

NEW YORK LUMBER FREIGHTS.

The Ottawa Citizen of June 20, says:—It will be remembered that the American captains struck this spring for \$4 per thousand on lumber to New York and \$3.75 to Albany, to which the mill men had to accede, but very reluctantly, being 50c. per thousand more than they had calculated on. In order to conciliate the feeling and work harmoniously, it was unanimously resolved at a meeting of the boatmen held in the company's offices, 23 South street, New York, on Saturday, the 7th instant, to establish the following rate:—

Ottawa to Burlington and Whitehall.....\$2 25
 " Troy and Albany..... 3 60
 " New York 3 75

Twenty-five cents extra on strips to Albany and New York. This is acceptable to the Ottawa mill men, and shows that the boatmen are desirous of doing what is right and do not wish to take advantage of their customers. The boatmen are thoroughly organized under a charter in New York State, and are styled the "Northern Boatmen's Transportation Company." The company comprises a carrying capacity of about five hundred (500) boats of about one hundred and fifty tons each. Their affairs are managed in New York by Mr. Geo. F. Hastings, 23 South street, their agent in this city being Messrs. D. Murphy & Co.

It is most satisfactory that an amicable arrangement is arrived at between boatmen and lumbermen, and the association will now have the hearty good will of American men generally.

HANDLING LUMBER.

Here is some good advice for saw mill men. It is furnished by a correspondent of the *Southwestern Lumberman*: When the lumber is taken from the saw by the off-bearer, never allow it to be thrown down, but lay it down carefully, and keep up this rule every time it is handled until placed in the car for shipment. When lumber is bulked down, always put each length down in separate piles, for instance, 10 feet lengths in one pile, 12 feet in another, and so on; this prevents splitting from exposure. When different lengths are piled together in a bulk as it comes from the mill, the result is that the ends of the longer boards crack, and thus the value of the lumber is reduced. Have your lumber properly trimmed before it leaves the mill, bad ends cut off square; rip out all hearts, even if by so doing you get a three-inch clear strip from each side. These strips are more valuable if clear and straight than the whole board with a bad heart in it, besides, you save the expense of handling so much surplus wood. Having your lumber properly trimmed and assorted as to lengths at the mills, keep it that way all the time while hauling, piling on sticks, hauling to cars and shipping, and never allow your men to handle fine lumber roughly, but in piling, loading on cars or waggons, handle the boards carefully from one to the other, and lay them down easily. You will make money by this, even if it requires one-third more men to do the work; the increased price that your lumber brings will pay all this extra expense and leave you a handsome margin besides.

BRAZING BAND SAWS.

The Hoyt & Bro. Manufacturing Co., of Aurora, Ill., gives the following directions for performing this operation.

File the ends of the band on opposite sides, to form two wedged shaped ends, having a lap of say 3-inch long, which, when laid with their bevelled and filed sides together, shall form a good joint of the same thickness as blade. Now clamp the ends on a piece of board, with the back of the blade toward you, with the lap brought fair together. Cut a piece of "silver solder," large enough to cover the lap, lay it between the lapped portion with a little pulverized "borax." Now, having a piece cut out of your board, say three inches wide, directly under your lap, heat your soldering tongs to a bright "cherry-red," and hold them pinched firmly on the lap until the solder flows freely from under the joint, then cool off the tongs and soldered portion of saw by pouring water upon the same, without relieving the pressure until nearly cold. Try a file on both sides the blade, and should it be harder than the other part of the blade, re-heat your tongs a little, and draw the temper

by pressing the tongs upon the hard portion of the blade till partially heated, but not upon the lap, as it will weaken your joint. File off the solder and joint to the same thickness as other parts and the soldering of your band is completed.

COOPERAGE STUFF.

Handlers of cooperage stuff in this city comment seriously upon the character and quality of much of the staves, heading, etc., that is offered or shipped to this market. In many cases the manufacturers of the stuff do not understand their business sufficiently to turn out a product that is desirable or even available. Some owners of mills seem to imagine that if a lot of staves and heading is chopped out in a cheap way it is sufficient, and often they are not particular about the quality of the timber used. This is not generally the fact, but it is true to too great an extent. Instead of an indifference among users of packages as to the quality of the stuff to go into them, there is, on the contrary, a most rigid system of inspection applied. A Chicago commission man would not dare to send a car-load of stuff to a Minnesota consumer that did not come within the proper range as to quality, knowing too well that it would be useless, for the stock would be mercilessly culled. Before buying stocks of a producer to furnish to the trade catered to by Chicago operators, assurance is always wanted that the manufacturer knows what to send, and will turn that knowledge to proper account. Numerous inquiries regarding the placing of stocks are received in Chicago, to which little attention is paid, because the commission men are afraid to touch the product of a mill which they know nothing about. Improperly made stuff is disposed of by hook or crook, generally being supplied to local consumption, for there are apt to be coopers who are no more particular than the unskilled manufacturers of raw material. But at such a point as Minneapolis, to which a large amount of stock is annually shipped from Chicago, there is little demand for poor stuff. All this points to the necessity for the utmost care in studying the wants of consumers of cooperage material, and an earnest endeavor to meet those wants. When the market is dull inferior stuff has but little show, for if stock is wanted it is easy enough to get what is good.—*Northwestern Lumberman*.

RAFTS ARRIVED.

The *Chronicle* gives the following list of rafts, etc., arrived at Quebec:—

JUNE 14.—Henry Connolly, deals, Mill cove.
 Thos. Duck, white pine, &c., sundry coves.
 A. Fraser & Co., timber, Clint's wharf.
 E. L. Kelsey, staves, Point-au-Pizeau.
 Jas. Gibson, jr., birch, South Quebec.
 John S. Murphy, elm, &c., Indian cove east.
 Wm. Simpson, birch, &c., Hadlow cove.
 A. & J. White, white pine, &c., St. Lawrence Docks.
 Jos. Bolduc, deals, Mill cove.
 JUNE 21.—Joseph Bolduc, deals, Mill cove.
 Malcolm McDougall, white pine, &c., St. Michael's cove.
 Peter McLaren, white pine, St. Lawrence Docks.
 J. J. Calvin & Co., elm, &c., Point-au-Pizeau.
 J. J. Calvin & Co., oak, &c., sundry coves.
 John McRae & Co., timber, Indian cove west.
 D. C. Thompson, staves, Bridgewater cove.
 Platt & Bradley and D. C. Thompson, staves, Bridgewater cove.
 Wm. Simpson, birch, Hadlow cove.
 A. Fraser & Co., white pine, &c., Clint's wharf.
 Hilliard & Dickson, pine, &c., St. Lawrence Docks.

LOGS AND LUMBER.

Last week the *Lumberman* contained an extract from the Tonawanda, N. Y., *Herald*, that uttered a bitter complaint of the decline and threatening collapse of the saw-mill industry at that point, on account of the high cost of logs. The complaint alleged that the operators who raft logs from Lake Huron to Tonawanda have squeezed the millmen to the point of bankruptcy by charging exorbitant prices for logs delivered, several of the manufacturers having failed,



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and the remaining ones barely holding out, while they are making nothing. In the *Herald* of the succeeding issue a "timber" dealer, as they there call the men who trade in logs, takes issue with the complaint, and denies that the high price of the raw material at Tonawanda is the result of excessive value placed on it by the dealers. He says that the reason why logs cost more in Tonawanda than formerly is because they cost more at the stump. He cites the alleged fact that those mill owners who have undertaken to get their own logs from the woods and raft them to Tonawanda have made a failure of it, while those who have devoted their care and capital exclusively to their mills have succeeded. "The truth is," the timber dealer proceeds to say, "the enormously increased price of stumps, amounting to over 400 per cent. in the last few years, together with the excessive price of labor and supplies to carry on the business, is what has embarrassed the timber trade, and not the excessive profits imposed by the timber dealers." And he adds, "the writer has well nigh quit the business for this reason." So it seems that the trouble is thrown back on the stump and the cost of labor and supplies. It is the same that the Michigan manufacturers complain of; the high price of stumps and labor, that oblige them to ask so much for the product of their mills that there is no margin left for the trade. It seems as if either stumps were too high or else assorted lumber were too low. A just relative level will have to be reached sometime in the very nature of things.—*Northwestern Lumberman*.

VENEERS.

This may properly be called the age of veneers. At any rate the art of veneer making has been brought down to a fine point. As adept as the grainer is, his business has fallen into disrepute, and there are prospects that in the future there will be no great demand for him. Not many years ago pine was the leading finishing wood, but now, in the finer class of houses, it is crowded out. Hardwood for inside finishing is the thing, and ingenious man has studied the problem, how to make the finishing present the appearance of being solid hardwood without being so. This effort is not one of the most laudable, for at the present time the cost of hardwood lumber is so low that if a man builds for durability, he certainly ought to feel able, if able to build at all, to use solid lumber. But so long as he will not always, the veneer makers step in and supply him with a substitute. The perfection of veneers that are turned out is remarkable. It was not long ago that the kinds of veneers were few, but one by one the different woods have been added, until now they are numerous. The veneers are cut remarkably smooth, requiring but little finish before being oiled or varnished, and made as thin as a hundred and seventy-five to the inch.—*Northwestern Lumberman*.

Across Lake Winnipeg.

The *Winnipeg Times* of June 19th says:—George Bradbury, the general manager of the Northwest Lumbering Co. has just returned from a trip across Lake Winnipeg from Bull's Head. At this point a raft of 300,000 feet of square timber was taken in tow by the steamer Colville, and was carried safely across and was safely landed at Selkirk. The trip was made in four days, the greater part of the time being spent at the mouth of the Red River, the water being too low to get across the bar without great difficulty. This is the first raft ever tow-

ed across the lake, and the timber is for the saw mill of the company at Selkirk.

The *Timber Trades Journal* of June 9, says: It would have been astonishing if the fine clear weather and strong northeast winds which have prevailed for the last ten days or so had not brought into London a numerous fleet from the Baltic, for, in fact, the early spring shipments may now be considered due, and these are some of them. Fifty-four timber vessels would sound large enough for any week of the year, but no week would be likely to bring in a greater number than this, because everything favored the arrival in good time of every Swedish sailing vessel that had got her loading by May 20th and some from Norway much later. The import season may be considered fully on now, and we must expect a longer list of arrivals than we have lately been accustomed to record.

The *Toronto Globe* says:—In a paper by Mr. Charles Gibb on "Trees and Shrubs of Northern Europe and Asia," in which he records his observations on forestry and horticulture in the fruit growing areas of the Russian Empire, the author alludes to the lack of botanic gardens in Canada. These institutions are to be found throughout Europe, even in Russia and in most of the tropical and other colonies of England, for the interchange of botanical products growing in similar climates. "That this great Dominion of Canada," he says, "which stretches from the Atlantic to the Pacific should be without a botanic garden or a series of such gardens is a fact without parallel in British colonial history.

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