

the summer months were as follows: Carpenters, \$3 to \$4 per day; bricklayers, \$3.50 to \$6 per day; stonecutters, \$4 to \$5 per day; machinists \$3.50 to \$4.00 per day; moulders, \$3 to \$3.50 per day; shoe makers \$2.50 to \$3.00 per day; blacksmiths \$2.50 to \$3 per day; teamsters, railroad, \$35 to \$40 per month; teamsters, city, \$60 per month; laborers \$2.50 to \$3 per day; tailors \$2.50 to \$3 per day; farm laborers, \$40 to \$45 per month and board; railroad laborers, \$2.25 to \$2.50 per day; \$4.50 board; brick-makers, \$2.50 to \$4 per day; board in camp, \$4 to \$4.50 per week; board in city \$4.50 up and lodging.

The winter wages with some exceptions, have reached a level not greatly above what is paid in the east: Carpenters, \$2.50 to \$3.50 per day; stonecutters, \$3 to \$4 per day; Machinists, \$3 to \$4 per day; Shoemakers, \$2.50 to \$3 per day; Blacksmiths, \$2 to \$2.75 per day; Teamsters, bush, \$35 per month and board; Swampers, bush, \$25 per month and board; Choppers, bush, \$30 to \$35 per month and board; Tie cutting by piece, 8 to 12c. per tie; Wood chopping per cord, 85c. to \$1 per cord; cooks, (men) \$45 to \$85 per month. Hewers, \$45 to \$50 per month and board; board in camps \$4 to \$4.50 per week.

The statement is made on the authority of Mr. McArthur, given by way of an opinion, that about \$2,000,000 was invested by loan companies during the year; but this would probably include outside loans as well as those made in the city. As much as ten per cent. interest is often stipulated for. The immigration seems to have been less than had been anticipated; only 44,000 emigrants having arrived during the season, taking with them, it is said, \$10,000,000. If this be so, the cultivation of the Prairie Country will go on at a rate to which the wooded regions of the east were strangers; the settlers there having for the most part to face the forest and commence the battle of life with the slenderest means.

CANADIAN HARD WOODS.

Our trade in hardwoods, which a generation ago was confined, as far as Ontario is concerned, almost exclusively to walnut and oak, has undergone of recent years a remarkable development. Uses have been found for woods whose adaptability and beauty were not known or recognized in former times. And a value is now placed upon a number of these which not long since were regarded as fit for nothing but fuel. Basswood, for example, was considered, at the time when the Reciprocity Treaty with the States was in force, as fit only for cord-wood—poor cord-wood at that; black ash was almost equally despised; soft elm was neglected; and hickory, that strong, tough timber, so much used for carriage wheels, was regarded as desirable only for snow-jumpers, or for winter fires.

An unforeseen demand having arisen for many kinds of our timber within the last few years, both abroad and at home, it may be well to notice the great variety of hardwoods Canada possesses, their *habitat* and uses. The classification adopted by a firm of Toronto dealers, prepared for the Ontario

Government, and communicated to the *North-Western Lumberman*, may serve us. It is as follows:

Ash.	Elm.
Basswood.	Hickory.
Beech.	Maple.
Birch.	Oak.
Butternut.	Sycamore.
Cherry.	Walnut.
Chestnut.	Whitewood.

Of course, there are several varieties of a number of these woods. The various sorts of oak, elm and ash, for example, differ widely in their uses and values, as we shall see further on. The kinds of hardwood lumber most in request for home use or for export, we are told, are walnut, cherry, butternut, chestnut, white oak, whitewood, basswood, white ash, black ash, and soft elm. The supply of some of these is so limited, and the demand for them so steady, that they must become scarce and dear in a very few years; and, unless care be taken to replant, they must become extinct; in which case the more common kinds, such as birch, maple, black ash, soft elm, will naturally be sought to take their places. A considerable share of the Canadian hardwoods now used for decorative purposes, goes to the United States. We send thither, principally from Ontario, butternut, cherry, white ash, and bird-eye maple, to be used in car fittings, or house-interiors; sycamore for tobacco boxes; butternut for cigar boxes. From New Brunswick we send birch timber to Great Britain, and in that country, as well as among our American neighbors, the birch appears to enjoy increasing favor. Oak, too, we continue to ship to Britain in the log and in staves.

If we consider each variety in its order, we shall see what woods are most nearly exhausted, and which ones are of the greatest value to the country.

MAPLE.—The maple, as becomes the tree whose leaf is the national emblem of Canada, is the most plentiful of all our forest trees. In Ontario it is especially abundant. The Muskoka country, the Midland district, the Western peninsula, are all well supplied. It is used for furniture and in various other manufactures, common chairs especially, and the demand is growing all the time.

BIRCH.—This is a fine-grained, handsome wood, in growing estimation, and probably increasing value. There are those who think that, as an ornamental wood, it will supplement walnut, cherry and butternut. It is found generally distributed over Ontario and the eastern provinces, and care should be taken to preserve it. There is a market in the United States to-day for quantities of black birch, which resembles cherry, and, when stained, resembles walnut; it takes as good a polish as cherry and can hardly be distinguished from that wood. There is plenty of it on the Mattawa and in the Nipissing territory.

ASH.—White ash, which is found chiefly in the western part of this province, is in active request from railway car-works, wagon-makers' shops, and agricultural implement factories. It commands good prices, if sound timber, and is largely exported to the United States. The supply is not abundant, and inroads are be-

ing rapidly made upon it. Black ash is more generally distributed; it is used for house-fittings and for furniture. The demand is increasing, but can be met by the supply.

OAK.—Of this tree we have several varieties: the white, the red, the gray and blue. White oak is most sought after, and commands the highest prices. Most of our cut of this, from all the provinces east of the lakes, goes in the log or in staves to Great Britain. Western Ontario has in past years furnished many a stately tree, and there still remains a good deal of this kind of wood. Red oak, as well as the kinds called grey and blue, are found in the north and west of Ontario. It is used, generally and extensively, for agricultural implements and for railway carriages.

ELM.—Least plentiful of the many varieties of this wood is the genuine rock elm, which is in great request, from its strength and toughness, for carriage and waggon-making. It is mostly found in the neighborhood of Lake Erie or Lake Huron. Other kinds, such as the gray, blue and soft elms, are plentiful enough, and are made use of for furniture to a large degree. Soft elm is used extensively for making band hoops for flour barrels and staves, and is exported largely to the United States and Great Britain.

BASSWOOD.—This wood is common in most parts of Ontario and Quebec. Once rejected for all purposes but fuel, it is now in request for carriage and street-car makers, as well as for furniture and interior fitting of dwellings, &c. It is a fine-grained and delicate-colored wood, and finds a ready market in the States, as well as here. From the absence of resin, basswood is preferable to pine for panelling, &c. It can be used for mouldings in interior wood-work. Large trees of it have become scarce, and the small timber is now being used.

HICKORY.—The westernmost counties of Ontario were at one time very freely supplied with the hickory tree, whose nuts are so toothsome, and whose wood gives such intense heat in the old-fashioned wood stove, to say nothing of the uses of its bark to the Indian or the *habitan* for torches, by which to spear fish at night. Hubs, spokes, shafts, single-trees, and other portions of a waggon or carriage, are now made from it, and agricultural implement makers understand well its properties of strength and toughness. It is now comparatively scarce, quantities of its product having been shipped to Britain from St. Thomas, Amherstburg, St. Catharines, and other points at which there are bending factories.

WALNUT.—The warm color and rich surface of the black walnut when finished, have long made it a favorite wood, at first for furniture, but now for the interior structure of public buildings and private dwellings. In the wood-work of organs, sewing machines, and the like, it is regarded as indispensable, and the result of the demand is that but little walnut is left in Canada. It is now a more costly wood than ever, large trees of it being especially valuable. We have to import it from the North-Western States; and even there, such is the demand, it is growing scarce.