

THE CANADA LUMBERMAN

AND MILLERS', MANUFACTURERS',
AND MINERS' GAZETTE

ISSUED SEMI-MONTHLY AT TORONTO, ONT.

A. BEGG, Proprietor and Editor.

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Special Notice.

Parties receiving this number of the LUMBERMAN, who have not yet sent in their subscriptions, will please do so by return mail. Our terms are cash in advance, and the LUMBERMAN can only be sent to paying subscribers.

PROSPECTUS.

The CANADA LUMBERMAN is now introduced to its patrons, and so far has met with a favourable reception.

Before its publication a large number of lumber and timber merchants and mill owners in the Provinces of Ontario, Quebec, New Brunswick, and Nova Scotia, and manufacturers whose line is to supply machinery for mills, saws, axes, files, oil, belting, sleighs, &c., were consulted in reference to the advisability of publishing such a journal.

Their opinion was that such a publication could be made highly useful to parties engaged in the various branches of trade above alluded to, as well as to those more directly interested in the mines and minerals of Canada.

Acting on their suggestions, THE CANADA LUMBERMAN has entered on this extensive and important field, with an adequate sense of the responsibility of the undertaking; and whilst craving leniency until fairly under way, we may repeat a portion of our introductory, viz: nothing shall be wanting on our part to make this journal a full and complete record of the lumber business, and all that relates to the trade in Canada. To this end the latest market reports, the contributions of trustworthy correspondents, trade circulars, &c., will be freely used, to give our readers the best, the earliest, and most reliable information that can be ascertained, concerning the important branch of business to which the journal will be especially devoted; while the mining, the milling, and the manufacturing interests will receive attention proportionate to their great claims on the public.

In short, it will be our endeavor to make THE LUMBERMAN worthy of its title in every respect; and, while giving special attention to the great staple industry to which it is devoted, it will also furnish a carefully selected amount of general reading that will make it a welcome visitor in every family.

Advertisers, especially those dealing in mill, mining, and lumbering supplies and machinery, will find THE LUMBERMAN a very favourable medium of reaching their customers, as it will circulate among these classes, and receive more attention from them than they have the time or inclination to bestow on a general newspaper.

The success of the LUMBERMAN must depend on the support it will receive from the classes above referred to; we trust, therefore, that they will overlook shortcomings at the commencement, and accord to the editor, and their generous and hearty support.

SAD MINING DISASTER IN NOVA SCOTIA.

On the 12th of the present month, one of those terrible disasters, incident to coal mining operations, took place at Stellarton, near New Glasgow, Nova Scotia, by the explosion of the Ford mine, resulting in the death of some fifty workmen, and widespread misery among the survivors. One hundred and ten children have been made fatherless by the sad catastrophe, and thirty-eight widows are left to mourn the loss of their husbands. Never before has such a calamity befallen the mining industry of our sister Province, and it is earnestly to be hoped that the searching investigation now being held, will result in the discovery of precautionary measures that will render like calamities impossible in the future. It is hard, however, to guard against the carelessness of individuals. Men become foolhardy by familiarity with danger, and the rule that is devised for their own personal safety are sometimes disregarded as if they were tyrannical exactions that ought not to be borne. For this deplorable state of feeling there is no cure, unless workmen can be persuaded that their own personal interest is involved in the due observance of every rule laid down for the safe working of the mine, and, perhaps, it would not be mistaken policy on the part of mine owners, to give their workmen some share in the profits of the business. In too many instances, the workman has no interest beyond that of putting in his day's labour, and drawing his weekly pay. That he should, under such circumstances, be a careless worker, goes beyond saying—Why should he care? He goes down the shaft in the morning; he comes again at night, and except for those who are waiting for him at home, he has no thought beyond getting through his allotted drudgery.

Judging from the names recorded in the sad list of the dead, the workmen at the Stellarton mine were largely recruited from the descendants of the brave sons of Old Scotia, who settled in such numbers in our sister Province by the sea. And they perished with no less heroic bravery than did many of their ancestors on the gory battle field. But the touch of glory in this case was wanting. The stern struggle with the outraged forces of nature did, indeed, give every opportunity for the display of heroism. But no eye was there to witness it; no pen to enshrine it in imperishable language. Nevertheless, incidents are recorded of a deeply touching character. One man went down and stumbled upon two bodies—that of a man and a boy. Bravely he shouldered them—the man first and the boy afterwards—and brought them to the top. What was his unspeakable joy when he found that he had rescued his own father and his own son?—for they were both alive! But suddenly his joy burst into grief as he bethought him, and cried out in anguish, "my brother Robert is still below, and my poor mother will break her heart!" Is it asking too much, that men engaged in such hazardous enterprises should be made partakers, to a moderate extent, in the profits of their labour, as distinct from their pitance of weekly wages? We are sure that the introduction of such a system would vastly improve the moral tone of the working miners, and in the end add to the profits of the mine owners. Sympathy has been awakened throughout the Dominion and in the neighbouring republic for the bereaved families, and contributions are liberally pouring in.

The Ford mine took fire after the explosion and had to be flooded. The water was admitted at a rate, per day, which will take months to pump out; so that much time and loss of capital will be involved before

getting the mine into working order. It has been ascertained that there are twenty-five widows, nine old persons, and ninety-six children, below the age of thirteen, making in all one hundred and thirty people thrown upon the charity of the world by this terrible catastrophe. The rest of the bereaved have means to support themselves, but for those who are in want, it is to be hoped that a generous public will make no niggard provision.

THE CALEDON STONE QUARRIES.

Our attention was incidentally called to what has long been felt to be a want in the city of Toronto, viz: a supply of good building stone; that is, stone of good quality, handsome in appearance, not too hard to work, and moderate in price. The opening of the Credit Valley Railway has made accessible the excellent freestone quarries of Caledon, at a comparatively short distance from Toronto, and capable of supplying any quantity of either red or white stone, at about one half the price of Ontario stone. The quarries are owned—one by K. Chisholm, Esq., local member for the county, and the other by Mr. Joseph Pattullo, of Orangeville, and I. J. Pattullo and Judge Scott of Brampton. Those three latter named enterprising gentlemen have formed themselves into a company, called the Credit Forks Stone Co., with Mr. J. A. McIntosh, as manager, for the purpose of developing their quarry. Several orders are now being filled, and it is expected that a large trade will be carried on by the Stone Company and by Mr. Chisholm, in this superior building material. It would be a great convenience were a depot established near the City of Toronto, where supplies could be obtained as required, by builders. So far, sales have been made at the quarries, f. o. b. the price ranging from \$6 to \$54, per car load—two cords of 123 feet of rubble, or 160 cubic feet of dimension stone making a car load. Those quarries will prove a source of great revenue to the Credit Valley Railroad as the trade increases, as it undoubtedly will, when the superior quality of the stone becomes better known. Shipments have already been made to London, Woodstock, Fergus, Orangeville, and Hamilton; and in Toronto the new Baptist College, on Bloor street, is to be built of the Caledon stone. In Brampton, the Presbyterian Church just finished, is built of this stone, and the blending of the red and white layers gives the stately edifice a lively and handsome appearance. Blocks varying from three feet thick, by six feet square, have been taken out for engine beds, and larger blocks might be got if required.

The locality is well supplied with water power. Mr. Chisholm, who owns several hundred acres in that section, has erected a woollen factory and a saw mill near the "Credit Forks," and it is said that this is one of the few points where a paper manufactory could be profitably established, as any quantity of wood suitable for making paper, could be obtained in the vicinity, within easy transit by rail of any part of the Dominion. This is one of the most healthy sections in Ontario, being the highest point of land in the Province, between Lakes Huron and Ontario. The River is well supplied with speckled trout, and we understand it is contemplated by the enterprising and indefatigable manager of the Credit Valley Railway, to make this romantic neighbourhood one of the most attractive places of summer resort for tourists and pleasure and health seekers to be found in the Dominion.

Mr. Church, of Cataract, is the owner of a tract of land not far from the quarries above referred to, but we have not learned the particulars as yet respecting those quarries on his land.

OUR QUEBEC LETTER.

NAVIGATION CLOSED—TIMBER IN THE COVES—A LULL IN THE TRADE—NO CHANGE IN PRICES—MILLING NOTES—MINING INTELLIGENCE—NEWS FROM THE GOLD MINES OF BEAUCÉ.

QUEBEC, Nov. 22.—The season of navigation may now be said to be closed, and the Allan Mail Steamship which sails from this port on Saturday next, will leave behind it a deserted harbour. But one solitary timber vessel now remains, and with her it is not a matter of choice to be still here, but of necessity. The "Bridgewater," with a cargo of lumber on board, has been detained by a number of suits in the Vice-Admiralty Court, arising from quarrels between the captain, the owner and the crew. To add to the troubles of the owner, the captain and crew have left his service at the last moment, and in the westerly gale of yesterday morning, the vessel went ashore at Buratall's Booms. If the "Bridgewater" gets to sea at all this Fall, her owner may consider himself a lucky man.

TIMBER IN THE COVES.

After all that has been said and anticipated about the small stocks that would winter at this port, it appears that the amount in the Coves is considerably more than had been calculated. This is to be accounted for mainly by the fact that the Fall fleet was much smaller than was expected. The principal portion of the stocks now wintering here, would have been shipped ere this, had vessels offered. Three rats of square white pine are all that are held in the Quebec Coves in first hands this winter.

A LULL.

There is necessarily just now quite a lull in the timber trade. Nothing is offering, and there is no demand in the local market. Merchants are closing their accounts for the season, and taking stock in their Coves. It is impossible, at present writing, to form any calculation of the stocks wintering in the various Coves. Estimates will shortly be made however, and the readers of the "LUMBERMAN" will be kept posted. As there are no transactions, there are in consequence no changes to report in the prices. These may be set down as similar to those reported in my last letter.

OPERATIONS IN THE WOODS.

It is impossible just now to form an accurate idea of operations in the woods. By about Christmas, however, merchants, brokers and cutters will have some estimate of the probable make of the season. Our merchants at home, or the correspondents of such as remain on this side, will also by that time be in a position to judge of next year's prospects, and we may expect to hear of further large sales for future delivery.

MILLING NOTES.

The Montmorenci and other mills in this district, have as much as they can possibly do, and will work full time all winter. It is said of the Montmorenci mills in particular that their entire winter's cut has been already sold.

Quite a local demand for lumber has arisen in the old mining district of Beauce. In order to supply the requirements of this part of the country, Mr. Louis Gendreau, who is himself largely interested in mining lands, is erecting at Jersey Point, St. George, on the Chaudiere river, a very extensive steam saw mill, the necessary machinery for which has been recently purchased in Montreal. The mill will be in working order before the winter is over, and Mr. Gendreau is now getting out 25,000 to 30,000 pine and spruce logs for next summer's cutting.

MINING INTELLIGENCE.

The Mr. Gendreau above alluded to has just concluded the sale to a New York capitalist for \$6,000, of some 51 acres of gold lands forming the principal part of Lot No. 15 of the De Lery Concession on the Gilbert river, Beauce.

The Beauce Gold Mining and Milling Co. is working the adjoining Lot, No. 14, De