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VOL. 5. PETERBOROUGH, ONT., APRIL 1, 1885. NO. 7.

# HARRIS, HEENAN & Co.

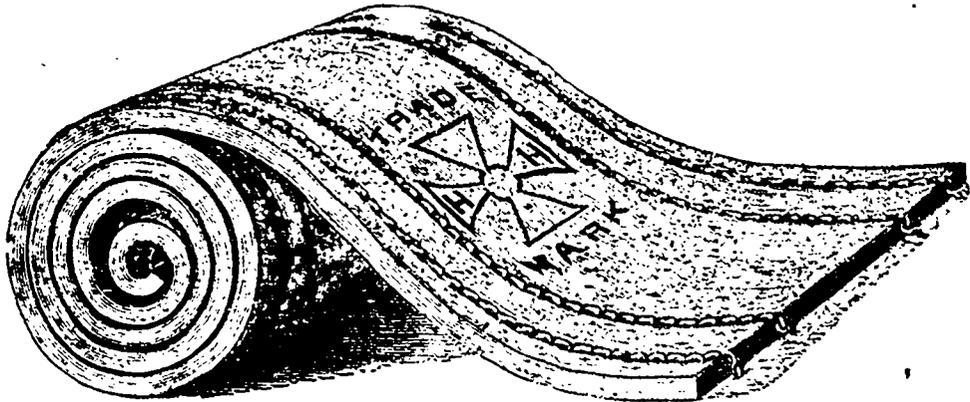
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## Patent Stitched—Steam Power Pressure Stretched—Oak Tanned

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 HARRIS, HEENAN & Co.  
 124, 126, Queen St., Montreal, 1884.

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Yours respectfully,  
 W. C. JARSHALL,  
 Foreman City Flour Mills.



**TESTIMONIAL.**  
 PECK, HENRY & CO., 1 ABEL HOUSE SUOE AND  
 NAIL WORKS, MONTREAL, 15th Nov. 1884.

I have pleasure in recommending the belting manufactured by Messrs. Harris, Heenan & Co. of this city. After thorough testing, 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.

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PETERBOROUGH, ONT., APRIL 1, 1885.

NO. 7.

#### TRENT VALLEY CANAL.

There have lately been a great many inquiries made here for lumber for the South American market, and we have also noticed that the export for last season, of lumber to that market from Montreal, was double the quantity exported the season before. The importance of the early completion of the Canal to this section of the country, and to the North Shore and Georgian Bay districts cannot be overestimated, as lumber can then be easily shipped in barges through the Canal to the Bay of Quinte and thence to Montreal, where it could be loaded into vessels, and the freight so far would not be as much as the duty charged on lumber going into the United States. If the Montreal people would only see this matter in the right light they would use every effort to forward the completion of the Canal, as Montreal would then become the point to which lumber would be shipped for the old country and South America, which latter trade is rapidly increasing. Another point in favor of the Canal is that the route from Lake Superior to Montreal is 600 miles shorter than from the same district through the Erie Canal to New York.

#### QUEBEC.

It is reported that Grant's raft, the Scotch Syndicate timber, has been sold, 100,000 feet of square white pine, 50 feet average, two year old timber, at 25 cents; also, the same waney board timber, 20 inch average, at 34 cents. It is said that last year only 20 cents was offered for square timber.

It is reported that some of our merchants have made fair sales of timber on the other side of the Atlantic, and that several of the old traders have been chartered, amongst them the Gladstone, Monarch, and Premier.

Also, the following Norwegian ships have been chartered for first open water:—Persia, Craigallion, Royal Visitor, Price Eugene, Festalante, Almedia, Norway, Chatham and Sicchar.

Several large sales of timber and deals are said to have taken place recently, but the prices have not transpired.—*Chronicle*.

#### IN MUSKOKA DISTRICT

The Georgian Bay Lumber Company is taking out about 20,000,000 feet of lumber from the Muskoka district this season.

The *Banner* gives the following figures of the output of saw logs this season. The Muskoka Mill and Lumber Company will take out 6,000,000 feet which will be floated to the Muskoka mills. The company has about 14,000,000 of logs left over from last season. Mr. Thompson & Baker will cut 3,000,000 feet. Mr. I Cockburn is taking out 4,000,000 feet of logs, and 50,000 cubic feet of board timber. Thompson & Baker's operations:—1,600,000

from township of Muskoka, delivered at their mills by their own teams. McLean and Oakley—100,000; Macaulay—Richard Pipor, jobber—300,000; Utterson firm are purchasing 100,000 from Mr. John Faulkner. There is also 100,000 stuck in Mary Lake from last year. Aggregate 3,000,000. I Cockburn is taking out 4,000,000 as follows: Township of Cardwell—own camp David Curtain, foreman—1,000,000; township of McMurrick, own camp, Wm. Smith, foreman, 1,500,000; township of Chaffey, own camp, D. B. McDonald, foreman, 1,000,000. Several small jobbers, aggregate 500,000. Township of Sinclair, Cruihart and McAllister, 600,000, and in addition 50,000 cubic feet of board timber.—*North Star*.

#### HOW TO MAKE HARDWOOD LANDS PROFITABLE.

Until recently pine has been the king of woods in Michigan and Wisconsin. Whenever the lumber industry in connection with those states has been spoken of it has always been understood to mean the manufacture of pine. Although it has been well known that there were vast areas of hardwood lands in the northern parts of Michigan and Wisconsin, they have considered of secondary importance, while pine has absorbed the most attention and commanded the greater share of effort. Lately, however, owners begin to realize that there is value in their hardwood lands. It has been demonstrated that the northern counties of the lower peninsula of Michigan are well adapted to farming and to the support of a dense population. The same is true of large portions of the upper peninsula, and sections of northern Wisconsin. It has dawned on the minds of men who own large areas of these hardwood lands in connection with their pine, that the time has come when something can be done to make them profitable.

A gentleman connected with one of the leading pine manufacturing companies on the upper peninsula, which also owns a large area of land in that part of Michigan, lately remarked to a member of the same concern that the time had come when the company should begin the sawing of hardwood as well as pine. His plan was to enter upon a tract and clear it of all standing timber, convert all the available stuff into lumber and square timber, and use the residue for making charcoal. He said that the iron industry, already large in that section of the state, would increase, and charcoal was what was required for that purpose. For this reason he thought that the demand for charcoal would constantly enlarge, and that all that could be made would find a market. His idea is that money can be made out of the timber in the process of clearing, and then the land will have become valuable for farming purposes. Good hardwood lands in the upper peninsula, in their

wild state, may be said to be worth now from \$1.25 to \$4 an acre, according to location. After they are thoroughly cleared and made fit for farming, they will be worth \$10 to \$25 an acre. Thus it will be seen that if a profit can be realized in first utilizing the timber, the resulting value of the lands would be enough to induce their owners to lumber and clear them. In the case of pine lands it is generally considered that the denuded areas are nearly worthless for any purpose whatever; though this has been found to be a mistake in portions of the lower peninsula, where very good farms have been made of stripped pine lands. But there is no question about the agricultural value of land that has produced a growth of maple, elm, basswood, and other woods that are characteristic of northern Michigan and Wisconsin.

To capitalists that are tired of speculation, who seek a solid and safe investment, and who, withal, have a love of the soil, like to own and manage it, and receive their revenue from it—a disposition which still lingers in some of our people, as a heritage from English and continental ancestry—the possession of tracts of the magnificent hardwood timber lands of Michigan and Wisconsin cannot but be satisfactory in future results. An estate of such a character, rightly managed, cannot fail to afford a fair income—first in timber, and then in agricultural products. This conclusion is based largely on the situation of the northern counties of Michigan and Wisconsin, much of their area contiguous to the waters of the great lakes, and thus accessible to the most active markets in the country at a low cost of transportation. The lumber operations on a tract of land thus owned for revenue should be conducted wisely and carefully, with a view to the prevailing market for forest products. Nothing should be slaughtered merely to get it off the land. It should always be borne in mind that a thrifty tree had better be left standing for a few years than marketed at no profit. By thus judiciously husbanding forest resources much could be made of them in a course of years. A few years ago the elm and maple of the Grand Traverse region in Michigan was thought to be of no value when land was to be cleared; these timbers were remorselessly cut and turned in log heaps to get them out of the way. Now such timber, that is at all accessible to water, has a market value, and is being turned into money. Small farmers who raise crops or starve cannot afford to wait years for their timber to come into market, but capitalists can, and they can devise means for accelerating the coming of the market. An owner of a timber estate for revenue could often add the manufacture of wood in various forms to his industry, and thus not be wholly dependent on the sale of the raw products. In one way and another he could utilize all his timber as a source of revenue, and clear the land for farming purposes only when

the last staddle had been turned into money. He could also pursue a course of practical forestry, and devote to perpetual woods those portions of his domain better adapted to forests than anything else. The scheme as a whole would be simply an economical management of a wooded estate, handy to markets, for the purpose of realizing all possible profit from it.—*Northwestern Lumberman*.

#### PROTECTING SAW MILLS FROM FIRE.

A correspondent of the *London Timber Trades Journal* suggests the following precautions for preventing fires in saw mills and other wood-working establishments:—

"In the first place keep the whole of the mill clean and free from shavings, sawdust, oily waste, etc. Put your glue heater outside the mill. Have your boiler-house completely shut off from the mill, and strictly forbid smoking inside the building. If you have a pressure of water you should have half a dozen hydrants in various parts of the mill, or, better still, introduce a system of pipes fitted with "automatic sprinklers" overhead; these are now being rapidly introduced into this country. They are arranged to come into action by the heat of the fire itself, and require no one to work them; they are, therefore, especially valuable at night. They can at the same time be made to give a fire alarm, by sounding a gong, and they may be arranged to act in a gradually increasing temperature in 15 to 18 seconds, at 155 degrees of heat. Failing in this plan, you should have a supply of either extinguishers, hand-pumps, or buckets, and see that they are constantly used."

#### A Splendid Foundry.

The St. John, N. B., *Sun* publishes a description of Messrs. T. McAvity & Son's foundry in that city. Through many years and from a small beginning the McAvity Brass Foundry has grown up into vigorous life and a great working concern. The structure is adapted especially for the brass founder's and steam-fitter's business. The different flats of the building make an area of 20,000 superficial feet, on which compacted space 60 workmen are employed and with a twenty horse-power steam engine, 30 lathes, and other great mechanical appliances produce the articles called for daily to use in mines, steamships, engine rooms and gas or water arrangements. The detailed description given in the *Sun* shows the establishment to be a thoroughly equipped as well as a progressive one.

ROBERT DARRAH, while felling a tree at Britton, Lenawee county, Mich., was instantly killed by the tree falling on him and nearly cutting him in two.

POLLUTION OF RIVERS.

A bill has been introduced into the Ontario Legislature which is of interest to lumbermen, especially to those of the Ottawa River. We give the following report of the debate on the second reading of the bill as given in the Toronto Globe:—

HON. O. MOWAT, in moving the second reading of the bill respecting saw mills on the Ottawa River, said, in an Act of the Dominion Government, provision was made for preventing sawmill owners on damable streams and rivers from creating a nuisance by throwing out sawdust and other rubbish on such streams. This Act was not intended to conflict with that of the Dominion, but to secure an object that the Dominion Government could not deal with. The Dominion Act extended to the whole Province, and this Bill only dealt with the River Ottawa. This Bill did not propose that riparian proprietors should lose their rights to full compensation. The Government did not propose to go any further than to say that millowners should not be at liberty to throw their refuse into the river, but inasmuch as they got the benefit of the stream in that way there was no reason why riparian proprietors should suffer. So they proposed that

Wherever it is proved to the satisfaction of the Lieutenant Governor in Council, that it is in the public interest that the owners or occupiers of any saw mill situate on or near the River Ottawa or any of its tributaries, should not be prevented from throwing sawdust and mill refuse into the same, the Lieutenant-Governor in Council may by Order in Council, published once in the Ontario Gazette, declare the owners or occupiers of the saw mill to be entitled to the benefit of this Act.

In such case riparian proprietors or other persons shall, notwithstanding, be entitled to the same damages against the owners or occupiers of the saw mill, for any injury or damage sustained by such riparian proprietors or other persons by reason, or in consequence of, the throwing of sawdust or mill refuse from the saw mill into the said river or tributary thereof, as if this Act had not been passed; but shall not be entitled to any relief by injunction or in the nature of injunction.

This section shall apply whether the injury or damage is a continuing one or not, and whether the said riparian proprietor or other person is plaintiff in the action or is a defendant therein proceeding by way of counter claim, and shall apply to pending suits as well as to suits which may be hereafter brought, but the costs incurred in any pending suit shall be disposed of as if this Act had not been passed.

He supposed that there was no doubt that the Dominion Act upon this subject was reasonable and proper and in the public interest, and in dealing with the subject this Government went no further than was necessary.

MR. ROBILLARD pointed out that if the matter were represented to the Lieutenant Governor in Council by the lumbermen, there would be no difficulty at all, but he mentioned that after the spring freshets several of the farms along the river were bestrewn with sawdust and other refuse.

MR. MEREDITH said the Bill in its present shape struck him as being very objectionable, because it gave the Government power to restrain in a matter which might prove to be the destruction of a mill property; further, that it was retroactive legislation, and still further because it placed in the hands of the Executive the power which, in his humble judgment, ought not to be vested in it. What he suggested was that the power should be vested in the Courts.

HON. O. MOWAT said he would be extremely glad if the suggestion to place the matter in the hands of the Court could be proved to be a practical one. The application for such a measure came, quite irrespective of party, from a number of millowners, and he understood this to be the best way of providing machinery to accomplish the object in view. He read a number of documents showing the course that the Dominion Government had taken upon the matter, and showing that in their legislation the matter was left in the hands of the Governor in Council. He proposes, therefore, to follow the course of the Dominion authorities. It

appeared that the subject was of such a character that it would be difficult for the Courts to deal with it. Several of the mill owners had followed the instructions given by the Dominion Government; but others had not paid any attention to them.

MR. MEREDITH said the Act of the Dominion authorities did not deal with private rights.

HON. O. MOWAT said it referred to public rights, but to private rights too. He did not want jurisdiction in the matter at all, and if it was possible to avoid it he would try to do so, and before the House went into Committee he would see if there was any machinery by which the matter could be dealt with in the Courts. If there was he would leave it to them.

MR. MEREDITH said so far as the millowners were concerned the Dominion had power to deal with them, and the only question was as to riparian proprietors' rights in the matter, which he thought would be better left to the Courts. Here they were dealing with private rights.

HON. O. MOWAT said it was the public interest that requested it should be done.

MR. BASKERVILLE thought that the measure should be very carefully considered, in the interest of the millowners.

MR. YOUNG—I was very much at a loss to understand the meaning of the Bill when I first read it, because I recollected that for a great number of years the people of Ottawa had been making great efforts to get the Dominion Parliament to prevent the millowners putting their sawdust and refuse slabs in the Ottawa River. Again and again was the matter brought before the Dominion Parliament by the people, who said that the fish in the river were all being killed, and that the navigation was being impeded. Now it seems to me to be just opposite to the popular view to give increased facilities to the millowners in this direction. My own feeling was then, and is now, that the millowners get too much of their own way; a great deal too much to their own advantage and the public suffer. To my own mind there is no doubt at all that the people have a right to complain of the millowners putting their slabs and their other refuse in the river, but at Ottawa the millowners were powerful enough to prevent the Bill passing in its original state. I believe that it would be quite against the popular wish to give the millowners increased facilities in the direction that this Bill is aiming at.

HON. C. F. FRASER said it must be borne in mind that there would very probably be legislation in Quebec in the direction that this Bill was aiming, and it would be a hard thing if the Quebec millowner could put his refuse into the river and the Ontario millowner could not do so. Then they must look at the question of a conflict of jurisdiction arising, which it was very desirable to prevent.

HON. T. B. PARTEE said a deputation had waited on the Government. When the representatives were asked why they did not burn the sawdust they replied that they could not. It seems that this had been inquired into, and a commission appointed to see if the sawdust and the other refuse could be burned. The commission reported that it could not be consumed, as the mills on the Ottawa were run altogether by water power. So important did the Dominion Government consider the results of the commission that an order in Council was issued relieving the mills from providing some means of consuming their sawdust.

MR. YOUNG said he did not think it ever had been contended, as well as his recollection extended, that the millowners could dispose of all the offal or refuse so as to carry out the Act to its entirety, but he never heard that the mill owners could not do without putting their sawdust in the river. It was a matter of expense to them, and they were not willing to spend the money. With regard to relaxing the Order in Council the millowners were a very powerful body. They could go to Ottawa with large deputations, and the result was that the popular interests had to give way to their wishes. He feared that the millowners having failed to get what they wanted at Ottawa had come here to get the matter better fixed. He thought the millowners should be compelled to dispose of their refuse as not to destroy one of the finest rivers in Canada.

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For Ships, Barges, Railroads, Factories, Mills, Cisterns, Deep Wells (non-freezing), and Hand Fire Engines, and Wind-Mills for pumping water. Also geared windmills for cutting straw, roots and grinding grain for feed.

Factory and Office, 637 Craig Street, MONTREAL.



The above cut shows our Double Acting Brass-Lined Horizontal Suction and Force Pump, mounted on a Cast-Iron Bed Plate with tight and loose pulleys, 4 inch face, 18 inch diameter. This is one of the most compact and powerful pumps of the kind yet out, with Bed 4 feet long and 3 feet 2 inches. When the pulleys are placed all being in good proportion. The pump has a guide to the piston rod, and is driven by the connection rod attached to the disc with steel pin and wrought iron connections. The valve seats and valve are made of gun metal, and easily got at by bolts on either side of the pump, so that access to the bottom or top valve can be had without any difficulty. We make two sizes of these pumps, which are adapted for mills, factories or canneries. We make these pumps with a clutch to drive them direct, when so ordered, and dispose of the pulleys and belt. All enquiries will be promptly answered, by addressing the above, and catalogues of our pumps sent out.

HUGH GIBSON,

MANUFACTURER OF

KNIGHT'S PATENT "EXCELSIOR"

SAW MILL DOGS

The Sawyer's Favorite

For Holding Logs upon a Saw Mill Carriage while being Sawed into Lumber.

These Milldogs I guarantee to give satisfaction in every case. They will hold a frozen log as well as a soft one, for cutting Scantling, Square Timber, &c. These Dogs cannot be excelled, I sell them all on their own merits, give ten or fifteen days trial, and then, if not satisfactory, return them to my order, as I have no agents on the road this year, I will sell them at a reduced price. Send for Circular and price list



Manufactured by HUGH GIBSON, CHATHAM. EXCELSIOR DOG.

MR. WHITE objected to give the millowners the right to put their sawdust in the river. He thought the legislation ought to be delayed until the other side had been heard from.

MR. WOOD considered that the interests of the riparian owners had been too much considered and that of the millowners too little.

MR. BASKERVILLE thought it was utterly impossible for the millowners to keep all of the sawdust out of the river.

MR. KERR said the mills were so situated in some places that the sawdust could not be got at and he did not know that it did much damage.

The Bill was read the second time.

THE Campbellford Herald says:—The managers of Gilmour & Rathbun shanties report an excellent crop of saw logs. The getting out was wonderfully pleasant and the drives will be large. Look out for lively times on the river

A Safe Business.

"Father," he said, as he looked up from the paper, "there were 348 commercial failures last week."

"No?"

"That's what the papers say."

"Great Scott!"

There was silence for the next five minutes, and then the old man knocked the ashes from his pipe and remarked.

"Three hundred and forty eight, eh! Just exactly what I counted on when I stopped you from going into the mercantile business and put you into a saw mill. A saw mill is swabbin' that can't fail once in fifty years, and when it goes the law gives you the mill dam, and you can steal all the saws from the creditors."—Wall Street News.

If you have catarrh use the surest remedy—Dr. Sage's.

# The William Hamilton Manufacturing Co'y

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(LIMITED,)

## SAW MILL AND GENERAL MACHINERY

PETERBOROUGH, ONTARIO.

### Our Saw Mill Engines

*Are made strong, neat and durable, knowing well the ever varying strain they are subjected to in driving a Saw Mill.*

### IRON AND STEEL BOILERS

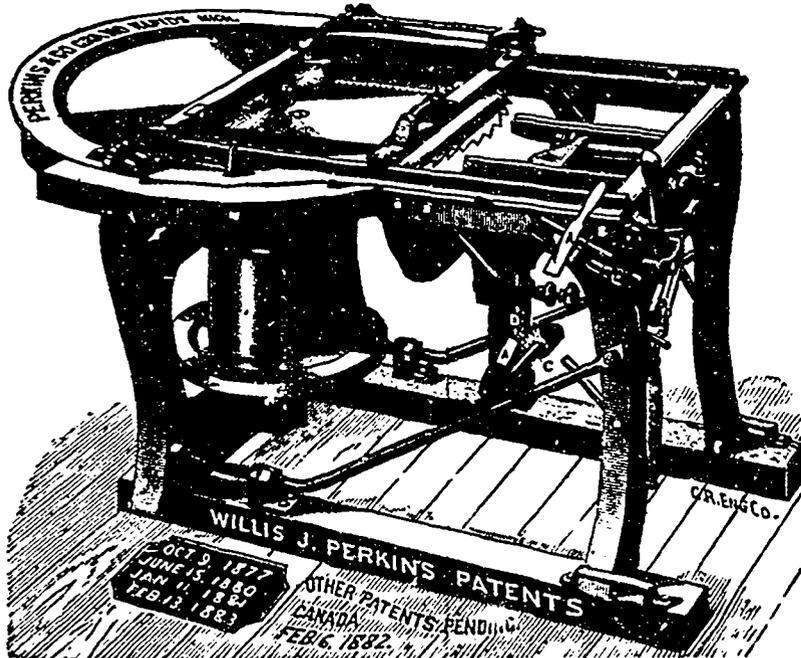
*of the Best Material and workmanship.*

We wish again to call the attention of our Canadian Lumbermen to our First Class IMPROVED SAW MILL MACHINERY, Heavy and Light Circular Mills, our Pat. Twin Circular, with Steam Rack or Rope Feed for Slabbing; Iron Oscillating Gang Mills of the most improved designs; besides our Patent Improved Long Cylinder Steam Feed. We would call attention to Cunningham's Oscillating Twin Engines for Feeding Long Carriages with Rack or Rope; our Patent Wrought Iron Jack Chain with Short Trucks; Heavy Wrought Iron Refuse and Sawdust Chains Trimmers and Slab Cutting Tables; Lath Mills and Bolters; Lumber Markers, Trout's Patent Automatic Log Counter, to count the Logs as they come into the mill; Covel's Patent Saw Sharpener; Saw Swages and Improved Bench for Dressing and Hammering Saws; Perkins' Patent Shingle Mills; Bolters; Sappers; Jointers; Drag Saws; and Packers. We also forge a very superior ANCHOR for Lumbermen.

We are now introducing to those requiring Small Mills our IMPROVED SEMI-PORTABLE MILL, got up strong and durable, and are now adding to the many Machines for cutting Lumber. MILNE'S IMPROVED HEAVY BAND SAW for cutting Lumber out of large logs. The small carfe these Mills take out in using a No. 18 Gauge Blade, is a very important point in saving Lumber, besides the small amount of power required to drive it, making it a favourite in sawing lumber—capacity from 25 to 30 thousand per day.

We are prepared to submit plans and specifications, together with any information our many years of close application to the Saw Mill Business may have suggested to us; also when required to enter into contract for supplying the machinery and all material complete.

Communication from anyone intending to build Saw Mills solicited.



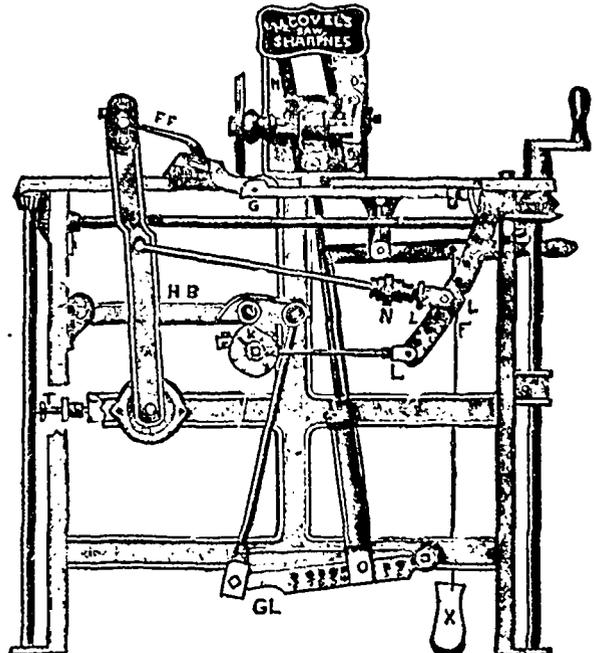
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The only Horizontal Saw Machine on which a thick slab can be cut from the bolt. SECOND CUT ALWAYS A SHINGLE. Knots, rots, hearts, bolt squared rift-ways, and all irregularities cut off at one clip. This improvement will pay price of the whole mach every season by increase of quality and quantity cut.

### OUR SPRING STOCK OF

The M. Covel Patent

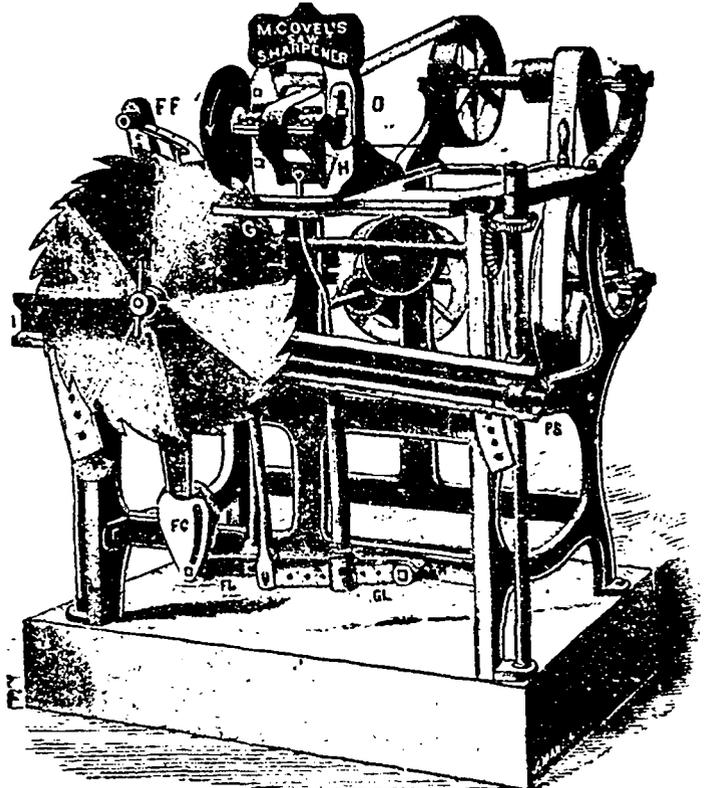


SAW SHARPENER

IS NOW READY FOR SHIPMENT.

*They are now so well-known to the Lumberman, that their utility requires no comment.*

The above Cut No. 1 shows some very important changes that have lately been made, which makes the machine far less complicated for now beginners to operate. Cut No. 2 shows this machine with a circular saw upon it ready for operation.



The Wm. Hamilton Manufacturing Co., Peterborough, Ont., Sole Manufacturers and Agents for the Dominion.

SEND FOR PRICE LIST AND CIRCULAR.

### CANADIAN WOODS USED IN MANUFACTURE.

From Mr. R. W. Phipps' Forestry Report, we take the following statement from leading manufacturing firms of Ontario, which will give an excellent idea of the valuable purposes served by our Canadian woods. The frequent allusions made in these letters to the rapidly approaching or even the present scarcity of which the writers speak, may do something towards inducing those of our farmers who still possess some portions of woodland, to preserve it in forest rather than give it over to the rapid destruction of the axe, or the slower but in time equally destructive method of allowing free entrance to cattle. A passage in one of these letters is particularly suggestive, where one of the writers remarks, "that a farm covered with second growth hickory from six inches upwards, would be as valuable as some whole townships that are now struggling under crops."

The following is from a prominent agricultural implement manufacturing company in Toronto:—

We use annually about a million feet of the following kinds of lumber, all of which is used in the construction of reapers, mowers, self-binding harvesters and horse hay rakes.

White ash, principally from the counties of Kent, Essex and Elgin.

Red oak, principally from the counties of Essex, Grey and Bruce.

Hickory, principally from the counties of Lambton, Kent and Essex.

Hard maple, principally from the counties of Grey and Bruce, but some from all counties west of Toronto.

Rock elm, some from all counties west of Toronto.

Basswood, " " " " " Toronto.

Pine (for boxes, &c.) usually brought from city dealers, but presumed comes mostly from the northern counties.

We use some second growth hickory. Sizes preferred for this are butts six to nine inches in diameter. We cannot say anything as to age. We do not use any foreign woods, and could suggest none that is more suitable for our work than native timber.

Speaking of woods used for particular portions, where strength is needed as for frame binders, etc., we use ash or maple; spokes, hickory or oak; for large broad ones white ash; for parts of binders, etc., where lightness and no great strength is needed, basswood and pine; horse-rake axles, maple; posts, ash; double trees and whiff-trees, hickory; tongues and neck-yokes, white ash; feloes, generally rock elm.

From a steam-bending factory at Norwood:— We use in our business here about 3,000 logs of rock elm, and 1,000 logs white and black oak, yearly, size from nine to twenty-four inches; we also use second growth elm for buggy and carriage hubs, about 18,000 feet per year, ranging in size from four to ten inches; also about 500 logs of water elm, average size eighteen inches.

Rock elm we use for cutter runners, binders and shafts; oak for sleigh runners and waggon hubs; second growth elm for carriage and buggy hubs; water or soft elm for cutter reaves, arm pieces and toboggans.

The following is from an extensive planing mill in Toronto:—

We obtain timber from:—Pine, from northern shore of Lake Huron; white oak, from Amherstburg; red oak, from Oro, Tiny, Tay and Vespra; butternut, a little from Western Ontario; cherry from Grey and Bruce; white ash, from the same section on the C. S. R. R., as white oak; black ash from almost all points excepting Muskoka, especially where best red oak is to be got; cedar, best from Northern R. R.; hemlock, large quantities from vicinity of Barre; birch, largest quantities come from the same points as the cherry, soft elm, chiefly obtainable from same sections as the cedar, rock elm from sections where birch is obtainable, red cedar, from Florida, not cut in Canada, but can be procured on Georgian Bay Islands. We use white oak for door sills, chancels, pews, pulpits, in fact, all ornamental church work. It would be of much more general use but for its scarcity. Much that has come lately into

market as white oak, is but a kind of grey of inferior quality. White and black ash, and chestnut, for wainscoting, architraves and general internal finishing of first-class houses. Cedar, great quantities used as scantling, where there is a danger of rotting, and for lining of wardrobes. Red oak, church and other doors. Cherry, walnut and butternut, largely used in bank and office fittings, also in finely finished houses for doors, blinds, wainscoting, etc. Birch is superseding cherry for bannisters, newels, rails and office fixtures.

The next is from a large agricultural implement firm at Oshawa:—

In our business we use white pine, some basswood, maple, oak, ash and rock elm.

So far they have all been of Canadian growth; cannot say whether any of them are second growth or not. We do not use any timber of foreign growth, but buy, exclusively, Canadian timber.

From a similar firm in Brampton:—

The kind of woods we use is all of Canadian growth, white pine, which of late years we have procured from the north, from Georgian Bay east to Midland; white oak and red oak from the county of Peel west to Windsor, white ash and hickory in the same territory, basswood and rock elm from the county of Peel north, mostly of original growth. The kind of work the above timber is used for is the manufacture of agricultural implements, viz., threshing machines, reapers, mowers, hay rakes, straw cutters, etc. The size of timber generally used for these purposes will range from one to three feet in diameter. I omitted to mention hard maple, which we procure from all points of the compass. We also use some black birch, which we get from the northern part of Ontario, from the county of Peel to Georgian Bay. I may say we use no foreign woods.

From another of the same class at Patterson, Ont.:

We beg to say that white and yellow oak, white ash, hard maple, rock elm, basswood, and pine are the principal varieties. These are natives and are getting scarce in this vicinity. We now find it necessary to reach out to those sections of the Province traversed by the Canada Southern, Grand Trunk, Hamilton and Northwestern and Northern railways for our supplies.

Wood taken from medium sized trees preferred. Second growth is difficult to get. In ash it commands a high price.

All kinds of hardwood are becoming scarce, and in a few years, at the present rate of consumption, will have to be obtained from without the Province. In fact we are even now trying to substitute wrought iron and steel in many parts of our machines, for wood.

From a well known carriage work firm at Gananoque:—

It is with great difficulty that we get such timber as we require. We use a quantity of oak, hickory—(second growth; when we can get it, should use nothing but second growth), ash—(second growth);—basswood and whitewood. Our basswood we get locally, also oak, but hickory is from Ohio, and some from western Canada. Whitewood from the States; ash, some local and some from the west. The second growth hickory could be grown profitably, I think, in this country. Can be used from trees from six inches diameter. It is worth about \$100 per thousand in the plank. A farm covered with second growth hickory from six inches up would be as valuable as some whole townships that are now struggling under crops.

From a leading car company at London

In ordinary car building the principal woods used are oak, ash, chestnut, walnut, whitewood, Southern pine, Norway or red pine and white pine, but in the fine coaches mahogany and other fancy woods are now being used. Oak, both white and red, are Canadian timber, grows in all parts of Ontario. I think the bulk of growing oak at the present time is in the county of Essex and adjoining counties. Ash, both white and black, more or less all through Ontario, walnut, very little good left, grows chiefly in the countries bordering Lake Erie, but is now imported from Indiana. Whitewood very scarce now and is imported chiefly from the United States. Norway or red pine grows

chiefly in Northern Ontario, great quantities having been cut in the neighborhood of Stayner, Angus, Elmvalle, and other places. White pine grows in the Georgian Bay district, the Ottawa district and Muskoka. Canada is almost clear of walnut, and nothing would pay farmers better than growing walnut trees.

As regard the general use of woods in car building, white oak in box cars is used as sills and stringers, that is the two outside, and two centre pieces, are oak, and two intermediates are red or Norway pine, forming the foundation or bottom of the car lengthwise. Oak is also used in the framework of car bodies, as studs, braces and rafters, or top frame of car. The woodwork of car trucks is made of oak. White ash is used principally in passenger and street cars. It is used in making doors, rafters and some of the lighter work of the car. White wood is used chiefly in passenger and street cars as outside panels and some of the lighter furnishings. Bird-eye maple and walnut are used as inside panels, mouldings, and inside finishing generally. Southern pine is used as longitudinal in passenger cars, taking the place of oak. The body of box cars is covered, or sheathed, with the best quality of white pine, the flooring is composed generally of Norway pine. The floorings of passenger cars are generally made of oak or Southern pine. Everything in car building has to be well finished, closely and firmly put together. I may say that cherry, chestnut and butternut are sometimes used in cars, taking the place of walnut, as they are not so expensive, and will give a good appearance to the inside of a car.

The following is from a leading carriage factory in Toronto. It is especially valuable as showing the sizes of wood required, and the time of cutting it:—

Forest ash is the wood generally used in the construction of carriage bodies, and should be cut in planks varying in thickness from one and a quarter to five inches; that is to say, 1 1/4, 2 in. 2 1/2, 3 in. 3 1/2, 4 in. 4 1/2, 5 in. Very little of the last mentioned size is used. For carriage gears and poles a second growth or a first-class quality of white ash is used, and is required in planks 1 1/2, 2, 2 1/2 and 3 inches thick. Second growth and forest hickory are also used in parts of carriages and waggons. This lumber is found most convenient when cut 1 1/4, 1 1/2 and 2 in. Forest hickory is sometimes required as large as 2 1/2 and 3 inches thick. Oak and rock elm are used in buggy and waggon shops. Oak is seldom called for less in thickness than two inches, and very often required four inches thick. Elm 1, 1 1/2, 2 and 3 inches. All the above mentioned timbers should not be cut down earlier in the fall than the first of November, and not later than the latter part of January. The logs should be taken to a mill and cut up as early as possible after the trees are cut down.

Basswood and whitewood are the woods generally used for carriage body panels. The former should be cut in boards half and one inch thick, the latter is required in thickness from half inch up to three inches; half, one inch, two and three inches. It does not make much difference what season of the year the trees are cut down, but basswood especially should not be allowed to lie in the log longer than can be possibly avoided before being cut up into lumber.

From a well known carriage builder in Markham township:—

Of the kinds of timber used in our line of business, first is the white oak, which is of original growth here, and is used for waggons, and cut from ten inches to two and three feet in diameter. Markham was once noted for good white oak, but it is getting called out. There is quite a lot of red oak, but it is not so good for our purpose as white. It is porous and open grained, rotting soon. Next is second growth white ash. It is native here, makes good waggon tongues, is used in carriage building, and is cut from ten to twenty inches in diameter. Next is black ash. It is inferior to the white ash and is used chiefly in bodies for buggies and light work. It is cut here from 12 inches to two feet in diameter, and not worth so much per thousand feet as white ash is. Next is rock elm, which is a very useful wood with us here, being very tough. In answers well in

waggon and carriage work. Next is hard maple, which is used chiefly in waggon axles. It is a very stiff wood, does not spring like hickory or ash, and is cut from eighteen inches to two feet in diameter. Next is basswood, a wood that grows here and is used in bodies for buggies and in waggon boxes. It is a very light wood, is cut from 12 inches to two feet in diameter, and is also used for flooring and sheeting in houses. Next in value in our trade is shell bark hickory. This wood we have to import. It is a very tough wood, is very valuable in our business, and is used in rims and shafts for buggies, light poles, etc. Next is birch and ironwood, which are used to some extent, but not so much as those mentioned above. In conclusion I might say all of the kinds of wood mentioned in this letter grow here in Markham township, except the hickory, and I believe hickory would grow here as well as any other wood. I have twelve hard maples set out. They are growing splendidly. Not one died though it was prophesied they would, as people said they ought to have been soft maple. If the Government can throw out any inducement to get the farming community to plant out trees for future use, it would be a great boon to the country and community at large, as woods are getting scarce and dearer, so the sooner they commence planting out the better for all.

With the increasing wants of civilization, new uses for timber are being continually discovered. A few years ago elevators were as rare as they are now common. The following is from an elevator manufacturer in the city of Toronto:—

I use pine for framework and the ordinary sheeting in of the hoistways. The frame timber is better when cut from logs of sufficient size to allow of say eight by eight inch timbers being cut without the heart.

For the runners or slides I use black birch; that cut from large trees suits best for this purpose. White ash, oak, rock elm, and maple for the framework of cars and platforms. Second growth suits better for this purpose. For panelling I use maple, black walnut, cherry, butternut, chestnut, birch, white and black ash, white and red oak, and sometimes pine. Either growth will do for this work. All these woods, excepting black walnut, are common to all sections of these Provinces. The black walnut grows in Western Ontario.

The growth of the manufacture in all the branches of wooden wares has increased the value of hard timbers, so that instead of cutting it to waste, owners of the land will find it to their profit to take care of their timber.

Cherry and birch are becoming valuable timbers and will be, of all the Canadian woods, the most likely to take the place of the foreign.

(To be Continued.)

### THE FRENCH COLONIES.

The following items appear among the returns of Canadian exports to French Colonial possessions in 1884:—

To St. Pierre and Miquelou: knees and futtocks for shipbuilding, \$152; hemlock logs, 39,000 feet, \$331; deals, 45 st. hd. \$1,698; planks and joints, 1,471,000 feet, \$14,114; scantling, \$723; staves \$3,102; masts and spars, \$720; shingles \$1,164; birch timber, \$394; oak ditto, \$641; red pine, \$300; leached ashes, firewood, laths, palings and pickets.

To the French West Indies:—Shingles, \$657; 2,728 bbls. valued at \$1,379, besides some sawn lumber, masts and spars.

To the French possessions in Africa we exported deals and deal ends to the value of \$32,289 from New Brunswick, likewise scantling to the value of \$1,086.

The various brick companies of Brewer, Me., last year consumed 3,000 cords of wood, at a cost of \$10,000.

### How Pale You Are:

Is frequently the exclamation of one lady to another. The fact is not a pleasant one to have mentioned, but still the act may be a kindly one, for it sets the one addressed to thinking, surprises her of the fact that she is not in good health, and leads her to seek a reason therefor. Pallor is almost always attendant upon the first stages of consumption. The system is enfeebled, and the blood is impoverished. Dr. Pierce's "Golden Medical Discovery" will act as a tonic upon the system, will enrich the impoverished blood, and restore roses to the cheek.

## Chips.

It requires 50 cords of slabs a day to run the Canfield & Wheeler salt block, at Manistee.

E. UHL shipped 90,000 feet of organ stuff from the Quimby mill, at South Boardman, Mich., in one week recently.

A WRIGHT & Co. have just completed a new mill in Aral, Benzie county, Mich., and will soon begin to saw lumber for shipment.

GARLAND & THOMPSON, Portage la Prairie, Man., have formed a partnership in the sawmill business.

THE Emerson, Man., saw mill will be operated this summer by Mr. James Carney of Carney & Watson.

JAMES A. ROOT owns 3,000 acres of hardwood land in Lakefield, Mackinaw county, Mich., and will erect kilns and go into coal burning.

J. B. Watkins, of the North American Land & Timber Company, of Lake Charles, La., has a cypress root that is 160 feet long. He keeps it at his residence as a curiosity.

It is reported at Ontonagon, Mich., that Timothy Nester has sold out his interests in that county, consisting of pine lands, river frontage and townsite property. The purchaser is not named.

On March 13th a young man named James Manogue was killed while chopping in Otonabee, Peterborough County. A tree fell on him, fracturing his skull, and a knot penetrated into the brain. Death was instantaneous.

A DESPATCH from Odessa, Ont., on March 19th says:—Mabee & Derbyshire's steam saw mill was totally destroyed by fire this morning. The damage is estimated at \$3,000; insurance, \$1,000. A heavy stock of logs are on hand.

CHERRY is becoming scarce in northern New York, and the price has advanced. E. Laramy, of Crogan, is this year putting in and buying on the Oswegatchie 200,000 feet of cherry logs, which is considered a sizeable amount for that region.

FOUR dollars a thousand was recently asked for a small bunch of pine stumps on the headwaters of Manistee river, at a point where the logs would have to be hauled three miles to water, and then it would be a considerable distance from Jam No. 1.

DUNDAS & FRANCOIS are contractors for deals in the Ashland, Wis., district. They have banked about 1,000,000 feet of logs for manufacture into deals. They will be shipped over the Wisconsin Central road to Ashland, there cut into lumber at Mueller & Ritchie's mill, and thence shipped to England by way of Quebec. The firm's contract is with McArthur Brothers, Quebec.

### Standard of a Safe Lubricating Oil.

The standard of a perfectly safe lubricating oil from spontaneous combustion is as follows: A mineral or paraffine oil so called, bearing fire test of 300° or more; an evaporation of five per cent. or less in twelve hours, and a constant heat of 140°; the greatest degree of fluidity consistent with keeping the oil upon the bearing. High-grade neats-foot oil is sometimes mixed with mineral oil, and so long as the oils remain thoroughly mixed, as much as 25 per cent of neats foot oil may be safely used. But five recent cases of spontaneous combustion have called attention to a tendency in these oils to separate, so that the neats foot oil has apparently been applied nearly free from mineral oil, and in such cases fire has ensued. Great care should therefore be taken that mixed oils are kept in safe condition by frequent agitation or stirring.

G. M. D.

Walking down Broadway is very pleasant when you feel well, and T—K—never felt better than when his friend asked him how he got over that severe cough of his so speedily. "Ah, my Boy," said T—, "G. M. D. did it!" And his friend wondered what G. M. D. meant. He knew it did not mean a Good Many Doctors, for T—K—had tried a dozen in vain. "I have it," said he, "just hitting the nail on the head," you mean Dr. Pierce's 'Golden Medical Discovery,' or Gold Medal Deserved as my friend J—S—always dubs it." Sold by druggists.

Subscribe for the CANADA LUMBERMAN.

### Advice to Mothers.

Are you disturbed at night and broken of your rest by a sick child suffering and 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.

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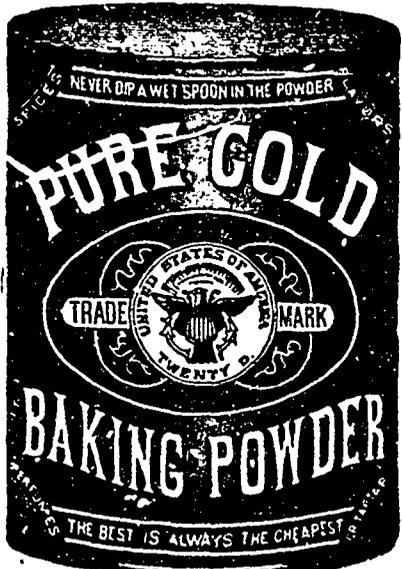
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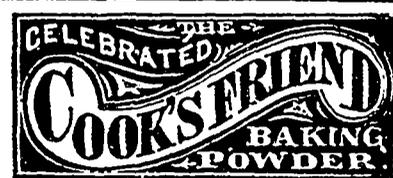
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Communications intended for insertion in the CANADA LUMBERMAN, must be accompanied by the name of the writer, not necessarily for publication, but as a guarantee of good faith. Communications to insure insertion (if accepted) in the following number, should be in the hands of the publishers a week before the date of the next issue.

The CANADA LUMBERMAN is filed at the Offices of MESSRS SAMUEL DRAGON & Co., 164 Leadenhall Street, London, England, who also receive advertisements and subscriptions for this paper.

#### PETERBOROUGH, Ont., APRIL 1, 1885.

LOGS were lately selling on Puget Sound. W. T., at \$7 a thousand.

F. M. THOMPSON & Co., Piper, Mich., have finished logging, with 7,000,000 feet of logs put in.

MCLEAN & DOUGLASS, operating near Summit, Mich., have put in 4,500,000 feet of logs this winter.

SMITH, COLLIS & BENNETT, Ludington, Mich., recently sold three cars of inch uppers to go to Valparaiso, Chile.

THE N. W. C. & N. Co. saw mill at Fort McLeod, N. W. T., has been slightly damaged by fire.

A WRITER in the Chicago Current says that "there is only about 55,000,000 feet of pine in Canada." Wonder where he got the figures about which he speaks so positively?

THE ship Edward O'Brien lately sailed for Sydney, Australia, from Tacoma, taking 1,300,000 feet of lumber, which was said to be the largest cargo ever taken out of Puget Sound.

LOUIS BRANTNER, employed in Ryerson, Hills & Co.'s camp No. 3, on the Muskegon, Mich., was instantly killed by a limb that fell on his head as he was sawing down a tree.

THE steamer Beaver, 50 years old, the first steam vessel to run on the north Pacific coast, was lately inspected at Victoria, B. C., and pronounced to be in perfect order. Her engines were built by Watt & Co. in 1834, and are now marvels of strength, if not of beauty.

FRED RUSTA, employed at the works of the Grand Rapids Veneering Company, went into a steam box to examine some logs, and in some way the door, which is lifted by a weight, closed down and shut him in. The temperature stood at 200 degrees, and it is supposed that Rusta did not live more than two minutes. When his body was taken out it was literally cooked.

ISRAEL MERRITT, of Middle Simonds, has cut this season 3,000,000 feet of spruce and 2,000 tons of birch on the Tobique river, New Brunswick. The weather there has been very favorable for the teamsters.

A LONDON firm of pencil makers manufactures its shavings and sawdust into an article which they call the "Dust of Lebanon." It is sprinkled upon the fire to remove the unpleasant smell of cooking noticeable in a room after a meal.

THE Onekema Lumber Company, at Onekema, near Manistee, Mich., has in 2,600,000 feet of hemlock logs and 800,000 feet of hardwood. Nine companies and firms have maple, cherry, white ash, elm, basswood and other hardwood lumber piled on dock, ranging in amount from 20,000 to 400,000 each.

THE Stirling News-Argus is responsible for the following:—Mr. Robert McKinnon, of Marmora, who is now on Black Creek, township of Cassel, on the 18th inst., drew 115 logs at one load. The logs on Mr. McKinnon's load averaged nine inches in diameter and thirteen and one-half feet long.

THE Rathbun Company, says the Tribune, are now receiving at Deseronto large quantities of logs from the back country. They are shipped over the Ontario Central and N. T. & Q. and thence by Grand Trunk and Bay of Quinte railways to Deseronto. Nearly 200 car loads are expected to come in by this way before opening of navigation.

#### CANADIAN FORESTS.

THE desire of those in Great Britain who are interested in the timber trade to become thoroughly acquainted with the extent, resources and particulars regarding the forest wealth of Canada is shown in many ways. And this is not surprising when we recollect how many commercial and industrial industries are dependent upon supplies of timber sent from this country. Early last year Dr. Lyons, M. P., made application to the Colonial Department to procure authentic information regarding the forests of Canada. By the kindness of the Colonial Secretary, Lord Derby, a letter presented by Dr. Lyons was forwarded to the Governor-General of Canada, who forwarded copies of the letter to the Lieutenant-Governors of the different Provinces. Special inquiries were instituted in each Province and competent officials were instructed to make a report. In the latter part of last year these reports were sent across the Atlantic, and in response to a requisition signed by various members of the English House of Commons the papers have been printed and issued as Parliamentary papers.

The reply from the Province of Prince Edward Island is very short. The substance of the Lieutenant-Governor's communication is:—"I beg to state that there are now no forests of any extent in the Province of Prince Edward Island, where they have disappeared under the axes of the settler and the lumberman."

For Manitoba the Hon. A. C. La Riviere also makes a brief reply, pointing out that the timber of that Province is under the control of the Dominion Government, and adding:—"During the rapid construction of the main line of the Canadian Pacific Railway, during the year 1882 and 1883, large quantities of timber were used; but as the main line has now reached the Rocky Mountains, the progress of construction is necessarily slower, and much less timber is required, and the principal portion of it is obtained from those mountains. This Department has adopted means to prevent as much as possible the destruction of timber by fire, and is endeavoring to secure the rigid enforcement of the Prevention of Fire Act. Steps have also been taken for the establishment of an Arbor Day, on which the general planting of trees throughout the Province will be encouraged."

These were the earliest and shortest reports received. The others were fuller and gave more varied information, which, it is hoped will be of service to the industries dependent upon timber supplies, and also to the timber trade of this country.

#### TORONTO LUMBER YARDS

To the Editor of the Canada Lumberman.

DEAR SIR,—A letter signed by N. A. P. which appears in your issue of the 16th inst., calls for a reply. Your correspondent should remember that my remedy was for the benefit as I conceive of the retail dealer, and not the special interest of the wholesale man or manufacturer, or those in business here occupying the dual position, and it is evident from the tenor of his letter that N. A. P. speaks mainly on behalf of the latter. First he asserts that not one of the retailers are overstocked, and yet millions of feet are piled in the railroad yards. Perhaps N. A. P. is not aware that a not inconsiderable portion of the millions piled as stacked, belongs to retail dealers, who often buy cars of lumber for the sake of a portion of said car wanted by them at the time to fill some special order, and the remaining portion they do not require. Take, for instance, the following lengths and sizes, always scarce in our market, 2x4, 2x8, 2x10, also 2x6, 18 and 20 feet long. Now if a dealer sees a car on the track with only a fourth, or sixth, of the entire load of those sizes and lengths, he is often compelled to purchase in order to obtain that portion, although he may have already in stock more than he requires like the remaining portion of the load. The same remarks apply to 1 inch dressing; a surplus of coarse lumber is often purchased in order to obtain enough of the former. Then your correspondent jumps to the conclusion that this assorting yard must have access to the C. P. R. only, although he must have known when he penned that remark, such a yard could as easily be located, and in fact not easily otherwise, so as to give access from all the railroads entering our city. He also wants to know what I am going to do with all the lumber now in the railroad yards. Why sell it, of course, as soon as wanted. I fail to see how the fact of this assorting yard, if established, would increase the total yearly cut or the total quantity arriving in this city. It would be handled in better shape, that would be all the difference. There is really no reason that I can see why all the wholesale dealers doing business in this city should not have an interest in said yard, and have lumber handled in much better shape than is done at present. Then he asks if I propose to get the C. P. R. to bring in lumber from Ottawa, and from the French River, via Owen Sound. I merely answer to this question that I do not propose anything, I have merely thrown out suggestions which I have already heard commended by several dealers, and the routes and modes of transit mentioned by N. A. P. spring purely from his fertile imagination. Certain it is that I have not mentioned such as his words would imply. Lastly, I would say that I do not think that he need give himself any anxiety in regard to lumber rotting in the railroad yards, it will all find a market in due time, and he is kind enough to remark, in commencing his letter, that he would not like to deal with all that appears from my pen, I hope in the future he will deal with my letters in a spirit of fairness and accuracy.

Truly yours,

CORRESPONDENT,

Toronto, March 21st, 1885.

#### OTTAWA NOTES.

A despatch from Ottawa on March 21st says: Reports from the upper Ottawa are the effect that a great curtailment has been made in log manufacture, which the ruling prices last year made imperative. The feeling is expressed that the square timber will meet with a ready market. The abundant snowfall made drawing much easier this season than has been the case for several years.

The Citizen of March 23rd says:—There is at present a great demand by lumber dealers for good hardwood, and the demand is likely to increase, as of late it has become customary to place hardwood floors in first class houses. There is also just now a considerable demand for good half-inch basswood stuff for the use of carriage builders.

The same paper on March 21st said:—The sale of the Hall timber limits at the Russell House yesterday afternoon attracted a very large number of capitalists from all parts of

Canada and the United States. Mr. I. B. Tackaberry, the veteran auctioneer of Ottawa, conducted the sale, and the large amount realized for the property proves that he conducted it successfully. The bidding commenced at \$170,000, and the competition continued quite lively until the third and last call was finally given, and Mr. James McLaren, president of the Bank of Ottawa, was declared the purchaser at \$247,000.

#### LIST OF PATENTS.

The following list of patents upon improvements in wood working machinery, granted by the United States Patent office, Mar. 10, 1884, is specially reported to the CANADA LUMBERMAN by Franklyn H. Hough, solicitor of American and foreign patents, No. 925 F. St., N. W., Washington, D. C. —

- 313,736.—Auger handle—W. A. Ives, New Haven, Conn.
- 313,839.—Lathe, wood turning—M. E. Tucker, Brandon, Vt.
- 313,536.—Log loader—D. J. Saltzman, Brewerton, Pa.
- 313,608.—Lumber boom—U. R. Nichols, N. River, Tenn.
- 313,540.—Plane, bench—R. S. Sheldon, North Greenfield, Wis.
- 313,694.—Plane, Joiners—W. Tidgwell, Middletown, Conn.
- 313,531.—Saw mill headblock—H. C. Robb, San Jose, Cal.
- 313,557.—Saw set.—J. B. Tupper, Petaluma, Cal.
- 313,581.—Saw teeth, machine for dressing—H. Fairbrother, Conneault, Ohio.
- 312,586.—Wood splitting machine—D. A. Greene, New York, N. Y.
- 313,686.—Wood turning machine—M. E. Tucker, Brandon, Vt.
- 310,006.—Wood-working machinery, device conveying and precipitating dust arising from—(Re-issue)—D. D. Drummond, Chicago Ill.

#### PATENTS ISSUED MARCH 17.

- 313,943.—Bench dog—M. J. Kugler, Barnevill, Ohio.
- 314,058.—Bench hook—J. B. Sargent, New Haven, Conn.
- 314,124.—Boring machine, gang bit—E. B. Hayes, Big Rapids, Mich.
- 314,152.—Saw drag—F. A. Strong, Colebrook, Wis.
- 314,040.—Saw jointer—G. H. Mayer, Kansas City, Mo.
- 314,071.—Saw mill dog—W. H. Snyder, Waynesboro, Pa.
- 314,125.—(2 patents)—Stave dressing machine—J. B. Heverling, St. Louis, Mo.
- 313,885.—Planer presser roll—S. M. Richardson, Worcester, Mass.

#### AN AUGER TO BORE A SQUARE HOLE.

The first and only auger ever manufactured that will bore a square hole, is now in the shops of the Cleveland Machine shops. This auger bores a two-inch square hole, the size used in ordinary frame buildings and barns, but they can be made on the same principle to bore square holes of any size. Its application is ordinary and works on the same principle as round hole augers. Its end, instead of having a screw or bit, has a cam motion which oscillates a cutter mounted on a steel rocking knife which cuts on both sides. In order to prevent the splintering of the wood, the ends of the cutter are provided with small semi-circular shaped saws which help in cutting out perfectly square corners. It is estimated that this new process will save the labor of three men who work with chisels, as one man conveniently cut a two-inch mortise in the same length of time in which he can bore a round hole. The invention is the work of a Wooster man who has given the subject years of patient thought.—Chicago Journal of Commerce.

#### "I Love Her Better than Life."

Well, then, why don't you do something to bring back the roses to her cheeks and the light to her eyes? Don't you see she is suffering from nervous debility, the result of female weakness? A bottle of Dr. Pierce's "Favorite Prescription" will brighten those pale cheeks and send new life through that wasting form. If you love her, take heed.

**BALANCE WHEEL ON SHAFTING.**

What good will a balance wheel do on a long line of shafting? How can it give more power or make the machines run any better? It is all right on an engine to carry the crank over the centre, but on a long shaft with the motor at one end and the wheel at the other, where does the gain come in? This question of shafting, like that of belting and gearing, has its best working conditions. Belting is liable to slip when a heavy load is thrown upon it; gearing cannot slip; it must make the regular number of turns, give a tooth for every one it takes, but can vary in the rate of speed in the different parts of every turn; and so with shafting. One end of the long shaft must make as many turns as the other during the day, but they are not connected in a rigid manner. The power applied at one end to turn the shaft, and the load at the other, tends to hold it still, twists the shaft through a portion of a turn till the load is conveyed to the driver wheel, as shown in the amount of power or in the load to be overcome. Affect the amount of torsion in the shaft, and the result will be a variation in the rate of the speed of each end of the shaft as compared with each other. A machine that is subject to unequal strains must offer an unequal load on the shaft and cause an irregularity in speed. All that a fly wheel can do is to even up the load and bring a less variation in speed. Without the fly-wheel the shaft might be checked for an instant when a heavy load was thrown upon it, while the shaft at the driving end was still in motion, and gain a part of a turn in the same time when the load was thrown off. In weaving the loom should be driven with a constant speed, and a machine that will check the speed for an instant would be noticed by the weaver, if it should happen when the shuttle was about to be thrown from one box to the other, and the fly-wheel with its equalizing influence must keep the loom at work.—*Boston Journal of Commerce.*

**WHAT BECOMES OF OUR TIMBER.**

There are very few people in this country, says the *Lumberman's Gazette*, who have not some conception of what becomes of the pine forests of the country which are being denuded so rapidly. The piles of lumber reared in almost every city, village and hamlet in the country, which are removed and replaced so often for building purposes, tell the tale of the denudation of the pine forests. But very few have any conception of the uses to which the hardwood timber is put, and rarely give it a passing thought. The *Bongor, Maine, Journal* throws considerable light on the latter question as follows:—There are 2,000 clothes pin factories in this country. Were it not for our forests of white birch, beech and other kinds of hardwoods, the world's wash day would be dark indeed, as nearly every clothes pin used in the world is made in the United States. There are some 200 factories in Ohio and Pennsylvania. Maine has several. One of these is at Strong, a thriving town under the shadow of Mount Blod. This mill is owned and operated by a firm who also turn out large quantities of croquet sets, base ball sets, ten-pins, staves, excelsior, and wooden articles of various descriptions too numerous to mention. The clothes pin is made of white birch, which is the best of all hardwoods in the lath, but must be worked green or it roughs up. Two machines make the clothes-pin; one turns it and another saws the slot. Then ten bushels of pins are dumped together in a large drum, which is made to revolve rapidly; in this way the pins are rubbed against each other and polish themselves. There is a machine which turns out a complete clothes-pin, doing both the sawing and slotting; but this pin is straight and its prongs have no spring to them, while the prongs of the pin made by the two machines are concaved, and the pin is not so easily split. Croquet sets are turned out here with astonishing rapidity, by means of a variety of lathes. They are made of all kinds of hardwood. A maple bolt is chopped into round balls at the rate of 2,000 an hour by knives that shape the opposite hemispheres of two balls at once. One clip makes a ball, that is, half of one and half of another. By means of patterns and travelling knives, mallet heads and handles are made to a variety

of shapes. The fashionable mallet the past season had a head twice as long as the old fashioned mallet and a handle about half as long. The mallet heads are subjected to the same shaking up and self-polishing in the drum that smooths the clothes pins. The sets are decorated by machinery, the stakes, mallets, and balls being placed in a painter's lathe, and one revolution makes a stripe. As to base ball bats, the dealers fairly begged for them. The supply failed for some reason or other, and they could get their orders filled nowhere. Ash and willow make the favorite bats. Willow timber is not easily had, however, as the manufacturers of artificial legs manage to secure all the supply. There is nothing equal to willow for a wooden leg!

**MAPLE AND ELM.**

Now that the tree planting season is upon us—according to the almanac, that is to say—the Canadian desires to make a suggestion to intending planters. Plant elm. The maple is a magnificent tree, and no patriotic Canadian would desire to overlook its many virtues; but, as a shade tree for a town, the elm so far outranks it that there really is no comparison between the two. The bark of the maple is especially attractive to animals, which gnaw it whenever opportunity offers, to the lasting injury of the tree; its habit of growth is to a close and bushy top; and its foliage is so dense that a street, thickly planted with maples, becomes a sort of tunnel, dark in summer twilight, and damp and mildewy in the gloomy days of autumn. The elm, on the contrary, has all the qualities of a perfect shade tree. It is of hardy habit, and as its rough and bitter bark offers no inducements to gnawing horses, it runs little risk of injury in its early years. Unlike the close and compact maple, the elm grows to a great height, throws out widespreading branches which in well grown trees will interlace with each other across an ordinary street; an open habit of growth and the curious peculiarity that its leaves turn edgewise to the light, make of its foliage just the screen required to break the force of the summer sunshine, without shutting it out to the creation of an unhealthy dampness below. The difference between the two species is indicated by the contrasting facts that when a maple-shaded street in a Canadian town becomes a thoroughfare, it is taken for granted that the maple must go; whereas some of the business streets in Boston and other New England cities are lined with noble rows of century old elms, whose wide spreading arms tower above factory roofs and five story business blocks, and interlace midway of the thoroughfare in magnificent arcades, the pride of the citizens, and the envy of all corners. The maple is a splendid tree, and we are all patriotic Canadians. But when it comes to a question of shade trees, plant elms.—*Sarnia Canadian.*

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**AN AUSTRIAN SPECULATOR.**

One of the most expert speculators in Vienna is a man named Heinrich Kuller. Over the years, however, they with brutal frankness call such men swindlers. Some of his late tricks are so good that even Jay Gould might take lessons from him. The Austrian speculator is truly up to Mr. Ward, on a smaller scale, however.

Not long since, Kuller appeared in the office of a wealthy lumber dealer who owned an immense lumber yard in the heart of the city. At this time there was a perfect mania for building houses in Vienna, and available lots commanded fancy prices.

"I want to buy the land you have got your lumber yard on. I want to put up a big hotel on it," said Kuller.

"I don't care to sell."

"But I have got to have it. It is the only suitable place in this part of the city. I'll give you half a million."

"I don't want to sell. I would not sell for a million."

"I will give you a million."

The lot was not worth a million, but as the merchant had his lumber on it, and was wealthy, he did not care to accept the offer.

"No, I would rather not."

"I'll give you a million and a quarter, and to show you that I am in earnest, I'll put up fifty thousand marks forfeit. I must have a big lot on which to put up my new hotel," said he placing that amount in thousand mark notes on the table.

The poor lumber dealer became nervous and excited. Great beads of perspiration stood on his brow. He asked for twenty-four hours to think about it. The trade was then concluded. The lumber was to be cleared away before two months. The fifty thousand marks forfeit were to be paid over at the end of a week. The lumber dealer was satisfied on that point. He knew Kuller had the money.

The lumber man then went to hunt for another lumber yard. Suitable vacant lots were extremely scarce. A land agent, however, who had heard that the lumber dealer was looking for a lot, offered him one for six hundred thousand marks, but only gave him the refusal of it for twenty-four hours. He said he could get that amount from another party. In his anxiety to sell the place to Kuller for a million and a quarter, the lumber merchant paid down six hundred thousand francs to the agent.

Next day Kuller notified the lumber dealer that he would pay over the fifty thousand marks forfeit as he was unable to raise the million and a quarter, the purchase money for his lot.

With the aid of a skillful agent, the speculator had sold to the lumber merchant for six hundred thousand marks a lot only worth four hundred marks, thereby profiting, after paying the fifty thousand marks forfeit, a cool 100,000 marks.

The lumber merchant has now two lots in his hands, and is also in possession of considerable experience.—*Siftings.*

**RENDING WOOD**

There is no machine that can divide a piece of wood into any number of parts by following the grain from one end of the stock to the other in all the curves and crooks that are found in rinding. For straight grained stock the saw answers every purpose with a great saving in lumber, time and labor, but there are places and requirements where the stock is to be rived out, that every part of the work may be of equal strength and like tenacity throughout. This rinding process, or the trade of the rail splitter, is one that requires the extremist skill on the part of the rinder. The lath splitter will seize a log of wood, however straight or crooked, and divide it in halves through its central line, guiding the crack and keeping the rind in the centre of the stock by the manner of applying the splitting force of the wedge.

The instant the split leaves the central line, or one half of the log or the other is weakened, the deflection is the greatest in the weakest place, and the result will be that if the rind were to continue the splitting would cleave to one side, and the halves be unequally divided; but the rinder is on the lookout for this, and can tell in an instant when the split leaves the central division how or winding the log may

be, and, assists the weakening side by slightly bending the other till the divided work has been thickened and the rind continues on the centre. The halves are divided in like manner till the stock is divided into eighths by radial divisions, when the circular wedge-shaped section is ready to be divided crossways following the annular grain or fibre-ring that forms about the heart of the wood, and again the radial division applied till the log has been rived into the fineness required. The curve or bending flexure of the divisions by which the line of cleavage is directed is a principle that is brought about by the skill in handling the wedge, or whatever tool is used in splitting. If the knife is forced around to bring the spreading force with a larger leverage on one side than on the other, the strength of the shorter half will be better prepared to resist the action of bending than the other, and the work will have a tendency to cleave to the thickened side if the rind has not departed too far from its central course; if so the work will need assistance in the way of springing the stock into the position that will allow the split to rectify itself.

It is skill and practice in the correct principles of rinding wood that brings the division of stock with the grain into equal parts to a success, and not chance cracks or good luck in splitting, or the placing the dividing edge or frow into the exact centre of cleavage. Why this splitting should be affected, or the course of the rind be changed in the slightest degree from the effect of bending the stock behind the work where the action is to be expected is a principle that must make use of the extension and distortion of the material it meets with in being deflected. If a beam is loaded at each end while it is supported in the middle, the upper layers will be extended while the lower fibres will be compressed; the tendency between every dividing line will be for one surface to slip upon the other, as may be observed in a built-up beam of thin boards before gluing, a tendency to crawl will be noticed from the support in the centre to places where the load is applied. This tendency to creep is sufficient to break the cohesion between the grains of wood. A piece of stock split for a few inches deep in two or more places sufficient to divide the stock into three or more equal parts, will, on being deflected, bring the shearing strain on every fiber in the stock; and since they have been weakened in the line of cleavage that has been made, the rind must continue at those places long before the remaining stock has been injured in the division of the grains, so by breaking the stock over a support, so as to cause the material to assume a sharp bend first to one side and then to the other, the line of division is conducted and forced through the stock and left in equal parts with the grain.—*Ex*

**FILEL.**

Considered in the abstract, there is more real science connected with the use of a file than in its manufacture, though all are willing to accord to the progressive makers the praise due the improvements of this very important workman's tool during the past few years. To properly use a file is apt to be considered a system of education beneath the dignity of the smart apprentice, in fact, it is rarely, if ever, that the apprentice is instructed in the use of the file at all, save to be able to draw the tool smoothly across the article to be filed, regardless of the care of the tool itself, indeed, we question very much if in a large shop there are many artizans who know how to preserve as well as use the file, the principal idea being to get a certain amount of work done, regardless of the wear, often needless, to a great degree, of the tool.

If we take the trouble to examine carefully the make up of a file, it would be noticed that it is among the impossibilities to temper a bit of steel, that after the same has been subjected to the treatment necessary to make the rough edges or "teeth," the temper will be the same throughout, hence if we wear it more in one place than another, it will soon refuse to do even work. Again, in drawing the file, when the tool is pushed from the operator, a certain proportion of the hard tempered metal is turned toward the operator; now, if in backward

motion, the file is allowed to bear on the substance to be filed, it is crowded forward in proportion to the amount of force applied, hence only a few strokes are needed to break off the outer or keenest edge of the tooth, whereas, if the file were not allowed to touch the substance being filed, the steel would continue to bend toward the operator, and would wear off smoothly, and so become uneven or jagged along the outer edge, which soon con- demns a file for fine work. Then, again, these minute and evenly made furrows in the best made tools soon become, as it were, clogged by means of the small bits of worn off steel having the temper drawn by the heat generated by friction during the rapid, hard work. These little particles soon aggregate to that extent that the file is rendered impotent for nice, even work, as shown by the great amount of rough filing seen in any shop where apprentices are allowed to file away regardless of the results as affects a continuance of the useful life of the file. These are little things of themselves, but in the aggregate they amount to no small amount in the cost of manufacturing.—*Lumber Trade Journal.*

**WHAT WOOD TO USE FOR PATTERNS.**

In selecting wood for patterns (says a writer in the *American Machinist*) it is of the greatest importance to secure that which is most sure to hold its form and place, and which will not warp or shrink after being worked.

I believe selected and well-seasoned mahogany, or baywood, is more to be depended upon than any other. But this too expensive to be generally used in large, bulky patterns, and most shops will only afford it for standard or delicate work. I would choose it rather than pine in thin work, where it is liable to split, and in patterns having sharp edges and corners, as the grain is not so free and straight. That best suited to patterns is quite soft and easy to work. But to go to the extreme in regard to nicking of corners and edges, and splitting of frail parts, a better choice can be made than to take mahogany.

For shelf brackets and other similar ornamental scroll-work, trimmings and fittings for children's carriages, &c., I have never tried any wood that answered the purpose so well as apple tree, but I would not dare to place it where there is dependence to be put on its holding its shape exactly after being worked to rule and straight edge. It has a tendency to twist and warp while being worked, which I will not attempt to explain, cutting away some portions of the grain leaves an unequal strain on others, thus drawing it out of its original shape. I have received satisfaction in using this wood in patterns having slight or frail projections and thin places, as it is very tough and will stand a great deal of bending and twisting before it will split, it is also more likely to pass through the hands of the moulder and come out whole. There should be pains taken in making a glue joint, for if put together with surfaces, as originally left by the plane, it will not amount to much. The surface should be well scratched

with a scratch plane or tool. It is also difficult to nail or brad, as it is almost sure to split, or the nail to bend, without a hole is carefully made with the bradawl.

Another wood which makes a good substitute for mahogany and apple tree is cherry. In this, as is the case with mahogany, there is a wide difference in quality, and it should be well selected to get that which is suitable for patterns. What I consider best is that called here western cherry. It is lighter and of more free and straight grain, glues better, and is not so likely to warp as the native or eastern quality. A good quality of the western wood will not cost very much more than the best pine, where as mahogany will cost three or four times as much. Patterns made of cherry stand wear and handling well, and are not so easily dented or battered by rough use and the thrust of the vent iron.

The varieties of wood already considered are practically adapted to only the most choice patterns. Ordinary work can be made of pine and so the purpose better, it being lighter to handle, and in large patterns this point should be considered, for the lighter the pattern the better it can be handled in drawing from the mould. As a rule, too, the lighter wood is best for patterns in other respects. It is pretty sure to keep its place better than the hard, pitchy kind. It is easier and quicker to work, and, if you wish to get the weight of your casting in a rough way by the rule of pound of iron to ounce of pattern, the lightest wood will come nearest to the mark.

We accidentally overheard the following dialogue on the street yesterday:  
 Jones, Smith, why don't you stop that disgusting howling and spitting?  
 Smith, How can I? You know I am a martyr to catarrh.  
 J. Do as I did. I had the disease in its worst form but I am well now.  
 S. What did you do for it?  
 J. I used Dr. Sago's Catarrh Remedy. It cured me and it will cure you.  
 S. I've heard of it, and by Jove I'll try it.  
 J. Do so. You'll find it at all the drug stores in town.

**Catarrh—A New Treatment.**

Perhaps the most extraordinary success that has been achieved in modern science has been attained by the Dixon treatment for Catarrh. Out of 2,000 patients treated during the past six months, fully ninety per cent. have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent. of the patients presenting themselves to the regular practitioner are benefited, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adapted his cure to their extermination, this accomplished the Catarrh is practically cured, and the permanency is unquestioned, as cures effected by him four years ago are cures still. No one else has ever attempted to cure Catarrh in this manner, and no other treatment has ever cured Catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 306 King street west, Toronto, Canada, and enclose a stamp for their treatise on Catarrh.—*Illustrated Star.* 1872

**LIVERPOOL STOCKS.**

We take from the *Timber Trades Journal* the following Comparative Table showing Stock of Timber and Deals in Liverpool on Mar. 1st 1884 and 1885, and also the Consumption for the month of Feb. 1884 and 1885:—

	Stock, Mar. 1st 1884.	Stock, Mar. 1st 1885.	Consumption for the month of Feb. 1884.	Consumption for the month of Feb. 1885.
Quebec Square Pine.....	339,000 ft.	258,000 ft.	52,000 ft.	40,000 ft.
Waney Board.....	\$27,000 "	319,000 "		
St. John Pine.....	23,000 "	20,000 "	2,000 "	1,000 "
Other Ports Pine.....	77,000 "	52,000 "	6,000 "	6,000 "
Red Pine.....	50,000 "	42,000 "	2,000 "	4,000 "
Pitch Pine, hewn.....	258,000 "	500,000 "	93,000 "	62,000 "
" Saw.....	540,000 "	491,000 "	130,000 "	140,000 "
Planks.....	54,000 "	39,000 "	20,000 "	3,000 "
Dantale, &c., Fir.....	117,000 "	90,000 "	10,000 "	4,000 "
Sweden and Norway Fir.....	120,000 "	60,000 "	6,000 "	4,000 "
Oak, Canadian and American.....	227,000 "	207,000 "	43,000 "	27,000 "
" Planks.....	153,000 "	151,000 "	52,000 "	52,000 "
" Baltic.....	13,000 "	9,000 "	0,000 "	0,000 "
Elm.....	13,000 "	14,000 "	1,000 "	1,000 "
Ash.....	28,000 "	35,000 "	0,000 "	2,000 "
Birch.....	80,000 "	61,000 "	20,000 "	20,000 "
East India Teak.....	70,000 "	16,000 "	23,000 "	16,000 "
Greenheart.....	109,000 "	63,000 "	13,000 "	14,000 "
N. B. & N. S. Spruce Deals.....	17,611 stds.	24,284 stds.	2,103 stds.	1,816 stds.
" Pine.....	1,986 "	600 "		
Quebec Pine & Spruce Deals.....	8,054 "	4,623 "	750 "	931 "
Baltic Red Deals, &c.....	4,630 "	3,184 "	51 "	232 "
" Boards.....	60 "	107 "	31 "	29 "
" prepared Flooring.....	3,468 "	3,032 "	575 "	615 "

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—AND—

101—FIRST PRIZES FOR 1884—101

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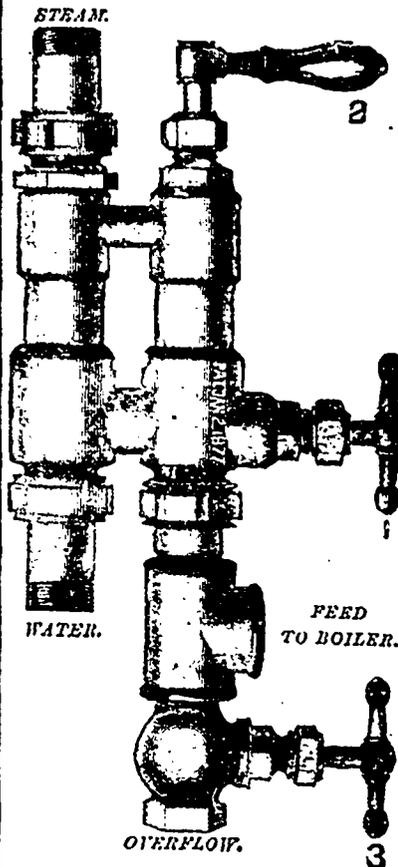
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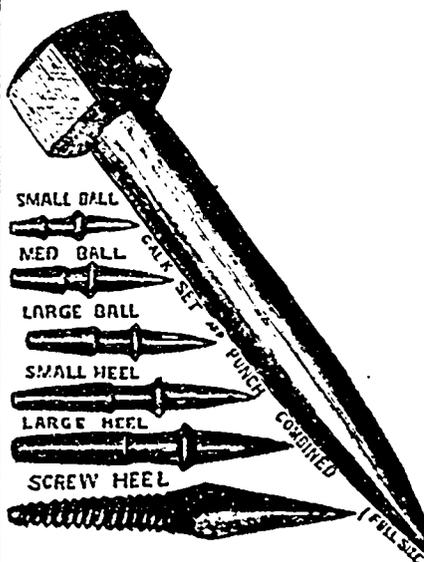
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Our CALKS are made with small trip  
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and tempered in oil. The quality and  
temper can be tested by driving them  
into a bar of wrought iron.

These calks are now used by all the  
principal Drivers in Maine and New  
Brunswick. Kept by dealers in Lam-  
berman's Supplies.

T. McAVITY & SONS,  
ST. JOHN, N.B.

Samples and Price Lists sent by  
mail on application. 12

Market Reports.

TORONTO.

From Our Own Correspondent.

Lumber is still dull of sale, the frost is so deep in the earth that builders will not start to do anything until a decided change of the weather takes place. All the mills, however, north of us that are running, have all they can do preparing bills for the spring work, and, in consequence of so few mills being in operation, bill stuff rules high, most of the manufacturers wanting \$9.50 per M for bill lumber at mill 16 feet and under, this brings it up to \$12.00 per M here, which is within about \$1.00 per M of the prices quoted by some of the dealers for dry stuff from their yards, and it is generally thought by those in a position to judge, that bill lumber will rule 50% per M higher this season than last. There is no scantling or joisting piled in the railroad yards worth mentioning. The surplus stock consists of common and cull boards, strips and 2nd plank, with a considerable portion of hardwood piled at the various railroad yards, but in consequence of the small amount of dry lumber at the mills most of that piled off here will go before the season is far advanced. There is not the slightest fear that dry lumber will be left to rot, the demand will take it all before the new cut is in shape to use. Sales in the west are much brisker than here. A large number of cars are being shipped west, and orders are coming in rapidly, so that dealers feel satisfied that trade will open out all right as soon as the weather permits building operations to be actively pursued.

Basswood and maple will be in good demand this season, there is considerable call for 2 in. maple 12 in. wide and over, also 1 1/2 in. same widths; No. 1 and 2 of the above widths will command \$18 to \$20 per M by car load here, Cherry and black ash will also sell readily, and at good figures for well inspected lumber. The former if cut into squares 6x6, 7x7 and 8x8, with hearts clean out, will bring \$35 to \$40 per M on car here. For black birch cut into squares—which often takes the place of cherry—if carefully cut and kept from twisting, remunerative prices can be obtained and ready purchasers found, but manufacturers must bear in mind that all squares, in order to be saleable, must have the hearts out, otherwise the wood when turned up checks so badly as to be entirely useless. If mill men would pay more attention to this matter, not only in cutting squares, but in heavy plank also, they would save loss to themselves and annoyance to purchasers, and customers would be more easily found. In reference to your inquiry as to hardwood you can quote No. 1 and 2 basswood at \$15 on car here, maple 1 and 2, \$15 to \$16; red oak, 1 and 2—10 inch wide and over—\$18, and white oak, same widths and quality, \$24 to \$25.

Mill cull boards and scantling.....\$10 00
Shipping cull boards, promiscuous widths..... 12 00
stocks..... 14 00
Scantling and joist, up to 16 ft..... 15 50
" " " " 18 ft..... 14 50
" " " " 20 ft..... 15 50
" " " " 22 ft..... 16 50
" " " " 24 ft..... 17 00
" " " " 26 ft..... 18 00
" " " " 28 ft..... 19 00
" " " " 30 ft..... 20 00
" " " " 32 ft..... 21 00
" " " " 34 ft..... 22 50
" " " " 36 ft..... 24 00
" " " " 38 ft..... 27 00
" " " " 40 to 44 ft..... 30 00
Cutting up planks to dry boards..... 24 00
Sound dressing stocks..... 18 00
Picks Am. inspection..... 23 00
Three uppers, Am. inspection..... 35 00

1 1/2-inch flooring, dressed..... 30 00
1 1/2 " " " " rough..... 16 00
1 1/2 " " " " " dressed..... 25 00
1 1/2 " " " " " undressed..... 15 00
1 " " " " " dressed..... 22 00
1 " " " " " undressed..... 16 00
Beaded Sheeting, dressed..... 22 50
Clapboarding dressed..... 14 00
XXX sawn shingles, M..... 2 50
Sawn Lath..... 75

MONTREAL.

From Our Own Correspondent.

MARCH 23.—The weather has been much against the lumber trade, and dealers are anxiously looking for an improvement, which ought now to be showing itself. They are, however, picking up a few orders, and, doubt-

less, very soon we will have more activity to report. We have no change to make in our price list and still quote ex yard as under:

Table listing lumber prices for various grades and species like Pine, Spruce, Hemlock, etc.

CORDWOOD.

With the continued cold weather there has been a fairly active demand for wood at steady prices, in which not much change is looked for till the rivers and canals are clear of ice. We quote at the railway stations ex cartage.

Table listing cordwood prices for Long Maple, Long Birch, Long Beech, and Tamarack.

LIVERPOOL MARKETS.

Our advices this week quote the market for February as being quiet, but this is always looked for at this season. A number of contracts for Quebec wood goods have been entered into for spring business, the quotations for square timber being about the same as this time last year while those for pine deals show a considerable advance on last spring's prices. A cargo of St. John, N. B., spruce deals (yarded) was offered at auction, but only a few lots were sold. Stocks of all kinds of lumber in Liverpool are less than at the same period of 1884.

WINNIPEG.

The Commercial of March 17th says—The spring movement is beginning to make itself felt in this trade, and already tenders are beginning to be asked for. As yet sales have been light, but there is every prospect of business opening up for the season before the close of the present season.

CHICAGO.

AT THE YARDS.

The Northwestern Lumberman of March 21st says—"The Chicago lumber trade is right here, on deck, in spite of the croakers, and is going to stay," remarked a Twenty-second street dealer one day this week. The observation was made in response to the inquiry "how's the trade?" and partly had reference to the late predictions that the lumber trade of Chicago had passed its zenith and was on a decline. The same dealer went on to say that since March 1st he had shipped as much lumber as he did during the three months previous to March 1st, and that the demand was steadily rising. One favorable indication he had to mention was that the railroad requirement was picking up. Within a few days he had filled a bill for 17 car loads of stuff to go to an Indiana car building concern. Another house not far off from the one mentioned reports heavier shipments for the month than during the same portion of March last year. Another yard, with extensive western connections, reports as much doing now as last year at this time. All state that the tide of demand is steadily rising. There are some, of course, that still complain of the slow progress that revival is making, but the fact remains that a greatly increased activity is everywhere visible in the district. That unmistakable evidence, loaded waggons clustering around the planing mills, and standing in long rows along Twenty-second street, is now unusually apparent. There is also a lively movement of lumber on wagons all over the district and city, which shows that there is an active sorting up between yards going on, as well as a heavy delivery of lumber to local builders. The carpenters' trade fully keeps pace with the demand for outside shipment.

While the dealers have reason to feel cheerful over the steady rise in demand, the question of price is one that gives them some dissatisfaction. The revival of trade has developed a degree of weakness in prices that was not anticipated at the year's beginning, when there was so much talk about firmness, rock bottom, and no further decline. The long winter, with

an unprecedented stagnation of trade, crippled by a February of unfavorable weather and little demand, caused many holders of lumber to be very anxious to sell as soon as there was the least opportunity. The result has been some weakness on the part of holders, and considerable shading between yards. It is positively asserted that a telephonic inquiry through the district develops a cutting of 25 cents to \$3 a thousand on particular sorts, the amount of concession in each instance being determined by the quantity each yard has of the particular sort in pile. The condition seems to be this: If a yard has a heavy stock of any sort of lumber, the owners appear to think they must unload it, even at a sacrifice. A peculiarity of the thing is that it makes but little difference what the special sort is; if it is in excessive supply in a particular yard, it must be unloaded. This, of course, means a degree of weakness throughout the entire list. Perhaps an exception should be made in the matter of 12-inch, 12-foot common, and No. 2 boards, which all consider scarce. It is alleged, also, that 2x4 16-foot piece stuff is scarce, and that other sorts are much inquired for, but views differ in regard to the scarcity of specials. Houses that are buying a good deal for sorting up report plenty of dry lumber of nearly all sorts, and say "scalping is good." How far such weakness as is prevailing is affecting bills sold to the country it is impossible to say. But since heavy concessions are usually made, as between yards, on some particular sort of stock, it naturally follows that the process of evening up through a bill may not show a serious cut below list prices. Indeed it is asserted that when bills are made to the retail trade at large, prices are fairly uniform, and have not materially changed since the beginning of spring trade.

The stock on hand in the yards of this city on March 1st, as returned to the secretary of the Exchange, shows an excess over the previous year at a like date, of 81,063,426 feet of lumber, and a decrease of shingles amounting to 9,139,397. The aggregate stock decreased 31,859,400 during February in lumber, and 9,621,925 in shingles. Do the best the trade can throughout this month, the stock on hand April 1st will doubtless show an excess over a like date in 1884, though it need not necessarily be so much as to startle or discourage the trade, if shipments are continued all the month at the current rate.

Receipts of lumber, shingles, etc., from Jan. 1st to March 19th as reported from the Lumberman's Exchange:—

Table showing receipts of lumber and shingles for 1885 and 1884.

FROM JANUARY JAN. 1, 1885, TO MAR. 19, 1885, INCLUSIVE.

Table showing receipts of lumber and shingles for 1885 and 1884.

STOCK ON HAND MAR. 1.

Table showing stock on hand for 1885 and 1884.

FREIGHT RATES TO EASTERN PORTS.

Table listing freight rates to various eastern ports like Albany, Boston, Philadelphia, etc.

BOSTON.

The Journal of Commerce of March 21st says. General business is moving along very fairly for the season, with quite an encouraging outlook for spring trade. White pine in desirable grades holds its own quite steadily. Orders for spruce have been quite good, and the mills are well employed for weeks ahead. Dry hemlock boards are quite scarce. Yellow pine, especially flooring, has been in fair request. In hardwoods there is a moderate business doing. Mahogany

coming rapidly into fashion as the leading fancy wood of high cast for furniture and finishing. Walnut is quiet and steady. Whitewood moves along about as before.

CANADA PINE.

Table listing prices for Canada Pine products like selects, dressed, shelving, etc.

ALBANY.

Table listing prices for Albany products like pine, spruce, hemlock, etc.

OSWEGO, N.Y.

Table listing prices for Oswego products like three uppers, picking, cutting up, etc.

BUFFALO.

Table listing prices for Buffalo products like uppers, common, cull's.

TONAWANDA.

Table listing prices for Tonawanda products like three uppers, common, cull's.

LONDON.

The Timber Trades Journal of March 7th says:—The activity reported along the coast has not yet made itself felt in this market, and we can hear of very few cargo sales having been made to London merchants. The importance of the outport business, we consider, has been somewhat overrated as applying to this market, and the likelihood is that a considerable amount of the business reported to be done has been of a speculative character. Several important stocks are said to be sold out for the entire season, but who were the buyers?—that is the question. There is certainly nothing unfavorable to prices advancing in the prospect of a war with

Russia, nor are the signs of activity in the War Department and the despatch of troops and war material up the Mediterranean, inimical to a busy season for the timber trade. Provided things are carried out on the usual scale of such undertakings, instead of in their present half-hearted way, by the time the first open water shipments are arriving we may see a firmer market, but this is all surmise. What we have to encounter now is dull trade and full stocks, which, while it lasts, must continue to have a lowering effect on prices. The London merchant will not import while he can secure what he wants on the spot at less than it would cost him to bring forward; hence it is that we find such palpable indifference regarding first open water transactions amongst the London men.

**LIVERPOOL.**

The *Timber Trades Journal* says:—On Thursday, the 5th inst., Messrs. Duncan, Ewing & Co. offered the cargo of St. John, N. B., birch timber and spruce battens just arrived per Sunshine, from St. John's, N. B. The company present consisted principally of the local dealers, with some buyers from the country. The sale was slow and dragging, although there was a disposition shown to meet the market, and some lots were withdrawn. The prices realized were: 19 in. and upwards deep, 25½d.; 18 in. and under 19 in., 21d.; 17 in. and under 18 in., 18d.; 15 in. and under 17 in., 17d.; 15 in. and under 16 in., 15½d.; 14 in. and under 15 in., 15d.; spruce battens, £5 7s. 6d. The fine parcel of oak planks was withdrawn.

In the issue of March 17th the same paper says:—A moderate amount of contracting appears to be going on for Quebec timber and spruce deals, especially for the latter, round the coast at the various outports, but buyers are not inclined to respond to the advanced rates demanded by shippers. Should the freight market, however, exhibit any tendency upwards it will probably scare those who are hesitating now to act promptly and secure cheap cargoes whilst the opportunity exists, especially if the reports of a short supply of logs in Nova Scotia and New Brunswick should eventually prove to be well founded. At any rate, there is at present little cause to question the accuracy of the fact that advanced prices are being asked and obtained for deals at the mills in those districts.

**A HEALTHY TRADE.**

Generally speaking the lumber manufacturing industry is not very profitable at present, nor has it been so for some time past. It may, therefore, be some consolation to those engaged in the trade to learn that, if not the most remunerative, it is apparently one of the healthiest vocations in modern civilized life.

Such, at least, is the reasonable inference to be drawn from the recently published mortality tables of the Connecticut Mutual Life Insurance Company. These tables show the ratio of mortality to occupation among over 90,000 males insured by the company during the thirty-two years ending December 31st, 1877, and likewise disclose the interesting fact that, in spite of rotten boilers, totally depraved circular saws, and those terrible germs of disease which a noted chemist has lately declared to exist in *caseno* quantities in all sawdust, our saw and planing mill men, and other manipulators of lumber are longer lived than any other class of men insured in this particular company, with the single exception of commercial travellers. In this respect the men "on the road" and the men in the mill are on an equality, while clergy men and editors are far in the rear.

It is generally supposed that regular habits, abstinence from intoxicating liquors, or disipation of any kind—in short, that strict adherence to the highest moral and religious ideals, which all journalists are noted—are conducive to longevity. Yet it seems that while the mill man gains a longer lease of life by strict adherence, as we are bound to believe, to the high standard just described, the equally virtuous journalist is not so fortunate. It is especially singular that he should fall behind the commercial traveller, a person who is, in the popular belief, usually addicted to rather frolicsome ways of living, being often indeed credited with being as expert in "painting the

town red" as in the exhibition and glorification of his samples.

We shall not attempt to explain this apparent anomaly, but will be content with simply congratulating the mill men on the fact that, from a sanitary point of view, his vocation is apparently excelled by none and equalled by only one.—*Saw Mill Gazette.*

**BOARD OF TRADE RETURNS.**

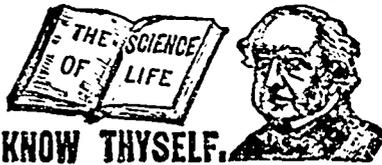
The following are the returns issued by the Board of Trade, for the month of Feb. 1885, compared; and also for the two months ending Feb., 1884 and 1885, compared.

Timber (Heaven).	Quantity Loads.	Value £.
Russia	86	620
Sweden and Norway	7,120	11,123
Germany	1,341	3,060
United States	5,124	19,508
British India	1,006	20,594
British North America	67	201
Other Countries	27,644	44,234
Total	42,868	99,689
<b>Timber (Sawn or Split, Planed or Dressed).</b>		
Russia	1,917	8,651
Sweden and Norway	10,962	26,334
British North America	1,705	4,508
Other Countries	10,521	50,792
Total	34,105	90,285
Staves (all sizes)	5,568	17,095
Mahogany (tons)	6,266	64,501
Total of Hewn and Sawn	70,973	192,974
<b>TWO MONTHS ENDED 28TH FEB 1885.</b>		
<b>Timber (Heaven).</b>		
Russia	3,399	7,312
Sweden and Norway	27,641	42,185
Germany	6,634	22,058
United States	11,270	40,071
British India	5,529	75,522
British North America	317	951
Other Countries	73,633	105,475
Total	130,633	294,474
<b>Timber (Sawn or Split, Planed or Dressed).</b>		
Russia	5,409	10,763
Sweden and Norway	34,695	75,585
British North America	11,442	24,220
Other Countries	30,702	97,254
Total	82,238	207,822
Staves (all sizes)	6,006	38,526
Mahogany (tons)	13,017	113,241
Total of Hewn and Sawn	212,570	569,290

A NEW journal, *Timber*, devoted to the timber and kindred interests, has been established in London, England. Its appearance is neat, and it is evidently under careful management, and well posted in the requirements of the interests it is intended to serve.

To break up colds, fevers and inflammatory attacks, use Dr. Pierce's Compound Extract of Smart-Weed.

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Exhausted Vitality, Nervous and Physical Debility, Premature Decline in Man, Errors of Youth, and the untold miseries resulting from indiscretion or excess. A book for every man, young, middle-aged and old. It contains 125 prescriptions for all acute and chronic diseases, each one of which is invaluable. So found by the Author, whose experience for 23 years is such as probably never before fell to the lot of any physician. 300 pages, bound in beautiful French muslin, embossed covers, full gilt, guaranteed to be a finer work in every sense—mechanical, literary and professional than any other work sold in this country for \$2.00, or the money will be refunded in every instance. Price only \$1.00 by mail, post-paid. Illustrative sample 6 cents. Send now. Gold medal awarded the author by the National Medical Association, to the officers of which he refers. This book should be read by the young for instruction, and the afflicted for relief. It will benefit all.—*London Lancet.* There is no member of society to whom this book will not be useful, whether youth, parent, guardian, instructor or clergyman. Address the *Paragon Medical Institute*, or Dr. W. H. Parker, No. 4 Bulfinch Street, Boston, Mass., who may be consulted on all diseases requiring skill and experience. Chronic and obstinate diseases that have baffled the skill of all other physicians are a specialty. Such treated success fully without an instance of failure. **HEAL THYSELF**

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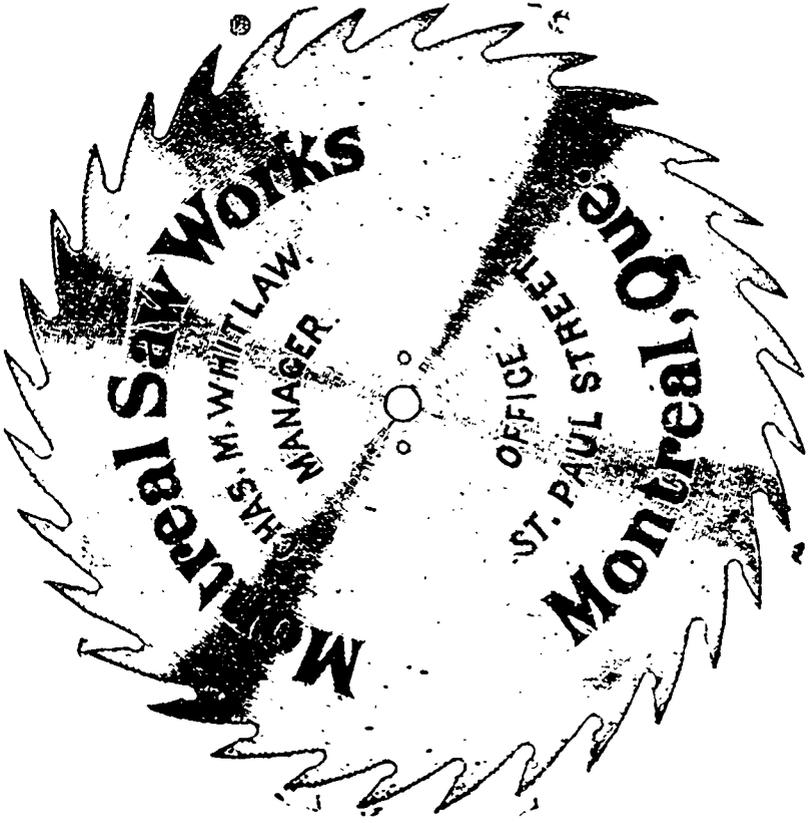
ICE, AND ONE MAN CROSS-OUT SAWS,

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BAND SAWS, BARREL AND HEADING SAWS, EMERY

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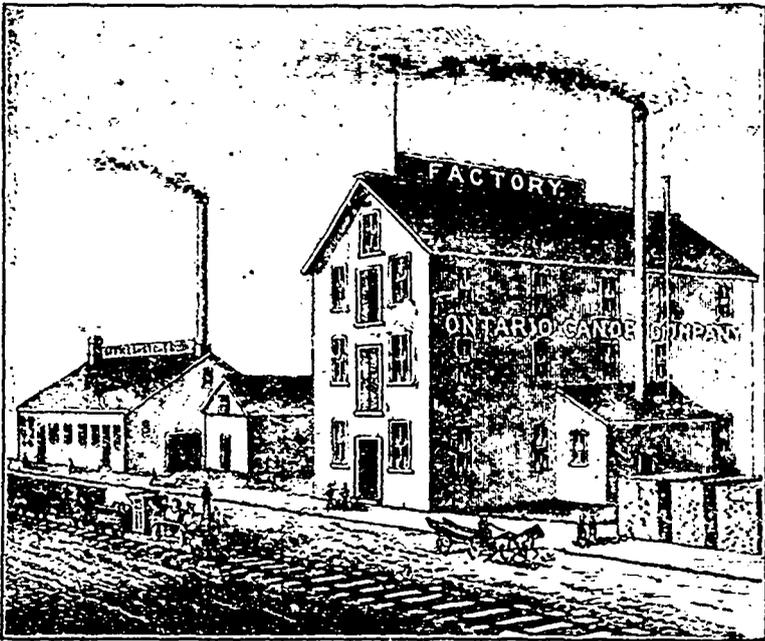
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## CANOEES

Patent Cedar Rib Canoes, Patent Longitudinal Rib Canoes, Basswood Canoes, Folding Canoes, Paddles, Oars, Tents, and all Canoe Fittings.



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SILVER MEDAL at Montreal, 1884

SILVER MEDAL at St. John, N.B., 1883.

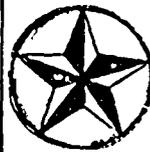
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## Lightning Cant Dog.

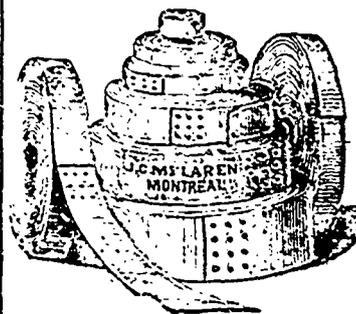
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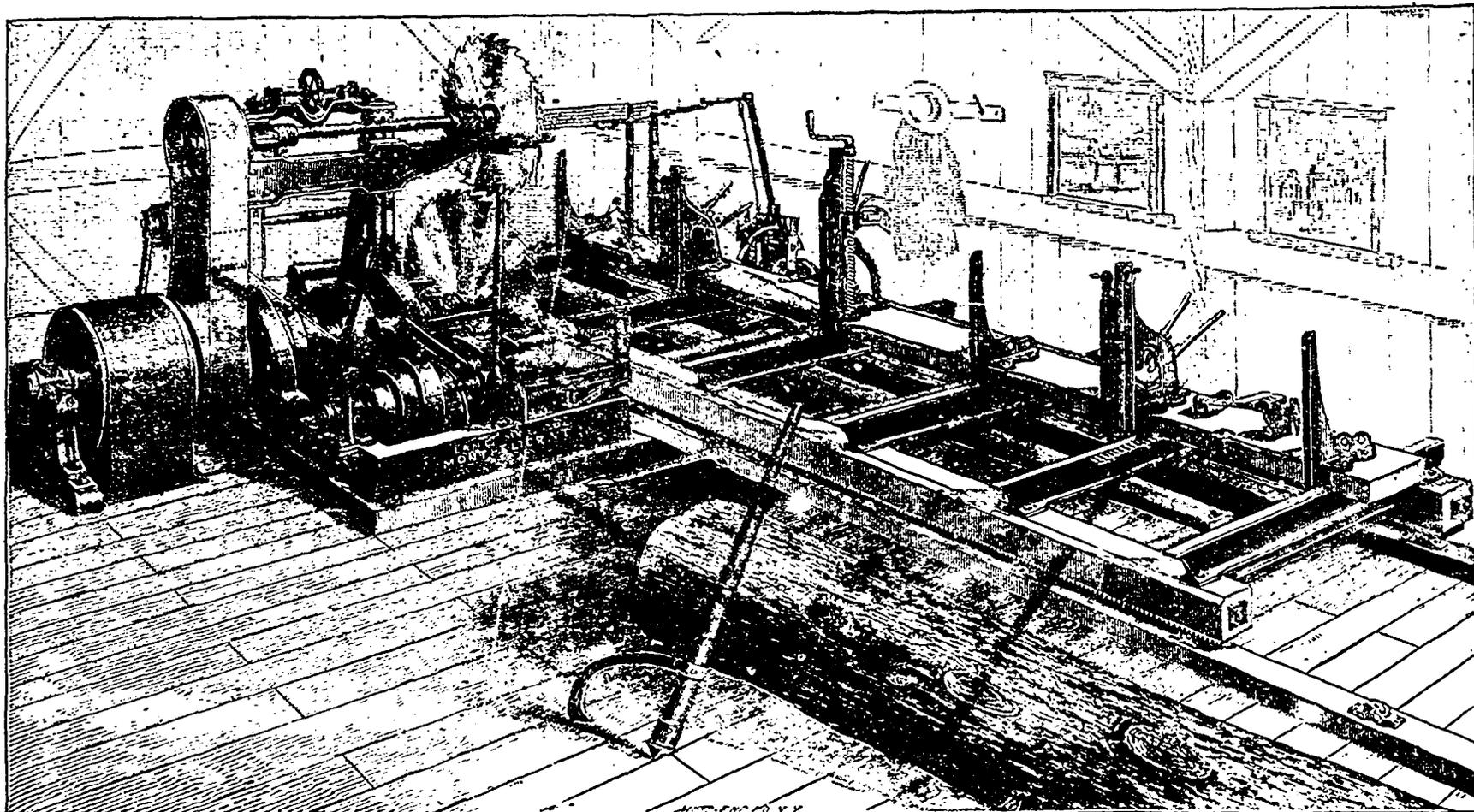
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*Pumps for Fire Protection a Specialty.*

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*Our Combined Boiler Feed and Fire Pumps are a NECESSITY IN EVERY WELL ORDERED STEAM MILL or FACTORY.*

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*Our Independent AIR PUMPS and Condensers will effect a saving of 30 to 50 per cent. when applied to high pressure Engines.*

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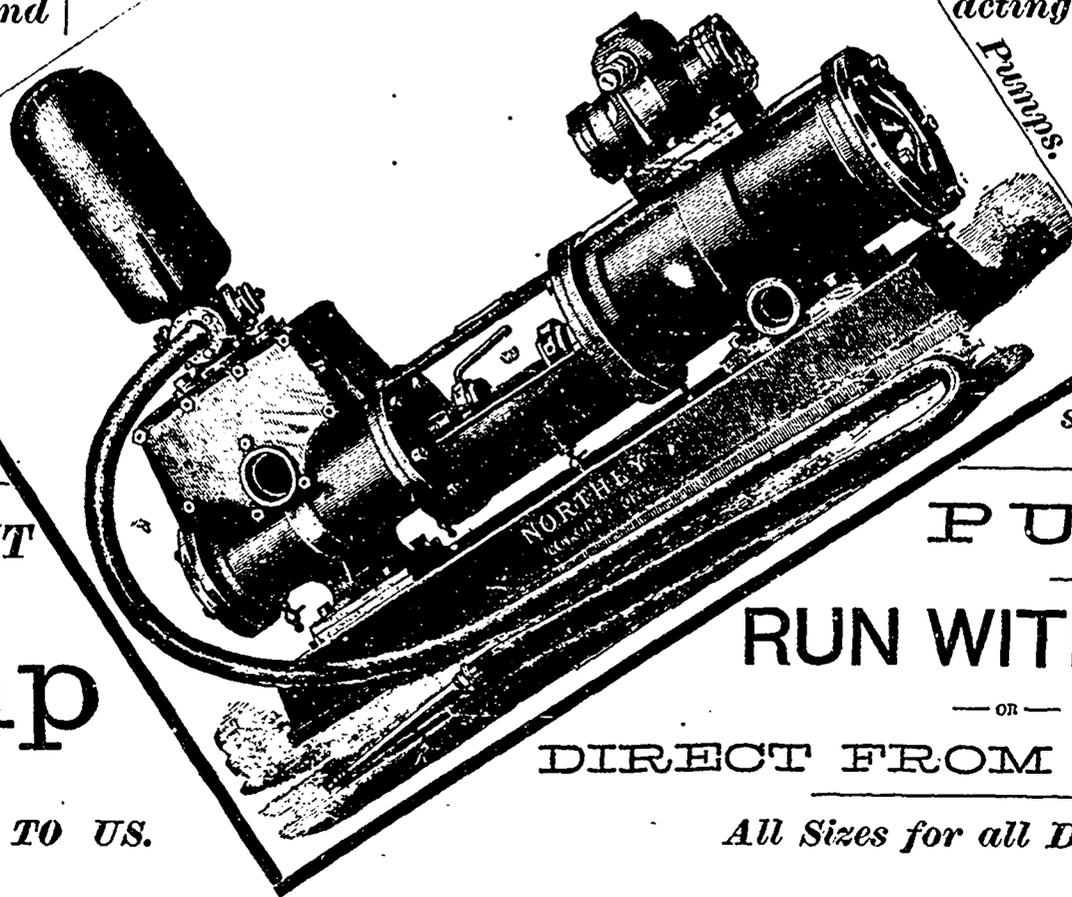
*Only two moving parts in Engine.*

### Compact. Durable.

*Having the well known compactness of direct acting Pumps.*

*Guaranteed the most durable Pump made; impossible to break down.*

*Our PUMPS for general water supply give the greatest satisfaction.*



IF YOU WANT  
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PUMPS  
— TO —  
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*All Sizes for all Duties.*

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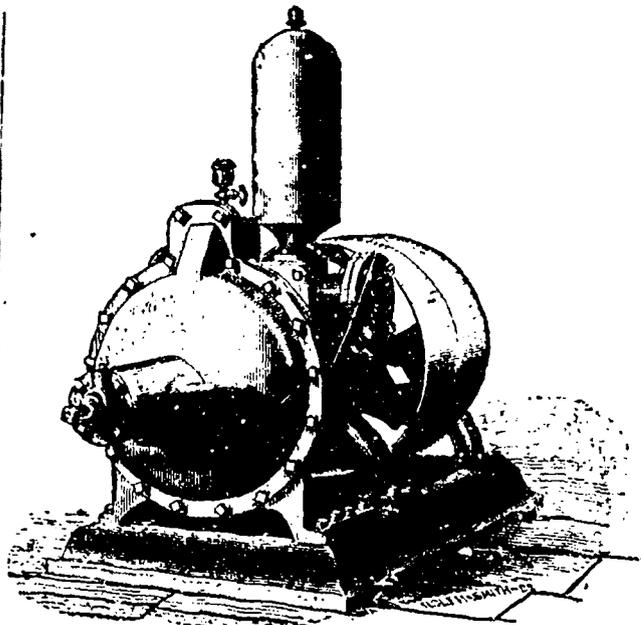
for placing your goods or wares before the saw-mill men and lumber and timber dealers of the Dominion.

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PROTECTION FROM FIRE

An Improved Rotary Piston Force Pump.

No.	Diameter of Pipes.		No. of Revolutions.	Capacity per minute at table speed.	Price.
	Suction.	Discharge.			
2	2½ in.	2 inch.	250	125	\$100
3	4 "	3 "	250	250	150
4	5 "	4 "	250	400	225

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STEAMBOAT PROPELLERS AND ENGINES.

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Without loss of time or great expense. Ten or Twenty Dollars spent in ELECTRIC BELTS will do you more good than a hundred expended any other way.

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Yours truly,  
WALLATA, D.T., December 17th, 1883.  
DR. D. McLACHLAN.

A. NORMAN, Esq.,  
DEAR SIR,—I have experienced considerable benefit from your Appliances. I feel stronger and better every way.  
Yours truly,  
OTTAWA, September 3rd, 1883.  
R. E. HALLIBURTON.

MR. NORMAN,  
DEAR SIR,—I have been wearing your Electric Insoles for about six months, and have been greatly benefited by them. I recommend them to all who suffer from Rheumatism.  
Yours truly,  
PERTH, ONT., June, 1883.  
Mrs. J. GUTHRIE.

A. NORMAN, Esq.,  
DEAR SIR,—Soon after I commenced to use your Electric Appliances they opened my bowels, cured my cough and cold, relieved my head, and considerably relieved my catarrh in consequence. The discharges from my head and chest are now easy, and I feel altogether better. My digestion has improved, my stomach is no longer sour and windy, and I am less troubled with lascivious and vivid dreams. I had previously tried almost all the advertised patent medicines without deriving any good.  
Yours truly,  
PETERBOROUGH, October 15th, 1884.  
J. GREEN.

CURATIVE BATHS: Electric, Vapor, Sulphur, and Hot and Cold Baths.

Baths have been admitted in all ages by every school of medicine, to be one of the best means of curing ailments, maladies and diseases. The Electric Bath is the latest and best discovery in this line. Come and try them. Consultation free. Circular on application.

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So many of our Mill Men and practical Sawyers have formed their opinions as to the quality of TANITE EMERY WHEELS for SAW GUMMING by a trial of one class only—our old and well-known CLASS 2 wheels—that we deem it necessary to call attention to the above comparatively new classes. All Mill Men should understand that there is no absolute and accepted standard as to Saw Gumming Wheels. The preference for one or another make is as much a MATTER OF TASTE as is preference for cheese, or wine, or music. Most of our competitors make but one class of Saw Gumming Wheels. We make FOUR, and there is about as great a difference among these four classes of Tanite Wheels as there is among the wheels of different manufacturers. It is quite probable that some who failed to be satisfied with our Class 2 may find some one of the other classes exactly what they want. It is equally probable that some who have been regular and well satisfied users of our Class 2 or 3 Wheels may be still better pleased with our "POCONO" or "PARADISE." We suggest your sending an order for four wheels, one each of Classes 2, 3, "Pocono" and "Paradise," in order that you may settle the question which does suit you best. We are furnishing the "Pocono" largely, and the demand is largely increasing. For the "Paradise" there is but a light demand, but it comes from experienced men. We also make a Special Class to suit the requirements of the AUTOMATIC SAW GUMMING MACHINES so largely used in the North-West.

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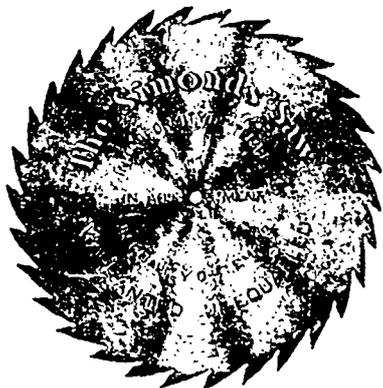
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