

DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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PETERBOROUGH, Ont., SEPT. 15, 1885.

THE Belleville Intelligencer says that the Rathbun Company, through their Kingston agency, have forwarded to Calgary, N. W. T., the material for a house, ready to be set up.

THE Rathbun Company have been awarded the contract of furnishing the telegraph poles, about 200 in number, for the Amherst Island Telegraph Company.

A PROMINENT American lumberman had his coat of arms painted on the panels of his carriage, with the Latin motto "Vidi," which by interpretation is "I saw."

MR. IRVINE, superintendent of the cash and door factory, at Deseronto, finds himself exceedingly busy filling the numerous orders sent into that establishment. The domestic market during the past season has been very good and has kept all departments more than busy.—*Tribune*.

LUIS WARD, secretary of the Pere Marquette Boom Co., at Ludington, states that the quantity of logs that will be brought down the Pere Marquette river this season will not exceed 80,000,000 feet, against 130,000,000 feet for last season. The curtailment policy has evidently been made practical on the Pere Marquette.

THE Lumber World for September says.—The Duluth Lumber Co. shipped by car to the southwest 4,250,000 feet of lumber during July. The company has sold to the Port Arthur Lumber Company 1,000,000 feet, which is all to be shipped at once. One cargo has already been sent forward, and two more will be forwarded next week on the City of Montreal and her consort. The two boats will take about 600,000 feet. Although the price of lumber is little firmer and better than a few weeks ago, it is still below the cost of production.

THE signs of preparation foretell a pretty lively season in the woods the coming winter, and it is safe to calculate upon a considerable increase in operations over last year. Supplies will be about the same in price as last year, but there is a probability that wages will be some what higher. If the demand for lumber keeps steady and the stock of logs shall be used up as closely as now seems likely to be the case, operations in the woods will begin early and be of quite liberal dimensions, but there is little danger of a repetition of the glut of 1882-3.—*Lumberman's Gazette*.

MEN hired by Messrs. Peter McLaren and Boyd Caldwell for work at their shanties during the winter, pass over the Kingston & Pembroke Railroad daily.

THE Messrs. Gilmour are erecting a new boom at a cost of \$13,000 at the Cascades, up the Gatineau. The work is being carried on under the superintendence of Mr. Bingham.

MR. PAUL LAMOTHE, ship builder, of Montreal, was awarded the contract for building the new tow boat for the Upper Ottawa Towing Company, to take the place of the steamer C. O'Kello, which was burned some weeks ago. She is to be ready for the opening of navigation next year.

THE Timber Trades Journal of Aug. 20th says:—Intelligence received at Paris states that forest fires have again broken out in the vicinity of Bonn, in Algeria, an area of ten kilos being in flames. Fears are entertained that the conflagration will extend over the entire forest region.

A GREAT trouble in drying lumber quickly has been the tendency to form a hard shell on the outer surface before the interior saps have been vaporized, this hard shell preventing the escape of the sap. To overcome this difficulty, a new lumber drier heats the wood to a temperature of 225 to 250 degrees, where it is allowed to remain two or three hours, when steam is shut off and the temperature of the wood is reduced to about 100 degrees by cold water or cold air. It is then reheated and cooled as before, the operation being repeated until the lumber is thoroughly seasoned. We believe this is a good idea.—*Wood-Worker, Indianapolis*.

THE Minneapolis Wood and Iron, commenting on the lumber trade situation there, says:—Since our last report the shipments from Minneapolis have averaged over 50 car loads per day. Logs are nearly all out of the streams, those remaining being confined to the St. Croix. No important changes have been made in the list; cull dimension was advanced from \$7 to \$8, and fourth siding went the other way from \$17 to \$15. Considering the general condition of the trade throughout the country some surprise has been shown that dealers have not advanced prices all along the line, but the dealers have no special cause for complaint over ruling quotations and the demand has shown no falling off.

THE Wood Worker mentions a new process for toughening timber, by which white wood can be made so rough as to require a cold chisel to split it. This result is reached by steaming timber and submitting it to end pressure—technically upsetting it—thus compressing the cells and fibres into one compact mass. It is the opinion of those who have experimented with the process, that wood can be compressed seventy-five per cent, and that the timber which is now considered unfit for use in such work as carriage building, could be made valuable by this means, and more especially since the rapid consumption of our best ash and hickory will sooner or later render some substitute necessary.

A CARGO FLEET.

THE Duluth Herald chronicles the departure of the largest fleet that ever left that harbor for Chicago. It had over a million feet of lumber that had been sold under inspection. The Herald continuing says:—"The centes from which Chicago formerly drew its immense supplies are not available as they were to meet the demands. Although there is pine enough in Michigan for a great many years to come, it is harder to get at and costs more. Chicago dealers will soon be obliged to look elsewhere for their supplies, and the most convenient new market they can find is at Duluth. Lumber is cheap, comparatively speaking, and the rates are low. During the season of navigation there would be no difficulty in getting immense quantities by way of the lake, and the various railroad routes we now have to Chicago guarantee competition rates by rail."

WOOD-WORKING PATENTS.

The following list of patents relating to the wood working interests, granted by the U. S. Patent Office, August 25th, 1885, is specially reported by Franklin H. Hough, solicitor of American and foreign patents, 925 F. Street, N. W., Washington, D. C.:

324,487.—Lathe, wood turning—W. A. Kettenring, Defiance, O.
324,840.—Log unloader—W. E. Hill, Kalamazoo, Mich.
325,159.—Saw, hand—G. N. Clemson, Middleton, N. Y.
325,032.—Saw set—H. M. Chamberlain, Waltham Mass.
325,101.—Saw set—L. F. Markham, Grand Rapids, Mich.
325,080.—Saw sets, feed mechanism for—H. H. Hitchcock, Detroit, Mich.
325,035.—Saw setting machine—J. H. C. Winston, Lynchburg, Va.
321,925.—Saw teeth, securing diamonds in—A. H. Lucas, Allegheny, Pa.
324,842.—Sawing machine, scroll—H. L. Caro, Mich.

PATENTS ISSUED SEPT. 1.

325,364.—Saw, chain W. S. Ship, Minerva, Ohio.
325,629.—Saw mill, band—L. T. Pyott, Philadelphia, Pa.
325,607.—Saw mill dog—A. Delaney & J. M. Bond, Richmond, Va.
325,295.—Saw mill set works, indicator for—A. J. West, Aberdeen, Wash. Tr.
325,467.—Saw swaging device—E. Williamson, Bay City, Mich.
325,571.—Spokeshave—C. W. Smith, Westerville, R. I.
325,483.—Wood Landing machine—J. W. Blaisdell, Brooklyn, N. Y.
325,627.—Wood polishing machine—F. Gale, Muskegon, Mich.
325,279.—Wood working machine—H. H. Sheip, Philadelphia, Mich.

PATENTS ISSUED SEPT. 8.

326,005.—Chuck, lathe—G. Wilson, Caro, Mich.
325,831.—Lathe—J. O. Haas, Hepler, Pa.
326,000.—Lathe—F. A. Weiman, Owosso, Mich.
325,029.—Saw—Bucke & Moses, Rochester, N. Y.
325,727.—Saw mill, circular—A. Brogden, Oakkosh, Wis.
325,693.—Shingle sawing machine—W. J. Perkins, Grand Rapids, Mich.

FOREST FIRES.

A special correspondent of the Montreal Herald writing from Port Moody, B.C., gives the following account of forest fires in that locality:—"Forest fires have been making havoc with that same railway these last few days. The spaces on each side of the track have never been properly cleared of the felled timber. Consequently the fences for many miles at the end of the road have been in great part consumed, and will have to be renewed. Not only so, but many bridges, cutouts and even ties have been badly damaged, although large gangs of men have been continually at work in their efforts to protect them from the fire."

These great forest fires on this heavily timbered coast are something frightful yet grand to the view. Unfortunately we have them every summer; but this year, owing to the unusually long drought, they are being unprecedentedly violent and destructive. No one ever knows, or will ever acknowledge that he knows, how these fiery scourges originate. In this place (Port Moody) for instance, we, one day, see a smoke rising in some direction. It is reported in other quarters. Thus, in a day or two, the whole place is surrounded by a belt of fire. The appearance thus produced in the night time is grand and beautiful in the highest degree, and throws the most elaborately prepared artificial illuminations and fireworks literally into the shade. The hills which make the circumference of the great natural amphitheatre which surrounds Port Moody, are clothed and crowded with gigantic forests of the pine tribe. Looking around this amphitheatre after night-fall, we see thousands of torches—lanthorns—lamps—what shall I call them?—burning with

a steady light; and these will continue to burn until extinguished by a heavy rain. Then, frequently there springs up, now here, now there, what may be called a prolonged and dazzling flash, as some new victim in the shape of a gigantic cedar or pine is attacked by the fire, and the flames rush with a loud roar, up to its very topmost spire, probably over a hundred feet high. In a minute or two its resinous foliage is quite consumed, and its trunk becomes another great permanent torch. After a few days this beautiful sight ceases to be visible. The air becomes so impregnated with smoke that nothing can be seen—sometimes not even at two hundred yards distance and at noonday. But we can hear the work of destruction going furiously on—the war of the flames and the crash and thunder of falling trees, occurring like minute guns. It is the frequency of these falling trees which makes it dangerous for any one to approach near to these fires. Some six men have been employed, for the last few days, in clearing off immense trees from two miles of the road between New Westminster and Port Moody, to enable stage and mail coaches to pass; and no one can tell how much longer their services may be required. It is very sad to see the enormous destruction of valuable timber caused by these forest fires; but the people of no part of this Dominion ever yet have seemed to take a proper view of the matter. Of course, there have been many exceptions; but the mass are indifferent.

ALASKA FORESTS.

Alaska forests contain enough timber to supply the world. The forests of pine, spruce, fir and hemlock, cover every island of the archipelago, and a goodly portion of the mainland. The trees are straight and tall and grow close together. The only saw mill at present in operation is at Douglas Island, and so far there has not been a cord of timber cut for shipment. The trees as a rule do not always cut up into good sized boards. For fuel, however, the wood is excellent, and much of it is available for building purposes. There is little decorative wood, although the yellow pine is richly covered and might be used to advantage in interior work. Alaska spruce is an excellent variety, and often measures five feet in diameter. It is considered the best spruce in the world and the supply is very abundant. In the interior of the country timber is of much heavier growth than near the coast and on the islands. Regarding the hemlock, there is a large supply, and this bark compares favorably with that of all the eastern trees used in tanning establishments.

LUMBER AT AUCTION.

The New York Times of Sept. 2nd says:—"The first public sale of lumber in the yards of the New York Lumber Auction Company, on the North River, foot of West Twenty-third street, occurred yesterday morning. The lumber was sold in lots of 5,000 feet and over, and the sales aggregated 5,000 feet. The prices obtained are reported as averaging up to the usual wholesale market prices. For instance, whitewood, firsts and seconds, brought \$25 to \$30; oak, quartered, \$27.50; Kentucky walnut, \$85; 2 inch ash, \$37; boxwood culls, \$14, and first and seconds, \$21; roofing boards, \$16.50; box pine, \$12. No other woods were sold."

Auction lumber sales are an established feature of the business in Liverpool, London, and the Continent, and they establish the ruling prices in the market. But the plan has never before been tried in this country, and there is much interest as to its results upon the market here. The regular dealers are outspoken against the scheme, some of them fearing that it will reduce prices and cut into their business.

"The idea of the auction sales," explained Mr. T. S. Atchison, manager of the yards, "is to bring the consignor and consumer closer together. The advantage to the consignor is in quickening sales, saving the profits which are now eaten up by car service and interest, resulting from the delay in disposing of the cargo or carload in small lots, sometimes requiring six months. We will sell in cargoes to dealers and large manufacturing consumers."