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For the first six months of the year there were 42,277,531 feet of lumber exported from New York. Of this amount the West Indies took 23,335,326 feet, South America, 13,700,047; East Indies and Africa, 3,346,396; Europe, United Kingdom, 2,219,529, and Europe, continent, 656,233. During the same months of the four preceding years, 34,935,899 feet were exported in 1880, 33,842,867 feet in 1879, 26,178,286 in 1878, and 27,839,860 in 1877. The figures do not include the exports of hardwoods.

On Wednesday morning about forty of C. N. Nelson & Co.'s mill crew struck for a reduction of time from 11 to 10 per day. They paraded the streets, and succeeded in getting about forty of Hersey, Bean & Brown's mill crew to join them. These were joined by Jordan & Mathews' and J. Mulvey's rafting crew. The crowd marched to Schulenberg Boeckeler's mill and attempted to stop the mill, but Earnest Hospo's revolver induced them to give up the job. They also failed to induce Isaac Staples' crew to join them. Nelson & Co. and Hersey, Bean & Brown's mill are still running with half crews. The mill owners declare they will not reduce the working time, and the end is not yet.

The Mississippi Valley Lumberman and Manufacturer remarks that from present appearances the great timber country of northern Wisconsin and Minnesota will be gridironed with railroads the next five years. Arrangements are being made to commence work on half a dozen, and as these projects are all gotten up as feeders and extensions of the great railroad lines of the north-west there is little doubt but that they will all be constructed. In the lumber way the most important of these lines is the timber belt railway, which is designed to run east and west through northern Wisconsin. The Wisconsin central railroad has had cut along its lines during the last winter 215,000,000 feet of logs, or nearly the cut of the whole upper Mississippi and Rum river country, and considerably more than was cut on the St. Croix river.

An Oregon prophet, awake to the coming importance of the lumber interest in that country, glowingly asserts that the Pacific slope now offers the most considerable supply of lumber remaining on the continent. The development of the projected railway system of Oregon will open up the lumber trade of that State, which will soon become more extensive and lucrative than its fisheries and wheat production. It is also predicted that Oregon lumber will supply the markets on Montana, Dakota, and even Chicago. This authority further says that within a few years the mountains, where the chief supply is to be found, will be penetrated in all directions and at all points, and the lumber will be run out on tramways, or driven down the streams; and that in ten years from now

the mountain lumber manufacture will be an immense business. Here, he says, is not only the easy and natural source of supply, but the only possible one. Though the supply cannot be considered inexhaustible, it is thought to be good for a hundred years.

The following table shows the cost of thick clear lumber in Boston, Mass., shipped from Chicago, Detroit, Mich., and Tonawanda, N.Y., the current prices and rates of freight being used in the calculation:—

	CHICAGO.	DETROIT.	TONAWANDA.
Two inch clear	\$40 00	\$47 00	\$45 00
Dressing	1 50	1 50	1 50
Freight	7 00	5 50	3 50
Cost in Boston	\$45 50	54 00	50 00

These figures show a difference of fifty cents and \$4.50, respectively, between the prices received by the Detroit and Tonawanda deals, and that obtained for the same quality of stock by any Chicago man who may be fortunate enough to sell it. The comparison, therefore, assuming that Chicago prices fix the value, proves that the Detroit and Tonawanda dealers are selling their lumber for less than it is worth; at the first point the price should be \$47.50, and at the second \$49.50.

#### THE WORLD'S PROGRESS.

From a book entitled "The Balance Sheet of the World," published in London not long since, are gleaned the following interesting facts and conclusions. One striking feature of the work is an exhibit of civilized progress during the decade from 1870 to 1880. It is shown by the table below:—

	Per Cent of Increase.
Population	9.76
Agriculture	8.58
Manufactures	19.60
Commerce	33.20
Mining	47.00
Carrying trade	53.22
Earnings of nations	19.84
Public wealth	10.57
Taxes	22.34
Public debt	43.39

It will be noticed that manufactures increased more than double the percentage of agriculture, and commerce more than four times that of agriculture. Mining and the carrying trade mounted still higher in comparison. A careful student of human progress, by a survey of these figures, is led to inquire whether agriculture is really losing ground in the race with our industries. If all material progress is based on agriculture, one might be led to conclude that the business structure of the world is in danger of becoming top-heavy. But as civilization means the development of artificial life, and the most perfect use and economy of the raw material, such a conclusion would be hasty and premature.

BURDOCK BLOOD BITTERS cures scrofula, erysipelas, salt rheum, piles, and all humors of the blood. Cures dyspepsia, liver complaint, biliousness, constipation, dropsy, kidney complaints, headache, nervousness, female weakness, and general debility.

#### PIONEER SAW-MILLS IN EUROPE.

A writer in the *Timber Trades Journal* says that the exact date of the first practical employment of the saw-mill is not known. The earlier mills were driven by water-wheels and wind-mills, steam as a motive power being then unknown. The Greek and Roman writers, although in their works referring to machines for sawing stone and marble, make no mention of any machine for sawing wood, from which it may be inferred that such machines did not exist in their time. The first record we have of the saw-mill in Europe is in reference to a mill erected in Germany, on the river Boer, in the fourth century. Beecher, in his "History of Inventions," says that saw-mills were first introduced in Europe in the seventeenth century, but it is authoritatively given that such mills were to be found working in Bavaria in 1337.

When the Infante Henry, of Portugal, sent settlers to the Island of Madeira in 1420, he ordered saw-mills to be erected there, for the conversion into deals of the various kinds of excellent timber, with which that island abounded. In 1427 the city of Breslau, in Prussia, possessed a saw-mill which produced a yearly rent of three marks. In 1490 the magistrates of Erfurt, a town in Prussia Saxony, caused a saw-mill to be erected in a forest in the neighborhood of their town. Norway, which is covered with forests, had the first saw-mill about the year 1530. The sawing of timber by machines was then looked upon as a new art, and because the exportation of sawed timber was thereby increased, a deal tithe was imposed by Christian III., in 1545. In 1552 there was a saw-mill at Joachimsthal, in Prussia, which, as we are told, belonged to Jacob Gensen, mathematician. In 1555 the Bishop of Ely, ambassador from Mary, Queen of England, to the court of Rome, having seen a saw-mill in the neighborhood of Lyons, thought it worthy of his attention, and gave instructions to the writer of his travels to make special and particular mention of it in his report to his royal mistress. In the sixteenth century there were in use mills with several saws, whereby logs of timber could be sawed into deals and planks.

The original saw mill consisted of a square wooden frame in which the saws were stretched, which frame, by the motion of a crank, was caused to rise and fall on wooden uprights secured to a suitable foundation. The log to be cut, was placed on a horizontal bed or carriage sliding on the mill floor. The carriage was provided with a rack, worked by suitable gearing in connection with a ratchet wheel and pawl, or click, and so arranged that at the up stroke of the swing frame the click slipped over a certain number of the teeth of the ratchet wheel. During the down stroke of the swing frame the click turned the ratchet wheel, and with it the rack gearing, thereby traversing the rack carriage with the log on it.

A large number of the saw-mills of the present

day are made on the same principle, one of the greatest improvements being the silent feed wheel to work the feed motion, in place of the old-fashioned ratchet wheel and click. With the silent feed wheel the rate of feed can be regulated to the greatest nicety, whereas the ratchet feed could not be regulated to a less grade than one tooth of the ratchet wheel.

#### PENNSYLVANIA LOG LAW.

During the late heavy freshet thousands of logs escaped from Lock Haven and Williamsport booms, many of which were caught by individuals living along the river, or stranded on the islands and rocks on their way downward. The law of 1812 provided that a compensation of six cents be allowed for each log so captured or found lying on one's property. A supplement to this law was published in 1835, which provided that when a sufficient number of logs were not caught to adequately compensate for the time and trouble a reasonable amount should be paid, equal to what would have been earned by ordinary labor. But it was discovered that during the period of high water the owners of logs sent them adrift above to be caught again in the State of Maryland, where they were manufactured into the various kinds of lumber, thus depriving the Pennsylvanians of the benefit of the manufacturing lumber trade. To prevent this a law was passed in 1866, prohibiting loose logs to be transported on the Susquehanna and its tributaries, and that all loose logs should be bound together, and that all persons catching logs floating loosely in the water were to be paid fifty cents for each by the owner thereof. But there was a proviso attached to the act: "That this act shall not apply to saw logs now lying in the said stream, nor to any case in which by reason of high water, or from any other casualty, said sawlogs may be swept out of the west branch and Susquehanna booms." It follows, then, that as to all logs sent adrift by interested parties, for the purpose of sending them to a market outside the State, which are caught on their downward way, the persons securing the same are entitled to fifty cents for each one; that all logs which by accident, such as the breaking of a boom or otherwise go adrift, are to be paid for according to the law of 1812, which is six cents a piece, where a number are held, or when a sufficient quantity has not been obtained to pay for the time occupied in catching them a reasonable compensation is to be allowed those who bring them ashore.

ATTENTION is being called to the superior quality of the pine timber grown in the northern districts of America to that which comes from the more southerly States. It is stated to be of slower growth, and consequently better matured, mellowed, and of a finer texture, and the goods manufactured from it are said to give greater satisfaction.