

by fire. The act passed for that purpose is rigidly enforced. Large quantities of timber were required for the construction of the Pacific railway. A statement had, it appears, gone forth that the forests of British Columbia were within six years of total exhaustion. To this assertion the authorities of the province returned an energetic denial. But there, as elsewhere in Canada, there is evident need of protective measures. A writer in *Chambers' Journal*, from whose article, under the heading, "Are the Canadian Forests being Exhausted?" we have already quoted, is earnest in urging the adoption of such provision without delay and hopes that the enquiries already instituted may be taken as an earnest of the Government's intention to take the necessary action. For our own part we have called attention to the subject again and again, but the meeting of the Forestry Convention in New England reminds us that the matter requires to be agitated not once or twice merely, but constantly.—*Montreal Gazette*.

CREOSOTING TIMBER.

Large quantities of timber are now creosoted at the West, in a special manner for railroad purposes, the effect being to increase the tenacity of the wood for holding spikes, etc., as well as its density and its ability to resist mechanical wear. This is done by means of an apparatus consisting of a boiler-plated cylinder, of a size adapted to the timber; this cylinder is of a strength sufficient to resist 300 pounds pressure per square inch, and has a track extending for its whole length along the bottom, the cylinder's ends being closed by strong iron doors, air and water tight. When timber has been run into the cylinder and the doors closed, steam at about 100 pounds pressure is injected into the cylinder, the supply continuing as required by the nature and dryness of the wood; the steam is then shut off, and vacuum pumps worked as long as any liquids or vapors are obtained, the hot preserving liquid being now run to the cylinder from the reservoir until full. The force pumps are again operated until the interior pressure is some 100 pounds per inch, and kept thus until sufficient preservative fluid is forced into the pores of the wood; the force pumps are now shut off, and the creosote oil or other liquid contained in the cylinder is discharged into a suitable cistern, after which the doors at the ends of the cylinder are opened, and the car carrying the timber or ties runs out.

IRON AND LUMBER PROSPECTS.

"I see that the Elk Rapids Iron Works have an order from England for charcoal iron," said a reporter for the *Free Press* to a citizen heavily interested in the iron industry.

"Yes, I see. By the way, do you know that Michigan produces more charcoal iron than all other iron-producing states combined? As to prospects, they are good. The fact is, the old truism, 'History repeats itself,' applies to the iron and lumber trade equally with fashions, customs, etc. Have you any idea of the amount of tonnage from Lake Superior the past season? The increase is something remarkable. Now, in the iron trade, the supply had got away down and the demand is growing, and I think will grow for a year or two. In lumber the situation is little different. The demand always exists and always increases in volume. The supply in Michigan is getting toward hard pan, but there is nothing to fear on that score as the whole country north of Lake Superior is one vast forest of lumber. There seems to be a revival in the business all over, and the present condition of iron plants are inadequate to the demands of the present, because steel is now made as cheaply as they make iron. Steel is the coming material. It has already come, and to meet the demand the old plants—the old iron mills—must be fitted for making steel. This takes time, and the steel mills already operating will have all they can handle the next year."—*Detroit Free Press*.

A MAN named Grippin found a sum of money on Saturday while unloading lumber from a box car for the Rathbun Company. Is the company shipping money as well as lumber? It would appear so.—*Kingston Whig*.

LOG TRANSPORTATION.

Almost innumerable methods have been devised by lumbermen for the transportation of logs. Vessels have been built with the supposed special adaptation for the purpose named. Log cribs innumerable have also been devised and patent boom sticks without number have been brought out, and patents secured on a lot of them.

The question of the log towing successfully is one of the most important for mill men which has ever been agitated, but to none more so than those on the Saginaw river, where there are at present millions of dollars invested in mill property, while the pine hitherto considered tributary thereto is nearing the end and will soon be practically exhausted, except in the case of a few men who have taken time by the forelock and secured a supply for the future. In order therefore to keep this vast outlay of money on the Saginaw river remunerative, it becomes necessary to devise some method by which these vast industries may be kept in motion, because to remove them involves an outlay equal in extent to their almost entire value. Already the Georgian bay country and the upper peninsula are looked to as sources of supply for the future, but the question finally resolves itself into and is dependent on the success or failure of log towing. If a reasonably safe method of transporting logs can be devised, the Saginaw river will long remain the leading lumber manufacturing centre of the country, as it has been for the past quarter of a century.

Cheboygan, Alpena, Oscoda and other points along the Huron shore, are also beginning to look about anxiously for a log supply for the future, and some of the lumbermen have invested extensively in pine lands in the Georgian bay country. With a view of insuring this supply of pine for his mill Mr. Gilchrist, of Alpena, has had a barge rebuilt for the purpose of log towing, a description of which is given in the *Argus* as follows:

Gilchrist's new barge, the Michigan, is well worth visiting. She is one of the largest crafts on the lakes. During this summer she has been raised, a new deck and deck beams put on, and when completed she promises to be a stanch craft. She is about 315 feet long and over 40 feet beam, has five hatches which extend the entire width of the deck and one smaller hatch forward. Near the stern is a large boiler, big enough to furnish steam for a good sized steam boat. It was formerly used by propeller East Saginaw, and is to be used to drive the pony engines for hoisting logs, etc. The barge will have four masts. The hatches are big enough to allow a large log to be lowered into the hold. To cover the hatches requires 2,700 feet of lumber. The Michigan would probably carry from one to one and a half million feet of lumber. The barge will be fitted with a sort of endless chain arrangement for hauling logs from the water on to the vessel, and it is the intention, we believe, to use her to carry logs from the Georgian Bay region to this city, and we sincerely trust she may prove successful and give her enterprising owners profits on their outlay. This bringing of logs from Georgian Bay to be manufactured in the Alpena mills will prove of great benefit to the people of this city and county. The barge is in Gilchrist's boom, being completed.—*Lumberman's Gazette*.

THE United States Consul at Bahia, state that in the whole country of Ecuador there are only two sawmills, and those small ones, though the quantity of valuable woods is simply enormous along the whole line of coast. Sandalwoods, ebony, amarillo, cedar, and many other kinds, some of which are entirely unfamiliar to American dealers in fine woods, are found in great abundance. But it does not seem that the consul's advocacy of the investment of American capital in developing those resources is likely to be soon responded to, inasmuch as equally rich forests are to be found on the Atlantic and Caribbean sea coasts, and thus much more accessible to the markets of the United States.

A MEMORIAL service to the late Sir Francis Hicks was held in St. George's church, Montreal, on Sunday.

UNWISE BENEVOLENCE.

There is not too much, but too little benevolence in our midst; yet a large part of what there is is wasted by the unwise ways in which it is rendered. The parent who supports a child in idleness when they should be self-supporting, or decides everything for him instead of accustoming him to decide for himself, the teacher pours out to his class the information they ought to work to obtain the employer who himself performs or finishes the work that belongs to his subordinate, the compassionate man or woman who gives money, food or clothing to the idle or improvident instead of inducing them to earn it for themselves—any, one in fact, who extends such aid to another as disencumbers him for personal effort is actually, the principle of self-help which will admit to be so strong a pillar of our national welfare.—*E.C.*

THE leaf pine timber region of South Mississippi is said to be the greatest country on earth though it may be unconsciously, fighting against its wonderful climate and water. No case of lung or throat diseases were ever known to exist there. Many scientists and physicians attribute this fact to the vast turpentine orchards and the peculiar health-giving aroma exhaled from the long leaf pine. The same curative qualities are claimed for Arcachon, a fashionable seaside and forest summer and winter resort, some forty miles from Bordeaux, and much frequented by wealthy Spaniards and Russians.

"Consumption Cure"

would be a truthful name to give to Dr. Pierce's "Golden Medical Discovery" the most efficacious medicine yet discovered for arresting the early development of pulmonary disease. But "consumption cure" would not sufficiently indicate the scope of its influence and usefulness. In all the many diseases which spring from a derangement of the liver and blood the "Discovery" is a safe and sure specific. Of all drugs.



GRAND Colonial Exhibition in London, ENGLAND, 1886.

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THE COLONIAL AND INDIAN EXHIBITION to be held in LONDON, England, commencing MAY 1st, 1886, is intended to be on a scale of great magnitude, having for object to mark an epoch in the relations of all the parts of the British Empire with each other.

In order to give becoming significance to the event, a Royal Commission is issued for the holding of this Exhibition, for the first time since 1862; and His Royal Highness the Prince of Wales has been appointed President by Her Majesty.

The very large space of 54,000 square feet has been allotted to the Dominion of Canada by command of the President, His Royal Highness.

This Exhibition is to be purely Colonial and Indian, and no competition from the United Kingdom or from foreign nations will be permitted, the object being to exhibit to the world at large what the Colonies can do.

The grandest opportunity ever offered to Canada is thus afforded to show the distinguished place she occupies by the progress she has made in AGRICULTURE, in HORTICULTURE, in the INDUSTRIAL and FINE ARTS, in the MANUFACTURING INDUSTRIES, in the NEWEST IMPROVEMENTS in MANUFACTURING MACHINERY and IMPLEMENTS, in PUBLIC WORKS by Models and Displays; also in an adequate display of her vast resources in the FISHERIES, and in FOREST and MINERAL wealth, and also in SHIPPING.

All Canadians of all parties and classes are invited to come forward and vie with each other in displaying on this great occasion to put Canada in her place as the premier colony of the British Empire, and to establish her proper position before the world.

Every farmer, every producer, and every manufacturer has an interest in assisting, it having been already demonstrated that extension of trade always follows such efforts.

By order,
JOHN LOWE,
Sec. of the Dept. of Agriculture.

Ottawa, 1st. Sept., 1885.

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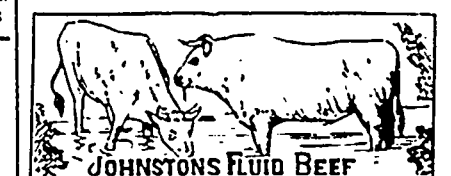
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