

that three quarters of the labor that is employed in the manufacturing of this product in this valley will be compelled to look elsewhere for work, and with this thing brought about, it means that paying property now in this valley that is now not for sale, can, inside of two years from the time this bill takes effect, be bought for 50 cents on the dollar, and signs of "to rent" will be thicker than the flees on the proverbial dog."

BITS OF LUMBER.

Business is said to be exceptionally dull in Bay City.

The death of O. P. Burt, at Albany, N. Y., a former well-known lumberman of Saginaw, and a relative of Hon. W. R. Burt, is announced.

F. E. Bradley & Co., at Bay City, experimented with running their salt block with coal for fuel, but abandoned the undertaking as too expensive at the present price for the saline product.

I. Billingsley, of Quebec, who paid a visit to Manistee lately, says that the deal trade has been quiet this season. Of a cargo of Michigan deals they purchased last season they have still more than half on hand.

Charles Lee, Saginaw's veteran pioneer lumberman, has just celebrated his eighty-second birthday. He is the father of twenty-one children and his grandchildren number twenty. Mr. Lee's life has been one of ceaseless activity, he being at one time interested in seven planing and saw mills, one in Detroit and two up the shore and three in Saginaw.

The Cook Shingle Mill Company will this winter operate a shingle mill, six miles from Coleman, Mich. The company is composed of Colonel Bliss, A. F. Cook and A. T. Bliss. Colonel Bliss owns a large tract of hardwood, pine and hemlock timber land in that vicinity, and has laid out the village of Blissville there purposing to build up industries and develop the property.

The new officers of the Saginaw Lumber & Salt Company are: President, R. A. Loveland; vice-president, Otis Shepard; secretary, R. H. Roys; treasurer, D. L. White, Jr. The company's mill at Crow Island manufactured the past season 21,000,000 feet of lumber, 3,560,000 lath and 1,200,000 staves and 52,711 barrels of salt. It has 6,800,000 feet of lumber on the docks and 11,000,000 feet of graded lumber in yard for the car trade.

The lumbermen of Alpena closed the season fairly well satisfied with the trade done. The prospects for next year are considered good. All of the mills which were in operation this year will have a full stock of logs. About 35,000,000 feet of Canadian logs will be brought to this port next season, being 6,000,000 more than this year. There is about 50,000,000 feet of lumber on the docks, the largest stock ever carried over. Many cedar camps are in operation, and more cedar will be got out this winter than in any former year. The shipments this year are about one-third less than in 1892.

SAGINAW, Mich., Dec. 26, 1893.

PERSONAL.

Mr. C. Beck, Mayor of Penetanguishene, and big lumberman of the north, has left on a trip to Germany.

Wm. Merrier, partner with H. Veri, in saw and planing mill at Norwich, Ont., died a week ago of La Grippe.

Mrs. Frost, wife of Mr. C. B. Frost, of Frost & Wood, planing mills, Smith Falls, died at Brockville, a week ago.

Mrs. J. B. Coates, wife of the proprietor of the stave mill, at Blenheim, Ont., fell dead a fortnight ago, while in the act of crossing the dining room at her residence.

Wm. D. Lovitt, the millionaire ship owner of Yarmouth, N. S., died on New Year's day. He caught a severe cold while overlooking the repairs of one of his ships in Halifax, and this developed into pneumonia with fatal results.

TRADE NOTES.

The Waterous Engine Works Co., Brantford, Ont., report business brisk. Recent orders include four large marine boilers. Besides these: "Four complete circular saw mills, from 30 to 75 h. p. each; four single sets of saw irons, ten chopping mills, three under running mills, one Prescott direct acting steam feed and three Allis band mills, with their attendant machinery; one Vaneet machine, two shingle machines, one pulp wood outfit, and a number of export orders. The company have also made arrangements with the W. E. Mill Co., of Kalamazoo, to manufacture their steam mill specialties."

We have a notion that the man is about right who said: "Luck is ever waiting for something to turn up; labor turns things up for itself."

THE NEWS.

CANADA.

—A stave factory is under contemplation to be built at Guelph, Ont., by D. S. Clemens.

—An attempt was made a few nights since to burglarize the safe of F. F. Rumball, lumber merchant, London, Ont. The thief was caught red-handed.

—Agents for Nova Scotia lumbering firms are busy hiring teams in New Brunswick. They offer \$40 per month, which is above the average paid there this winter.

—John Howard, who started a lumber yard in Whitby two years ago, and in March last assigned, is again in financial difficulties. The business has been conducted since in the name of his wife.

—D. Campbell, formerly of the box factory, Midland, Ont., has taken possession of the shingle mill, lately run by Carruthers & Shaw, Penetang. Mr. Campbell intends adding box machinery in the spring.

—The French River Boom Company, with a capital of \$40,000, has applied to the Ontario Legislature for a charter. The company is organized for the purpose of facilitating the transmission of lumber down the French river.

—The Huntsville Lumber Company write, that they are putting in an Allis band mill, it being the first of that kind made by the Waterous Engine Co. Lumber operations in the bush, they report, are well advanced, so far, at least, as their section is concerned.

—It is stated that the largest amount of lumber that has arrived at Oswego, N. Y., in any one day since that city became a port, reached there on December 5th. It consisted of more than 4,000,000 feet of Canadian lumber, and was for the Standard Oil Company.

—The lumber mill of Moffat & McGregor, in Essex county, Ontario, has purchased 4,200,000 feet of logs near Tilbury Centre, in addition to a 1,300 acre tract of timber land in Tilbury East, and will employ several hundred men and many teams in getting the lumber out to be shipped on the lake Erie and Detroit River Railway.

—The mills round and about Fesserton, Ont., have all shut down and most of them have had a good run. The Point mill cut about three million feet of lumber and three million shingles. Mr. Martin's mill, four million shingles; Mr. Kean's mill, four million shingles; McPherson & Laidlaw, about two and a half million feet of lumber; Mr. Carter's mill, about the same.

—Parrsboro is the banner port of Nova Scotia for deal shipments. During the past season 40,792,476 feet were shipped. Of the total Capt. N. C. Norby shipped over 25,000,000 feet for George McKean, of St. John, and M. L. Tucker over 15,000,000 feet for W. M. Mackay. It went to British ports. The total is over 8,000,000 above that of last year. Other ports in the same country (Cumberland) sent large quantities.

—The Manchester Ship Canal (Eng.), was formally opened on New Year's day with a procession of vessels, headed by the barque Sophie Wilhelmine, from Parrsboro, Nova Scotia, laden with lumber. This vessel has been at Garston since November 27th, waiting for this public opening. The directors of the canal will pay her £100 for the delay she incurs in waiting for the public opening of the canal, for lowering her masts to pass under the bridges, etc. Her captain will receive a gold watch as a memory of the occasion.

—Judge Davidson, of Montreal, has rendered judgment in the case of Robert Graham vs. the Casselman Lumber Company, Peter Larmouth, as equal, intervenant. The action was to recover damages for alleged loss of profit resulting from the Casselman Lumber company's failure to deliver a certain quantity of wood ordered by Graham. The company had become insolvent since the taking of the action, and the liquidator, Peter Larmonth, had intervened. His honor had estimated the damages at five hundred dollars and rendered judgment accordingly.

—A deputation of lumbermen, including J. R. Booth, of Ottawa, W. J. Poupore, for Pontiac county, R. R. Dobell and H. M. Price, of Quebec, called upon the members of parliament in session at Quebec, December 21st. It was stated that the lumbermen desired to have red pine placed on the same list as spruce for license and stumpage dues, claiming that it is not of more value than spruce. They also asked for a continuance of the present order-in-council, extending to logs 11 inches in diameter the reduced scale of charges for small logs. Mr. Flynn, for the government, stated in reply that the order-in-council privilege would probably be continued for some time, but that the representations respecting red pine would have to be considered.

FIRES AND CASUALTIES.

FIRES.

—The saw mill and sash and door factory of A. W. Hepburn, Picton, Ont., was destroyed by fire during the past month. Loss about \$15,000.

CASUALTIES.

—Charles Angus, an employee in Burnett's shanty, at Cedar lake, Ont., was burned to death in his shanty a week ago.

—A young man named James Lafranchise, of Hull, Que., better known as James Michael, was accidentally killed in a shanty on the Deux Rivières by a falling tree.

—Arthur Coone, watchman at the Kelowna saw mill in the Okanagan, B. C., has been so badly crushed by a rolling log that it is feared that he will succumb to his injuries.

—John Feathersen, of Bracebridge, Ont., while at work in one of the Muskoka Mill and Lumber Co.'s camps, about eight miles above Muskoka mill, was struck with a falling tree, receiving injuries that will likely prove fatal.

—H. B. Mitchell, a well-known lumberman, who is this winter making a big cut of logs north of Lake Winnipeg, had a narrow escape of drowning a few weeks ago. Accompanied by an Indian, he was driving across the lake, when his ponies disappeared from view in a hole in the ice. Mr. Mitchell lost both his horses, but considered himself lucky in that he and his guide escaped.

—A sad accident occurred near Aylmer, Ont., by which Mr. Henry Hadyen, a young married man, lost his life. He was working in the woods alone cutting wood. Two trees were lodged together, held by a limb. He cut this limb, and it springing back struck him in the neck, breaking his collarbone. The trees unfortunately came together, crushing him in the chest and killing him instantly. The trees had to be sawn apart before the unfortunate man could be released. He leaves a wife and two children.

NO MORE BELTING!

A NEW Belgian factory, according to a correspondent in that country, uses electricity to transmit its power instead of belting, and a brief description of his advice may prove of interest. The dynamo is 500-horse-power and forms the fly-wheel of the compound Corliss engine. The shop is supplied with 16 motors, and among them are ten 16-horse-power, one 21-horse-power and one 37-horse-power motors. Their average efficiency is 87.2 per cent. On some of these motors the load is very variable, and several are exposed to dust and dirt, so that with 90 per cent. efficiency of the dynamos, 98 per cent. of the conductors, 87 per cent. of the motors, the net result is 76.6 per cent. power delivered. As the lost work in belt-driving is practically a constant quantity for all loads, or at least is usually considered to be, the power required to turn the shafting and pulleys, when no work is being done on the machines, it follows that taking 79.4 per cent. as the final output in two cases, one of electrical and the other of mechanical transmission, we find that at a load of 20 per cent. the electrical system would still give 47.2 per cent. useful effect, and the mechanical nothing at all. From careful experiments which have been made in actual practice it has been clearly proved that to drive all the idle machines requires more power than to drive the shops in ordinary course of work; whereas, 11 electrical horse-power is required when driving all the idle tools, only about seven electrical horse-power is needed in ordinary work, of which four electrical horse-power is used to drive the shaft and belts, alone; this shows how small a part of the power produced by the engine is actually used in useful work by the tools. Such satisfactory results of the application of electricity to factory driving must attract attention and will lead to great changes in transmission. Whether in the case of large machine-tools it would not be better to discard shafting and belts altogether, and supply a special motor to each tool, is a question which must be settled for each individual case which may arise; the current would be switched on or off just as easily as the belt is now thrown from the loose to the fast pulley, and vice versa.

A WRITER gives an illustration of the progress of electricity as a mechanical power. He says that twenty-five years ago it was unknown, and that \$900,000,000 is now invested in various kinds of electrical machinery.