

## PAPER DOORS.

In the use of wood for constructing doors great difficulty is experienced from the shrinkage, swelling and warping to which the material is subject, while the general use of metal for such purpose is rendered impracticable by its weight.

To obviate these objections, a door composed of two or more sheets of paper-board, secured together and rendered homogeneous, has been devised.

Boards of properly prepared paper are taken, each having the requisite dimensions for a door and a thickness of one-third or one-half the proposed thickness of such door, and within the outer board or boards, openings are cut that correspond in size, shape and location to the ordinary panel openings. The edges of these openings are preferably molded, but, if desired, may be left plain and separate mouldings may be secured thereon after the door is completed. The outer boards thus constructed are then coated upon their inner faces with a suitable adhesive mixture, preferable composed of forty-nine parts of glue and one and one-eighth parts of bichromate of potash dissolved in water, and placed upon opposite sides of a central panel board, after which they are passed between rollers and subjected to a heavy pressure which causes the boards to firmly adhere to and become practically homogeneous. The door may now be covered with any desired fire or water-proof coating and then painted in the ordinary way, after which it may be hung and trimmed in the usual manner, and from the nature of the material employed is free from all changes which are produced by atmospheric causes upon wood, costs much less than metal, and has less weight even than a door constructed from pine.

—Paper Trade Journal.

## WATER POWER.

It will be seen from their advertisement that Messrs. R. & G. Strickland, of Lakefield, are prepared to supply water power to any one desiring to establish a manufactory in that village. This is an offer worth considering by manufacturers, as the locality offers many advantages for a factory, being at the terminus of the Peterborough section of the Midland Railway, and at the foot of that portion of the Trent Valley Navigation, which is actually under construction at present, and which will afford cheap means of communication with a large extent of country. It is also at the head of the next section of the Trent Valley Navigation which is likely to be placed under construction, and that at no distant period. As to the power there is a good head with a constant and abundant supply of water.

## THE NEW DOCK AT CARDIFF.

The new dock at Cardiff, of which Lord Bute cut the first sod the other day, will extend over thirty-five acres, exclusive of timber ponds, and will cost about £600,000. It is to be completed within three years. The lock will be the largest in the world, its dimensions being 80 feet wide and 600 feet high, while the depth of water over the sills will vary from 26 to 30 feet. The dock will be 2,400 feet long and 600 feet wide, the depth of water varying between 25 and 33 feet, according to tide. There will be timber ponds covering eighteen acres adjoining. All the railway arrangements and the loading and discharging machinery will be of the most complete description. When the new dock is complete there will be a water area in Cardiff basins and docks of 130 acres, and a quayside of five miles.

The Argus of Albany, N. Y., says:—The activity both in selling and shipping has continued with a good attendance of buyers, and the wharves well filled with vessels loading for the east and south. All kinds of pine are being sold and particularly tall boards and plank are in demand. Spruce and hemlock are also going off fast, and some grades will soon be out of market if they are not replaced by rail. Hardwoods of all kinds are in fair stock, and are going off steadily, though the best qualities are in best demand. The manufacturers are still stiff in their prices, and seem confident that they will be able to hold them throughout the season.

## HARDWOOD TIMBER.

The Lumberman's Gazette says:—On numerous occasions it has been our duty to caution the owners of hardwood lands in Michigan to prevent the slaughter of the timber on the same simply for the purpose of "getting rid of it," and attempted the explanation that in the not very distant future, the timber, if protected, would be more valuable than the land without the same. Proofs of our statement are already coming to light, in different portions of the state. The railroad companies in the state, and other heavy land owners, have in several instances disposed of land from which the purchasers have more than realized the purchase price from the wood removed. Joseph Barbor, of Saginaw City, less than two years ago invested in hardwood lands on Swan creek and he has already realized eleven thousand dollars on the investment, and has the lands left. B. B. Bartlett, of Saginaw, bought about the same time a thousand acre farm of new land, heavily timbered lying in one of the townships of Midland, which lies next to Saginaw county. He has already realized enough from the timber, mostly elm, as is the case with that purchased by Barbor, to pay for the land. A gentleman residing in Mason county purchased eighty acres of hardwood land from the F. & P. M. railway company, and secured from the same cordwood sufficient to pay for the land, and has considerable timber still left.

## Turtle Mountain Timber.

The Northwestern Lumberman says:—The Turtle mountains in northern Dakota, along the British line, and north of the now famous Devil's lake region, is really a high plateau, 20 miles wide and 60 miles in length. It is covered with an unbroken belt of timber, clear from end to end. The growth is poplar, oak and whitewood, of good quality for making lumber. Sloping back from the highland is a rich prairie, which is at present inhabited by half-breed squatters.

THE Timber Trades Journal says:—During the week ending at midnight on the 21st March there were 14 British and 27 foreign sailing vessels, and 6 British and 1 foreign steamers, reported at Lloyd's as missing, or having met with various marine casualties. Of the gross total—48 ships—6 were with cargoes of timber, but only suffered the loss of three hands between them, of the remainder three vessels all the crew, and three others, 29 men together. The whole number of wrecks &c., dating from the commencement of the year, is 582 sailing vessels and 145 steamers, or 727 ships of all nationalities.

C. H. PLUMMER, of East Saginaw, who is purchasing 7,000,000 feet of so-called hardwood logs, the present season—the entire product of which finds a market in Chicago—informs a correspondent of the Lumber Trade Journal that two-thirds of this is ash, the remainder hard maple, elm, basswood and oak. The gray ash of this section is much preferred in Chicago to similar timber from other states; but white ash from Indiana is better than that from Michigan, as the rapid growth of timber here has a tendency to make it brash. A mistaken idea, which has gained credence in some quarters, is that there is no considerable supply of this hardwood timber in Michigan. The fact is "the woods are full of it," and that it is to bear a very important part in padding out the timber supply.

THOUSANDS UPON THOUSANDS of dollars have been spent in advertising the celebrated Burdock Blood Bitters, but this fact accounts only in part for its enormous sale. Its merit has made it what it is—the best blood medicine ever devised by man.

Mr. J. R. SEYMOUR, Druggist, St. Catharines, writes that he finds an ever-increasing sale for Burdock Blood Bitters, and adds that he can, without hesitancy, recommend it. Burdock Blood Bitters is the grand specific for all diseases of the Blood, Liver and Kidneys.

EVERY PERSON TO BE A REAL SUCCESS in this life must have a speciality; that is, must concentrate the abilities of body and mind on some one pursuit. Burdock Blood Bitters has its speciality as a complete and radical cure of dyspepsia, liver and kidney complaints, and all impurities of the blood.

The American Hotel,  
BARRIE, ONT.

Collier Street, Adjoining the Market.  
RATES REASONABLE, CENTRAL LOCATION,  
FREE BUS TO AND FROM ALL TRAINS.  
Every accommodation for Commercial and  
LUMBERMEN.  
W. D. McDONALD, Proprietor.

## J. T. LAMBERT,

Lumber and Commission Agent.

ORDERS FOR DIMENSIONS AND ALL OTHER  
KINDS AND GRADES OF

## American Lumber

PROMPTLY ATTENDED TO.

Timber Limits and the Square  
Timber Trade a Specialty.

Office, Wellington Street, OTTAWA. 1117

GRATEFUL—COMFORTING.

## EPPS'S COCOA

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—Civil Service Gazette.

Made simply with boiling water or milk. Sold in tins and packets only (3-lb. and 1-lb.) by Grocers labelled thus:

JAMES EPPS & Co., Homoeopathic Chemists,  
181ly London, England.

## A MAN

WHO IS UNAQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



## CHICAGO, ROCK ISLAND &amp; PACIFIC RY

By the central position of its line, connects the East and the West by the shortest route, and carries passengers, without change of cars, between Chicago and Kansas City, Council Bluffs, Leavenworth, Atchafalpa, New Orleans, and St. Paul. It connects in Union Depots with all the principal lines of road between the Atlantic and the Pacific Oceans. Its equipment is unrivaled and magnificent, being composed of most comfortable and beautiful Day Coaches, Magnificent Horton Reclining Chair Cars, Pullman's Finest Palace Sleeping Cars, and the Best Line of Dining Cars in the World. Three Trains between Chicago and Kansas City, and two between Chicago and St. Paul and Minneapolis and St. Paul, via the Famous "ALBERT LEA ROUTE."

A New and Direct Line, via Seneca and Kankakee, has recently been opened between Richmond, Norfolk, Newport News, Charleston, Atlanta, Augusta, Nashville, Louisville, Lexington, Cincinnati, Indianapolis and Lafayette, and Omaha. Minneapolis and St. Paul and intermediate points.

All Through Passengers Travel on Fast Express Trains.

Tickets for sale at all principal Ticket Offices to the United States and Canada.

Baggage checked through and rates of fare at ways as low as competitors that offer less advantages.

For detailed information, get the Maps and Folders of the

GREAT ROCK ISLAND ROUTE,  
At your nearest Ticket Office, or address  
R. R. OGLE, E. ST. JOHN,  
Vice Pres. & Gen'l Mgr., Gen'l Trk. & Pass. Agt.  
CHICAGO.

## McCracken, Gall &amp; Co.,

WHOLESALE AND RETAIL.

LUMBER MERCHANTS  
And MANUFACTURERS,

Dealers in WALNUT, BUTTERNUT, CHERRY, CHESTNUT, ASH, OAK, WHITEWOOD, and all kinds of Hardwood and Pine Lumber. PICTURE BACKING, HOLLY, EBONY, LIGNUM-VITE, RED CEDAR, &c. American and French VENEERS.

Orders for Lumber and all kinds of Factory Work promptly attended to. Lumber Kiln dried to order.

Yard: Cor Wellington & Strachan Aves.  
FACTORY: Corner Soho and Phoebe Streets

Office: 39 Adelaide Street East, (First Floor, nearly opposite the Post Office.

15 TORONTO, ONT. 1y

## ERWIN &amp; PHILP

Commission

Lumber Dealers

FORWARDERS,

Shipping & General Agents

## PORT HOPE.

CONSUMPTION  
POSITIVELY CURED.

All sufferers from this disease that are anxious to be cured should try Dr. Williams' Celebrated Consumption Powders. These powders are the only preparation known that will cure consumption and all diseases of the Throat and Lungs—indeed, so strong is our faith in them, and also to convince you that they are no humbug, we will forward to every sufferer, by mail, post paid, a Free Trial Box. We don't want your money until you are perfectly satisfied of their curative powers. If your life is worth saving, don't delay in giving these Powders a trial, as they will surely cure you.

Price for large box \$3.00, sent to any part of the United States or Canada, by mail, on receipt of price. Address

ASH & ROBBINS,  
20124 360 Fulton Street, Brooklyn, N. Y.

## EARS FOR THE MILLION

Foo Choo's Balsam of Shark's Oil  
Positively Restores the Hearing, and is the only Absolute Cure for Deafness Known.

This Oil is abstracted from peculiar species of small White Shark, caught in the Yellow Sea, known as *Chondrichthys Rhinodon*. Every Chinese fisherman knows it. Its virtues as a restorative of hearing were discovered by a Buddhist Priest about the year 1410. Its cures were so numerous and many so seemingly miraculous, that the remedy was officially proclaimed over the entire Empire. Its use became so universal that for over 300 years no Deafness has existed among the Chinese People. Sent, charges prepaid, to any address at \$1.00 a bottle.

## Hear What the Deaf say!

It has performed a miracle in my case. I have no unearthly noises in my head and hear much better.

I have been greatly benefited. My deafness helped a great deal—think another bottle will cure me.

"Its virtues are unquestionable and its curative character absolute, as the writer can personally testify, both from experience and observation. Write at once to HAYLOCK & JENNEY, 7 Day Street New York, enclosing \$1.00, and you will receive by return a remedy that will enable you to hear like any body else, and whose curative effects will be permanent. You will never regret doing so."—Editor of Mercantile Review.

To avoid loss in the Mails, please send money by REGISTERED LETTER.

Only imported by HAYLOCK & JENNEY,  
(Late HAYLOCK & Co.)

SOLE AGENTS FOR AMERICA. 7 Day St., New York.

111-722-1y