

for stock account. In large timber the demand is rather better, and the same remark applies to the mining timber department. As amongst deals so in timber, a fair demand is seen for the Quebec goods recently landed, and a good many orders for oak, ash, birch, yellow and waxy board pine are being loaded up, whilst a steady business is doing from the sawn pitch pine and Stettin oak stocks. The sleeper cutting mills of Messrs. Burt, Boulton & Haywood, and Messrs. Lauder & Co. appear well employed, but there is not so much doing as usual at the sleeper mill belonging to the North-Eastern Railway Company.

THE ERIE CANAL.

The Erie Canal is a far too important factor to the lumbering interests of the State of New York to be ignored. Cheap canal transportation to the seaboard is not only of direct benefit to the inhabitants of the state, but affects also all those western shippers and merchants who utilize the lakerooute to Buffalo and Tonawanda as the best means of bringing their lumber to market; and the better the Erie Canal can be used for its legitimate purpose the larger will be the benefit accruing to the lumbering interests of the Northern States. It is a well known fact that its capacity has, of late years, become insufficient to counter-balance the very close competition of the railroads; deeper water and larger locks are demanded, which will enable the boats used at present to take a bigger load, and by a saving of time in the larger locks, make perhaps two more trips during the season. The question has of late been extensively agitated by shippers and boatmen, and at a call for a canal conference at Utica recently, the response was most encouraging and harmonious. The often discussed question of national aid for the Erie Canal was rejected, as the Empire State was considered wealthy enough to maintain a free canal with capacity in keeping with the present times. An urgent appeal is to be made for the appropriation of money to increase the size of the locks so that the two boats can go through at the same time; and to clean the bottom of the canal and by piling the dredgings on the banks, increase the depth of water at least one foot, which will allow the use of steam towing. With these improvements the canal is considered to be in a condition to meet all the demands for some time to come and thereby maintain its high office as a regulator of freight charges between the west and the seaboard. Both political parties of the State will be called upon to insert planks to that purpose in their platform for the coming fall campaign, and it is not at all impossible, that the one who refuses to do so, will be the party that has to bear defeat in the coming election.—*Buffalo Lumber World*.

TRADE AT DULUTH.

The *Lumber World* says:—Although Duluth is striding forward to its unmistakable destiny as a center of trade and commerce, says the *Lake Superior News*, it needs many things as yet unnoticed to round the completeness of its growth. Our citizens must not rely too strongly on lake commerce and grain trading, these things alone will not make a city. The one thing now needed is more manufacturing industries. Furniture factories, wooden establishments of all kinds, mills for production of wood pulp paper, twine factories and numberless other industries which will occur to the seeker investments. The forests in the neighborhood are composed of pine, pitch, oak, maple, poplar and many other woods, all useful, but all except the pine unused. Iron, steel, copper, and other metals are produced in our immediate neighborhood. For the manufacture of woodenware Duluth presents every advantage, fuel is cheap, labor is plenty, raw material is at hand, a market immense in extent is at our doors.

Professional Etiquette

prevents some doctors from advertising their skill, but we are bound by no such conventional rule, and think that if we make a discovery that is of benefit to our fellows, we ought to spread the fact to the whole land. Therefore we cause to be published throughout the land the fact that Dr. H. V. Merce's "Golden Medical Discovery" is the best known remedy for consumption (scrofula of the lungs) and kindred diseases. Send two letter stamps for Dr. Merce's complete treatise on consumption, with untrammelled means of self-treatment. Address: World's Dispensary Medical Association, Buffalo, N. Y.

FORESTRY CONGRESS.

The next annual meeting of the American Forestry Congress will be held in Boston, beginning Sept. 22nd, and the programme of the proceedings gives promise of an unusually interesting conference. There is now a pretty general appreciation of the importance of taking action to protect existing forests and plant new ones, and the considerations actuating the congress must appeal to a common sentiment, since every condition of life is affected much or little by them. Experience has shown that the wholesale clearing of forest clad hills and mountains seriously influences the water supply, decreasing, or making it irregular; and the immediate benefit to agricultural interests derived from properly distributed forest areas has come to be understood by every intelligent farmer. It is obvious, therefore, that the present mad policy of converting forests into timber without proper selection and with no provision to replace them must ultimately seriously affect the wealth of the country.—*Chicago Inter-Ocean*.

GREAT CANALS.

The Imperial Canal of China is over 1,000 miles long. In the year 1851 was completed the greatest undertaking of the kind on the European continent, the canal of Langueadoc, or the canal du Midi, to connect the Atlantic with the Mediterranean; its length is 148 miles, it has more than 100 locks and about 50 aqueducts, and its highest part is no less than 600 feet above the sea; it is navigable for vessels of upward of 600 tons. The largest ship canal in Europe is the great North Holland Canal, completed in 1825—125 feet wide at the water surface, 31 feet wide at the bottom, and has a depth of 20 feet, it extends from Amsterdam to the Helder, 51 miles. The Caledonian Canal, in Scotland, has a total length of 60 miles, including three lakes. The Suez Canal is 88 miles long, of which 66 miles are actual canal. The Erie Canal is 320½ miles long; the Ohio Canal, Cleveland to Portsmouth, 232; the Miami and Erie, Cincinnati to Toledo, 291; the Wabash and Erie, Evansville to the Ohio line, 374.—*Scottish American*.

FIRST LOCOMOTIVE.

Thirty-two years ago when the first locomotive engine passed through the Tablar Bridge which was a new experiment on a grand scale. What an anxious day must that have been for Robert Stevenson! It was then that he won his greatest fame as an engineer. It was, indeed, a great triumph to carry a train through a tubular bridge over the Straits of Menai. The largest arched span that had been previously constructed was 240 feet, and here rigid iron tubes 460 feet long were stretched in mid air where the tallest ships could sail beneath them. So broken had Stephenson's rest been whilst planning this great enterprise, that when he got the first tube floated, and was satisfied that all was safe he said, "Now I shall go to bed!" But although so far successful the anxieties connected with the enterprise was not at an end, for the bridge, which is now the wonder and marvel of the traveller, had only been commenced; and so exhaustive was the gigantic undertaking, that in referring to it after its completion, Stephenson says, "It was a most anxious, harassing time with me. Often at night time I would be tossing about, seeking sleep in vain. The tubes filled my head! I went to bed with them, and got up with them. In the gray of the morning when I looked across the square in which I resided (in London), it seemed an immense distance across to the house on the opposite side. It was nearly the same length as the span of my tubular bridge." When the first tube had been floated a friend remarked to him, "This great work has made you ten years older;" to which he replied, "I have not slept sound for three weeks!"

THE "Big Mill" of the Rathbun Company at Deseronto cut 1,000,000 feet of lumber during the month of August.

A disease of so delicate a nature as a stricture of the urethra should only be entrusted to those of large experience and skill. By our improved methods we have been enabled to speedily and permanently cure hundreds of the worst cases. Pamphlet, references and terms, three letter stamps. World's Dispensary Medical Association, 663 Main Street, Buffalo, N. Y.

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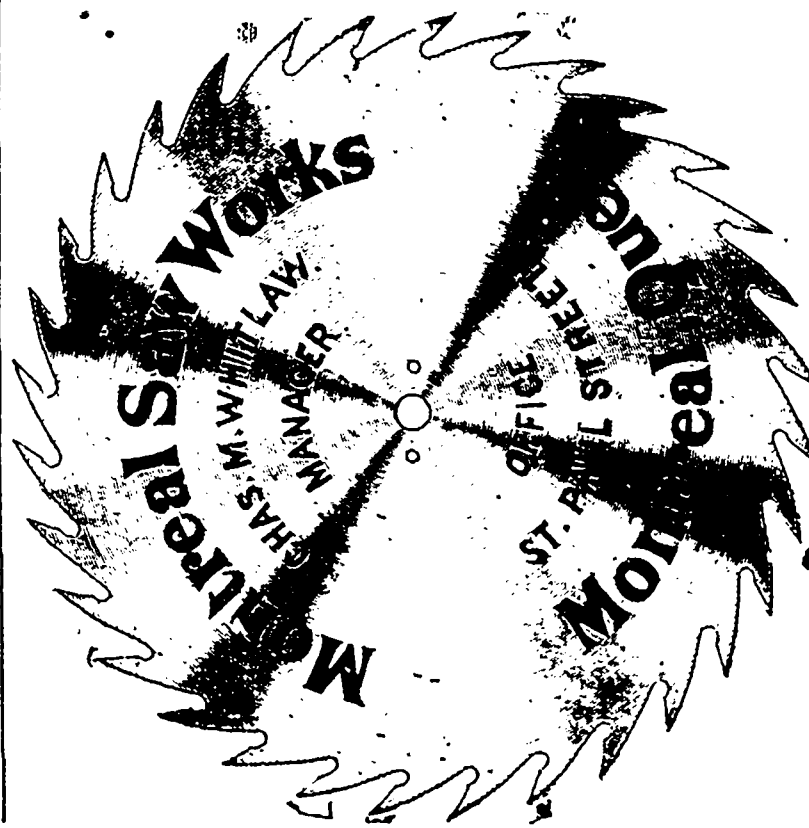
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