

the piles are nearly level this is a serious matter, as the top lumber will become very wet in winter. I have seen four or five layers of unstripped lumber frozen together. This was taken into the shop and worked up; the pieces with the most ice on were thawed out around the stove, and all completed together. After two weeks' time the finished articles were found to have shrunk more than $\frac{3}{8}$ -inch. Rivets had to be reriveted, and the whole was unsatisfactory. It does seem incredible that such conditions exist as were found by "A Wandering Mechanic," in the December number—that of the bottom boards in a pile projecting 18 inches farther than the top on the front end of the pile. I am sorry to say I have witnessed the same.

Since outlining the above it occurred to me to look at some piles convenient to where I work. I counted forty piles, all hardwood, from 1 to 6 inches thick, belonging to three different companies. All three firms had the same defects. Ten piles were in good condition as to cover, length of lumber and slant of piles. The remaining thirty were as bad as stated in the first part of this article. In one pile the bottom part was 2-inch ash, 10 feet long, the top half $1\frac{1}{2}$ -inch maple, 14 feet long. This pile had 2-inch drop in 14 feet. About next spring a good share of the maple will be in very poor condition.

I dare not stop here, or I will be in the position of the minister who preached a powerful sermon on heaven and neglected to tell how to get there. As I have used so much space in illustrating the defects in much lumber piling, I will try in a brief way to state what I believe to be a good practice. Select a convenient place for the pile, where it can be reached easily, especially when heavy stock is wanted. Build a good foundation, something that will not shift and settle much as the pile increases. Give the foundation at least one inch slant in 12 feet. I do not like to pile nearly level and slant the cover, as that leaves space for snow and rain to blow in. If possible, sort your lumber and place the different lengths in piles by themselves, so it can be cared for and cut to better advantage.

If the pile is stripped, use enough strips to keep the boards straight, and place one above the other; place the end strips even with the ends of the boards. Let each succeeding layer of boards project a little over the one below

found that pine lumber of the class used for cover is of very short life; the knots fall out, the boards split and are very unsatisfactory. I have been experimenting with basswood for this purpose, and up to the present time find it superior to pine. I have two boards, a pine and basswood, each with a section oiled with common dipping oil, exposed under the same conditions. I feel confident the oiled basswood will prove the best for lumber cover.

Under no conditions pile kiln-dried lumber out of doors with only a cover to protect it, as it will absorb moisture and need drying again. Never pile different kinds of lumber on top of each other, as you will probably want the covered lumber first.

THE "STANDARD" DRY KILN.

More durable and easier-running than any other truck on the market is the claim made by the Standard Dry Kiln Company, of Indianapolis,

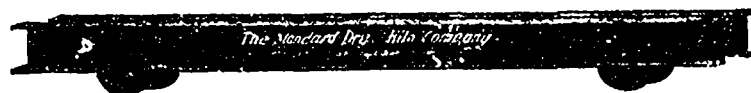


SHOWING THE STEEL ROLLER BEARINGS.

napolis, for their new dry kiln truck. This is why:

Instead of the usual cast iron wheels as formerly used, "The Standard" truck is now supplied with wheels of malleable iron. Of course, these malleable iron wheels are a great deal more durable than the ordinary cast iron article. They will wear almost like steel, and the flanges will not break off, as the flanges of a cast iron wheel are very likely to do.

Another important innovation in the new truck made by this company is the manner in which they make their steel roller bearings. They are gotten out by a special machine that points the ends. A certain amount of friction is necessarily caused by the flat ends of the axle coming into contact with the sides of the truck—which is the case in other trucks. In "The Standard" only the points come into contact, and they are almost as sharp as pins.



THE IMPROVED DRY KILN TRUCK.

(on the high end, of course). This will provide a drip for the moisture and prevent the pile from becoming wet. Cover the pile with boards of good width, at least equal the length of the stock, and tie the same down, and you have a pile of lumber that you will be proud of. It looks well, and you can rest assured that when you wish to use some of it, it will be found in good condition, even if a foot of snow has to be removed before you can get at it.

Before closing I would like to say a few words about the material for the cover. I have

This reduces the friction to a minimum, and makes, in the opinion of the manufacturers, this truck by far the easiest running truck on the market.

The cuts here shown give an excellent idea of the new improved dry kiln truck made by the Standard Dry Kiln Company. The company has recently gotten out a number of new patterns, and will be pleased to send a copy of their catalogue on request. The catalogue gives a detailed description of their various styles of trucks, the prices of which are as moderate as is consistent with their extremely high quality.



HOO-HOO CONCATENATION AT LONDON.

Duffield Block, London, Ont., was the scene of a Hoo-Hoo Concatenation on Friday, January 29th, at which a number of candidates were initiated. The officers were:

Snark of the Universe—W. C. Laidlaw, Toronto.

Senior Hoo-Hoo—Charles Hadley, Chatham.
Junior Hoo-Hoo—Donald Ferguson, London.

Bojun—J. M. Diver, Sarnia.

Scrivenoter—A. Dennis, Toronto.

Jabberwark—George H. Belton, London.

Custocation—W. J. MacBeth, Toronto.

Arcanoper—A. Leishman, Orillia.

Gurdon—Fred C. Boake, Toronto.

Assistant Junior Hoo-Hoo—William Hadley, Chatham.

Grand Medical Examiner—Hugh Munro, Toronto.

The candidates who were initiated were: John T. Laking, Hamilton; Norman S. Fieischer, Stratford; Ross Rastall, Brantford; Wm. J. Lovering, Coldwater; H. C. Sletman, John McGibbon, E. C. Barre and E. A. Labelle, Sarnia; Benj. Blonde, N. H. Stevens, and Walter Scane, Chatham; J. C. Dietrich, T. F. Shurly and O. H. Vogt, Galt; E. D. Croden, London; C. D. Ten Eyck, Toronto; George N. Kernahan, London; A. D. McLean, G. H. Belton and H. A. Sourwine, Sarnia.

Others present were: A. E. Paget, Huntsville; J. G. Cane, S. P. Higgins, and John Barry, Toronto; F. Maundrell, Woodstock; J. H. Whitham, Brantford, and E. Singer, Guelph.

Shortly after 12 o'clock an excellent banquet supper was served, after which speeches were given by different members.

AMERICAN SHOOKS IN ENGLAND.

United States Consul Day at Bradford, England, in a report says:

"The importation of American shooks into this district is assuming considerable proportions. Nearly all shippers of textile merchandise have resorted to the use of these cases for forwarding their goods to the United States. The first attempts to introduce them were made in 1892, but it was some years before the full advantage of their use was realized. In 1902 there were 6,918 cases imported, while during the first nine months of the present year there have been 18,893.

CONVENTION OF WHOLESALE DEALERS.

The annual meeting of the National Wholesale Lumber Dealers' Association will be held at Washington, D.C., on March 2nd and 3rd next. The proceedings will include the usual banquet. Mr. E. F. Perry, 66 Broadway, New York, is president of the association.

Canada's pavilion at the World's Fair is finished. The structure is one of the most ornate among the many attractive foreign buildings and occupies an advantageous site north of the Palace of Agriculture. The intra-mural railway passes the main entrance.