

# HARRIS, HEENAN & Co.

124 AND 126 QUEEN STREET,

MONTREAL.

## Patent Stitched—Steam Power Pressure Stretched—Oak Tanned

**TESTIMONIAL**  
 IMA COULD & SONS, CITY MILLS,  
 Nov. 13th, 1884.  
 Harris, Heenan & Co.  
 Dear Sirs.—Your Patent Sewed Belt has been in use in our "City Mills" for some time. We are thoroughly convinced of its superiority over any belt, American or Canadian, we have used in an experience of over 30 years. It stretches so little, and gives so little trouble, that compared with riveted belting, the sewed belt saves double its price in time and labor saved. We heartily recommend it to manufacturers as the cheapest and most satisfactory belt in the market.  
 Yours respectfully,  
 W. C. MARSHALL, Mgr.



**TESTIMONIAL.**  
 FORT, BERRY & Co., CASAL HORS SHOES AND  
 NAIL WORKS, MONTREAL, 16th Nov. 1884.  
 Messrs. Harris, Heenan & Co., Montreal.  
 I have pleasure in recommending the belting manufactured by Messrs. Harris, Heenan & Co., of this city. After thoroughly testing it, I find it greatly superior to any belting that has come under my notice and fully equal to all they claim for it, and certainly without an equal for cross or double belting.  
 CHAS. R. ELLACOTT,  
 Supt. H. S. & H. N. Dept.

# LEATHER BELTING!

*The Best, therefore the Cheapest, Belt in the market.*

*Replaces, when used, all others.*

*More Pliable and Durable, especially at the splices.*

*Single equals medium double.*

*Stretches but little, always retains it original width.*

*Superior for Cross or Double Belts.*

*Runs straight and true, does not start at the laps.*

25 per cent Stronger, 33. More Lasting, and 12½ Heavier, than any other Leather Belt.

### TIMBER RESOURCES OF BRITISH COLUMBIA.

The extension of railways into wild and remote regions is the most practical way to develop their resources, whatever they may be. One country has a surplus of what another often very much requires, and the easy and rapid transit by railway enables commercial men and capitalists to visit places where the material they require, or the markets in which to sell, may be abundant. Lines of railways crossing over plains and mountains frequently save to the traveller thousands of miles, and reduce to the consumer the prices of commodities, that under other conditions would be very dear. In this moralizing the writer has before his mind the three or four great lines crossing the continent of America, the largest and most direct of them being the Canadian Pacific Railway, which traverses entirely British territory, and extends from the Atlantic to the Pacific ocean, a distance of 3,500 miles. In its course this great road cuts through many mighty forests, especially in the comparatively unknown timber country northwest of the noble Ottawa, and along the banks of the picturesque Rainy river, where our "only General" made his first reputation. The lumbering resources of this vast area are very great, and to some extent will doubtless before long be utilized; but compared with those further on in British Columbia they are almost insignificant. Unfortunately where there is an abundance of anything there is also a tendency to waste, and certainly that is the case with timber in all parts of Canada, more of it being burned and otherwise destroyed than reaches the market. England receives yearly from Germany, Sweden, Norway, and other European countries, large quantities of manufactured timber goods, which, with the cheap and easy transit there is now to the Atlantic coast, and then by rapid steamers to different points in the United Kingdom, might be readily supplied from the so-called waste of Canadian forests.

We are next summer to have in London a great Intercolonial Exhibition, and doubtless

any idea calculated to increase the volume of trade between England and her dependencies will at this great gathering, from all who are interested, receive due consideration. Canada is keenly alive to every thought and circumstance likely to be to her interest, and this question of manufacturing the goods rather than sending the raw material, is one to which she will probably give some attention. It is, however, with the almost limitless forests of British Columbia and their giant timber, that in this article we chiefly intend to deal. The entire length of that salubrious, but comparatively unknown Province, is now traversed by the Canadian Pacific railway, which, from the fertile prairies of Manitoba and the Northwest, crosses the Rocky Mountains, and enters British Columbia on its eastern border, descending the western slope to Port Hardy, on the Pacific Ocean. The iron horse now screeches through British Columbia forests, the timber of which is the largest on the surface of the globe, logs frequently squaring 40 inches at the Port Moody Mills. The following extract is from a popular work on this lumber:—"It is a tough, strong wood, well adapted for heavy beams, but it is also good for planks and deals. It makes excellent masts and yards, and is used for shipbuilding and housebuilding. It grows to the height of from 150 to 250 feet, and attains to a thickness of six to nine feet, and carries its size well up. Dressed masts of from 36 to 45 inches in diameter, at one third from butt, and with proportions for the required length, have been supplied from the Douglas fir forests of British Columbia. In Australia, New Zealand and Great Britain, this timber is known as Oregon pine, though Oregon does not export it to those markets. At present the chief seat of its export is British Columbia and Puget Sound, on the opposite shore of the Gulf of Georgia and on the bays and indentation along the Straits of San Juan, which a few years ago were in dispute between England and the United States, but on the award of the present Emperor of Germany, then King of Prussia, was given to the latter country. This magnificent timber is chiefly

found on the outside or Pacific coast front of the western range of the Cascade Mountains, as it would seem to require for its growth the warm, moist and salubrious climate peculiar to the sea line of those mighty hills. The Douglas pine forests are now difficult to explore, but being tapped by the railway, together with the general advance of progress, will doubtless soon overcome that difficulty. The railway will carry the manufactured lumber to the east of the Rockies, where it is very much wanted by settlers, who are now rapidly filling up Manitoba and the vast plains of the Northwest. Hitherto the product of British Columbia could only be brought to the eastern markets of America or to Europe by ship, coming around Cape Horn, or through the straits in the extreme south of Magellan, but now the Canadian Pacific railway is a direct communication between the forests of the Pacific coast province and the Atlantic ports, as well as to all the markets of Canada and of the United States east of the Rocky Mountains. In the valley of the Fraser, the largest river in British Columbia, there are many kinds of timber, but up to the present, commercially, they were of little value, simply because there was no outlet except by ships to countries on the other side of the Pacific ocean or to Europe. Now, however, a deal of this timber, which consists of oak, ash, spruce, cedar and fir, will be taken by the railway to the Manitoba plains, where it is much wanted, and some of it may even reach Quebec for shipment to England. To anyone anxious to preserve the world's timber supply, how sad to see its rapid destruction, often wantonly, by squatters and others in those countries where it is now so abundant. The great thing is to clear the soil, and a settler who may take up land on which there may be heavy timber, will often get rid of it the following cruel but somewhat ingenious fashion. He will take a large auger, and bore two holes into the heart of the giant tree, one hole slanting up, the other down, and meeting inside in the great trunk. Then he will fill into the upper one small pieces of an inflammable substance and set fire to them. The

tree will soon catch, and the lower auger hole, acting as a blast pipe, will cause the fire to hiss and roar in the body of the doomed tree until it is destroyed. Let us, however, hope that the rapid settlement of population on the fertile prairies of Manitoba and the Northwest, and the growing requirements of civilization, will find other uses for this article so necessary for homes and comfort rather than in such a merciless way reduce it to ashes. With the depression existing in almost every branch of English trade, many a young fellow with a little capital, and a knowledge of the timber business, would do a worse than take a trip to British Columbia to see if its mighty forests do not offer a field for profitable investment in the near future.—Timber.

### QUEBEC CULLEERS' OFFICE.

The following is a comparative statement of Timber, Masts, Bowsprits, Spars, Staves, &c measured and culled to date:—

	1883.	1884.	1885.
Waney White Pine	3,781,742	2,198,847	2,876,763
White Pine.....	7,405,523	3,707,150	2,820,045
Red Pine.....	498,111	327,735	73,766
Oak.....	1,010,822	772,590	1,566,908
Elm.....	300,531	657,010	1,018,932
Ash.....	262,448	451,984	287,695
Bass wood.....	2,244	4,544	96
Butternut.....	1,118	2,134	3,265
Tamarac.....	37,730	10,280	3,622
Birch & Maple.....	138,803	202,440	381,085
Spars.....	— pcs	41 pcs	17 pcs.

JAMES PATTON,  
 Supervisor of Cullers.  
 Quebec, Nov. 20.

### Advice to Mothers.

Are you disturbed at night and broken of your rest by a sick child, or crying with pain and cutting teeth? If so, send at once and get a bottle of Mrs. Winslow's Soothing Syrup for children teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhoea, regulates the stomach and bowels, cures wind, colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. Mrs. Winslow's Soothing Syrup for children teething is pleasant to the taste, and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle.