EXTRA HEAVY PLANER AND MATCHER.

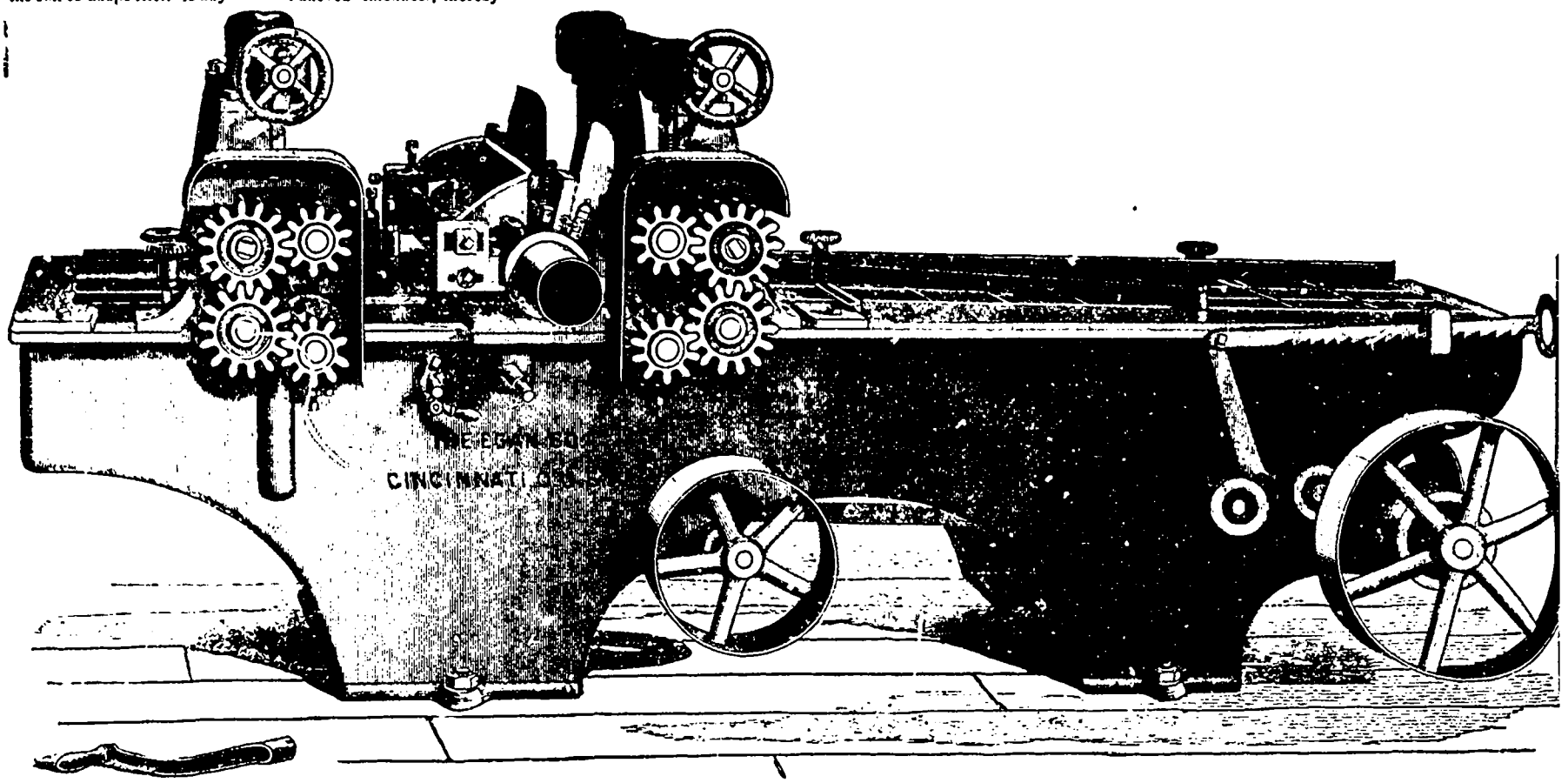
We illustrate on this page an Extra Heavy Planer and Matcher, manufactured by the Egan Company, Cincinnati, Ohio. It is one of the best and most improved machines of its kind made, and the detail of its construction for strength, strain and convenience, is of the most improved and advanced ideas for building first-class machines. All the latest points are embodied, and many new advantages specially peculiar to our machine, and covered by our exclusive patents.

The Frame is cast plain, and is thoroughly braced and ribbed on the inside, giving great strength and presenting a very smooth and even face on the outside. The edges are gracefully curved so as to nearly double the strength of the castings.

The Head is of cast steel and slotted on all four sides, and the cylinder is double belted. Any kind of a knife can be placed on this head, as the double pressure bars on each side of knife are adjustable to or from the knife. Mouldings, patent siding, cove siding, ship lap, beading, and work of that class can be done on it to the best advantage.

The Patent Adjustable Pressure Bars are placed on each side of knife and inside the feeding rolls, holding the lumber firmly as it is being planed. These bars are adjustable at will of operator, so as to accommodate irregular knives and allow a full clearance.

The Feed is powerful and consists of four 6 inch feed rolls, geared in a superior manner; there are two changes of speed, viz: 45 and 65 feet per minute. The machine is of large range, planing 24 inches wide, 6 inches thick and matching 14 inches wide. Our patent adjustable box is a very ingenious contrivance, allowing the roll to adapt itself to any board of uneven thickness, thereby



EXTRA HEAVY PLANER AND MATCHER.

preventing any undue strain to gearing and giving equal pressure to each side of board.

The Patent Side Heads, with their spindles, are adjustable horizontally or vertically from the working side of machine. When side heads are set for a certain width, a hand nut locks it and no slipping can take place. The machine can be changed from a planer to a matcher and vice versa in one minute, and the mechanism for changing heads out of the way so as to surface full 24 in. wide is the most perfect and reliable yet put on any machine. The back feeding rolls are weighted and the front ones have springs and we think experts will appreciate the change.

This machine will stand up to any kind of heavy or light work ash, oak, yellow pine, white pine or hard wood, and is specially adapted to large mills requiring a variety of work in both planing 24 in. wide and 6 in thick, also for flooring, ceiling, patent siding, moulding, &c., &c., and we can recommend it in every way to be well built, and the material the best adapted for the purpose.

The L. and T. pulleys are 14x8½ and should run 960 revolutions per minute.

For cuts and prices of this or any other Improved Wood Working Machinery, address the manufacturers, the Egan Company, 165 to 185 West Front St., Cincinnatti, Ohio, U.S.A.

CANADIAN TIMBER

At a largely attended meeting of the members of the Institute of British Carriage Manufacturers, held in the Westminster Town Hall, London, Eng., Professor John Macoun, F. L. S., Botanist to the Canadian Government, read a paper on "Canadian Timbers suitable for Carriage Building," in the course of which he suggested that if a timber bureau or exchange were organized in connection with the contemplated Imperial Institute, dealers might be made aware of the anticipated wants of consumers, and producers could be instructed accordingly. The following is a summary of Professor Macoun's paper.—

"Commencing with a sketch of the lumbering centres of New Brunswick, Quebec, Ontario, and British Columbia, the Professor showed that there need be no uncertainty about the supply. Were there (he suggested), a timber bureau or exchange organized in connection with the contemplated Imperial Institute, dealers might be made aware of the anticipated wants of consumers, and producers could be instructed accordingly. There need be no fear of the supply of spruce and larch, and of the coarser kinds of pine lumber, giving out, as Canada had immense tracts, unfitted for agriculture, covered with this class of timber. It was true that fires did great damage every year, but that applied more particularly to pine forests, as these grew on dry and generally sandy soil. Fire passing through a Canadian forest simply means the re-covering of the land with a different variety of tree, as pine lands, if the soil be fairly good, seldom become covered with pines again. Proceeding then to speak of the suggested School of Forestry for England, Professor Macoun went on to treat the real object of his lecture. The elastic woods valuable for carriage building included the shell bark hickory, bitter nut hickory, white heart hickory, pig-nut hickory, white ash, black ash, rim or red ash, chestnut, cherry or black birch. Elasticity he considered to be a property of young wood, and the greater the exposure the more it is produced. Should this be a fact, there was no reason why Canada could not produce all the ash and hickory for every variety of agricultural implement and vehicle required in England. Canada had millions of acres of waste lands growing up with young wood, which to-day were of no value, but which in twenty years, if merely let alone, would fully supply the English market as well as the Canadian. The Canadian woods noted for toughness were basswood, common or white elm, rock elm, slippery elm, beech, hornbeam, ironwood, walnut, bitter nut, white oak, blue oak, pin oak, grey oak, sycamore, red maple, whitewood, cottonwood. Toughness, the professor showed, was found at all ages of the wood. The three Canadian elms, common or swamp elm, rock elm, and slippery elm, are in their young state so tough that in many cases it was impossible to split them. He had seen thousands of young elms ranging from six inches to eighteen inches cut down close to Canadian railways and burnt upon the ground because they were so tough that they were almost useless for firewood, and not worth the labor of converting into firewood. Did English purchasers and Canadian producers understand their business better, these small trees would be cut up in Canada of the required size, or merely cut into plank and shipped to England when partly dried. Or, better still, English capital, managed by competent men in the interest of the manufacturer or dealers in England, could produce just what was wanted and forward direct, so that the heavy charges now paid to middlemen could be dispensed with. There was now in Canada, around the old settlements, in fence corners and in the forest, cut many years ago, an enormous quantity of young wood ranging from twenty to sixty years of age which is considered of no value, as there is no demand for it. This is the class of wood they want but cannot get in England, because their own country does not produce enough of it. British dealers rejected Canadian forest-grown wood and say it is of second class quality, and that Canadian woods are far inferior to British. Yet they could get the wood they desire by changing their mode of purchase. Let any competent man go out to Canada and have a lot of young oak, ash, elm, and hickory sawed up into plank of the size wanted, let it be partly seasoned, and then shipped direct to the manufacturer. Then they would get good cheap raw material, and with machinery and skilled workmen there was no reason why they could not build carriages of better quality and more cheaply than they did at present. The Professor then went on to treat of the need of Canada for a Forest Department, and spoke of their hardness, resistance to wet the beauty of many Canadian woods for cabinet making and furniture, as well as their uses for cooperage and the possibilities of the import of wood pulp. The paper indeed dealt exhaustively with the whole subject and was well received throughout.

LUMBERING IN MANITOBA.

This winter promises to be a brisk one in lumbering circles, the past season having been a very good one. "We could easily have handled 2,000,000 more feet than we did," said a member of a well known lumber firm. "During the past summer the cut of last year has been all sawn and disposed of and the stocks of sawn lumber and logs on hand have had large inroads made into them. If the demand next summer is to be met, there will have to be a much larger cut than last season; we as only one of many firms, will increase our cut by three millions of feet."

Other lumbermen spoken to corroborated this view of the case. During the past season there has been a heavy demand for good lumber for railway bridge purposes, and three times as great a quantity was used for this work as there was in 1885. From Winnipeg and all points of the Northwest there has been a demand for lumber, which indicates that building operations have been heavily carried on during the past summer. All the mills have been rushed to their greatest capacity. Prices are stiffening and are now from $14 to $15 per thousand feet f. o. b. at Keewatin, and from $17.50 to $18.60 at Winnipeg. They are expected to range still higher next summer if the market is not gutted by too heavy an output. One dealer estimated that there was yet 30,000 feet of sawn lumber remaining over from past years when the output was far in advance of the demand; if this winters cut was not so large, next season would relieve the dealers of the stocks on their hands, and place the business on a firm foundation again.

A good many lumbermen did not get all their last winter's cut down to the mills last summer, the drives sticking owing to the lowness of the water. There are probably three or four million of feet at present on the rivers waiting for the spring freshets to bring them to mills.

The season now opening promises to be a most active one; and lumbermen are consequently in good spirits. Gangs of men are already being sent to Lake Winnipeg and the Lake of the Woods districts, and a week or two will see operations in full swing.—*Free Press.*