

this class of trade; it certainly ought to, for it is a disgrace to any responsible concern to cater to it.

The railroads are pretty well filled up with a varied assortment of pine and hardwoods. The arrivals for several weeks past have been few. Many cars have been detained from three weeks to two months in transit by snow blockades. As to prices, on a strict market quotation, I can note no material change, although every day sales are made at what may be called very low prices, which can be attributed to several causes. First, some of the small dealers will have cars in that are paid for, and they are obliged to realize on them to meet other obligations, and I have known of cars being sold at an actual loss on this account. Again, the thickness may be sacrificed, but the most frequent cause is that the shipper (most low price sales being commission lots) has hurried sales to get his money, and the lumber has been sold at the best offer, which, in a dull season, is naturally small. I might add that very few cars sent on commission are A 1 in quality. Parties want sell their good lumber and ship the balance. This statement of course has exceptions, but they are extremely few.

WISCONSIN LUMBER CAMPS.

Mr. E ward Jack, Government lumber agent for the Province of New Brunswick, who has lately been examining some of the pine forests of Northern Wisconsin was interviewed lately respecting that country and its timber resources.

"Is the country remarkable for any particular kind of timber?" was asked.

"The pine there is as sound a quality of wood as I have ever seen, being remarkably free from defects of all kinds. In some places it grows so thickly that a million feet superficial of sawlogs have been cut from forty acres of land, and the country where it grows is not nearly so subject to forest fires as large parts of New Brunswick and Ontario."

"How are the lumber operations carried on in Wisconsin?"

"The hauling roads are graded in the autumn, the stumps being grubbed from the roadbed, which is levelled and skidded where there are holes; the main roads are cut wide enough to enable the teams to pass, as in many places they have two tracks, one for the loaded and one for the unloaded teams."

"Is not some trouble experienced from want of snow?"

"There is frequently not snow enough for hauling purposes, and then large sprinklers are used. The source of supply for the sprinklers is a large square tank, drawn by either two or four horses. With it the road is sprinkled where required. It is usually done in the night or every evening. Some seasons sprinklers are not used, but they are always on hand."

"Is the system of work pursued in camp the same as in Canadian lumber camps?"

"There is one chopper to two sawyers, and after the tree is chopped down the sawyers square the butt with a saw. The feller marks the length of each log and cuts off the top of the tree. The sawyers then saw it into the required lengths, the swampers, who are usually two to a team, trim the logs and swamp the roads. The logs are drawn to skid-ways, which are an inch or two higher at the front than the sleds. Where the ground suits logs are sometimes piled up eight or ten feet high. One of the swampers aids the teamster in rolling up the logs on the skid-ways. Where the rolling is heavy both swampers aid. There are two men whose business it is to load the teams, the teamster having nothing to say about it; one of these is called the "boss loader." The logs are scaled and marked on the skid-ways, so that the boss loader gets the contents of each log on its end, and the days work of each team is entered up in the log-book each night with the name of the teamster. The teams have names allotted to them in the autumn according to the teamster, and this name is preserved during the whole season, whether there be a change of teamster or not.

"The camp is usually built of logs," continued Mr. Jack, "and it is generally covered by pine splits. There are usually two windows, one at each end. In the camp there is a large

box stove. The berths are arranged as in a ship, two or sometimes three deep; two men occupy each berth, and two men have three pair of blankets. This constitutes the sleeping camp. The cooking and eating camp is generally a couple of rods from the sleeping camp. In it is a large cooking stove and reservoir for water. One man cooks for as many as forty men, and he is assisted by a "cookoo," whose business it is to keep on fires, attend to the sleeping camp, wash dishes, and cut wood, which is drawn up to the door for him. When water is convenient he carries it. Where the country is mountainous or hilly the men who attend to the roads sand the hills and keep them clear of snow. The teamsters' breakfast is usually over by 4 o'clock. About half the number of teams have their burdens loaded over night, and those proceed at once to the landing; the rest of the teams go to their respective skidways with the leaders, who are provided with lanterns. They have one lantern at each end of the sled, on the side opposite the skidways; the logs are then loaded and drawn to the landing. The swampers, choppers, and others are called for breakfast soon after the teamsters have left, they are expected to be at the stump as soon as there is sufficient light to work. An alarm clock is placed in the camp by which all early operations are regulated. Socially and morally Ontario camps are far ahead of those in Wisconsin. Many residents of Ontario are now in Wisconsin, especially among the iron prospectors of the Ponokee range, where extensive deposits of ore occur."

"It the fairs served to the men in camp of good quality?"

"The men's food consists usually of pork, beans, beef, tea, coffee, sugar, syrup, bread, and when obtainable, potatoes are used. Frequently they use boiled rice, pies and puddings. Food is abundant and good, although the quality of the pork is not so good as that used in the woods in Canada, a great deal being distillery-fed. Horse feed is composed of hay, oats, and bran. Ground feed for horses is also frequently used; this is a mixture of corn, oats, and mill sweepings, which is not at all to be recommended, frequently subjecting the horses to colics."

"Logging tramways" are frequently made use of in Wisconsin instead of rails. Poles from four to ten inches in diameter are made use of. The road is roughly levelled, and these poles are placed six feet apart, and are connected by cross ties laid under them at distances of from four to ten feet. The rail is fastened to the cross ties by means of wooden pins driven through both. The trucks made use of to run on these rails have four wheels to a car. These wheels are loose on the axle, and there is three inches play between the shoulder, to enable the cars to pass around sharp curves. The rim of the wheel is hollowed out, having a flange on both sides. These cars will hold 2,500 feet of scaled logs; this load can be drawn by one horse. These tramways are used in many places in Wisconsin. The weight of these cars, wheels and all, need not exceed 500 lbs. The average cost of constructing such roads, with rails and ties complete, is about \$100 per mile."

WOODS AND FORESTS.

We take following from the annual report of the Commissioner of Crown Lands for Ontario: The sawn lumber and square and waney timber business has been active and remunerative during the past season. In my report for 1881, I mentioned the fact that the former article had realized greater value than for years past, and that prices obtained for square and waney pine, of good quality and fair average, were higher, than during any former period. It is satisfactory to be able to state that during the season just closed there has been no falling off in prices, and that the demand for all kinds of wood goods continues brisk.

The year 1882 has offered no special points for comment in connection with the administration of the Woods and Forests branch of the Department.

It may not be out of place here to mention that a meeting of the American Forestry Congress was held at Montreal in August last, at which the Government of Ontario was represented by gentlemen qualified to note proceedings and deal with points brought forward by the

several speakers with regard to Agriculture generally, Practical Husbandry, Fruit Growing, Tree Planting, etc., and the officer in charge of the Woods and Forests branch was detailed to give special attention to matter relating to timber, and to means which might be suggested or proposed for the preservation of forest from fire. This subject in the original programme, was committed to a special section of the Congress to deal with, but on account of its great importance it was decided that it should be discussed at a meeting of the whole Congress. At this sitting various opinions were advanced as to the best means of preventing forest fires, and a committee of gentlemen from the United States and Canada, connected with the lumber business, was appointed to make such recommendations on the subject to their respective Governments, as might be deemed expedient. No intimation as to the measures the committee had resolved to recommend has yet reached the Ontario Government, but when made known they will receive the most careful consideration.

THE READY-MADE HOUSE INDUSTRY.

The *Northwestern Lumberman* says:—The Canadians are making such a considerable and profitable business of ready-made house manufacture that it seems strange that Americans, who have the reputation for seizing new opportunities for money getting do not branch out in this direction more extensively. True it is that the rapid settlement of the Canadian Northwest has stimulated the inventive genius over the line to devise some way to provide the shelterless now-goes on to the prairie wastes of the country with houses, and the knock-down plan of preparation and shipment has proved to be the most feasible and quickest way to meet the exigency.

Illustrative of the manner this industry is progressing, it is mentioned in the *London, Ont., Advertiser* that the Truxes' planing mills at Walkerton, are turning out material for ready-made houses at a rapid rate. Orders for a whole row of houses can be filled in a few days, and it is not uncommon to see an entire street for Brandon or a block for Winnipeg sent out on a train 20 or 30 days after the order has been received. During the past season Messrs. Trux shipped 219 cars of knock-down house material to the Northwest. One of the partners in the concern accompanies each train, and superintends the putting up of the houses. Sometimes houses are ordered by telegraph in this fashion: "What can you furnish me a tidy cottage for, 22x40 feet, with bay window and veranda?" Next spring the enthusiastic house-builders expect to receive orders for entire villages, some thing after this style: "What is your lowest figure for five stores, two wagon and two blacksmith shops, one Methodist and one Presbyterian church, 25 cottages, a town hall and a lock up, to be delivered on or before July 1?" Orders have been received for 21 houses to be put up in Brandon next spring. The freight rate on these houses from Walkerton to Chicago is \$40 a car; from Chicago to Minneapolis, \$20 a car. The charge the balance of the way is enormous, owing to the lack of competition, the cost of a medium car through from the start to Winnipeg being \$361. The large ones used by the Truxes cost more. Considering the fact that Chicago is nearer Winnipeg than Walkerton, Ont., why cannot the knock-down house business be made profitable here, and still more so at Minneapolis, Duluth, or any other lumber point in the Northwest?

THE U. S. TARIFF.

The following petition has been presented to the two houses of the U. S. Congress.

To the Honorable the Senate and House of Representatives of the United States:

Your memorialists, citizens of..... County, in the State of..... do most respectfully remonstrate against the proposition now before your honorable bodies, and adopted in the Senate of the United States, looking to the admission of manufactured lumber of the Dominion of Canada to the market of the United States free from duty, to ruinously compete with a traffic giving employment to fully one million laborers and involving capital of not less than \$300,000,000 in its prosecution. Urg-

ing, that the admission of Canadian lumber free from duty would but be adding the present rate of duty to the value of Canadian standing timber, opening up a competition injurious to American manufacturers, while not decreasing the cost of building material to the millions who form the consuming classes, urging, further, that so long as the Canadian Government retains the tax upon lumber imported into Canada, it is manifestly unjust to admit Canadian lumber free, while the American product, now largely in demand in Winnipeg and some other portions of the Dominion of Canada, is burdened with a tax, thus effectually giving to the Canadian product the control of the markets of this country by the admission of their lumber product free in the Eastern States, whether it is most largely imported; and as well control of the Western markets through their ability to exclude the American product, except upon payment of duties, from Winnipeg, to which their own lumber may be sent without duty.

Hemlock Lumber.

The *Northwestern Lumberman* says:—An unusual large amount of hemlock logs will be banked in Pennsylvania this winter. Hemlock lumber seems to be growing in favor, even in the older sections of the country, where it has been used for years. Never before has so much attention been paid to hemlock in Michigan as there is this season, both manufacturers and capitalists having learned that it is not the kind of timber to be sneezed at. Nothing can prevent this interest keeping right along increasing. Merit will in due time command attention, and hemlock is now receiving some of the attention that would have been proper to have bestowed upon it several years ago.

Letter from Member of Congress.

HOUSE OF REPRESENTATIVES, Washington, D.C., Feb. 19, '82.

GENTLEMEN,—Inclosed find \$1, and will you send me some of N. H. Down's Vegetable Balsamic Elixir by express. I have a bad cold, as has almost every one else here, but cannot find the Elixir, which I used frequently at home and consider a most valuable medicine; in fact the very best remedy for a cold that I ever used. Very truly yours, WILLIAM W. GROUT.

REST not, life is sweeping by, go and dare before you die, something mighty and sublime leave behind to conquer time." \$86 a week in your own town. \$5 outfit free. No risk. Everything new. Capital not required. We will furnish you everything. Many are making fortunes. Ladies make as much as men, and boys and girls make great pay. Reader, if you want business at which you can make great pay all the time, write for particulars to H. HALLERT & Co., Portland, Maine.

\$500 Reward!

We will pay the above reward for any case of Liver Complaint, Dyspepsia, Sick Headache, Indigestion, Constipation or Costiveness we cannot cure with West's Vegetable Liver Pills, when the directions are strictly complied with. They are purely Vegetable, and never fail to give satisfaction. Sugar Coated, Large Boxes, containing 30 Pills, 25 cents. For sale by all Druggists. Beware of counterfeits and imitations. The genuine manufactured only by JOHN C. WEST & CO., "The Pill Makers," 81 & 83 King St. East, Toronto, Ont. Free trial package sent by mail prepaid on receipt of a 3 cent stamp. ORMOND & WALSH, sole authorized Agents for Peterborough, Ont. w46d11222

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DR. E. C. WEST'S NERVE AND BRAIN TREATMENT, a guaranteed specific for Hysteria, Dizziness, Convulsions, Fits, Nervous Neuralgia, Headache, Nervous Prostration caused by the use of alcohol or tobacco, Wakefulness, Mental Depression, Softening of the Brain, resulting in Insanity and leading to misery, decay and death, Premature Old Age, and Spermatorrhoea, caused by over exertion of the brain, self-abuse or over-indulgence. One box will cure recent cases. Each box contains one month's treatment. One dollar a box, or six boxes for five dollars, sent by mail prepaid on receipt of price. We guarantee six boxes to cure any case. With each order received by us for six boxes, accompanied with five dollars, we will send the purchaser our written guarantee to refund the money if the treatment does not effect a cure. Guarantees issued only by ORMOND & WALSH, sole authorized Agents for Peterborough, Ont. JOHN C. WEST & CO., Sole Proprietors, Toronto, Ont.