

THE NEWS

—A new planing mill has been built by James Brown at Midland, Ont.

—Lupien & Lupien is the name of a new saw mill firm at West Wickham, Que.

—The Rathbun Company have built an addition to their saw mill at Bancroft, Ont.

—It is said that James Smith is preparing to build a shingle mill on Burrard Inlet, B.C.

—T. L. Arnett has bought the lumber and coal business of A. J. Hughes at Souris, Man.

—Jacob Cathers, of Dauphin, Man., is operating a portable saw mill in the Rainy River district.

—W. C. Irwin, of Dundalk, Ont., has purchased a site at Toronto Junction for a sash and door factory.

—Adolphe Fischer has retired from the saw mill firm of Bludé, Fischer & Deschamps, Rossland, B. C.

—J. D. Carew, of Lindsay, Ont., has purchased the saw and shingle mill of W. Burgoyne at Fenelon Falls.

—Tenders were recently invited for the assets of the Shippe Manufacturing Company, Limited, of Clarksburg, Ont.

—John Walker has sold his lumber business at Grenfell, N. W. T., to the Grenfell Milling & Elevator Company.

—Morkill & Whitworth, lumber and implement dealers, Lowe Farm, Man., have been succeeded by E. McTavish.

—The Digby Woodworking Company are erecting a sash and door factory at Digby, N.S. A. H. Holdsmith is manager.

—It is understood that the Hanbury Manufacturing Company, of Brandon, Man., intend building a new sash and door factory.

—The shingle machines have been taken out of the Barlow mill at Bayswater, N.B., and it is probable that the mill will be dismantled.

—The Seaman-Kent Company, Toronto, has been incorporated, with a capital of \$100,000, to manufacture and deal in lumber and wood.

—The Hastings Shingle Manufacturing Company, of Vancouver, B.C., have established a branch at Winnipeg, in charge of S. Ashfield.

—G. B. Housser & Company, of Portage la Prairie, Man., have disposed of their branch lumber yard at Macdonald to Rodger & Glennie.

—G. B. Gordon has purchased the lumber business of the Northern Lumber Company at Gilbert Plains, Man., and will continue it in his own name.

—It is reported that the Prescott Lumber Company, of Dalhousie, N.B., are considering the building of a saw mill at the mouth of the Charlo river.

—The Blonde Lumber & Manufacturing Company, of Chatham, Ont., have established a hardware department in connection with their lumber business.

—The late James Scott, of Toronto, left an estate valued at over \$250,000, a large proportion of which was bequeathed by his will to charitable institutions.

—By a boiler explosion in a saw mill belonging to Walter Stayser at Parry Station, Ont., G. Deavo and J. Everett were killed and W. Gillian seriously injured.

—Frederick McGowan, of Fredericton, N. B., has been appointed by the St. John River Log Driving Company to inspect the driving operations this season.

—At a meeting of the directors of the Tobique Log Driving Company, held at Woodstock, N.B., last month, R. A. Estey, of Fredericton, was elected president.

—It is reported that the New Brunswick Railway Company have disposed of their property in the province of New Brunswick, amounting in all to 1,764,000 acres.

—The cylinder head blew out of the engine in R. O'Leary's saw mill at Richibucto, N.B., last month, the escaping steam scalding and killing a lad fifteen years of age.

—The St. Anthony Lumber Company are building a

railway from Whitney to Big Opeongo lake, a distance of fifteen miles. The work is in the hands of Thomas McLaughlin, contractor, of Ottawa.

—George H. White, of Sussex, Edmund A., Robert G., Samuel H., and Louise Flewelling, of Hampton, N. B., are seeking incorporation as the Hammond River Lumber Company, with a capital of \$40,000.

—The Albion Iron Works, of Vancouver, B.C., have just completed the installation of machinery in the shingle mill of the Chilliwack Shingle Mill Company on Harrison river. There are five shingle machines.

—The Porto Rico Lumber Company has concluded to close its Rossland retail branch and will devote its energies to the wholesale trade of Manitoba and the North-West Territories. A. G. Lambert is manager of the company.

—The Cleveland Sarnia Saw Mills Company, of Sarnia, Ont., who have for some time past been drilling for salt on their premises on the bay shore, struck a solid bed of salt at a depth of 1,560 feet. The company will proceed at once with the erection of the necessary salt plant.

—H. L. Maddocks & Company, of St. Jacques, N.B., are doing a large trade in hardwood specialties, made chiefly of birch and maple. Recently a veneering machine was put in. St. Jacques is situated on the Madawaska river, some miles above Edmundston.

—Incorporation has been granted to the Standard Lumber Company, of Manitoba, with a capital of \$125,000. The members are Peter McArthur, A. D. McArthur, and George Barr, of Westbourne, G. O. Bellamy, of Winnipegosis, and J. G. Harvey, of Dauphin. A general lumbering business will be conducted.

—Work has been commenced on the large saw mill to be built at Vancouver, B. C., by the Pacific Coast Lumber Company, of which J. G. Scott is manager. The new shingle mill of this company has been completed. A battery of eight large boilers has been installed, only two of which will be required to operate the shingle mill. A store house of a capacity of 12,000,000 shingles has been built.

—Hon. H. T. Duffy, Provincial Treasurer of Quebec, referring to the remarks of Mr. Joly at the recent meeting of the Canadian Forestry Association, stated in Ottawa recently that it would be simply impossible to strip this province of its pulp wood, as enough wood remains to supply all wants for hundreds of years. He also stated that he had come to believe that there was a good deal more pulp wood in the United States than was supposed.

—The Jervis Inlet Cedar Lumber Company, the principal shareholders of which are W. G. Tretheway, L. D. Taylor, J. C. Williams, and H. W. Findlay, of Vancouver, are about to build a large saw and shingle mill up the coast, to be operated by water power. The company secured two hundred acres of timber limits, and with other available timber in the vicinity, it is estimated that 500,000,000 feet of cedar are obtainable. Three shingle machines will be installed in the new mill.

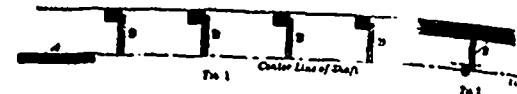
—George M. Mason is just completing a large addition to the Bayswater planing mill at Ottawa. The addition will provide floor space of 2,800 feet. A new dry kiln has been erected, with a capacity of 200,000 feet. Mr. Mason was formerly of the firm of William Mason & Sons, who were engaged in the saw mill business in Ottawa from 1868 until 1898. His present turn-over is nearly 4,000,000 feet annually, consisting of dressed lumber, flooring, moulding, sash, doors, etc.

A Pacific coast publication has the following to say in answer as to whether or not redwood will shrink endwise: "Redwood, as is known, is the most contrary wood in the world. It will sink like a stone; it will float like a cork. It is soft and will cut like cheese; it is hard, flinty and brittle. Boards twelve inches wide and ten feet long have been easily split, while other specimens were so crooked they could hardly lie still. Some redwood will defy rot for forty years, while some will decay in a few months. Some will lose three-fifths of its green weight in drying and some will not lose any weight. It is found straight grained or it may vie with rosewood, mahogany or French walnut for beauty of figure. Name any quality in redwood and its opposite can easily be found."

LINING UP SHAFTING.

BY JOSEPH B. LEWIS

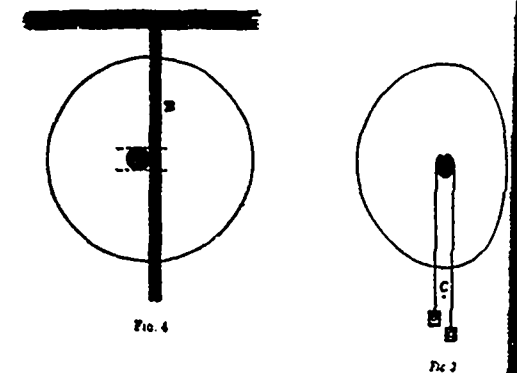
The following method of lining up shafting seems to be known by very few engineers. Referring to Fig. 1, A is a straight-edge, which may be made from a piece of pine board about 10 feet long. It must be rigidly supported by uprights or otherwise, as is most convenient at the height of the centre of the shaft. The straightedge to the true horizontal position by the use of a spirit level and fix it securely in place. For short lines of shafting it may be located at one end, for long lines at the middle. On each raster that supports a hanger, nail a short stick B, with one nail, so that it may be swung up out of the way when not in use as shown in Fig. 2. The bottom ends may all be brought into line



by sighting carefully along the straight edge. For long lines sight in both directions from the middle. The ends of these sticks will also lie in the same horizontal plane at the height of the center of the shaft.

The hangers may now be put up and the shaft placed in position and adjusted to the true level by testing each bearing. For this purpose the sticks B may be turned down as shown in Fig. 2, and the center of the shaft brought to the level at each bearing. This may easily be done by the eye. To test the result, a small spirit level may be laid across the top of the shaft and a line drawn on B as shown. The distance from the end of this line to the end of B should be just one-half of the diameter of the shaft. The sticks should be turned up out of the way and left where they are, so that the alignment may be tested at any time.

Having adjusted all of the bearings to the same horizontal plane, we may now test them on the vertical plane. This is easily accomplished, whether the pulleys are in position or not. We will suppose that they are, and that the shaft varies from 3" nominal, at the middle, to 1 1/4" at the ends. Take two pieces of string and tie a nut to each end of each piece. Throw one piece over the shaft near the bearing at one end and the other piece at the other end. See Fig. 3. Now stretch a stout cord C from one end to the other, low enough down to clear the pulleys. The end of the cord should be brought exactly central between the two ends of the



string hanging over the shaft. The weights may be kept from vibration by allowing them to hang in a pail of water. A small pail of oil is better yet, since its great viscosity more readily checks any motion. Having pulled the line C taut in the correct position, it is as easy a matter to adjust each bearing by throwing the string with the nuts on the ends over the shaft at the bearing to be tested, and adjusting the set screws until the line C is exactly central between the two ends of the string. You will notice that variations in the size of shafting do not hinder this operation in the least, as is the case when a line is stretched at one side and attempts are made to measure in from it to the shaft; and, furthermore, the presence of the pulleys is no objection whatever. Any shaft may be tested in this manner. During the noon hour, except when the belts interfere with the line C. Where this is the case sufficient time must be allowed to remove such belts as are in the way.

If the shafting was put up with sticks, as above explained, it may also be tested for the horizontal plane in a very few moments. If these sticks are not in pos-