### The Opening Season.

Our advices indicate that at most lumber centres in the West the Spring trade has already begun, although of course, business has nowhere been very active. The stormy weather which has prevailed during the past week will necessarily have an unfavorable effect on all kinds of business, but the people need lumber and if the present conditions are unfavorable to distribution, the delay resulting can be of short duration, and will serve to make the reopening of the spring season more marked.

But while the output is generally cheerful it must be admitted that at some points, especially in the Eastern and Middle States, business is somewhat duller than it was in the preceding year and there are besides doubts in some quarters as to the extent of the demand for lumber in building, some members of the trade being inclined to believe that in many places building will not be done on so extensive a scale as it was last spring in the same localities.

The strike of the locomotive engineers and the pending agitation of the tariff question, are two other unfavorable features of the times. But it seems clear that the settlement of the strike will not be long delayed, and it is well known that no material revision of the tariff can possibly be effected in the present year.

It is besides obvious that the business of the country is in a sound condition, and that all the signs of the times, excepting those referred to in the preceding paragraphs, are distinctly favorable. We, therefore, feel no hesitation in predicting a good if not an exceptionally busy spring season. - Saw Mill Gazette.

## How to Use Glue.

For glue to be properly effective, it requires to penetrate the Lores of the wood; and the more a body of glue penetrates the wood the more substantial the joints will remain. Glues that takes the longest to dry are preferred to those that dry quickly, the slow-drying being always the strongest, other things being equal. For general use, no method gives such good result as the following: Break the glue up small, put it in an iron kettle, cover the glue with water, and allow it to soak twelve hours; after soaking, boil until done. Then pour it into an airtight box, leave the cover off until cold, then cover up tight. As glue is required, cut out a portion and melt in the usual way. Expose no more of the made glue to the atmosphere for any length than is necessary, as the atmosphere is very destructive to made glue. Never heat made glue in a pot that is subject to the direct heat of the fire or of a lamp. All such methods of heating glue can not be condemned in terms too severe. Do not use thick glue for joints or veneering. In all cases work it well into the wood, in a similar manner to what painters do with paint. Glue both surfaces to your work, except in case of veneering. Never glue upon hot wood as the hot wood will absorb all the water in the glue too suddenly, and leave only a very little residue.

## Another New Lumber Company.

A party of American lumbermen are heavily interested in timber lands in the vicinity of Alberta, in the northwest terri-The company includes well known lumbermen of Eau Claire, Minneapolis, and other cities in Wisconsin and Minnesota, the corporation with which they are identified being known as the Eau Claire and Bow River Lumber company. It is understood to be part of the present plan of these gentlemen to make their lumber available by building a line of railroad from some point on the Canadian Pacific to Alaska. How it would have made the eyes of some of our forefathers stick out to think of traveling by rail from Alaska to the City of Mexico. The prospect of this being possible is not so remote as it might seem to be, thanks largely to the enterprise of citizens of the United States, who find their own land all too small for their ceaseless enterprise. In the case of the railroad line to Alaska the primary object is to open up the timber which has been acquired by the great lumbering com any. Contrary too, to the commonly accepted supposition there are no climatic barriers to the enterprise. Mr. P. A. Prince, the general manager of the Eau Claire and Bow River Lumber conpany, in writing to friends in Eau Claire, Wis., from Calgary says: We are having splendid weather. Suring February the thermometer in the shade registered 46 and 50 degrees below zero. No snow at all. Calves and colts are roaming about on the long ranches feeding themselves from the long grass which reaches up to their knees." And while men in the northwestern states are planning to push a railroad into Alaska men in the south are planning to extend the line from the City of Mexico into South America. With the prospect that some day railroad communication will be established from Alaska to Cape Horn even the brilliant fiction of Jules Verne loses some of its luster.—Mississippi Valley Lumberman.

### Lumbermen to Take Action.

The Chicago Evening Netw says: -One of the most important moves that has yet been taken in connection with the railway strike at present paralysing trade in Chicago was decided upon the secret session by the Lumberman's Association to-day. This is nothing less than to take legal proceedings against every railroad connecting with the Burlington to compel them to have out their lumber and transmit it over their respective lines.

### Toronto Letter.

TORONTO, March 8.—The stormy weather of this stormy month has retarded building operations greatly. In the western part of the city numerous cellars have been started only to be stopped after a few day's work had been spent The demand for lumber in this quarter is good, any amount can be sold but not much cash forthcoming. A large quantity of land is being disposed of to parties upon easy terms of payment with little or no money down. Almost every one of these so-called purchasers proceed to interview the dealers, asking for terms the most unreasonable. If the dealers are not careful the history of supplying lumber to such a class over the Don a few years ago will be repeated.

If the land owners would undertake, when advancing money, to retain an amount to cover material and labor it would make the average lumber dealer's life worth living

Prices are slowly but surely advancing and likely to do so during the early part of the season. Hemlock is in good demand for scantling and joists.

## Getting it in Free of Duty.

It is claimed that certain lumbermen doing business along the line dividing Maine and New Brunswick have fraudulently evaded the duty on the manufactured product shipped into the United States, the revelations mixing been made by operators in the Kennebec valley and other parts of Maine. A meeting was held by the Kennebec Log Driving Company, at which decided measures were urged for preventing fraud. As explained by a prominent Maine lumberman, the scheme which has been successfully operated is substantially as follows. The lumbermen will cut about one-tenth of their logs in Maine, to take advantage of the law which permits driving Maine logs into New Brunswick waters, and returning the lumber to the United States, free of duty after being sawed in New Bruns wick; but the other nine-tenths of the output is lumber sawed in Canada, from Canadian logs, and the small operations in Mame furnish a cloak by which the irregularity is concealed, for all the lumber is represented as sawed from Maine logs. Thus the Kennebec lumbermen claim to have had a taste of free lumber effects, in advance, and they do not like it. They say the fraudulent competition has seriously injured them, especially in the New York and Boston markets. - Northwestern Lumberman.

## Cleaning Greasy Machinery.

For cleaning greasy machinery, says the Milling Engineer, nothing can be found that is more useful than steam. A steam hose attached to the boiler can be made to do better work in a few minutes than any one is able to do in hours of close application. The principal advantages of steam are, that it will penetrate where an instrument will not enter, and where anything else would be ineffectual to com, lish the desired result. Journal boxes with oil cellars will get filthy in time, and are difficult to clean in the ordinary way; but if they can be removed, or are in a favorable place, so that steam can be used, it is veritable play-work to rid them of any adhering substance. What is especially satisfactory in the use of steam, is that it does not add to the fifth. Water and oil spread the foul matter, and thus make more work. It matters not how journal boxes are kept clean, everybody will admit that they should not be allowed to get dirty. They are sure to heat and give trouble, if not cleaned and cared for. Often the oil tanks are never emptied and the residuum removed, and as the pumps draw the oil from the bottom, the machinery is being daily lubricated with impure oil. The oil tank should have a thorough cleaning before new oil is again pumped into it. This is easy enough if the oil is removed, the tank inverted and the steam nozzle applied to the mouth of the tank. This method of cleaning beats dipping the filth out with waste. So many opportunities will present themselves when steam will be a valued help in cleaning machinery, if one happens to think of it.

We are in receipt of a very neat and instructive circular relating to B. F. Sturtevants "Monogram" Blowers and Exhausting Fans. The Blowers are made expressly for blowing forge and boiler fires, puddling furnaces, &c., for which business they have been extensively introduced. The Exhausting Fans on the other hand are employed for removing dust from polishing and buffing wheels of all descriptions, smoke from forges, gasses from rooms, &c. We are informed that copies may be obtained of B. F. Sturtevant, Boston, Mass., by asking for circular number 34.

# TRADE QUOTATIONS.

## Goderich, Ont.

PRICES IN CAR LOIS.

GODERICH, APR. 1st, 1888.

1 inch Mill Culls\$8	00@850
1x6-8-10 & 12, common	12 00
1x6-8-10 & 12, dressing	16 00
1x14, and wider, common	12 00
IXI4, " " dressing	16 00
1 4 dressing	16 00
11/5 "	16 00
14 Norway pine flooring	14 00
13 " " " "	14 00
t inch clear and picks	26 00
1 inch clear and picks 4 to 8 inch	21 00
1 14 and 1 1/2 clear and picks	35 00
Lath 1 12x4 feet	ĭ 85

### Boston, Mass.

Boston, Mcn. 31st, 1888.

Western Pine—by car load.									
Uppers, 1 in §	45 001	too oo No. 1 strips, 4 to 6 in	841 X	1843	30				
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3 & 4 in	55 00	60 00 No. 3		27	90				
Selects, 1 in	42 00	45 oo'Cut ups, 1 to 2 in	26 00		00				
14. 14 & 2in	11 00	ao oo Coffin boards	22 O	<b>)</b> 20	တ				
3 & 4 in	43 00	52 00 No. 1 com. 10 & 12 in.	2U 00	ري د د	30				
Moulding boards, 7 to	•	Sin	23 00	24	90				
11 inch clear	37 00	41 00No. 2 com. 10 & 12 in.	19 50	3 Zi	ထ				
to per cent clear	35 00	37 00 Sin	15 X	Sic	٩o				
Fine common 1 inch	₹7 00	42 00 No. 3 common. S. 10	ı						
13, 13 & 2 inch	10 00	12 00, and 12 inch .	15 50	16 ز	50				
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١	1%, 1% & 2 in	31	cs	33	00					
,						rgo or Car Load.				
	Nos. 1, 2 & 3	40	oof	43	00;	Sap, and clear Heart extra	30	cofg	12	00
ļ	4	25	00	3.	oo'	Heart extra	50	00	55	00
١	Ship'g bds & coarse	23	Ç۲	Ų	00	Heart clear			50	00
	Ship'g bds & coarse									
ŧ	Refuse			12	ဘ	clear				
,	West in pine claphds					No 1	20	00	21	90
١	4 ft sap extra	43	$\infty$	45	oo;	No. 2	19	00	20	∞
ı	Clapboards, 4tt., sap									
7	clear	••	00	43	~~					

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No. 1 11/4,11/2....

George Henry Corliss, the inventor of the Corliss engine, died rather suddenly at his residence in Providence, R. I., on the 21st of February. He was born at Easton, Washington county, N. Y., on June 2nd, 1817.