

The Gutta Percha and Rubber Manufacturing Company of Toronto.

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SOLE MANUFACTURERS OF

RUBBER "MONARCH", "RED STRIP" AND "LION" BELTING

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Our celebrated "Maltese Cross" Rubber; "Baker Fabric" and Ajax Cotton; "Giant" and Light Linen, and Fire Hose constantly in stock.

LUMBERMEN'S HEAVY *RUBBER* CLOTHING, *OUR* OWN *MANUFACTURE*.*

Address all Communications to THE GUTTA PERCHA & RUBBER MFG. CO. OF TORONTO, 43 Yonge St.

Saginaw River, Mich.

BAY CITY, Oct. 28.—Trade has been dull and stocks have accumulated faster than they have moved off. The shipping season is, however, now nearly over, which should have its effect. Some weakening of prices, especially for good lumber, has been apparent. Strips, shingles and lath have remained firm, and there has even been an advance in shingles. Complaints of short car accommodation have been heard.

CARGO LOTS.

Uppers	36 00	35 00	Norway	9 00	10 50
Common	15 00	20 00	Box	10 00	10 50
Shipping Culls	8 00	10 00	Straight measure	12 00	23 00
Mill Culls	6 00				

YARD QUOTATIONS—CAR LOTS DRY.

Drop Siding.

Clear, 3/4 in	42 00	43 00	C, 3/4 in	7 30	00
A	33 00	35 00	D	19 00	

Flooring and Siding—Dressed.

Flooring, clear, d & m	30 00	31 00	Siding, clear, 3/4 in	22 00	
No. 1	33 00		A	20 00	
No. 2	30 00		B	17 00	
No. 3	20 00		C	14 00	
No. 4	13 00		D	12 00	

Finishing Lumber—Rough.

Three uppers, 1 in.	43 00	45 00	Fine common, 1 in.	25 00	33 00
1 1/2 & 1 3/4	44 00	46 00	1 1/2 & 2 in.		33 00
Selects, 1 in.	35 00	37 00	C, 7, 8 & 9 in.	25 00	
1 1/2 & 2 in.	35 00	38 00	Base, 2 to 9 in. No. 1	40 00	
			No. 2	30 00	
			No. 3	20 00	
			Coffin boards, 16 in. and over	16 00	

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 feet	12 00	
20 feet	11 00	24 feet	13 00	

Plank and timber, 12 inches wide, \$1 extra.

Wide Select and Common—Rough.

C (No. 1 com.) 13 in. and up	25 00	D (common) 14 in. and up	16 00	
Lath, Shingles and Pickets.				
Lath, No. 1	1 30	Country brands XXX	3 25	3 35
No. 1	1 10	Clear butts	2 25	2 35
Shingles, river brands	3 40	1 1/2 to 2 1/4 in rough	12 00	13 00
XXX	3 50	Dressed	20 00	
Clear butts	2 40	3 1/2 in. square, dressed	14 00	19 00

Albany, N Y

ALBANY, Oct. 30th.—The lumber market has remained quiet, and even dull in uppers, though lower grades have been in more demand. The high lake freights have kept lumber back at the mills, but recent arrivals have helped to fill the yards, becoming heavier with the advancing season. Hemlock boards are in demand but are firmly held and there is considerable activity in cull hemlock and spruce. Shingles are scarce and are advancing in price.

Minneapolis, Minn.

MINNEAPOLIS, Oct. 28.—Trade is only fair and there is some weakness in the market. The demand has been below the average, and would have been still worse but for some impetus given by railway construction, which is now falling off. Shingles are scarce and firm. The railways are busy moving the crop and have not much accommodation for timber.

London, England.

LONDON, Oct. 22.—Prices remain steady but the looked-for advance has not arrived, heavy sales without reserve checking the tendency upwards. Buyers show more readiness, while holders are not disposed to give way.

Liverpool.

LIVERPOOL, Oct. 22.—The docks look rather more busy with recent arrivals, among them being the P. G. Carvill from Quebec with a large cargo of square and waney pine deals and oak. The other late arrivals have been chiefly spruce deals. Business is not brisk and there is not much sign of improvement at present.

CANADIAN HARDWOODS FOR CARRIAGE BUILDING.

THE following is the conclusion of the interesting letter addressed by Mr. G. N. Hooper, President of the Institute of British Carriage Manufacturers, to the Canadian Minister of Agriculture, the commencement of which appeared in our last issue.

Many years ago some French merchants discovered a great waste going on in England. Immense quantities of coal-dust could be had at the collieries almost for the asking; they secured it, mixing it with some simple compound, they had it compressed into brick-shaped lumps, and now use it largely for heating the furnaces of their steam boilers. I would suggest that the waste sawdust, chips, &c., instead of choking the flow of the river, be compressed, converted into charcoal, and sent to England, where such fuel is valuable and necessary for many trades, especially for metal workers, and where its use might be indefinitely extended, could a regular abundant supply be relied on at moderate price.

Abundant and cheap charcoal in many parts of continental Europe enables the people to carry on many metal trades which cannot thrive without it. Canadian charcoal might relieve England of a difficulty, and help to establish and extend various profitable branches of trade now neglected for want of it.

England is at present largely dependent on Sweden for "safety matches," here a lower quality of wood seems to be utilized, possibly by the use of improved processes of splitting, and the Swedish matches have the further advantage of being "safety matches," lighting only by friction on the specially prepared surface of the boxes.

This seems a trade that should naturally fall to the lot of Canada, and it probably only requires a little tact, energy and perseverance to secure it.

I was in some parts of Canada surprised, almost, indeed, painfully startled, at the apparent want of care to avoid the risk of setting fire to factories and workshops. In many cases I saw iron forges being worked on floors of wood, the ceilings also of wood. I had never in any part of England or of Europe seen such, to my mind, hazardous risks of house burning incurred. Invariably, when I remarked on this, the owner, occupier, or manager smiled, or passed off the incident with the answer "No danger; we always do so." In England, for untold years, for us, other ideas prevail. Let us hope that they will spread; that our Canadian friends will not need to keep harness continually slung over the backs of horses at their admirable fire engine stations, ready to run out at thirty seconds' notice, lest some neighbor or dear relative's life should be sacrificed by one of the most horrible forms of death.

Before I conclude let me cast a glance at the effect of good home social legislation. Driving through Hamilton, my coachman remarked: "Hamilton is a prosperous place, sir, they are very strict about the liquor here. 'Tis drink that makes and keeps a country poor."

I had an opportunity of reading an extract from the law forbidding gambling in Canadian railway carriages; could such a regulation be put in force in steamers crossing the Atlantic, many a well-to-do young emigrant or visitor might have the contents of his purse preserved for his own use instead of enriching the professional card sharps and gamblers who haunt the ocean lines and are constantly on the look out for young dupes.

Before concluding, I desire to express my cordial and grateful thanks to all those gentlemen who kindly assisted me with letters, information or advice.

Very imperfectly, I am aware, have I endeavored to throw out a few ideas, hints, and suggestions that may possibly turn

to the mutual advantage of colonists and the mother country; had time permitted I might have carried my inquiries and investigations further; but if, as a wandering member of the Council of the London Chamber of Commerce, I am permitted to assist in promoting trade and friendly and profitable intercourse between the capital of the Empire and a colony so loyal and patriotic as Canada, I shall not have made a journey of 9,000 miles in six weeks entirely in vain.

THE COMING WINTER'S CUT.

The following is a carefully prepared estimate of the out-put of logs which will be got out in 1887-8. The gentleman who prepared it is himself engaged in the lumber trade and knows of what he speaks.

Beginning with the Ottawa and its tributaries the following is the calculation:—

Canada Lumber Co., 80,000,000 feet; Bronson & Weston, 60,000,000; Gilmour & Co., 60,000,000; J. R. Booth, 70,000,000; McLaughlin Bros., 75,000,000; J. & B. Grier, 45,000,000; Richard White, 20,000,000; Booth & Gordon, 20,000,000; Hurdman Bros., 50,000,000; Hamilton Bros., 30,000,000; Perley & Pattee, 50,000,000; E. B. Eddy, 60,000,000; Alex. Fraser, 15,000,000; A. Barnet, 200,000 square feet; Thistle & Fraser, 150,000 square feet.

ON FRENCH RIVER.

J. McLean, 1,000,000; Ontario Lumber Company, 7,000,000; New York & Tonawanda Lumber Co., 7,000,000.

PARRY SOUND, SOUTH RIVER AND WHAUAPITAE.

J. Jackson, 3,000,000; Beck & Bates, 4,500,000; J. R. Booth, 6,000,000; Alex. Fraser, 2,500,000; S. McKay, 4,000,000; Emery Bros., 5,000,000; A. Colburn & Fraser, 2,000,000; Timmins & Gorman, 100,000 sq. feet; John Dolan, 30,000 feet logs; — MacKay, 3,000,000.

STURGEON RIVER.

J. R. Booth, 5,000,000; Booth & Hale, 3,000,000; J. R. Booth (Deschenes Creek), 1,000,000; Edward and Charles Moore, 6,000,000.

Besides the above, Mr. Campbell, of South River, has a mill in full operation under the superintendence of Mr. Fred. Thomson, which next season when in full blast will have an output of two millions and a-half feet.

The above does not by any means represent all that will be done in the Ottawa lumber world for the year 1887-8. The above table represents the cut of the chief firms, but there are many smaller concerns which will likely turn out between ten and twenty millions.

In the Parry Sound district, nearly all of Mr. Booth's cut will be done by jobbers, and in fact the same may be said of the other firms there. Everything promises well for the season, and if there is an ample but not too much of a snowfall the work will go ringing along.

This year, owing to the extreme lowness of the water, many improvements have been made on creeks and other small tributaries, in order to facilitate driving, and the lowness of the water gave the lumbermen an abundance of opportunity to make the improvements thorough and permanent. These improvements will be a great aid in getting the season's cut of logs safely out to the main streams. With the exception of what will be cut on the Whauapitae, all this vast quantity of lumber will come down the Ottawa; the Whauapitae cut taking the waterway of the French River, Lakes and St. Lawrence River to market.

Mr. Bolier says that the Georgian Bay Lumber Company will put a large number of men into the woods this winter and will get out in all 200,000,000 feet of logs. The fire has damaged over 15,000,000 feet in the company's limit.