

## VIEWS AND INTERVIEWS.

Don't  
Do It.

The old story about a man losing a finger at a buzz saw, and the man who took his place losing one of his fingers while showing how the first accident (?) happened, is familiar to all. Many a machine operator has been injured just this way. An English paper tells of just such a case: On Monday an engine driver in the Duke of Sutherland's estate yard, at Trentham, got his arm broken in the machinery, and Thomas James temporarily took his place. On Tuesday James was doing what has more than once proved a most dangerous thing, namely, showing another workman how the accident occurred, when he himself was dragged into the machinery, and mangled beyond recognition.

The Cause  
of It.

It is the opinion of Mr. C. R. Tompkins, a well-known writer on mechanical topics, that there is a lack of system in most wood-working establishments. This is the reason why, in his opinion, competent men to fill good positions are scarce. "Wood-working, until very recently," he says, "has not been recognized as a regular trade, and such a thing as apprenticeship has not existed. Not one young man in fifty who applies for work in mills does so with the slightest intention of making it a permanent business. He takes a job at feeding a certain machine for the present, but, like Mr. Macawber, he is waiting for something to turn up. After working six months, more or less, he is off for something else, and the situation is open for the next one, with the same result. As long as this state of things exist, just so long will good, competent wood-workers be scarce."

Baled  
Sawdust.

Despite the volubility of the average stump orator the age appreciates condensation. The day of elaborately-written, long-drawn-out editorials has gone by. Newspaper readers want their matter boiled down into a reasonable compass. The grocer gives us condensed coffees; the pharmacist would have us grow fat on essence of bovine; even the infant of a day is to be nurtured on some concentrated concoction of animal milk. Shipping space is made for so bulky an article as hay by compressing it into blocks of baled hay. A clever Yankee woodman, hailing from the state of Maine, has conceived, what is proving to be, a very profitable idea, of utilizing the immense quantities of sawdust, that gather around every sawmill, by compression. Thousands of tons of sawdust are pressed into compact blocks and bales, and in this form is finding a ready market for kindling and fuel in eastern cities. Next!

Exchange  
On Cheques.

"A source of petty losses," says an exchange, "that aggregate to a considerable amount in a year's trade is the exchange on unaccepted checks payable at outside banks. This exchange is one-quarter of one per cent. for most banks outside the city, and the minimum charge is twenty-five cents. Hardly anyone who sends a cheque in payment of an obligation is ignorant that the cashing of it will cost the creditor from twenty-five cents upwards, and yet that way of remitting is very largely in favor, and is resorted to quite freely for small amounts, so that the commission for exchanging is material deduction from the profit on the transaction for which the money is paid. Some houses request payment to be made in currency, when the amount is small. That rule should be generally observed, and either cash or post-office order should be forwarded for small sums. The trader has been benefitted by the credit and should bear the charge of transmitting the money."

A Long  
Voyage.

The lumber interests of the Australian colonies are now represented by a bright little monthly named the Australian Sawmiller, which made its appearance a few months ago. In the current number it has this remark concerning the shipment of lumber from the Pacific coast to England: "If it were possible to get the splendid timber grown in British Columbia to England at anything like a reasonable cost there would be a vast trade open to our Canadian cousins; but even the pine

regions along the sea-coast are very badly handicapped in consequence of the heavy freight and insurance, and the uncertain dates of the delivery of cargoes in Europe. Although the timber is grown in northern latitudes not more than 6,000 miles from England as the crow flies, a voyage of just three times the distance has to be undertaken. Leaving Canada, the ship is compelled to sail southward 8,000 miles, and after rounding Cape Horn to steer a northerly course of another 8,000 miles before she reaches the same parallel of latitude whence she started; the voyage is, moreover, one of the most perilous that shipmasters have to face."

Murder  
Will Out.

Whether applied directly to the crime of murder or some less terrible transgression, in nine cases out of ten "murder will out"—some day the guilty one will be brought to book. The remark is suggested by the confession of Alfred Henshaw, at one time a lumberman in Strathroy, Ont. Ten years ago Henshaw was partner with one Richard Drake in the lumber business in Strathroy. The firm became involved in financial troubles. Drake found fault with Henshaw's conduct, and one night in a quarrel Henshaw stabbed him to death in the office, locked the body in the safe, and fled. Ten days later the body was discovered, but no clue could be found to the murderer. Large rewards were offered, but nothing came of them. Six months ago a son of Drake offered two local detectives \$1,000 if they should capture his father's murderer. The men accepted, and after a long chase through New York, Mexico, San Francisco, Chicago and Michigan, a fortnight ago they finally located Henshaw at Harrisville, Mich. He was placed under an examination, and there broke down and confessed to the murder. Henshaw is one of the most wealthy citizens of Harrisville.

Where the  
Lumber Goes.

No one will dispute the immense quantity of lumber that goes somewhere every year. Thousands upon thousands of feet, worth thousands upon thousands of dollars, have in the past gone up in smoke. More will in the future, we fear. Perhaps as great a quantity, more in past years than latterly, has been wantonly wasted. Even yet the supply does not appear nearly exhausted except when we view the field in isolated parts. Then one must admit the question at times looks serious. We are each year on this continent cutting and manufacturing millions of feet of lumber. Where does it all go? A writer in the Tradesman remarks that it is the custom to predict a good or bad trade in lumber for a given section of country according as the crops are full or short, and the probable price of farm products. "Really," says this authority, "this is one of the least factors in the lumber trade. Taking the entire country over, the farmers consume probably not more than ten per cent. of the annual lumber output. The main effect that good or poor crops exert upon the lumber trade is of a secondary or reactionary nature. Good crops and prices make general business prosperous and conditions favorable for a good lumber trade. Where is the most lumber consumed? In the cities and towns to the extent of about ninety per cent., it is estimated, not counting that usually along the lines of railroads, and also leaving out of the count heavy timbers for country bridges, etc. For what purpose is the greatest amount of lumber used? Nine people out of ten will unhesitatingly say for the construction of houses and buildings of all kinds. It is doubtful if as much as thirty-five per cent. of the lumber output goes into buildings. The railroads, farmers and miscellaneous purposes take about forty per cent., and the other twenty per cent. goes into boxes. This statement is somewhat startling, simply because the matter has never been discussed extensively, and very few people have ever given the subject a thought. The estimate is made on the judgment of some of the oldest and best informed lumbermen in the country. When we come to think about it we begin to realize the vast amount of lumber that is annually put into boxes of various sizes, sorts and kinds. Every store in the land, from the mammoth wholesale houses to the little country stores and the logging camps, has its complement of boxes. Every freight car loaded with miscellaneous freight carries it in boxes.

Every farm house is supplied with them. The streets of the cities and towns are lined with them. Nearly every thing that cannot be handled in bulk is put in a box, barrel or keg. Whenever one gets out of sight of a box he may know he is out in the country. The amount of lumber used by the farmers, while largely on the increase in the aggregate, is not increasing much per capita. Wire for fences, iron for gates and corrugated iron for out-houses, are taking the place of lumber. A great deal more iron is used for structural purposes now than ever before, and the very low prices that rule encourage increased use of it. But iron cannot be used extensively for box making. Even metallic burial cases are going out of fashion. So we find that about one fourth of our wood products finds its way to the box makers."

## WHY SAWS HEAT.

BY J. H. MINER

THERE are many causes for a saw heating and therefore cutting lumber crooked. Heat on the rim is more destructive to saws and lumber than heat in the centre of the saw.

What causes the rim to heat and make crooked lumber? Too much lead in the mandrel, bad filing, short teeth with no dust room, teeth too high on the back and saws with too many teeth, lack of tension, guides binding by one pin being above the other, pins not properly made split the bottom and heat the rim, rim crooked, saw out of round, too large a gullet and teeth filed at an angle on the face. All of the faults mentioned, except the tension and crooked rim, no sawyer should be troubled with. Crooked rim comes under the head of hammering, which any intelligent feller can learn.

A saw with a loose rim has many peculiarities, and has caused sawyers to be held accountable for crooked lumber when the saw was not hot.

The impression of many sawyers and millmen is that a saw is hot when it runs a crooked line, and that a cool saw cannot run a crooked line. This is a mistake. A saw that gets so loose on the rim that it flops around in standing up and runs all over the log until the centre gets hot, ought to be hammered.

No millman who has an idea of the money thrown away by such saws would hesitate a minute to have it hammered. This looseness of the rim grows on a saw by use; it is not necessarily anyone's fault if the saw has been taken care of.

When a saw don't run well for a few lines (and often two or three logs, in the morning, rest assured your saw is weak on the rim. By holding a handspike end between frame and eight inches from collar, heating it well by friction, your saw will go right until the centre cools; if the mandrel rim is warm, it will help out. All this is temporary, and should not be practiced.

New saws generally suffer from heat at the centre, and many are soon ruined by two or three variegated blue spots. This is caused by too little lead to mandrel, saw pulled out of the log with the guide or file, too little set, saw too dull, carriage track out of level or not straight, side motion to carriage and too much motion to mandrel.

A saw with too much tension will heat when everything is all right. Care must be exercised not to allow it to incline out of the log, or it will permanently dish. A saw of this kind will run better with the rim a little warm, which naturally results in inclining the saw to the log, and causes the lumber to be sawed half an inch narrower at the back end than at the front end. Should the saw incline out of the log, the result will be to the opposite. Such a saw should be hammered, but with care.

A new saw that is a little too open may be successfully run. Should the bracing heat, water should be applied, which can be done by putting a short belt on the mandrel, letting the lower part run in a tub of water. The belt will convey cool water to the mandrel and help it wonderfully.

Saws are often run in too close a space. Where there is not sufficient room between track timber and saw frame, slivers and knots lodge against the saw, often ruining it in a few minutes.

All sawyers should have a stop cord attached to the governor, by which the engine can be quickly stopped.