressure, is only about three per cent. more than that of exhaust steam, hence pound for pound it makes but little difference in the expense which is employed. For this reason the engine cylinder may be considered as simply an enlargement of the steam pipe on the way to the heater, and the exhaust steam leaving it practically as efficient for heating as live steam direct from the boiler. The fan for propelling the air should be of the type which delivers the air around the periphery, for the disc or propeller fan cannot force air against pressure and often becomes negative in its effect when exposed to a strong wind. The heater fan and engine for this work are usually made up into a combined apparatus. Through the courtesy of Mr. B. F. Sturtevant, of Boston, Mass., who was the first in the country to put such an article on the market, a cut of his "Steam Hot Blast Apparatus" is here presented. He has been the pioneer in the introduction of the system to meet the requirements of which his apparatus was designed. The direct connected engine is stiff and substantial, of good workmanship and capable of running at high speeds. The fan meets the requirements of a ventilating fan, namely, ability to handle large volumes of air at low pressure with the