

ADVERTISEMENTS.

Those wishing to BUY or SELL TIMBER LANDS, LUMBER or SECOND HAND MACHINERY will find THE CANADIAN LUMBERMAN an excellent medium in which to make known their wants. Advertisements, of this character will be inserted at the low rate of 1 CENT A WORD, cash to accompany the order in every case. Address.

A. G. MORTIMER, Publisher,
Peterborough, Ont.

General News Notes.

LUMBERING is said to be booming at Bayville, Ont.

THE Ottawa mills are now nearly finished sawing.

THE Echo is agitating for a port of entry at Fort William.

THE Essex Centre Manufacturing Co. have sold out their extensive saw mill to T. H. Decew.

In the turtle mountain district of the north-west \$1,000,000 worth of timber has been destroyed by fire.

EDWARD SWALES, of Midland, had his hand badly cut by a drag saw falling on it at Chew's Mill recently.

THE Armenia was recently loaded at Deseronto, with a cargo of lumber for a life saving station which is to be established at Smith's Bay.

AN exchange asks: "What has become of the straw lumber which three or four years ago we were told would revolutionize the lumber business?"

MR. A. C. Manzor, of Burk's Falls, is running the Spring Valley Saw Mill to its full capacity on local trade and cannot supply the demand, the call for lumber for local purposes being so great.

THE mills of Messrs. Grier & Co., at the Chaudiere, shut down Thursday for the season. They have lately been employed cutting dimension timber for the erection of a new and more capacious saw mill.

SINCE January 1st there has been added to the wood-working industries of the South about 250 lumber mills, or an average of one and half new lumber mills per day. Within the same time over \$60,000,000 has been invested in productive establishments of various kinds.

A READER of the Kingston Whig, says that during the time the dockyard was in operation, there was any quantity of oak timber in Navy bay, and that some must be sunken under water in the mud. Some of it was recovered many years ago, but plenty of it he says must remain.

THE Observer says, the steamer Sir John Young, owned by the Upper Ottawa Towing Company, and heretofore plying on Lower Allumette and Coulouge Lake, has been condemned and broken up. Her machinery has been taken out and brought to Pembroke, where it will be placed in a new hull to be built this fall and winter.

THE Chaudiere during the last heavy rains rose some 30 inches, and some 20,000 logs were driven nearer the mills; it however, fell very rapidly again, and it is far from certain whether even that small proportion of the logs stuck will be driven to the mills in time to cut up this fall.

It is now a very serious question with the Chaudiere owners of logs whether they will be able to drive the logs this fall, and get them into a safe place to winter them before the ice comes on, in which case it would be a heavy loss as the freights in the spring would carry all the logs into the St. Lawrence.

THE Chaudiere mills are all running at full speed at present. Logs are getting scarce in some of the mill ponds. Mr. E. B. Eddy, intends to run his saw mill until the closing of navigation. Messrs. Parley & Pattee, J. R. Booth, Hurdman & Co. will probably close about the end of this month.

THERE has been a great flood in Muskoka by the bursting of Osborne's mill dam on the Little East Muskoka river. Four bridges were swept away in Cheffoy, and the N & P. J. Railway iron bridge across the Little East River greatly damaged. Much damage has been done, and will take some time to repair it.

A despatch from St. Paul under date of Oct. 20th says:—A great fire is raging in the Turtle mountain district. Over 200 square miles of the prairie and timber land have been burned. Thousands of tons of hay have been destroyed with a large number of houses barns and crops and all kinds of stock. Many of the settlers have lost all their possessions. Losses \$1,000,000.

A CORRESPONDENT to the Bobcaygeon Independent, writing from Haliburton says: "There is more lumbering this year than last. A firm has started shanties out eastward in Harcourt, and all supplies come this way by railway, and are sent in by team. We shall do a good business this season in lumber, and there will be plenty of market for farm produce.

Archibald McArthur, near Madoc, Ont., has raised a good saw mill on the Mississippi Branch on the site of the old mill which was burned two years ago. The new mill is one hundred feet long, three storeys high, and will contain apartments for wool carding. Mr. McArthur intends to build in future a grist mill, and a mill for manufacturing cloth.

THE sailing barge Bentley which left Parry Sound, Thursday, Oct. 14th, with 500,000 feet of Lumber was caught in a big storm on Thursday night. She lost a portion of her deck load off Red Rock Light-House but managed to run across the Georgian Bay to Cabot's Head when the wind shifted and drove her ashore. She is thought to be a total wreck; the crew were all saved. Two other vessels are also ashore at Cabot's Head.

THE Saunders & McPherson Saw Mill at Burk's Falls is running from daylight to dark on the Ontario Lumber Company contract, and cannot as yet cut for the local trade. This firm has been making important improvements—having cribbed along the edge of the mill pond to the Government Road, and are filling and levelling up, thereby adding a large extent of piling ground. They are paying out from \$20 to \$25 per day for labor, and this is expected to last until the close of the season.

A correspondent writing to the Pembroke Observer says:—"Just to ease my mind, I drove up to Messrs. Booth & Gordon's shanty on the Indian River, where Mr. James Carmichael was improving. I witnessed some of the biggest work, done by him in twenty-four days, with seven men and one span of horses, three dams and three slides, one dam 400 feet long, 12 feet high, the slide being 307 feet long, the other 198 feet long, 14 feet high. The slide was 208 feet long. The other dam was 50 feet long, 21 feet high. The slide was 64 feet long. I think it is about the biggest work that has been done on that or any other stream since the first dam was built in Canada.

PREPARATIONS are in progress for the erection of a large building in connection with the car works and shipyard department of the Rathbun Company, Deseronto. The new structure will be 110x36 feet, and 14 ft post. It will contain a large dimension planer for dressing car sills and long plank and timber; also a circular edger for cutting up refuse and edging long stuff. The ship-frame saw will also be transferred to it and a railway track will run through its whole length to carry stuff to and from the shops. The machinery in the old shipyard shed will be regulated to suit the new machinery. The old shed will be used for mortising, tenoning, cutting off and fitting up the material for car and ship-building. In fine the new establishment will be quite an acquisition to Deseronto.

PARTICULARS come from Camp Gilmour, Que., of one of the worst crimes ever perpetrated in Canada. A party of six lumbermen came up from Lower Gattau lumber camps, bringing a large quantity of rum. They were all more or less intoxicated. Soon after midnight the gang made a raid on a house occupied by Mrs. Turcotte, just outside the camp, and finding only the old lady Turcotte and her daughter Nellie at home, they fastened the old lady to a chair

gagged her, and then tying the hands and feet of the daughter, the men originally assaulted her. The girl, who is but 16 years old, fainted, and fearing that she was dying the men released her mother. Finding herself free the old lady made her escape to arouse the camp, when the men set fire to the cabin and escaped to the woods. It was not known for some time whether the girl was left to perish or carried away, as the cabin was so far destroyed when help came that it was impossible to make any search. Later the girl was found with her throat cut from ear to ear, in a thicket near the remains of the cabin. The men have escaped, and while there has been a searching party out to look for them, it is doubtful if they will be discovered, owing to the great number of men constantly going and coming from this section, which is purely a lumbering region.

THE Chicago Timberman remarks that "Mr. T. K. Edwards, who is well known in this part of the country, and through the south, as the lumber agent of the Illinois Central Railway, is entitled to the credit of introducing, to this city, a new finishing wood, red cypress, which though it has been employed in other places, has never before been used here. Mr. Edwards has had a room in his own house finished in the wood, and the result is especially gratifying. The color of red cypress finished resembles gum, but the markings are more distinct, and in infinitely greater variety. In its peculiar variegations of color the wood is remarkable, and its beauty in this respect, with its fine, close texture and susceptibility to a high degree of polish, must give it a foremost place among fancy finished woods. It will necessarily come into this category, as the quantity of it to be had is very small. The lumber used by Mr. Edwards came from the mill of Messrs. Farr & Williams, at Pattersonville, St. Mary's Parish, La. This variety of cypress grows altogether in the water, and it is so heavy when it is cut that it can only be floated by chaining it between two logs of lighter wood. It is a handsome material for inside finish, or even for cabinet work, and it is bound to be in demand when its beauty becomes generally known."

NEW BRUNSWICK.

MADAWASKA, October 28th, 1886.

MR. EDITOR.—It's good for sore eyes to see the CANADA LUMBERMAN again on our table, and I must say that the earnest welcome always accorded its readers for the free use of its columns for the discussion of all pertinent questions is too well known to make further comment necessary.

I notice among your "Exchange Echoes," the Southern Lumberman seems to have various opinions about the custom relative to the measurement of hollow logs. No doubt it will be a difficult task to frame any correct rule, which will satisfy both the purchaser of lumber and the manufacturer. Surveyors are supposed to measure lumber so it will hold out after it has been put through the mill, and in order to do so he must use his own discretion as to how much to throw off for defects, and make the lumber merchantable. In measuring cedar for shingles in this province, they measure two thousand as they come, allowing one thousand of the same as merchantable, throwing off one half to make them hold out. The same paper further says: "The Canadian Government wants reciprocity or free trade in lumber with the United States." I beg to disagree. If we look after the interest of Canada, not one stick of lumber should be allowed to leave it before it is manufactured, and Canada reap the benefit of its own resources. The article above quoted winds up as follows: "Whenever there is a doubt what course to pursue, it is always safer to do—nothing." If we never experimented on doubt, we will continue to live in doubt, and the rest of humanity will be content to leave us in the same frame of mind. All doubts should be tested. One thing is certain, where no doubts exist, if we allow our forests to be slaughtered and manufactured over the line, we are killing the goose that lays us the golden eggs, and the near future will prove it to the sorrow of the rising generation.

I believe in free trade, provided it was universal, and am satisfied that free trade and direct taxation is the true policy for any nation

to deal out equal rights to rich and poor. Under the revenue tariff system, a poor man raising one dozen children adds more to our revenue than a rich man with no children at all; but we may not expect any change so long as capital rules labor. The former has the power and will hold on to it as long as they can.

A few remarks about our export duty on logs, which should be prohibited until manufactured. Americans seem to think the export duty is only put on to retaliate against the import, but if they would change places with us Canadians, and see their forest wealth slaughtered, and brought over on our side to be manufactured, and by that means build up our trade, they could see themselves as others see them. However, if the export duty is not enforced more elsewhere than it is in Madawaska, the Americans will not know that such a duty exists. I always thought that the N. P. was intended to encourage the manufacture of raw material, and the building up of mills, etc., but, strange to say, the forest wealth of Madawaska, is slaughtered and taken over the line, and there manufactured in order to save import duty, and this by New Brunswick capital, which has monopolized nearly all our wild lands, and erected mills on the American side, and robbed our country out of fifty million dollars a year in shingle stuff and other lumber. No doubt capital will cause a delay to exact the export duty until the horse is stolen, then our government will lock the door.

Hoping that the CANADA LUMBERMAN may find its way into every dealer's hands in Canada, in order that they may be kept posted on matters so important to this great industry.

Very respectfully yours,
P. O. BYRAM.

RAILWAY NOTES.

WORK on the Hudson Bay railway began on Oct. 11th.

It is reported that a contract has been let to take out 40,000 ties from Rat Portage District for the Hudson Bay Co.'s Railway.

THE survey of the extension of the Napanee, Tamworth, and Quebec railway, from Tamworth to Marlbank has just been commenced.

THE Grand Trunk railway directors have decided to recommend a dividend of 1 per cent. per annum on the 4 per cent. guaranteed stock, leaving a small debit balance.

MR. WHITE, general superintendent of the C. P. R., has accepted the presidency of the C. P. R. library board, formerly held by the late general superintendent, Mr. Egan.

THE Canadian Pacific railroad have been compelled to put on extra forces of men in their car shops in Cobourg, Perth, and elsewhere, in order to meet the increasing demand for cars caused by the enormous growth of traffic on their line.

A COMPANY of local capitalists has been formed in Winnipeg for the purpose of securing the construction of a line from Winnipeg southerly one hundred miles to the eastern boundary of Carillon county. The company is to be known as "The Winnipeg, St. Boniface & Carillon railway company."

Perhaps the most extraordinary that success has been achieved in modern science has been attained by the Dixon treatment for Catarrh. Out of 2,000 patients treated during the past six months, fully ninety per cent. have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent. of the patients present in themselves to the regular practitioner are benefited, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adapted his cure to their extermination; this accomplished the Catarrh is practically cured, and the permanency is unquestioned, as cures effected by him four years ago cures still. No one else has ever attempted to cure Catarrh in this manner, and no other treatment has ever cured Catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 305 King street west, Toronto, Canada, and enclose a stamp for their treatise on Catarrh.—*Montreal Star.*