

circumstances of a weak back. (Monkey wrench, oil-can and screw driver sent with this joke; also rules for working it in different kinds of goods.) The tobacco used by the pine choppers of the northern forest is called the Scandihooivan. I do not know why they call it that, unless it is that you can smoke it in Wisconsin and smell it in Scandihooiva.

When night came we would gather around the blazing fire and talk over old times and smoke this tobacco. I smoked it until last week; then I bought a new mouth and resolved to lead a different life. I shall never forget the evenings we spent together in that log shack in the heart of the forest. They are graven on my memory where time's effacing fingers cannot monkey with them. We would always converse. The crew talked the Norwegian language, and I am using the English language mostly this winter. So each enjoyed himself in his own quiet way. This seemed to throw the Norwegians a good deal together. It also threw me a good deal together. The Scandinavians soon learn our ways and our language, but prior to that they are quite clannish.

The cook, however, was an Ohio man. He spoke the Sandusky dialect with a rich, nut-brown flavor that did me much good, so that after I had talked with the crew a few hours in English and received their harsh, corduroy replies in Norse, I gladly fled to the cook shanty. There I could rapidly change to the smoothly flowing sentences peculiar to the Ohio tongue, and while I eat the common twisted doughnut of commerce we would talk on and on of the pleasant days we had spent in our own native land. I talked to him of his old home till the tears would unbidden start, as he rolled out the dough with a common Budweiser beer bottle and shed the scalding tears into the flour barrel. Tears are always unavailing, but sometimes I think they are more so when they are shed into a barrel of flour. He was an easy weeper. He would shed tears on the slightest provocation or anything else. Once I told him something so touchful that his eyes were blinded with tears for the nonce. Then I took a pie and stole away so that he could be alone with his sorrow.

He used to grind the coffee at 2 a. m. The coffee mill was nailed up against a partition on the opposite side from my bed. That is one reason that I did not stay any longer at the camp. It takes about an hour to grind coffee enough for thirty men, and, as my ear was generally against the pine boards when the cook began, it ruffled my slumbers and made me a morose man.

We had three men at the camp who snored. If they had snored in my own language I could have endured it, but it was entirely unintelligible to me as it was. Still it wasn't bad, either. They snored on different keys, and still there was harmony in it—a kind of chime of imported snore, as it were. I used to lie and listen to it for hours. Then the cook would begin his coffee mill overture, and I would arise. When I got home I slept from Monday morning till Washington's birthday, without food or water."

#### Planting Evergreens.

Mr. W. D. Boynton communicates to the *American Garden* an article on planting evergreens, which should interest a great many persons, for there are but few varieties of trees which are more beautiful than groups of balsams, pines, and firs, and they are the most likely to thrive after transplanting.

As to the season for transplanting, says Mr. Boynton, either fall or spring is good. The when is not so important as the how. I lean a little toward the spring planting however, as the ground is then more moist, and no other vegetation in the way about the roots and stems to obstruct the work of taking up the young trees.

My first and main precaution is to secure the body of mould immediately around the tree that contains most of the feeding roots in a tree of small growth. I have this lifted out carefully with the tree in the center, as little disturbed as possible, and then wrap coarse sacking about the whole, drawing it up around the trunk and tying firmly. In this shape they can be loaded into a wagon box that has a thick layer of straw

in the bottom, and taken home. They should be set out at once, watered, and staked.

The reader will understand that this way of taking up can only be practiced on short distances, where the trees can be taken home and set out in a few hours at the most. If they are to be shipped, the mould must be detached, and moss worked in among the roots and bound around them. Even here I hold to the idea of wrapping coarse sacking around the whole, and fastening around the stem. The whole mass is then moistened, after which treatment they will stand quite a journey and come out in good condition.

If the planter finds that the roots are at all dried up when he comes to set them out, the tree may as well be pitched into the bush heap at once, for it will sooner or later find its way there. Never use manure of any kind around the roots of a young evergreen tree. Vegetable mould is good, but they do not need a rich soil. They should always be staked firmly, for they offer a thick top to the wind, and if twisted about, the roots cannot get a hold.

#### The Railways of the World.

The United States in 1882 had 101,810 miles of railway open, which was only 4,600 miles less than all the railways of Europe. The railways of the United Kingdom, although their aggregate mileage in 1882 was but 88,405 carried 712,000,000 passengers and 256,000,000 tons of freight, as compared with 270,000,000 passengers and 290,000,000 tons of freight carried by our railways. The cost of our roads in round numbers was estimated in 1880 at \$5,200,000,000, as against \$3,600,000,000 for the cost of British railway, but the gross receipts of the former were double those of the latter, and the dividend on capital, 4.80 per cent., was larger than in any other country. In Europe the average was 3.80, and the range was from 2.10 in Denmark to 4.21 in Germany. The capital employed in the railways of the United States is nearly equal to that of the British and French railways combined. On our railways, the number of passengers killed and wounded by accidents was 41.1 per 1,000,000, as compared with 10.8 per 1,000,000 in Europe. The number of employees per mile is with us 5, and in Great Britain 15. The railway capital per mile of railway is \$209,000 in the United Kingdom, and \$37,000 in the United States. The ratio of railway capital to the national wealth is 8.8 in Great Britain and 11.4 in the United States. The highest railway in the world is the Lima Aroya line in the Andies, which runs at an elevation of 15,840 feet.

#### Hamilton Notes.

The correspondent of the *Toronto Globe* says:—The timber trade at Hamilton is much smaller than last season. McArthur Bros. and McRae are doing very little at this port, and Mr. Murphy, of Quebec, is shipping instead of rafting. Platt & Bradley are rafting, but not to such an extent as last year. The rate from this port to Garden Island or Collins' Bay is \$22, which is about \$13 less than what used to be considered a fair figure. The low rates are a result of the fierce competition of the railroads with the vessels. One timber merchant says that the railroads offered to carry his timber from where it was cut up north to Quebec for very little more than it cost to raft it and send it by the lake and river.

#### First of the Season.

Robert Ralston, an old-time Winnipegger, but now of Emerson, has arrived from the Gateway City with several rafts containing 100,000 feet of oak logs for Brown & Rutherford. He states that this is the first arrival of the season and that the rafts floated down the Red without any trouble. He has several more to bring to the city during the summer.

In a cargo of lumber lately shipped from Saginaw to Cleveland, O., were three pine pieces that were a portion of an exhibit at the Philadelphia Centennial, made by Geo. G. Williams & Bro., of Saginaw City. One piece was six, and two four inches in thickness, and all 41 inches wide and 16 feet long. They go to Cleveland as a gift to the Diamond Match Company.

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