

BOARD OF TRADE RETURNS.

The following are the returns issued by the Board of Trade, for the month of Oct., 1885, and also for the 10 months ending Oct., 1885:

MONTH ENDED 31ST OCT., 1885.		
Timber (Hewn).	Quantity Loads.	Value \$.
Russia	30,697	52,870
Sweden and Norway	62,133	88,878
Germany	23,235	63,329
United States	7,267	26,891
British India	5,086	79,605
British North America	23,700	122,112
Other Countries	31,939	38,895
Total	190,063	497,610
TIMBER (SAWN OR SPLIT, PLANED OR DRESSED).		
Russia	198,938	438,066
Sweden and Norway	228,527	470,859
British North America	132,651	822,881
Other Countries	21,240	65,177
Total	581,356	1,296,983
Staves, (all sizes)	14,235	54,001
Mahogany (tons)	4,954	41,701
Total of Hewn and Sawn	771,420	1,794,623
TEN MONTHS ENDED OCT. 31ST, 1885.		
Timber (Hewn).	Quantity Loads.	Value \$.
Russia	237,741	425,026
Sweden and Norway	481,134	674,973
Germany	268,639	631,106
United States	127,042	480,830
British India	34,596	497,027
British North America	217,200	952,714
Other Countries	344,130	477,168
Total	1,711,268	4,059,444
TIMBER (SAWN OR SPLIT, PLANED OR DRESSED).		
Russia	1,041,039	2,255,650
Sweden and Norway	1,546,314	3,244,603
British North America	816,456	1,997,727
Other Countries	299,223	891,296
Total	3,703,032	8,389,276
Staves (all sizes)	104,580	430,313
Mahogany (tons)	60,025	441,837
Total of Hewn and Sawn	5,414,824	12,448,520

HOW TO PUT AN ENGINE IN LINE.

An engine in line when the axis of the cylinder and the piston rod are in one and the same straight line in all positions, says *Leffell's Millwright & Mechanic*. This line should intersect the axis of the engine shaft, and be at right angles to it. The guides should also be parallel thereto. The shaft must be level, but the cylinder may be level, inclined, or vertical according to the design of the engine.

To line up an engine, as it is generally termed, take of the cylinder head, remove the piston, crosshead and connecting rod, then with a centre punch make four marks in the countre bore at each end of the cylinder at equal distances apart around the bore. Take a piece of stiff hoop iron with a hole at one end of it, slip it on to one of the stud-bolts of the back cylinder head, and secure it firmly with a nut, after which it may be bent in the shape of a crank, one end projecting across the cylinder at its centre, at a sufficient distance from it to admit of convenient and accurate measurement. Next draw a fine line through the cylinder, and attach one end of it to the temporary crank above mentioned, and the other end to a stake driven into the floor at the back end of the bed-plate. Then with a piece of hardwood or stiff wire pointed at each end and equal in length to half the diameter of the cylinder, set the line, so that, when one point of the wood or wire is inserted in any one of the centre-punch marks at either end of the cylinder, the other end will feel the line. Next see if this line passes through the centre of the shaft; if so, the cylinder is in line with the shaft, if not, one or the other must be moved, which requires both skill and judgment, since engines differ so much in design and construction. Now turn the engine shift round till the crack-pin almost touches the line passing through the centre of the cylinder, then ascertain by measurement whether the line is equi-distant from the collars on the crack-pin. Then turn the shaft on the other centre until the crack pin feels the line. If the measures correspond the shaft is in line with the cylinder; if not they will show which end needs to be moved. The operation may have to be gone over several times before a definite conclusion can be arrived at. The shaft may be leveled by placing a spirit level on it, if

there be room; if not, drop a plumb-line passing through the centre of the crack-pin and shaft; then by placing the crank at both centres and at half-stroke, the line will show whether the shaft is level or not. The guides may be brought into line with the cylinder by measuring from each end of each guide to the line passing through the centre of the cylinder, and moving them until they are parallel to the line and to each other. To adjust them to the horizontal, a spirit-level may be placed on their top faces; if no level is at hand a square and plumb-line may be used; where these accessories are not at hand a straight edge placed across them will determine by actual measurement whether they are in line with the centre line of the cylinder or not.

Engines get out of line from the following causes: faults of design, faults of construction, overwork, the character of the work which they are performing, or from the loss of the crank wearing away the face of the main bearing against which it revolves. To move an engine shaft and pillow-blocks into line with the centre of the cylinder, screw down the caps of the pillow-blocks firmly on the shaft, then slack up on the bolts that tie down the pillow-blocks to the bed-plate, after which the shaft, pillow-blocks and fly wheel may be moved from the back end by means of a lever or jack-screw, after which they should be firmly tied, and the set screws and wedges re-adjusted. To move a cylinder, if the connections be short and stiff, remove the belts which tie it to the bed-plate, then measure from the plane of the cylinder to some fixed object such as a wall, post or column, cut a plank or scantling about an inch longer than the actual measurement from the cylinder to the wall, so that when placed against the cylinder, it may stand slightly oblique; then by driving on the end of the plank with a sledge or heavy hammer, the cylinder may easily be moved. The holes should then be reamed, and new bolts corresponding to the reamer substituted for the old ones. The cylinders, guides, and pillow-blocks of all engines should be double pinned to prevent them from getting out of line, and whenever it becomes necessary from wear to move them, the holes may be re-reamed and new pins substituted.

LEATHERS ON LUMBER.

Don. J. Leathers, of Grand Rapids, the well-known dealer in pine lands, while in Muskegon closing up the details of the White, Swan & Smith transfer to the Lumber Company, was seen by a reporter for the *News* and peremptorily pumped pertaining to the pine prospects of the peninsula.

"Is stumpage higher this fall, Mr. Leathers, than it has been for the past few years?"

"Oh, yes; from 40 to 50 per cent."

"What are the principal reasons for the rapid advance?"

"There is a corner on pine. But comparatively few, if any, tracts are now held for speculative purposes. Non-resident speculative owners have closed out and the pine forests of Michigan are owned by a very few men, and these men are operating for an immediate profit. Money put in Michigan pine is turned very rapidly. There is a general scramble desirable stumpage and lumber will be manufactured with a rush for the next two years."

"How many more years of lumbering is there in Michigan?"

"Not over five years. There are some tracts of course which will stand longer than that, but estimating the remaining pine as closely as possible, and figuring on the basis of the past few seasons' cut, and five years will see the forests pretty well stripped."

"To what section will the lumbermen turn their attention when the timber belt of Michigan is denuded?"

"To the South and Washington Territory. As every one knows, there are vast tracts of pine in the Southern States and of as good quality as can be obtained anywhere. But it will require a good deal of northern capital and northern experience and push to lumber down there with profit. It is my impression that excellent tracts of pine can be bought in the south at present cheaper than a year or two

years ago. At that time there was a rush for southern pine, the demand being mostly for speculative purposes. The boom has gradually died out, and to my certain knowledge a number of purchasers would sell out to-day for less than they paid two years ago. It will be five or six years yet before lumbering will commence in earnest there, and but few persons are able to tie up their money that length of time and pay taxes—which are growing heavier each year—hoping for a rise in the market. Such men as Maj. A. B. Watson, D. A. Blodgett, as well as others which might be named, can't be very easily frozen out, and they will make money on their investment."

"Has there been as much money made in lumber in this state as people have been led to believe?"

"Well, I will cite you a single instance, which will compare favorably with a hundred such deals. Several years ago White, Swan & Smith purchased a tract of pine land for \$155,000. They cut 40,000,000 of the tract and sold the remaining 80,000,000 feet for \$400,000. I made this sale and know the figures are approximately correct. While the lumber remains in Michigan there will be a greater activity in all operations than heretofore."

WOOD-WORKING PATENTS.

The following list of patents relating to the wood-working interests, granted by the United States Patent Office, November 17th, 1885, is specially reported by Franklyn H. Hough, solicitor of American and Foreign patents, 925 F. Street, N. W., Washington, D. C.

- 330,803.—Lumber-trimmer—A. Rogers, Muskegon, Mich.
- 330,797.—Planer-knife Grander—G. H. Mills, Concord, N. H.
- 330,564.—Planing and matching machine—E. H. N. Clarkson, Baltimore, M. D.
- 330,399.—Saw gummer—F. Herhold & J. E. Mills, Chicago, Ill.
- 330,484.—Saw mill carriage—G. M. Hinkley, Milwaukee, Wis.
- 330,720.—Saw mill carriage—S. W. Lattle, Evansville, Ind.
- 330,499.—Saw punching and setting machine—J. Laybolt, Wakefield, Mass.
- 330,396.—Saw swage—D. B. Hanson, Indianapolis, Ind.
- 330,680.—Saw tooth—J. A. Dean, Worcester, Mass.

PATENTS ISSUED NOV. 24.

- 320,867.—Chuck, lathe—J. C. Bauer, London, England.
- 330,948.—Lathe cutting appliance—L. E. Wheeler, East Hampton, Mass.
- 331,195.—Saw, splitting—W. H. Hawley, Hanford, Cal.
- 331,262.—Saw tooth swaging machine—J. E. Traverse, New York, N. Y.
- 331,135.—Sawing machine, rift—O. S. Holt, Rock Island, Ill.
- 331,054.—Stump extractor—J. B. Heard, Bowling Green, Ky.
- 330,994.—Stump puller—J. W. Mayberry, Marvyn, Ala.

A CHICAGO OPINION.

The last issue of the *Lumber Trade Journal* contains the following on the situation in the lumber market:—

It is slowly but surely being realized by the dealers throughout the country that the advance in price was made in good faith, and that the jobbers are determined to adhere strictly to present quotations. In scanning our various reports from the lumber markets elsewhere we find the same feeling as to prices predominate, and, indeed, in not a few of them there are indications of further advances. It may be well for the dealers that are still withholding orders (and we know there are many such) to take timely cognizance of the very important fact to them that prices are not going to decline, and it is not unlikely that a very nice per cent will be saved by placing orders now. It is thought by many the advance and those to be made, if any, will continue during next season. This idea we cannot endorse altogether, as the indications already are that as much, if not more, logs will be got out this winter than last. Many large logging crews are going out already, and

there are more camps located now than in three previous years at as early a date.

In conversation with a leading lumberman the other day he said his firm would reduce its cut from 35,000,000 feet to 30,000,000 feet, but that it was truly astonishing to him to see the general disposition there was with other large operators to be first on the ground, prepared to do more work and stay longer than last year.

If such be the facts it is folly to think that prices will maintain their present high standard after the opening of navigation next year. But in the meantime, Mr. Dealer, what are you going to do? The extreme caution that actuated you in withholding your orders the greater part of this year places you now with limited and broken stocks. To supply your trade you must buy sooner or later in large quantities. If you dilly dally along as you have been doing you will be compelled to not only meet present but doubtless higher prices.

Death of a Pioneer.

Mr. Edward McGillivray, one of the most widely known commercial men in the Ottawa valley, died on Nov. 24th of paralysis of the brain. For nearly fifty years he carried on a large wholesale and retail trade, and had extensive business connections with the lumbermen of the Ottawa country. He was mayor of Ottawa during the years of 1858 and 1859, and was connected with every enterprise for the advancement of the place from the early days of Bytown down to the present. The Montreal Telegraph Company, the St. Lawrence and Ottawa railway and the Canada Atlantic railway are among the most prominent enterprises to which Mr. McGillivray lent the aid of his energetic assistance.

The Largest Load of Lumber.

The *Oswego Palladium* of Nov. 19th says:—The barge *Dakota* arrived here last night from Brockville, in tow of the tug *Proctor*, having on board the largest load of lumber ever brought into this port by any craft. The cargo was consigned to Page, Fairchild & Co and consisted of 618,825 feet of pine lumber. The amount of duty paid was \$1,237.65.

SAYS the *Lumberman's Gazette*:—Basswood is manifestly growing in popularity. Not only is it used for box-making and for similar purposes, but it has a large place in moulding shops. It disputes supremacy in this respect with white-wood, and both have a lead over gum. Pine is getting too high in price to put it into mouldings, when cheaper woods will answer the purpose just as well. It is only the force of habit that continues the use of pine to the exclusion of other good and easily worked woods, and as wood-workers learn the value and availability of white-wood and basswood they will be more extensively employed.

Consumption Cured.

An old physician, retired from practice, having had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma, and all Throat and Lung Affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, and having tested its wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellows. Actuated by this motive and a desire to relieve human suffering, I will send free of charge, to all who desire it, a little recipe, in German, French or English, with full directions for preparing and using. Sent by mail by addressing with stamp, naming this paper, W. A. Noyes, 149 Powers Block, Rochester, N. Y. lyew43

Every observer who walks the streets of a great city, and scans with intelligent eye the colorless faces of more than fifty per cent of the people he meets, can easily agree with us in the statement, that this age, which makes such traffic upon the working energies of the greater part of men in the intense pursuit of business, has destroyed in a proportionate degree the animal health and robust constitution. Nature, in this stage of exhaustion, cannot be restored of itself, but requires some stimulating tonic to strengthen and keep the system in regular order, and in Northrop & Lyman's Quinine Wine we have the exact remedy required. The peculiar operation of this medicine, in cases of general debility and nervous prostration, has undergone long and close observation, and it is believed it will never fail, if properly and judiciously administered. Prepared by Northrop & Lyman, Toronto, and sold by all druggists.