

trees in the garden of the institution, and has convinced himself that a period in growth in length, as represented by the branches, twigs and tops, alternates with another of increase in bulk—that is, in the circumference of the trunk—followed by a third period of equipoise or rest. In April and May the entire force of the tree was expended in lengthening the branches, while the thickness of the trunk remained stationary; all through May the most exact measurement failed to discover any increase of bulk; but in June, until the middle of July, when the new twigs had been all formed, it was the trunk that absorbed the nourishment from the roots, and bulged out. Then came the period of rest and inactivity.

—From the report of Farnworth & Jardine, Liverpool, we learn that the arrivals from British North America during the past month have been 63 vessels 52,847 tons, against 77 vessels 56,778 tons during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1886, 1887, and 1888 has been 152,720, 186,791, and 201,439 tons, respectively. The import during the month has been about an average for this season of the year; the demand continues fair, and the consumption may be considered satisfactory. Stocks generally are moderate, and owing to advancing freights and great scarcity of tonnage prices of most articles have an upward tendency. There has been more enquiry for both Waney, Square and Yellow pine; and prices are steady; the import has been large, but as it has chiefly arrived the stock may be considered moderate. Oak in the log has arrived too freely; there is no improvement in the demand and the stock is ample; Elm is in dull demand and prices are low, but the stock is light. Ash is in demand but the import has been in excess of the requirements, and the stock is heavy; there is no change in value. Pine Deals have arrived too freely, stocks are accumulating, and are now too heavy; there has been a fair enquiry for 3rd quality, but 1st and 2nd qualities are very difficult of sale; for 1st and 2nd qualities there is little change in prices to report, but Old Sizes and Boards have declined in value. Quebec Staves have only been imported in small quantities, and are quite neglected.

Death of a Canadian Millionaire Lumberman.

In the death of Mr. Boyd Caldwell, says the Montreal Star, which occurred at his residence in Lanark last week, Canada loses one of her millionaires, and the county of Lanark one of its most prominent and esteemed citizens. He was born in Lochwinnoch, Scotland, in 1818, and came to this country a few years later with his parents, who settled in Lanark, where his father, William Caldwell, carried on an extensive lumbering business. He was educated at Perth Grammar school and went into his father's business. To this business Boyd succeeded in 1848, and through his energy and business capacity increased it to such an extent that at the time of his death his estate amounted to considerable over a million dollars. The secret of his success was uncompromising integrity and honor and a resolute determination which never swerved from its aim, and increased with increasing obstruction. He never speculated nor undertook and enterprise without having amply provided for the consequences in the event of failure.

He became very widely known in consequence of the cause celebre "McLaren vs. Caldwell" which through the enactment and the disallowance of the celebrated Streams Bill led to a conflict between the legislature of Ontario and the parliament of Canada, to the ultimate defeat of the latter. He retained in that case the most eminent forensic talent in Canada, including the late Messrs. Bethune and Moss, of Toronto, and Hon. R. L. Church, now one of the judges of the Court of Queen's Bench for this province. The law costs in this case amounted to over \$75,000. It is characteristic of the man that, from the moment the Dominion Government became involved in that famous controversy, he would listen to no suggested compromise, though he had not until then been indisposed to a settlement. "In politics he was a Liberal, but too independent to be a political partizan, sometimes opposing his party and notably voting against it on the National Policy. He leaves a widow and five children, two sons and three daughters.

Extensive Timber Limit Sale.

An extensive sale of timber limits in the province of Quebec is to be held in the sales room of the Department of Crown Lands, in the city of Quebec, on Wednesday, October 17th, when over 3,500 square miles will be offered by auction, including limits on the Upper and Lower Ottawa, in the Chaudiere, Montmagny, St. Maurice, Rimouski, Lake St. John, Grandville, Bonaventure, Saguenay and Gaspé agencies. These limits will be offered at an upset price, and will be adjudged to the party bidding the highest amount of bonus. Further particulars may be obtained by perusing our advertising columns.

RETALIATION THREATENED.

The rejection of the Fisheries treaty in the United States Senate, though the result of a political dodge, rather than true statesmanship, has resulted in a somewhat serious state of affairs. President Cleveland immediately asked the Senate and House of Representatives, as the only consistent course left, to pass an act vesting him with additional powers on the lines indicated by the act passed last year, to enable him to prohibit the carrying of all goods duty free from Canadian to American ports, and by Canadian railways. The Senate received the message rather ungraciously, but the House of Representatives introduced a bill to give effect to the president's request. This new phase of the international complication has excited a great deal of comment on both sides of the line, and not the least among lumbermen. A reporter of the Ottawa Journal the other day interviewed some of the most prominent men in the trade at the capital. Their opinions, as might be expected, were very divergent. Mr. J. R. Booth regarded it as simply an election dodge, and that the act, even if passed, will never be put in force, but that if it should be the Americans would get the worst of it. "We have the lumber," he said, "and the Americans must get it." Mr. E. B. Eddy said he was "going to see Cleveland about it." Mr. Levi Crannell, local manager of the Bronson & Weston company, who are the largest exporters to the States on the Chaudiere, said it would prove a serious matter to their business. About 125,000,000 feet is shipped every year from Ottawa through the States to Boston for export. All this would be chargeable with duty, which would mean a loss of exactly the amount of the duty imposed to the Canadian firms, as in order to compete with Michigan lumber the prices of Canadian stocks must remain as they now are. It would be difficult, if not impossible, to handle all this export business through Canadian ports. Messrs. Hurdman, Pierce & Co. and Perley & Pattee all seemed to view the matter with unconcern. Agents of the American export lumber companies say that the bill will, if passed, necessitate the removal of their shipping yards from Boston and New York to Montreal and Halifax.

STATEMENT OF MOIRA AND TRENT RIVER DRIVES.

Through the kindness of Mr. P. J. Shannon, manager at Belleville for the Rathbun Company we are enabled to furnish a statement of the logs received at Belleville this season from the drives on the Moira, and also of those of the first drive at Trenton, the second not being as yet assorted. The total amount of harbor dues collected by the city of Belleville was \$2,187.70, which is about the usual amount. There are about 100,000 pieces in a drive "hung up" owing to the low water. The following is the

STATEMENT OF LOGS, &c., RECD. AT BELLEVILLE.							
Owners	Logs	Ties	Cedar	Posts	Joint	Floors	L. Logs
The Rathbun Co.	177872	18120	49206	45201	23583	290	264
Gilmour & Co.	105850	21	3950	1243	19971	472	233
Job Lingham	16288	4	6850	2794	804	33	470
Flint & Holton	21494		4163	1141	1430	15	154
W. Sutherland	3055				92		27
J. D. Breeze	1146						
G. Esterbrook	109						
J. Shepard	20						
E. Harrison	65						5
Canada L. C. Co.	2623		2		201	85	5
A. Sutherland	3						
J. James	19						
Total.	388551	18145	64171	50709	43187	845	1148

AT TRENTON.							
The Rathbun Co.	35188	55200	21152	1812	969	61	8
Gilmour & Co.	35112	3978	1491	103	2653	156	432

Besides the above, 103 pieces of square timber were collected at Belleville, and 440 at Trenton.

CORRESPONDENCE.

MADAWASKA, N. B., Aug. 11, 1888.

Editor Canada Lumberman.

I see in your August number Mr. James Gordon wishes to know where to secure the best grades of hard maple, in Ontario or Quebec. I may say in this county we have as fine a grade of hard maple as can be found in the Dominion, and our county joins the province of Quebec, but the New Brunswick and the W. B. railway run through it on the banks of the River St. John. Hundreds of millions of feet can be got along the line, if required. The lands are owned by the N. B. Railway Company, and drained by large streams running through the forests of hard wood, from ten to forty miles, to float lumber through as fine land and growth of hard wood as can be found in the Dominion.

Connors big drive of about fourteen millions of lumber is on the River St. John, and owing to the low water he stopped the drive, fearing to jam the falls. But more or less kept floating down, and they are now piled over the pitch, and look quite romantic.

P. O. BYRAM.

THE BIG RAFT REACHES ITS DESTINATION.

From Hell Gate, New York Harbor, to the battery, all the water front was on the watch Saturday morning, August 11, for the appearance of the great Joggins-Leary raft from Nova Scotia. With day break came scores of boats of all descriptions from the surrounding shores, filled with people anxious to inspect the great mass of floating logs.

No such forest of lumber had ever passed through Hell Gate. If the 3,000,000 feet of spruce timber were packed in schooners for shipment it would have loaded a fleet of fifty vessels. The Boston tug Underwriter, which helped to bring the raft from Joggins, took a line off the bow and led the fleet, and the Ocean King, the Underwriter's consort, stuck her prow into the stern of the raft, and the procession began.

It was noon when Flood Rock was reached and the craft entered Hell Gate. Two more tugs were at hand and made fast to the floating forest. With this escort she moved easily past the dangerous points, holding well to the west shore. Flags were floating from all the tugs, and a Union Jack and an American flag were floating in the light breeze fore and aft from the spars of the raft itself.

The task thus safely accomplished, everybody was happy, but none more so than Mr. Robertson and Capt. Riley and Captain, who had been in company with the raft since she started from Joggins for this port.

"Didn't I tell you so?" shouted Capt. Riley as he almost danced a jig on top of the pilot house of his ocean tug. "Just as I expected. I tell you I can take the largest ship afloat now through Hell Gate without any trouble."

It was twelve o'clock as the procession passed Hell Gate, and eighteen days after the raft had been launched. The next thing in order were general congratulations, and Mr. Robertson, Capt. Riley, Captain and Balb received their due share of it. The raft was towed down the East River, and aided by a swift ebb tide which had just begun, the procession steamed along among the general saluting of the craft which passed it. Along the shores and docks people could be seen who had come out to see the novel craft; there were more people out to see the new raft than there were in the Blaine procession. At 1.45 John Roach's old shipyard was passed, and the raft was then making five miles an hour speed. At the Brooklyn navy yard the tars turned out en masse. They were all anxious to see the novel ship, and the jolly jacks waved their white hats in appreciation of the great enterprise. The Brooklyn bridge was literally crowded with people, and as the raft passed beneath the great structure at 1.20 p.m. the crowd cheered so loudly that it almost seemed to drown the noise caused by the monster concert of blowing steam whistles. As the raft passed the Battery the Staten Island ferry boat Southfield started out from her dock on her way down the bay. She was like a human beehive, overloaded with passengers, and as they all rushed to the port side to get a glimpse of the new craft, it looked as though the steamer would capsize. When the tugs neared Erie Basin a number of sailing vessels were at anchor in the bay along the Brooklyn shore. The Underwriter was compelled to cast off her towlines and assist the other tugs in pushing the raft over for fear that she might drift into the ships at anchor. It was a narrow escape, but the raft just steered clear, and by three o'clock amid the blasting of all the steam whistles in the vicinity, the monster Leary raft was towed into Erie Basin, where she touched bottom. Mr. Leary, the owner of the raft, was not there to greet Mr. Robertson as he had gone to New London the night before. The breasting up of the raft commenced next day. It is supposed that the price paid by Mr. Leary to Mr. Lukenback for towing the raft is \$5,000.

Branching Out from Brantford.

H. W. Petrie, of Brantford, has built up a business in new and second-hand machinery second to none in Canada, and now he is adding to it a Toronto branch, which is located at the corner of York and Esplanade streets, near the Union Station. The Toronto concern is under the management of Mr. Alfred Rubbra.

Bought a Redwood Forest.

Messrs. John M. Dollar and Wm. Fraser have returned from a trip to the Pacific coast. In California, not far from San Francisco, they purchased a redwood forest to the extent of about sixty million feet, of which they propose to take possession about the 1st of November. Mr. Dollar is well and favorably known to the lumber trade of Canada, as manager for the Ontario Lumber Co., and his ability, energy and geniality have rendered him a peculiarly acceptable man in that position. Mr. Fraser has held the position of local manager for the same company at French River. THE LUMBERMAN extends its best wishes to both gentlemen in their new venture.