



DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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PETERBOROUGH, Ont. APRIL 1, 1882.

The water mill of the Parry Sound Lumber Company commenced running on March 23rd, having been shut down for only two months.

THE Parry Sound Lumber Company have added another vessel to their fleet, having purchased the schooner *Sir C. T. Van Straubere* recently.

We learn that Mr. C. H. Edwards, lumber dealer, Yonge street, has been shipping several carloads of dressed lumber from Toronto for Winnipeg.

During the year 1881 one prominent match firm paid the United States Government \$4,500,000. This amounts to a total manufacture of 45,500,000,000 matches, or 277,500,000 five-cent boxes.

AN order has been issued to have the timber boom placed in position in the Northern slips at Toronto. Men were engaged on Saturday, March 18, having this done. This looks as if timber was to be brought down directly.

CAPT. WM. JOHNSON'S fine fleet of lumber vessels—the schooners *Alicia*, *Olga*, *Clara*, and *Ida*—are being fitted out at Chicago for the season's business. A third mast has been put into the *Clara*, adding greatly to her beauty, and makes her one of the handsomest and neatest three masted sailing the great lakes.

IN another column will be found the advertisement of C. Norworthy & Co., of St. Thomas, offering for sale the iron work of cars for pole roads. A diagram will also be sent, from which the woodwork of the car can be constructed. These pole roads are largely used in the States for drawing logs, &c. They are cheaply and speedily laid down, and make hauling easy.

THE Winnipeg Times says that the following circular issued by the C. P. R. authorities will show the prices to be paid for all kinds of timber cut upon their limits:—Fence posts, 3 feet 6 in., 1 cent each; telegraph poles, each lineal foot over 22 feet, 1 cent; railroad ties, 8 feet long, 3 cents each; rails, 12 feet, \$2 per thousand; stakes, eight feet long, \$2 per thousand; shingles, 60 cents per thousand; square timber and saw logs, of oak, elm, ash and maple \$3 per thousand feet; all other woods except poplar, \$2 50; poplar, \$2; all other products of the forest not enumerated, 10 per cent. *ad. valorem*.

THERE are 100,000 cedar ties, and 100,000 posts banked at Tawas, Mich., as well as large quantities of telegraph poles. Large operating is also done in cedar paving block timber, which is hauled to the several shipping points along the shore.

THE following paragraph from the Chignecto Post, of Sackville, N.B., dated March 16, will be read with surprise in Ontario:—Lumbermen work on, chopping the trees off somewhere about the middle, owing to the depth of snow. If the snow be thin next winter they may go over the ground again and cut another log from every stump. Large piles of timber have been got out, however, and mills are expected soon to boom.

THE Timber Trades Journal says that in consequence of the late storms on the Clyde coming so close after the heavy storms of January last, and before the timber ponds had been properly secured, there has again been much inconvenience experienced by timber merchants, and there will be no sales of timber during March. It is hoped that with fair weather the ponds will be put all right again, and the scattered timber properly arranged for sale coming on early in April.

FORESTRY CONGRESS.

We learn from Dr J. A. Warder, President of the American Forestry Association, that the Society over which he presides will meet in Cincinnati, Ohio, on April 25-29, when papers will be read, followed by practical discussions.

The National Forestry Congress and the Presidential Arbor-day will also be held during the same week. The Congress will be international, rather than national, for a number of Canadian gentlemen have promised to attend, and any other visitors who are interested in the subject of forestry will be welcomed.

OTTAWA TIMBER CUTTING.

A gigantic stick of square timber measuring 50 feet in length and 30x30 inches square, containing 312 feet, was cut by the Kelly gang on C. & H. Mohr's limit, one mile back of the famous Oiseaux Rock, so well known to excursionists.

The same gang—John Rielly, Maurice Rielly, Robert Rielly, and John Bradloy, respectively, made ninety eight pieces in one week, including this large piece.

This country has not been culled by other lumbermen, owing to the great difficulty experienced in getting timber on the ice, as it is mountainous and rocky.

The Messrs. Mohr are getting out some splendid logs and timber. The logs will average 16 inches, while the timber will go 80 feet, clean and free from bad knots, stakes, or anything that has a tendency to injure merchantable timber.

Mr. Mohr's agent having great practical experience in lumbering operations, enables him to overcome those difficulties that former lumbermen experienced here in getting timber to market. No snow here of any consequence, but at present indicates a thaw.—*Free Press*.

MASTERS AND SERVANTS.

To the Editor of the Canada Lumberman:

DEAR SIR,—I see by the last issue of the CANADA LUMBERMAN that the lumbermen of Canada are circulating a Petition to the Minister of Justice, asking for an amendment to the Act, 40 Vic. Chap. 35, respecting Masters and Servants. This Act was passed for the purpose of remedying the evil that it was alleged existed, whereby persons under contracts of service were liable to a quasi criminal prosecution for non-performance of the contract, and it was deemed advisable that such contracts should be placed on the same basis as other civil contracts, the remedy for breach of which, except in the cases named in the Act, should only be such as applied to the ordinary civil contract, on a failure to perform the same. This Act has been found to be very injurious to persons engaged in the manufacture of saw logs and square timber throughout the Dominion in that there is no remedy in such cases as the following, which are occurring every day with the lumbermen. It is well known

that the great bulk of the logs and timber annually taken out is manufactured by gangs of men who for years have been in the habit of hiring themselves to the lumbermen at their own homes in the Province of Quebec, in the autumn of each year, and agreeing to go to the point at which the work is to be done, and remain for the full season. In almost all cases these men have to get an advance of wages to leave with their families or boarding-house keepers, and have to be conveyed at expenses of railway fare, food, and in some cases clothing, to enable them to go into the woods to do the work for which they are engaged. These men are generally of an improvident class, and are totally without means. The employer at great expense brings these men to the point at which they are to perform the contract, and after a time, but before the period for which they have hired expires, some offer is made, by a rival lumberman, of a higher rate of wages, if the parties will quit the employment of the men who brought them from Quebec, and go into the employ of the person making them the offer. It will be apparent that such a person, having paid nothing to bring the men from Quebec, can afford to pay a higher rate of wages for the remaining portion of the season. In case the men, or any considerable number of them, leave the person who hired them in Quebec and brought them to the point at which the work is to be performed, such person must suffer serious loss. He loses what he has advanced to, or paid for, the men, and also loses, by not being able to get out the logs and timber necessary to perform contracts he may have entered into. If he refuses to pay the men any arrears of wages, they go before some country Justice of the Peace and lay a complaint for arrears of wages, and most of these justices side with the men, particularly as unless they give judgment against the employer, the chance of the justice and constable getting their fees are remote. The lumbermen of the Province of Quebec felt the grievance some time ago, and petitioned the Minister of Justice on the subject, and he replied that the matter was one within the jurisdiction of the Provincial Legislature, and that the proper place to apply was to the Premier of the Province within which the contract was to be performed. The lumbermen throughout the Dominion feel that they should have some protection, and it appears to me the proper place to seek the remedy is from the Dominion Parliament. At any rate the law in the Provinces should be uniform. The Legislature of Quebec, Chap. 15 of 45 Vic., passed an Act to remedy the evil complained of, and for the relief of which the lumbermen by their petition pray. If the Legislature of Quebec had power to pass such an Act, as it has done, I cannot see how the Dominion Parliament had power to pass the Act 40 Vic. Chap. 35. It seems an absurdity that the Dominion Parliament should pass a law repealing a statute in force in two Provinces of the Dominion, and that the Legislature of one of the Provinces should be able and competent immediately thereafter to pass a law re-enacting in that Province the law repealed by the higher Parliament. I send you a copy of the petition and of a clause suggested to be added to the Act now in force, and would further refer to the "Seaman's Act," by which penalties are enforced against seamen who break their contracts of service. There is no reason, to my mind, why lumbermen, who refuse and neglect to perform such contracts, should not be under similar penalties imposed on seamen who quit service before the expiration of the period for which they were hired.

I am your obt. servt.

Peterborough, March 21, 1882.

POLE ROADS.

The following letter appears in the Toronto Mail:—

SIR,—In the *Globe* of the 11th is an article claiming that pole roads are the best suited to use in carrying logs from the woods to rivers and mills. After a thorough trial I have found the three foot tract, with stringers hewed on two sides to six inches thick, with either wooden rail two by four or light iron rail, the cheapest and best. Pole roads cost more to grade, and are always horse-killers. In heavy down grades with iron rail, I will guarantee to run cars with from

fifteen hundred to three thousand feet of logs securely, and that around curves, and for branch roads, corners can be turned shorter with tramroads than with pole roads. In building tramroads hardly any grading is necessary, the stumps only being cut low or dug out, and dirt and wood, with dirt on top to cover the wood, in holes. In Michigan, where trams and pole roads have both been tried, the tramroad is retained and the pole road discarded. I have used both horses and an engine costing three thousand dollars, on tramroads. If any lumberman in Canada wants to write me you are at liberty to give him my address.

Yours, etc.,

SENEX.

Chicago, Ill., March 18, 1882.

Its Work in Strathroy.

It often happens that the opinion of an experienced man, an expert, if we so call him, conveys greater force than an aggregation of outside, uneducated testimony. And then, too, personal experience or observation is so much more convincing than mere assertion. Trained to habits of analysis and keenest accuracy, and from the very nature of their daily occupation, given to the most incisive criticism of anything of a proprietary nature, chemists, as a class, hesitate very long before endorsing anything of a remedial nature whose virtues have been announced through the public press. St. Jacobs Oil, however, is so universally successful and so unvaryingly accomplishes all that it promises, that the able chemist, W. J. Dyas, Esq., of Medical Hall, Strathroy, Ont., sends, with his friendly recommendation, the following from David Harrison, Esq., 9th Con., Township of Carleton Place:—Having suffered with inflammatory rheumatism since last July, and hearing of St. Jacobs Oil, I sent for a bottle of the article on the 15th of October. At that time I was confined to the house, and could not possibly get out of bed without assistance. After four applications of the Oil the pain ceased entirely, and I was able to go about Strathroy in less than a week. I cannot give too much praise to St. Jacobs Oil for what it has done for me, and I believe it to be the most reliable remedy in rheumatism. Its wonderful efficacy should be brought to the knowledge of everybody.

No article ever attained such unbounded popularity in so short a time as Burdock Blood Bitters, and that too during the existence of countless numbers of widely advertised bitters and blood purifiers. It is evident that this medicine begins its work at once, and leaves no desirable effect unattained.

THE CAUSES OF COLDS are getting overheated in hot rooms or crowded assemblies, sitting in a draught, or cooling too rapidly after exercise, muffling up warm and changing to lighter wrappings, cold and damp feet. No matter what is the cause Hagar's Pectoral Balsam is the cure for all throat and lung disease that induce consumption.

HAGAR'S YELLOW OIL will be found invaluable for all purposes of a family liniment. Immediate relief will follow its use in all cases of pain in the stomach, bowels or side; rheumatism, colic, colds, sprains and bruises. For internal and external use. It has no equal in the world for what it is recommended. For sale by all dealers at 25c. per bottle.

FOR LUMBERMEN!

Poleroad Tramway Cars

Will Carry 2,000 Feet of Hard-wood Lumber per Load

Drawn with one span of horses, either summer or winter, on Round Pole Roads, which are cheap and speedily built.

The woodwork of the Car can be built by any handy man in a couple of days. The undersigned supply the ironwork complete, including bolts and washers and a diagram of car.

The wheels are adjustable on its axles to accommodate itself to any bend in the pole. The weight of ironwork is 2,250 lbs. Price on application to

C. NORSWORTHY & Co.,
ST. THOMAS, Ont.

Patentees and Manufacturers of Moore's Improved Taper Cone Feed Saw Mills.