

NEW METHOD OF TOWING LOGS.

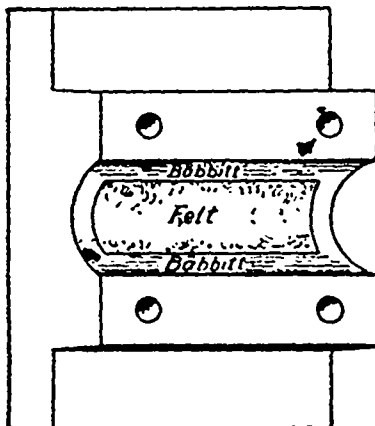
It is claimed that at last a new method of towing logs has been found which reduces to a minimum the chances of the loss of the logs during rough weather. The new idea received a test recently.

The Vancouver tug Albion towed a boom of 215,000 feet of logs from San Juan Harbor to Port Ludlow, Washington, through a heavy westerly sea without the loss of a single stick. The boom was made up according to the new method by which the logs are individually attached, by means of short chains, to the central cable which runs to the towing bits of the tug. During the trip the seas ran quite high, but not the slightest difficulty was experienced in taking the boom through.

In contrast to the success of the Albion's method, was the failure of the tug Rabboni to tow a boom made up in the old way with boom sticks and chains from Port Crescent to Port Ludlow on the same day that the Vancouver made the run. The Rabboni encountered the same sea met by the Albion, and she lost every log in her boom.

BABBITTING BAND RESAW BOXES.

I have had considerable experience with band resaws and band rip saws, says "G.A.P" in The Wood-Worker. At present have three



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band resaws under my charge, but can't say I have the same trouble as some readers of this journal. I use 18-gage saws, 6 inches wide, 32 feet long. The wheels on my machines are 5 feet 6 inches diameter and make 490 revolutions per minute. I use nothing but engine oil.

To babbitt the boxes on these machines, I wrap the journals with writing paper and pour cap and lower half of box at same time, using wooden liners. On lower (or driving) wheel I babbitt only a strip an inch wide around edges and ends of box—see sketch. The cap I babbitt full. The wear is on the cap. In lower half I use thick felt, usually cut from the top of a felt boot. In the top box I babbitt the lower part full and use felt in the upper half. I scrape all boxes to a good fit.

To pack my boxes I use two pairs of cardboard for top and bottom on each side of box, using writing paper for rest of packing. I screw bolts down until there is no play of shaft and just so it can be turned by hand. I babbitted these machines sixteen months ago and have only taken out one liner on each side.

My machines will run five minutes after the belt is thrown off the tight pulley.

Our stock is mostly cull cottonwood for boxes. The average daily run for the three machines is 49,000 feet, working ten hours. The machines run every day, as our mill never shuts down except for Sundays and legal holidays.

BRITISH AND COLONIAL INDUSTRIAL EXHIBITION.

Mr. J. G. Jardine, Canadian Trade Commissioner for South Africa, in a recent communication, refers to the British and Colonial Industrial Exhibition which will be held at Cape Town during the months of November, December, January and February, 1903-4, under the patronage of His Excellency Lord Milner, G.C.B., G.C.M.G., High Commissioner for South Africa. Mr. Jardine is of the opinion that the time fixed for the Exhibition is certainly an opportune one for Canadian manufacturers desirous of doing business in that country, giving them as it does ample time to enter exhibits. Mr. Jardine states that such a Canadian exhibit should embrace samples of the forest wealth of Canada and industries in which large quantities of wood are required; all descriptions of canned goods, dairy and food products, apples, agricultural implements, furniture, boots and shoes, leather, trunks and valises, cotton and woollen textures, models of railway and tramcars, locomotives and traction engines, carriages, stoves and heating apparatus, tin and enameled ware, axes and mechanics' tools generally, and musical instruments, including cabinet organs.

The cost of such an exhibit, he says, need hardly be considered, as every article of the kind mentioned could be sold at a reasonable advance on cost of manufacture and transportation, etc., besides such an exhibit from Canada, side by side with industries from all parts of the Empire, cannot but lead to extensive and profitable business and the opening up of new and permanent trade outlets to Canadian industries generally.

THE TORONTO INDUSTRIAL EXHIBITION.

The success which this year attended the Toronto Industrial Exhibition shows that its usefulness is still generally recognized and that it will continue to grow in importance in proportion to the efforts that are put forth by the management to improve it. Inducements should be offered to secure a greater representation of manufactured products from all parts of the Dominion. This year there was really no exhibit of sawmilling machinery, an omission which must have been disappointing to lumbermen visitors.

The Northey Manufacturing Company, Toronto, had their usual interesting display of gas and gasoline engines and pumping machinery, including their triplex power pumps, for which they report a great demand.

A full line of shafting and power transmission machinery in operation was exhibited by the Dodge Manufacturing Company, of Toronto. The exhibit included wood split pulleys, friction

clutch pulleys and couplings, Dodge system of rope driving, etc.

The exhibition of the Bradley, Levy & Weston Machinery Company, of 102 Front street west, Toronto, attracted the attention of lumbermen and persons interested in power and machinery. They exhibited the Hardill engine in two sizes, 50 and 25 h.p. This engine, for which they are agents, is worthy the notice of any one interested in power. There were shown a self-feed rip saw, manufactured by the Goldie & McCulloch Company, calculated to decrease labor and increase the manufacturer's output, two sizes moulding machines of entirely new design, with the latest devices for time and labor saving, and a complete line of wood-working tools. This firm are gradually extending their business and are in a position to supply machinery of all kinds, including engines, boilers, planers, matchers, etc.

The Goldie & McCulloch Company, of Galt, Ont., exhibited two engines in operation, and several wood-working machines.

A splendid exhibit of canoes and rowboats was made by the Peterborough Canoe Company. One of the collection was a canoe weighing only fifteen pounds which they claimed to be capable of carrying two men.

R. Bell, of Seaforth, Ont., exhibited traction and stationary engines.

The only belting concern represented was D. K. McLaren, of Montreal and Toronto. The exhibit comprised English oak tanned belting, card clothing and cotton mill supplies, Lancashire, balata and cotton belting, and belt hooks and appliances in all sizes.

STAVES WANTED IN AUSTRALIA.

Mr. J. S. Larke, Canadian Commissioner at Sydney, Aus., in his last report to the Department of Trade and Commerce, says: "I have again had applications for oak staves for wine casks. Nothing so far has been done in direct shipments from Canada. The requirements have been, so far, too small to warrant full lots being sent through, and purchases for Australia are, therefore, made in New York. There are considerable shipments each month from New York of pine, oak and basswood for Australia and New Zealand, which can be supplied direct by Canada upon the establishment of direct ships. A vessel recently brought a quarter of a million feet.

The tendency to a wider and slightly heavier saw for use on resawing machinery of the band saw type has been very rapid, and to many operators who have had charge of the saw with 3, 4, and even 5-inch blades, the change to a 7 or as much as an 8-inch blade for resaw will explain much of the reason for the rapid feeds that have been reported as having been made with this class of machinery. A 20-gage blade taking a kerf of less than 1/16 inch with a width of 7 or 8 inches of well-seasoned steel behind it, is an entirely different proposition to that of the smaller saw with slower running and spring-set blade. The band resaw of to-day is a stronger and better tool than was the band log saw of a very few years ago, both in the frame and in the width and strength of the blade. — The Wood Worker.