

Oswego, N. Y.

OSWEGO, May 31st, 1890.

Since the opening of navigation trade has been fairly active. The demand for white pine, 1 1/2 inch and thicker, No. 1 cutting up and better, is good. Receipts of lumber so far have been rather light.

Three uppers, 1 1/2, 1 1/2 & 2 in. \$43 00
Pickings, 1 1/2, 1 1/2 & 2 in. 35 00
No. 1 cutting up, 1 1/2, 1 1/2 & 2 in. 35 00
No. 2 cutting up, 1 1/2, 1 1/2 & 2 in. 19 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft. 31 00
1x6 selected for clapboards 31 00

Siding.
1 in siding, cutting up, 1 1/2 in selected 35 00
picks & uppers 30 00
1 in dressing 19 00
1 in No. 1 culls 14 00
1 in No. 2 culls 13 00
1 in No. 3 culls 9 50

12 & 16 ft. mill run 27 00
12 & 16 ft. No. 1 & 2, barn boards 21 00
12 & 16 ft. dressing and better 25 00
12 & 16 ft. No. 2 culls 15 00

12 & 13 ft. mill run, mill culls out 19 00
12 & 13 ft. dressing and better 25 00
12 & 13 ft. No. 1 culls 16 00
12 & 13 ft. No. 2 culls 14 00
12 to 16 ft. mill run mill culls out 20 00
12 to 16 ft. dressing and better 25 00
12 to 16 ft. No. 1 culls 16 00
12 to 16 ft. No. 2 culls 14 00
10 to 13 ft. No. 3 culls 9 50

Mill run, mill culls out 20 00
Dressing and better 25 00
12 & 13 ft. No. 2 culls 14 00
Dressing and better 25 00

Mill run, mill culls out 17 00
Dressing and better 23 00
12 & 13 ft. No. 2 culls 14 00
Dressing and better 25 00

67 or 8, mill run, mill culls out 19 00
67 or 8, dsig & better 21 00
67 or 8, No. 1 culls 15 00
67 or 8, No. 2 culls 13 00

XXX, 15 in pine 3 50
Clear butts, pine, 15 in. 2 50
XXX, 16 in pine 3 10
Stocks cedars, 5 or 6 in. 5 00

No. 1, 1 1/2 x 1 1/2 15 00
No. 1, 1 1/2 x 3 20 00
No. 1, 1 1/2 x 4 25 00
No. 1, 1 1/2 x 5 30 00

Boston, Mass.

BOSTON, May 31st, 1890.

The movement in lumber is confined almost entirely to spruce and southern pine. Under the pressure of an active demand and scarcity of supplies, the spruce market is in a very firm condition. Random spruce is quoted at \$15 to \$16, and dimension at \$16 to \$19. The amount of pine on the market for sale is extremely limited and confined, for the most part, to ordinary grade stock. Prices are fairly well maintained. The shingle business continues good and prices are unchanged. Extra sawed cedars are quoted at \$3.40 to \$3.50, clear \$3. In the hardwood line trade is inactive, with the exception that there is a good demand for quartered oak of high grade, and cherry. Good quartered Oak is in good demand and prices are firm.

Western Pine—by car load.

Uppers, 1 in \$45 00
1 1/2, 1 1/2 & 2 in. 45 00
3 & 4 in. 55 00
Selects, 1 in. 45 00
1 1/2, 1 1/2 & 2 in. 45 00
3 & 4 in. 55 00
Moulding boards, 7 to 11 inch clear 35 00
60 per cent clear 35 00
Fine common 1 inch 35 00
1 1/2, 1 1/2 & 2 in. 35 00

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3 40 00
4 35 00
5 30 00
Ship's bds & coarse 15 00
Refuse 12 00
West's pine clapboards 4 ft. sap extra 45 00

Spruce—by Cargo.

Scantling and plank, random cargoes 15 00
Yard orders, ordinary sizes, extra 15 00
Yard orders, extra sizes, extra 15 00
Clear door boards 19 00
No. 2 15 00

Lath.

Spruce by cargo 2 1/2

Shingles.

Spruce, 15 in extra 1 35
Pine, No. 1 3 00
Pine, No. 2 3 15

EXCHANGE ECHOES.

Northwestern Lumberman.

A great many mill men profess to favor the land saw as an economizer, as well as a means of securing nicely manufactured lumber, but they do not carry their economy as far as they might. There are many ways in which they could co-operate with a thin saw. In regions where the timber supply is on the wane, economy has, of course, been enforced. But in the south, on the Pacific coast, or wherever timber is plenty, it should be borne in mind that a reduction of kerf is not the only economy that should be sought. The checking of waste should begin in the woods, and be carried through all the details of manufacture. No good timber should be left in

the forest to rot, no fires should be carelessly left to burn, and nothing should be sacrificed at the mill. In many localities almost as much timber is left in the woods to decay as is cut, and half as much stock is thrown away at the mill as is sold. There is where reform should set in.

New York Lumber Trade Journal

Never in the history of the Spruce trade was the time so auspicious for advancing prices. The price at which Spruce is selling by the cargo to-day makes it impossible to make a cent at combination prices, and a very careful investigation leads us to believe that the chance of getting cheap Spruce this summer is very slim indeed. Even though the cut may be up to the average, there are other conditions which make low prices out of the question. In the first place stocks here are low. It will take a good deal of lumber to get them up to a normal condition, but the most important factor is freight. It is as certain as anything can be, that freights this summer will rule higher than for many years. With over a million tons of ice to come forward, there is no chance for a decline. We want our dealers to realize this. The present prices were made to stand until June, but why wait until June? Ninety per cent. or more of our dealers are ready to advance prices at once, and it should be done. Every day's delay means money lost.

Southern Lumberman.

If complaint, abuse and loud-mouthed recrimination prove obstacles in the way of the lumber commission merchant, he certainly finds Jordan a somewhat difficult road to travel, for he is constantly reviled, accused of extorting excessive commission and charged with sacrificing lumber at almost any price when put on the market. Many of these accusations are, doubtless, unjust, and the commission merchant is, in many instances, a necessity and a direct benefit to the operators of small saw mills. Certainly the commission man who works up business and places orders direct with the mill man at a specified price for his product, is a benefit to the trade. The day is passed when consignments of lumber should be made blindly to any market. Shippers who on the strength of exaggerated reports or other erroneous information, blindly consign lumber may expect the returns to be unsatisfactory. Many commission merchants place orders direct, and we believe, as a general thing, all commission merchants discourage promiscuous shipments. They are demoralizing to the trade and unsatisfactory to the shipper. Lumber to command the best prices, should be cut to order and to the special wants of the market where it is sold. Operators of small mills can find a sale at home for their product at almost market quotations, and when they have no established trade, should sell their lumber in the nearest market. Lumber should never be consigned for sale.

CASUALTIES.

Edward Folley, a workman at the Vancouver saw mill, had his thigh fractured by a log rolling on it.

Andy Forbes fell off a car while loading square timber at Sundridge the other day and badly hurt himself.

A young German was drowned at Pembroke, Ont., on the 12th of May. While working on a drive he fell off a log.

Aaron Born, aged 15 years, was drowned May 12th, while driving logs on the Indian river, near Jamieson's Bridge, Ont.

August Bucholtz, while working in A. & P. White's saw mill at Pembroke, Ont., had one of his thumbs cut off with a saw on May 12th.

Allert Gray, a lad 16 years of age, recently from Toronto, fell from the log boom north of Grand Rapids, Mich., on May 11th and was drowned.

E. Chevier, employed in hewing timber on the Upper Ottawa, recently had the toes of his left foot severed. He has a wife and family living in Mechanicsville.

The boiler in the steam saw mill of Kerr Bros., Farran's Point, Ont. exploded May 15th, completely demolishing the mill and killing a young man by the name of Rombough.

Frank Doneis, 23 years of age, unmarried, and a resident of Maidstone Cross, was drowned at Romney, Ont., in Lake Erie, while rafting for the Essex Land & Lumber company.

John Golitzar, who is employed as a cutter at J. R. Booth's mills, Ottawa, had his right leg broken May 17th, owing to a stick of timber being blown on top of him by the high wind.

At Deseronto, Ont., May 19th, James Master, conductor on the refuse train of the Kaituma company, while stepping on the moving train fell under the cars and received probably fatal injuries.

Louis Baldee, a shantyman, who was coming down from the woods, jumped off the train at Ashton, Ont., while the train was in motion and broke his leg. He belongs to St. Joseph d'Orleans.

FIRE RECORD.

J. Wheeler's grist and shingle mill at Freelon, Ont., was destroyed by fire April 28th. Loss heavy.

Mr. Hodgins' saw mill, located a few miles from Portage du Fort, Quebec, was burned May the 8th.

A saw mill owned by Lazare Denier, at St. Julia de Somerset, Que., was destroyed by fire May 3rd.

The saw mill at Vallens, Ont. has been burned down. Loss about \$2,500. It is not likely to be rebuilt.

The saw mill belonging to John Wood, Colpoys Bay, was totally destroyed by fire a few days ago. The mill was one of the oldest landmarks in the Bruce peninsula.

The shingle mill and dwelling house, and 150 thousand shingles owned by R. J. Miller, at Black Lands, N.B., were burned last month. Loss about \$1,500; no insurance.

PERSONAL.

Mr. William Vanstone, for many years engaged in the milling and lumbering business, died at Brussels last month.

Mr. Geo. W. Strickland, of Lakefield, Ont., vice-president of the Lakefield Lumber Company, died at his residence in that village, May 15th, after a few days illness.

Thomas Nester, one of the wealthiest and best known lumbermen in Michigan, was stricken with apoplexy on May 10th, and died two days later at Barga, in the Upper Peninsula. Fifty-seven years ago, Nester was born in county Mayo, Ireland. In 1846, the Nester family emigrated to Canada and settled near Hamilton. In the winter of '51 Nester went to Michigan to work in the woods near Bay City. For many years he worked in the woods in the winter and participated in the drive in the spring. He finally worked his way up until he became the owner of a large saw mill at Alger, and afterwards carried on extensive lumbering operations. He leaves a fortune variously estimated at from \$2,000,000 to \$4,000,000.

WOOD SPLIT PULLEYS.

The Dodge Manufacturing Company was the very first party in the United States to make a successful wood split pulley, and interchangeable for shafts of different sizes is not denied by any one, and that they have thus been great benefactors to mechanics and manufacturers, is also not denied. That they have stood by the manufacturers with the best belt pulley that can be purchased, at reasonable prices, is demonstrated by the numerous failures among the imitators who have been constantly springing up. In no case has an imitator equaled the product of this company, or produced a pulley not in infringement of their patent rights, and making every user and consumer liable to annoying suits at law. A good wood split pulley can not be made without the use of some of the patents belonging to the Dodge Company, and the various attempts to do so have not been successful, but have resulted in some remarkable mechanical monstrosities, which nevertheless have been put upon the market, guaranteed by their authors to be as good as the Dodge "Independence." In no case has this proved true. The "Independence" has now been upon the market for over nine years, and over five hundred and eighty thousand (\$50,000) have been sold, and in every case with satisfaction to the consumer. Every pulley is sold on the following special guarantee:

OUR SPECIAL GUARANTEE.

We guarantee every pulley made by us shall be, in every respect, as represented.

We guarantee the poplar face in every case, to transmit from 25 to 60 per cent. more power with the same belt, than any iron pulley made, with like tension belt.

We guarantee the compression fastening in every case to be perfect, and to hold firmly upon the shaft.

We guarantee the compression of wood on iron to hold stronger than set screws in any case, and to be the most perfect fastening ever invented.

To summarize: We guarantee satisfaction entire.

Any pulley found defective and not as represented, may be returned at our expense. We will allow any party who is skeptical as to the merits of our wood split pulley, and who means business, a trial of 30 days, and if not satisfactory, to be returned at our expense. For further particulars address: Dodge Wood Split Pulley Co., Toronto, Ont.