

THE SAGINAW VALLEY STRIKE.

An unbiased consideration of the strike which has been so tenaciously adhered to for five weeks past on the Saginaw river, must lead to only one conclusion, that it was ill advised in its inception, and that it has resulted thus far disastrously to the labor element, and worked to the direct advantage pecuniarily as well as otherwise to the mill owners, as we shall endeavor to demonstrate by a short statement a statement as possible.

First, we assert that the strike was ill-advised in its inception, because a moment's consideration, with the very smallest information in regard to the general situation would have convinced the leaders that it was but a very short time until the 19th of September, when the ten hours law would take effect, and they would then have law on their side with which to enforce their demand. Now, while the *Gazette* sympathizes with the employes so far as their demand for ten hours a day is concerned, we cannot permit our sympathy to blind our eyes to facts which are undisputable; hence we believe that at no time for ten years past has there been so inopportune a time for a strike of the mill employes, for the reasons following: In the first place, the docks on the river were crowded with lumber, which was sluggish in sale, and a stoppage of production was the most desirable thing in the interest of the producers, because it would enable them to dispose of their surplus stock and clear their yards for future operations. Then again the curtailment of the log crop last winter was so great that the mill owners could well afford to let their establishments remain idle two months if necessary, and could thereafter cut all the logs desirable for their own convenience and advantage; and even if they do not cut another log this season, the streams tributary to the Saginaw river will have no more logs remaining back than usual. Again the leaders and advisors of the labor element, might with very little discernment perceived that a curtailment of 300,000,000 feet of lumber at this time, means a curtailment of the same amount of logs the coming winter, which fact must necessarily militate against the strikers at the very worst season of the year. Thus much of the ill-advisedness of the strike in its inception.

Now for the results: A careful computation of the loss in wages to the mill employes during the five weeks of the strike places the amount at \$200,000. This is an enormous sum to be withdrawn from the support of these men and their families; and it means also \$200,000 taken from the business interests of the cities on the river, and its baneful effects are already perceptible in business stagnation in every city and settlement all along the line. Besides this it will place the labor element in a distressing situation during the winter months, when absolute want and suffering will be there let beyond anything ever heretofore known.

On the other hand the advance in lumber at \$1 per thousand, occasioned directly by the strike, will amount to at least \$400,000 to the pecuniary advantage to the mill owners. In addition to this, the advance in the price of salt already reported will net the mill owner at least \$200,000 more. It therefore becomes apparent that the results have militated disastrously to the laborers while the mill owners have been benefitted much more pecuniarily than they could possibly have been by running their mills.

In the next place what has been accomplished thus far: Two mills are running on the ten hour plan with no reduction in wages; six mills are running ten hours with a reduction of wages, and eleven mills are running eleven hours, the same hours and terms as when the strike commenced. The above cannot be considered a very gratifying result for the strikers, from the most recolored view possible.—*Lumberman's Gazette*.

MANUFACTURING HARDWOOD

There are many manufacturers of hardwood lumber in the South, who apparently fail to consider the importance of becoming thoroughly acquainted with the demands of the markets to which they ship, not only in point of quantity, but in reference to quality and saleable sizes. On either slope of the range of

mountains which separates the states of North Carolina and Tennessee are a great many mills, and their production foots up many million feet yearly. Very few of these mills are operated by men who have ever done business outside the county in which they live, and judging the outside world by their own immediate surroundings, they are led to suppose that if a farmer in their locality can build a house with log run lumber, a man in New York can do the same, and hence they are satisfied in their own minds to keep on sawing inferior lumber. The markets in the east have for several years been heavily overstocked with various kinds of hardwoods, inferior in all the details that constitute first class lumber. The timber originally was good, but the saw mill man has spoiled the product, by his ignorance. It is impossible to manufacture good lumber without the aid of good machinery, and unless a mill is equipped with a first-class saw, and a gang-edger, it is certain that the production will not prove first class in point of quality. After the lumber is manufactured, it is necessary to pile it in such a manner as to dry it out bright. Large quantities of well manufactured lumber are ruined by a lack of knowledge as to sticking. The sticks, or crossers, should always be placed exactly over each other, and never more than four feet apart; the crosser on the front of the pile should be placed about one inch from the end of the board, as that will allow sufficient space for the dampness to collect, and in the process of drying the boards will not check. The entire pile should be a little lower at the back than at the front, to allow rain to follow the inclination. It is better to stick all hardwoods in six foot piles with a space of at least one foot between them, which allows a free circulation of air, and prevents the lumber from staining. This latter feature is very common in poplar, and is caused by a neglect of the requirements mentioned. Such neglect permits the rain to soak into the lumber, and as the air does not circulate around and through the piles, the result is the sap turns black, and all pieces thus affected become culls, even if otherwise perfect. Large quantities of such lumber have been shipped to the East, and have proved a stumbling block in the way of the seller, who had really good lumber to dispose of, as the oversupply of poor lumber affected the price of the good. There is a class of men in the South, who go roaming around the country buying up lots of inferior lumber, for which they pay but a very small price; such lots are generally secured at interior mills, where the mill man never sees a trade paper or even hears from the outside business world, and consequently does not know the real value of his product. Having secured enough of such stock at any given point to load a few cars, the buyer sends it to some commission firm, and draws against the consignment, in many instances for all he paid for the lumber, and then makes the life of a commission man miserable by harassing him to sell at a certain price and remit. Until something is done to prevent the manufacture of such large quantities of poor hardwoods, it will be impossible to build up the markets. Perhaps the best method to pursue is to refuse to buy such stock, but on that point individuals would doubtless disagree to such an extent as to make it valueless.—*Northwestern Lumberman*.

HOW TO CURE A HOT BOX.

In the few remarks that I made I committed myself to a task which is, perhaps, one of no small proportions; but as hot boxes, like doctors' patients, are sometimes cured, there is hope that we may be successful. I will say, however, that there are sometimes extreme cases which cannot be cured except by the substitution of a new box, either longer, or larger, or different material; but, in cases susceptible of treatment, would say that if we can discover the cause of the heating, the cure is generally speedy, provided the person in charge knows sufficient to administer the remedies, and in proper doses.

One of the most common causes is a lack of oil, or a poor quality of oil, (and at this juncture I will say that the oil subject has overgrown me. I remember my paternal ancestor used to

have a bottle with a feather and cork attached, and which smelled abominably; but it had one redeeming feature, it was a lubricant. It had no fire-test attached to it, no summer or winter oil about the bottle, neither was it golden machine oil, it was simply an every day oil; it neither froze in winter nor ran like water in summer. My memory may be at fault, but I never remember that oil having to be punched out of the oil holes with a steel punch. It may be just possible that we are on the threshold of some discovery where, by some mysterious scientific process, a new material may be evolved that will supersede leather). One common cause of a hot box is that the shaft or spindle is out of round or slightly crooked. In this case the best remedy, and in ninety cases out of a hundred the only remedy, is to take out the shaft and have the bearing turned true in the lathe. One good way is first to get the shaft or spindle well centered—most mechanics know or ought to know that good centers are always drilled—and then to take a very sharp tool and go over the bearing with a very light cut, and repeat the cut if necessary, until the shaft is round. Do not file the bearing; finish with the tool. If the job is done right it will require no filing, and not, like one Aleck filed, be a source of trouble.

One very frequent cause of boxes running hot is that by wear or grit or other causes the bearing will have grooves running around its circumference. In this case it is difficult for the oil to pass by these grooves and projections, and although one end or the middle of the bearing gets oil the other portions are left without. In this case I have found it a good good plan to file the bearing in the direction of the length of the shaft, but never in the direction the shaft runs, this is, following the circumference. This will give relief to bearings when almost everything else has failed. This recalls a little crank pin trouble which occurred within one hundred miles of Minneapolis. The crank pin had a trick of getting very warm, indeed, and the throttle opener concluded something was the matter, and on taking off the brasses he discovered that they were worn in grooves as though with sand or grit; and, perhaps, like the homeopaths, he had concluded that like cured like, he got a piece of sandpaper and very industriously sandpapered those grooves one holy Sabbath morning. I did not stay to learn the effect of this treatment, but I think that a plug of toba inserted in the smoke stack would be just as efficacious.

There is one thing about journals and boxes that has not been spoken of very much, and that is the circulation of the oil in the box. If the oil circulates throughout the box there is less danger of heating. I have got good results in habbiting boxes, especially solid boxes, by taking paper and placing around the shaft, and then taking stout string and tying around the paper in the form of a thick thread, letting the string go right and left. This has a tendency to cause the oil to circulate back and forth throughout the bearing, thoroughly lubricating every portion of the bearing. It is always better to have a box, especially a half-box, to bear on the bottom and not on the two edges. A box that is cast or bored on a smaller circle than the shaft is sure to get hot.—*Cor. Wood and Iron*

THE RETAIL TRADE IN NEW ENGLAND.

Ten years ago the retail yards all through New England obtained the bulk of their stocks through the wholesale dealers located in the East, principally Boston, although a portion of the trade went to Providence and Albany. The yard trade of New England is in many respects unlike a similar class of trade in other sections, and the question is often raised to whom does that trade rightfully belong? The eastern wholesaler, by reason of precedent, claims it, and the manufacturer in the West who solicits the yard trade is looked upon as an intruder. It is claimed that agents of large firms in the West solicit the trade of the eastern wholesaler, and then do the same with the yards, which amounts to soliciting the customers of the former. On moral grounds, and as a matter of policy, such action appears unbusinesslike, but the ground of

argument is that the only difference existing between the wholesale dealer of the East and West is solely in the location of headquarters, and trades between them must be viewed as any other transaction wherein it is supposed a profit can be made by either party. There are several hundred retail yards scattered through New England, but outside of Boston there is few yards that can be classed as extensive. Probably New Haven, Conn., has larger yards than any other city in that section, although Providence, R. I., and Portland, Me., have several extensive ones. Each locality has its peculiar whims in the matter of making purchases, for instance, the yard dealers along the Connecticut shore buy largely in Albany, shipments being made by water, and while the Hudson river is open to navigation it is a difficult matter to sell any lumber in car load lots in that section. There are several whole sale dealers in Providence who supply a portion of the trade of that city, while Boston firms and concerns in the West obtain more or less orders all of which are delivered by rail. The Portland market was formerly supplied largely by Boston firms, but since the advent of numerous drummers from the West took place a portion of the trade has been lost. The same statement is true of the yard trade in Springfield, Worcester, and Lowell, and each year the orders of such yards are lost to local wholesalers, and placed with the manufacturers in the West. It is not claimed that any better trades are secured by this method, but somehow a feeling prevails among the yard men that they are more independent in making direct purchases from the manufacturer.

The army of drummers that have for two years invaded the New England territory, has had the effect of reducing prices and complicating grades, and the attempt of shippers in Buffalo, Toledo and Chicago, and numerous other western markets, to harmonize grades to meet New England notions has caused many disputes, and undoubtedly nursed the practice of making discounts, until it has become almost second nature to some buyers. The New England yard trade in the aggregate is large, but is scattered over a large territory, many of the yards taking an arbitrary rate over Boston, and it is at such points that the fiercest competition has arisen. To meet it the western shipper has conceded the arbitrary, and made regular Boston rate prices; of course this precedent has had to be met by others, and the yards so located have profited by the concession. These little features of New England trade, although small in themselves, serve to keep the market in an unsettled condition; but as the "go-as-you-please" element appears to predominate it is doubtful if agitation will better the matter.—*Northwestern Lumberman*.

FAST SAWING.

Staples & Covell's mill, at White Lake, Mich. with a single circular mill, cut 81,093 feet of white pine lumber in a ten hours run.

A Beaumont, Texas, paper says that in 1879, one circular, with a Prescott steam feed, in the Reliance Lumber Co.'s mill, at that place, cut 104,000 feet of lumber, board measure, in ten hours.

On Friday, July 3, the Lyman Lumber Co., Necedah, Wis., in a six hours run, cut 101,661 feet of piece stuff, mostly two inch, on one rotary and one 42 inch Wickes gang.

J. J. McDonough's mill, at Surrency, Ga., cut, with one saw, from "Sunrise to sunset," which is a working day in a Georgia saw mill, 176,790 feet. This was accomplished three years ago.

The Hudson (Wis.) Lumber Company cut 84,965 feet in one day with one circular, and claims it can cut 100,000. *Lumberman's Gazette*.

A Wonderful Freak of Nature

is sometimes exhibited in our public exhibitions. When we gaze upon some of the peculiar freaks of nature occasionally indulges in our minds revert back to the creation of man, "who is so fearfully and wonderfully made." The mysteries of his nature have been unraveled by Dr. E. V. Pierce, of Buffalo, and through his knowledge of those mysteries he has been able to prepare his "Golden Medical Discovery," which is a specific for all blood taints, poisons and humors, such as scrofula, eruptions, ulcers, swellings, tumors, and kindred affections. By druggists.