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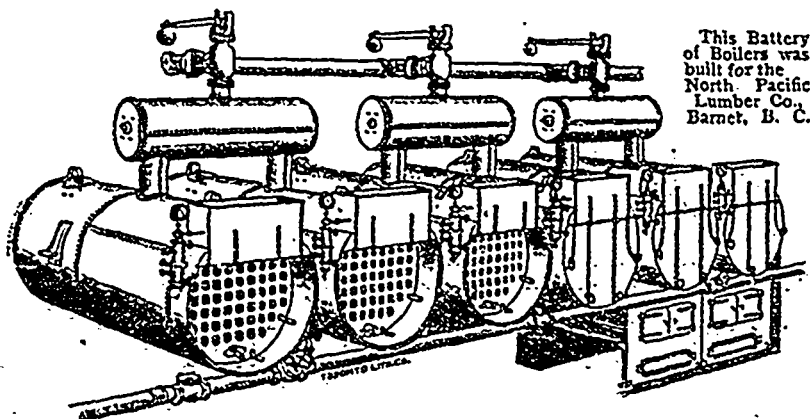
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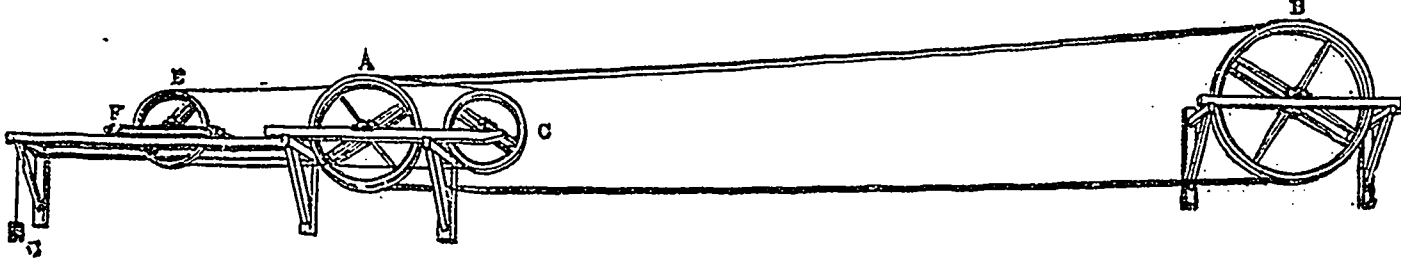
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THE CANADA LUMBERMAN.

VOLUME VII }
NUMBER 3 }

TORONTO, ONT., MARCH, 1891.

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BIOGRAPHICAL SKETCHES.

NO. 1.

JOHN DONOGH first opened his eyes in the city of Toronto during the eventful year of 1854, consequently he is not an authority, except from reading and hearsay, on the Crimean war, or that free trade period of Canadian history so frequently alluded to by a section of our press, as the only prosperous and progressive epoch since Jacques Cartier stumbled on to our eastern shores. Some ten years of juvenile life spent at Mono Mills, (then in the "bush,") laid a good foundation for his future development of bone and muscle. Subsequent school training received in Toronto fitted him to face the world and carve out a livelihood.

He commenced to carve by delivering "jerked lightning" round the city for the Montreal Telegraph Co., and graduated from the desk of that company to "jerk" slivers out of his fingers when showing lumber to customers for S. R. Briggs, the pioneer lumber merchant of the Queen city.

In '68 there was a slight difference between the office help and furnishings of a lumber firm and the equipment of similar offices in '91. The assistant was a Pook Bah, and as such waded through the duties now performed by the telephone, the office boy, bookkeeper, city salesman and correspondent. To S. R. Briggs must be given the credit of establishing the wholesale, jobbing or middleman trade of Toronto, his business being almost confined to the disposal of car and vessel lots.

Under such training a man had lumber "greatness thrust upon him," and the subject of our illustration found himself in '76 so "choke" full of logs, lath and lumber, metaphorically speaking, that he embarked in the lumber trade on his own account on the retirement of his employer from active business life.

Joseph Oliver, (a salesman for Briggs) T. S. McCool and John Donogh, composed the new firm, whose shingle suspended over the doorway of 37 Adelaide street, east, read: "Donogh, McCool & Oliver." Some six months spent in their modest offices built up a trade which compelled them to seek more commodious quarters, and they removed to the Imperial Bank buildings on Exchange Lane. In '82 Mr. McCool withdrew from the partnership, leaving the firm to prosper under the name and style of Donogh & Oliver. On the opening of the new Board of Trade buildings, the firm rented a suite of offices on the second floor, overlooking Yonge street, Nos. 213, 214 and 215.

The business of the firm is confined to jobbing alone. They operate no limits, nor do they possess any mills. Purchasing agents cover the ground at all points, who keep them well informed of the quality and quantity of cuts; and agents and salesmen scattered over the inland towns and villages of western Ontario dispose of stocks for the home trade.

The season's output of a great many mills are purchased and sold locally, provincially and to the United States as far east as the Atlantic.

In that class of lumber merchants who do not manufacture and sell wholesale, it was generally conceded that Christie, Kerr & Co., S. C. Kanady & Co., and Donogh & Oliver led the van. The failure of the first two firms, the extra facilities obtained and employed

for purchasing, and a constantly increasing foreign trade, have pulled the firm to the front, and in volume of business they head the list as jobbers.

We selected Mr. Donogh as a subject of our first sketch, from the prominent position he occupies as the ex-chairman of the Lumber Section of the Board of Trade and now the occupant of a seat in the council, where for the first time lumber is strictly represented. His executive ability, backed by such an influential body, must result in redressing some minor evils that interfere provincially with the lumber trade, and the voicing of their resolutions by him, will carry the weight of a member thoroughly determined to fight for any reform, or to oppose any encroachment.

PERSONAL.

Hon. Mr. Joly de Lotbiniere has been strongly urged to be a candidate for the forthcoming election for the Province of Quebec, but has refused the honor



MR. JOHN DONOGH.

H. Cargill, M. P., one of Bruce county's big lumbermen, was in the city during the month.

G. W. Brisley, a well known and much respected mill man, of Fesserton Ont., dropped dead from heart disease two weeks ago.

Mr. W. Edwards, a well known lumberman and late member for Russell, is again the Reform candidate for that constituency. Mr. Edwards is a capable man and will likely lead his party to victory on the 5th inst.

We were pleased to meet in the office of THE LUMBERMAN, Mr. Wm. Foster, lumber dealer, Owen Sound; W. C. Irvine and Mr. Chas. Ashby, of Pontypool.

Mr. John Stah who had been seriously ill at Quebec, has returned to London, Eng.

Mr. Benjamin W. Arnold, the well-known lumber king of Spanish river, died at his residence in Albany, N. Y., last month. His demise will be learned with deep regret.

Amongst the nominations on the 27th ult. we notice the names of quite a few prominent lumbermen. East Bruce has two in the field, Cargill, ministerial, Truax, opposition. Ottawa has also two, Robillard, ministerial, Nagle, independent. Ministerial candidates were nominated as follows: Dickenson, Carleton Co.; Desjardins, Hochelaga, Que; Bryson, Pontiac, Que. Opposition nominees are: Schell, Glengarry; Waldie, Halton; Cook, Simcoe; Edwards, Russel; Prefontaine, Chambly, Que.; Meigs, Missisquoi, Que. The conservatives lose two old representatives in Rykert, of Lincoln, and Wright, of Ottawa Co., Que. In the retirement of Alonzo Wright, the Dominion, not the Conservative party alone, suffers a national loss. Irrespective of race or creed, few men in the House of Commons held a higher reputation for honesty and few sacrificed so much time and personal interests. Many patizan causes are advanced as to his reasons for voluntarily giving up his seat, but it can be presumed that a man who knows so much about public questions of the day, knows enough to gauge correctly his own private reasons.

Mr. Jas. Dollar, who was injured on the railway New Year's night, is still confined to his room at Bracebridge Ont.

Messrs. Fred. Taylor and Charles Marshall, of Orillia, have gone to work on a mill Mr. Wm. Tait is erecting in British Columbia.

T. J. Hammill, Barrie, Ont., a prominent lumbermen, was prospecting in British Columbia last month.

Mr. Wm. Mackay, lumberer, Ottawa, Ont, with his son and the two Misses Mackay, left by the G. T. R. on the 20th on a trip to California.

T. S. Higginson, Crown Timber Agent, in British Columbia, had his leg broken in the railway accident which happened on the Canadian Pacific near Schreiber, a station on the Lake Superior section.

Wm. Stahlschmidt, manager the Canadian Office and School Furniture Co., of Preston, Ont., went west on the 17th ult. to superintend the placing of several car loads of opera chairs, school desks, etc., in Manitoba and British Columbia.

John McLean, the journalistic father of protection, died in Toronto on the 13th. The deceased was born in Glasgow in 1825, emigrated to Canada when a boy, and with his parents settled in Brantford, Ont. Before entering journalism in 1863 on the Hamilton Times, he operated a sawmill at Seneca, Ont. on the Grand river. When the Mail was established in 1870 he was its protectionist editor for eight years, and followed up his theory on the World, contributing largely to that journal's ethics, autonomy in Canadian commerce, education, nationality and patriotism.

Mr. T. S. Higginson, Dominion lands agent at New Westminster, was far less injured in the Canadian Pacific Railway accident near Schreiber than at first reported. His leg is severely bruised not broken.

Mr. Harcourt Smith, of Quebec, who is now in London, Eng., will prolong his visit until the spring.

Mr. Francis Maguire, the well known lumberman, of Ottawa, is assisting the Reform candidate in Renfrew Co., and Mr. A. Miscampbell, M. P., of Midland, is opposing his fellow lumberman H. Cook, in Simcoe Co.

Mr. R. S. Wilson, at one time a member of the lumber firm of McCrancy, McCool & Wilson, this city, and now with Messrs. W. N. McEachren & Co., was married to Mrs. S. Irving recently. THE LUMBERMAN extends its best wishes for the future happiness of the newly-made twain.

We wind up our fatalities and casualties with a reorganization of the old saw, awaiting the record of the saw for April. "Tree spare the woodman" "Saw spare the sawyer."

THE CARRYING TRADE.

LAST issue we dealt somewhat at length with the lake trade, its volume and character, and we gave approximate land and water rates of carriage. The contrast was greatly in favor of slack water carriage compared with railroads. While the lakes and rivers have received much attention at the hands of the governments of the United States and Canada, it is questionable whether a proportionate expenditure has been extended to them when contrasted with the vast sums advanced by the Governments to the railways. The volume of trade has increased so rapidly that the governments could hardly pause to nicely adjust proportionate expenditure. It is now, however, clearly shown that both the railways and waterways are required to relieve the congested condition of the carrying trade, and no doubt more attention to the waterways will be given in the future. Much can yet be done by more accurate surveys, increasing the number and efficiency of light-houses, signals and fog whistles, as well as removing interruptions to continuous voyages. The chief and most costly improvements, however, are the removal of all impediments to deep and more extended water navigation. Compared with the advantages to be gained, a moderate expenditure would enable vessels drawing deep water to pass from the ocean to the head of Lake Superior. It was long a problem whether the railroads would not supercede the water ways, and beyond question close-water barge canals cannot compete with the railroads and are almost entirely behind the age. It is now quite clear that for heavy freights, deep slack water far exceeds the railroads.

Human invention is equal to furnishing anything essential to the existence or comfort of the race. Up to the present we were content to adopt uniform railroads. Nearly the entire system in North America has been brought to the standard gauge of 4 feet 8½ inches, and we have pressed for uniform waterway capacity. The requirements of trade have led ingenious engineers to contrive of late a combination of water and railways that will overcome impediments to shipping at much less cost and with much speedier carriage. The invention of the ship railway so constructed as to lift vessels of any tonnage freighted with full cargoes, carry them over the impediment and safely land them in the water on the other side, is but now matured, and has not been yet tested on a large scale suitable to ordinary business purposes. There is no doubt, however, that this can be accomplished with perfect ease and safety. There will in the near future be: (1) The railways. (2) The water ways, slack and close water. (3) A combination of both, being part water and part rail. There will therefore shortly be introduced a new factor in the carrying trade that will play a prominent part in this far-reaching question.

Of late few have doubted that the lake trade would be permanent or that its volume would continue to increase. Freight can be carried from St. Louis, by way of Chicago and the lakes, for upwards of a dollar a ton less than by way of the Mississippi, through the Gulf of Mexico and Atlantic Ocean to New York city. This fact will clearly show to those who have given the subject any consideration that if a line be extended West from St. Louis to the Pacific the country north of it from that ocean will be within the carrying influences of the lakes, and the inhabitants will be able to avail themselves of the waterways with their reduced rates, or will be able to obtain rates from the railways affected or moderated by the lake charges. This territory north of such a line includes thousands of miles of inland water communication on the Mississippi and Missouri and their tributaries, besides the enormous trunk railway systems leading from the west across the country to the lakes. This immense country is yet, where inhabited, sparsely populated, but much of it is entirely unsettled. A few years only in the future will pour from 20,000,000 to 30,000,000 additional population on to this territory in Canada and the States within the carrying influences of the lakes. There is no unoccupied position of the globe that is equal to the territory above indicated as a fertile agricultural country. Both animal and vegetable life attain to the healthiest and greatest perfec-

tion. It is well known that in the east on the other hand the manufacturing population is increasing, and as there is unrestricted freedom of trade between all the States of the union it is quite apparent that the west will continue as now to raise agricultural products for the east, while the east will continue as now to manufacture those utensils required in the west. We have then the one set of producers in the west increasing and the other in the east also increasing, separated by long distances and the lakes lying between them. It is therefore manifest that large as the present volume of freight is it only gives indication of its future gigantic proportions.

The question then naturally arises, is it possible to afford such facilities for the transportation of freight, by any or all the known methods, as will lessen the rates in the interest of both producer and consumer? Is it possible to increase the speed of transit and the safety of the carriage at a less cost than present paying rates?

Until some enterprising company takes a new departure, and improves upon the present gauge, the construction of the rolling stock, and the carrying capacity of the car, the railway charges cannot be greatly lessened for rough freights.

No scientific scheme has yet been advanced by which as great speed can be obtained on the water as on the land. The railroads must therefore in the future as in the past continue to carry all the passengers and light and perishable freights, and these afford no inconsiderable part in the gross earnings of the roads. The great Trunk lines have so lately attained to their present importance that time has hardly established their relation to each other or the public at large. In the past the attitude of the great trunk lines to each other may be briefly said to have been ceaseless war. This severe competition has been the safety of the public in the past, but efforts have already been made to put a period to the prevailing strife. We now hear more of combinations than cutting rates. It is stated that J. Gould is now endeavoring to bring some 75,000 miles of railroad under one joint management. This means nearly half of the railways in the United States. The relationship of the trunk lines to each other and to the public may therefore shortly be entirely changed, not in the direction of reduced charges, but where not held in check by water competition, of increased rates for carriage. Of course the government has always the power of interfering, and might at any time establish a court with wide discretion to prevent exactions and discriminations. Such a court would meet immense hostility, and it is questionable whether with our partizan ideas, any government seeking to enforce its decrees could be sustained on a popular vote. The railways are therefore not likely to voluntarily reduce the charges for carriage.

In an improvement of the waterways, or the waterways and railways combined, the safety to the public lies. Many schemes within the last half century have been projected with the view of accomplishing this purpose. All had the same object in view, though they all differed to some extent. The idea common to all was the necessity for affording free passage-way for vessels of large draught from the great lakes to the ocean. Now that the volume of freight has greatly increased some course must at once be adopted to effect this object. The waterways are open to all. Any one with sufficient capital can put a vessel on the lakes and defy monopoly or combination, and therefore in the application of a generous policy to the lakes and rivers rests the safety of the public and the relief of the producer and consumer.

Let us indicate some of the schemes projected, all of which have received more or less support, and some of them are still under discussion.

Commencing at the south-east end of Lake Michigan, a ship canal, or ship railway, has been proposed to run to the west end of Lake Erie, thence by that lake to Buffalo; there to be transhipped to the Erie canal (perhaps enlarged) or to the railroads and on to New York city. Part of this scheme includes the enlargement of the Welland canal, or the construction of a ship canal or railway, between Lake Erie and Lake

Ontario. The first part of this route is intended to benefit Chicago chiefly.

In reviewing the lake trade generally, without specially consulting the interests of individual ports, the chief objective point is some distance east and south of the straits of Mackinac, where ships after passing down the Ste. Marie's river from Lake Superior on their journey south and east join those from Lake Michigan. From this point we have proposed improvements of the St. Clair Flats and the navigation generally on to Buffalo, then as before to New York or Lake Ontario.

A canal or railway from the Nottawasaga river to the mouth of the Humber. A canal by way of lakes Simcoe and Scugog into Lake Ontario near Whitby. A canal through Lake Simcoe down the Trent river to the Bay of Quinte.

Finally, a barge or ship canal, from Georgian Bay up French river, through Lake Nipissing, across the divide into Trent Lake, on to the Ottawa river and down to Lachine on the St. Lawrence. A brief examination in a future issue of the above projected schemes will enable us to ascertain how relief to the carrying trade can be best effected.—*Canadian Miller.*

JARRAH WOOD.

The new "Kew Bulletin" contains an interesting section on the properties and uses of the Jarrah wood, a species of eucalyptus, native of Western Australia. The main difficulties in connection with its use in this country are the cost of freight for such heavy timber from Australia and its intense hardness, which makes it difficult for ordinary English carpenters' tools to work it. The tree which produces it grows generally to a height of 100 feet, and sometimes 150 feet. It is found only in Western Australia, extending over the greater portion of the country from the Moore river to King George's sound, forming mainly the forests of these tracts. According to Baron Muelder, when selected from hilly localities, cut while the sap is least active, and subsequently carefully dried, it proves impervious to the boring of insects. Vessels constructed solely of it have after 25 years' constant service, remained perfectly sound although not coppered. It has been tried at three places in the Suez canal, and, after having been down seven years, the trial samples were taken up in order that a report on their condition might be sent to Paris. From certain correspondence between Kew and some London vestries, it appears that jarrah has lately been used by the Chelsea vestry for paving the King's road, and by the Lambeth vest in the Westminster bridge road.—*Engineering, London.*

A LEVEL-HEADED BOY.

A BOY about fifteen years of age applied to a factory on Atwater street for the job of running a small engine in the place of a boy who had quit.

"Have you run an engine?" was asked.

"Yes, sir."

"You understand how steam works, do you?"

"I do."

"You know that water makes steam?"

"Of course."

"How is water got into a boiler?"

"By an injector."

"Suppose you have got too much water?"

"Then I can't get steam enough until I draw it down."

"Correct. Suppose you haven't enough?"

"Then look out for an explosion."

"Correct again. Suppose you found the water almost gone, and couldn't start the injector—what would you do?"

"Come up stairs and notify you to get your insurance policies out of the safe and make a sneak before she busted!"

"You seem to be all right young man, you can come on in the morning."—*Detroit Free Press.*

A fire under a boiler should not be hurried too much but should be left to gain its full strength slowly. This is done easiest by putting in only a small quantity of fuel at a time.

THE NEWS.

ONTARIO.

—Albert Bird is starting a sash factory at Stirling.
 —Lefroy will shortly have two saw mills running.
 —Amos Vaughan, lumber, Port Arthur, has failed.
 —At Warminster Mr. D. Baker has erected a mill.
 —Londesborough station yard is blocked with saw logs.
 —E. M. Frattek, planing mill owner, of Napanee, has assigned.
 —J. A. Cook's new shingle mill, at Sundridge, has commenced cutting.
 —The cedar mill, Deseronto, commenced running about the first of the month.
 —Large shipments of tanbark and cedar posts are being made at Owen Sound.
 —The Muskoka Mill and Lumber Company's cut of timber this season will be 6,000,000 feet.
 —Thirty men and ten span of horses are drawing the season's cut to Dollar's mill, Brunal.
 —Mr. Houston intends putting in a new saw mill on his lot west of Lavender, in the near future.
 —The old Wilson grist mill property in Dundas has been purchased by a Mr. Fletcher, of Alliston.
 —E. C. Lewis, of Elford, has been shipping large quantities of lumber to Detroit during the month.
 —Thos. Griffith, Manitoulin, has skidded up to date 6,000 logs and 12,000 pieces cedar for paving and ties.
 —Mr. Chew, of Midland, has taken the contract this season again to saw the cut in the Severn Bridge mill.
 —Mr. Shorburd's saw mill, Hillsdale, is sawing a large quantity of lumber for the Toronto breakwater.
 —Rees & Lozar, Woodslee, commenced running their stave mill in January, with a yard full of timber for bolts.
 —Thos. Bailey's new saw mill, at Malden, has a capacity of 7,000 feet per day, not 70,000 as an exchange has it.
 —Along the river banks at Coldwater a larger quantity of logs have been "dumped" than in any previous year.
 —John Burton, Sr., of Rugby, recently purchased the village saw mill, put it in thorough repair and has commenced cutting.
 —T. Taylor, East Wawanosh, has the frame of his new saw mill erected, and intends getting in the machinery as soon as possible.
 —A train of teams drawing 140 barrels of pork left Ottawa for the shanties of W. C. Edwards & Co., at the Desert, on the 16th.
 —Wood Bros., of Tamworth, are fitting up their mill, putting in a new shingle machine and getting out large quantities of cedar.
 —Walter James, of Cottam, is shipping large quantities of lumber and clearing off the stock he had on hand previous to selling his mill.
 —The yards of Wingham's three saw mills are so crowded with logs that plank roads are laid upon the lower tiers to allow teams to unload.
 —The burning of McLaren's mill at Ottawa throws seventy-five men out of employment, and the employees lose \$50,000 worth of tools.
 —Duff & Stuart, of Bluevale, have sawn this year over 150,000 feet of custom work. From 60 to 70 teams are delivering logs to their mill yard.
 —The particulars of last October's sale of crown lands west of Port Arthur are promised by the Ontario Government before the present session is over.
 —Blythe is reaping considerable benefit from the monthly payment for logs delivered at Gray, Young, & Sparling's mill. The average is \$3,000.
 —Around Dundalk this season immense quantities of cedar are being cut for contractors. Every variety of saleable timber is being hauled to the R. R. depot.
 —Paul Bissonette, merchant, of South Casselman, has embarked into the lumber trade and is shipping large quantities of cordwood, etc., from Bearbrook.
 —The big lumber deal in which the Rathbun Company was to buy out the Gilmour concern has fallen through, and the Rathbun's lose their deposit of \$10,000.
 —James Bailey, agent for Thos. Caldwell, and James Hough, bush-ranger for Thistle, Carswell & Mackay, were engaged in travelling Caldwell's limit, near Pembroke, for the purpose of placing a value on it. If they can come to terms, Thistle, Carswell & Mackay intend to buy it.

—The Collinsby Rafting and Towing Company are building a powerful steel steam tug at Kingston, the plates, machinery, etc., for which are being imported from England.
 —James MacLaren & Co., of Ottawa, have asked the fire and light committee of the city council to investigate the cause of their recent fire. Mr. John Rochester also courts investigation.
 —Messrs. Perry, Reid & Phillips, of Fergus, are cutting large quantities of ties, poles, timber, logs and cordwood along the Grand river in the township of Garafraxa, W. and Luther, Wellington Co.
 —Pierce & Spearing, Foxmead, who are taking out tamarac ship frames, moulded and bevelled for the State of Maine, met with considerable loss through their foreman's wrong measurements in mouldings.
 —Mr. Gillies, lumber merchant, left a pocket book, containing \$1,000, in the bed he occupied at Foy's hotel, Eganville, one night recently. It was found by an honest servant girl and returned to him.
 —Mr. David Porter, of Porter, Reed & Canaan, Owen Sound, has received the contract from the government for building a wharf at Beaverton, to be 1,075 feet long and 20 feet wide, with a pier at the end 30x60 feet.
 —Pontypool visitors report that the pine and cedar in that locality will soon be a thing of the past. Chas. Ashby has cut logs enough to run his 15,000 ft. per day mill during the cutting season, commencing about April 1st.
 —R. H. Smith & Co., who have the contract for logging for the Ontario Lumber Co. at Commanda Creek, expect to finish by April 1st. Up to date the quantity logged is nearly 5,000,000 feet. The quantity contracted for is 6,000,000 feet.
 —Mr. W. J. Reid, of the Reidville mill, near Ayr, has purchased about 300,000 feet of timber, principally pine, a small portion being red and white oak. Within the past two weeks nearly forty loads of logs per day were being drawn to the mill.
 —Graham, Horne & Co. are asking a bonus of \$800 from the municipality of Neebing, Algoma, for the removal of their saw mill from Veimillion Bay. Their limits are exhausted necessitating the removal of their mill to a stream in some other part of the district.
 —On the evening of the 14th ult., Geo. Thompson, in the employ of McLachlin Bros., Arnprior, while returning from the roll-way to the shanty at Basin Depot, Nipissing District, was chased by five wolves. He ran for over a mile before overtaking some teamsters and reached them in an exhausted condition.
 —Murillo in the township of Oliver, Algoma, offers a bonus of \$300 for a custom mill in that municipality, the engine of which must be not less than 16-horse power, to cut custom lumber at \$4 per M; to sell sawn lumber at \$8 per M. and upwards, and to be capable of cutting logs 30 feet in length.
 —The Longford Lumber Company has made a new departure this winter in shipping a very large quantity of lumber. During January the shipments aggregated about two million dollars' worth, and so far this month nearly a million and a half dollars' worth has been sold and shipped.
 —Work has been stopped on Smith's large saw mill at Callender, and probably will not be resumed until opening of spring. The walls are up to the height of the first storey. Booth's mill, that used to be working more or less all the year round, is entirely shut down this winter. Not more than three or four men altogether are round the place.
 —A demand of assignment has been made upon McGinnis Bros., manufacturers of cheese boxes and similar goods, at Parkhill, Ont. The liabilities will approximate \$100,000. The principal bank creditors are the People's Bank, Montreal, and the Union Bank Branch, Montreal. The failure has been caused by Messrs. Wilson & McGinnis, of Athelstan Que.
 —Barnet & Mackay, of Ottawa, have purchased from the Banque Nationale the 200 square mile Latour limit on the Kippawa for \$15,000, less a commission, it is said, of \$7,500 to McCormack, the bank's broker, and \$2,500 to Latour, P. A. Cotton made the examination on behalf of the purchasers. Six years ago the sum of \$275,000 was declined for the same limits. The purchasers will probably start a saw mill at Pembroke.
 —Mr. John Rochester, of Ottawa, says in regard to the recent burning of his mill that he believes it was set on fire by scrap iron and tool stealers who prowl around all night at their nefarious business and dispose of their purloining next day at shady junk shops. He attributes the burning of McLaren's mill to the same cause, and expects to see other mills set on fire unless closely guarded by watchmen.

—Cache Bay is one of the many places along the Canadian Pacific railway that have sprung into existence within the last couple of years. The mills belonging to the lumber firm of Davidson & Hay, of Toronto, are located at the mouth of the Veuve River, three miles west of Sturgeon Falls. They are lumbering extensively on the Veuve River this winter, some five camps being at work. In addition to this there is considerable activity in the pulp wood business.
 —Alex. McCool, who is head filer for the Imperial Lumber Co., Warren, has invented a new method of filing with the Automatic Saw Sharpener, which renders it impossible for teeth to break out of a circular saw in sawing frozen timber. It takes less power to drive the saw than the old way of filing and will stand to cut on ten and twelve inch feed in frosty weather without any trouble. Mr. McCool has been working on this invention for some time and has been successful in his undertaking.
 —All the framework of Booth's new mill, fronting the Chaudiere falls, is now up, and the rest of the structure will be completed as quickly as possible, so as to be ready for operations in the spring. When finished it will be one of the most striking in appearance and complete in equipment in Canada, most imposing as viewed from the centre of the interprovincial bridge which spans the foot of the Falls, and will have a cutting capacity much larger than any other mill in Ottawa.
 —In the Chancery Division at Toronto, before Mr. Justice Ferguson, Messrs. Shepley, Q.C., and H. T. Beck, for the several defendants, appealed from the ruling of the Master at Ottawa in the case of Ratte vs. Booth, as to the sufficiency of particulars furnished by the plaintiff of the damages claimed by him, upon a reference to the Master to assess damages for injuries to the plaintiff's property on the river Ottawa by reason of the defendants throwing sawdust into the river. Mr. Langton, Q. C., for the plaintiff, contra. The appeal was dismissed with costs, the learned judge holding that particulars of damages were unnecessary.
 —Thos. Perry, of Bracebridge, is getting out about the usual stock for his mill, but intends manufacturing principally shingles this season, the stock to be handled by Mr. Dollar. Leishman & Sons are also getting out a stock of logs on Black Creek, Stephenson township. Sylvester Brown is stocking his mill as usual, principally from the south branch of the Muskoka river. Mr. J. D. Shier is also getting out about his usual stock. The Myres & Laquire Co. have three twin mills at Tretheway's Falls well ahead, and expect to be cutting shingles early in March. A large portable shingle mill has been purchased by W. B. Gate, to be set up in Macauley township.
 —Warren, a short distance west of North Bay, on the C.P. R., is fast rising into some importance from the influx of settlers and its exports of lumber. There are no highways graded and crowned except the railroad, yet a phenomenal growth from a wilderness to a settlement in a few years has taken place. The Veuve river drains the country and from the basin the supplies of timber at present is cut. The Imperial Lumber Co. own seventy-five square miles of forest and are operating it this season with five camps and two hundred men. The daily capacity of the saw mill is 100,000 feet, employing, in spite of the latest mechanical contrivances for minimizing manual labor, fifty hands. By means of three switches in the yard and a steam tram line into the bush, logs are hauled almost from the stump to the jack loader.
 —During 1890 permits were obtained from the City Commissioner, of Toronto, to erect to the value of \$2,364,750. Of the total, \$900,000 was for dwellings, \$313,000 for stores, \$560,000 for office buildings, \$220,000 for alterations, \$104,000 for churches and \$93,000 for warehouses and factories. These figures only apply to that portion of the city where permits are necessary. The total value of the permits during the last five years was:

1886.....	\$1,250,000
1887.....	1,145,000
1888.....	2,085,000
1889.....	2,356,000
1890.....	2,364,000

The above does not include the estimated cost of the new Court House and City Hall and Parliament buildings.
 —The lumber shipments from Ottawa to the United States for January, as shown by returns prepared in Consul-General Lay's office, amount to \$74,611.69. Of this \$3,741.98 was in bond for export to South America, leaving the amount actually disposed of in the States at \$70,869.71. These figures do not include the returns from Carleton Place, which are not yet in. Last year the returns, including Carleton Place, which was not then established, amounted to \$88,645.52, of which \$69,029.18 was actually used in the States. There is an apparent decrease this January of about \$14,000, but it is expected when the returns from Carleton Place are in that the shipments will be fully equal to those of January, 1890.

—A new pulp mill is in course of erection at Sturgeon Falls.

—Reports from Casselman state that lumbering operations are being pushed vigorously.

—Senator Peter McLaren has invested in over 100,000 acres of timber in the State of Virginia.

—Messrs. Croil & McCulloch, of Wales, are getting out a lot of logs and ties at West Moose Creek.

—Messrs. Salmon & Watson, of 299 College street, Toronto, wholesale and retail lumber dealers, have dissolved.

—The Victoria Harbor Lumber Co. will saw their usual quantity of logs, but manufactured fewer this winter than in past years.

—Of the 7,000,000 feet of lumber exported from Ottawa, one-third went to the United States; one-third to South America, and one-third to England.

—Many teamsters in the Ottawa Valley lumber camps have returned mourning the loss of valuable horses, injured, drowned, or dead from an epidemic that prevailed.

—The Georgian Bay Lumber Co. have worked their limits very lightly the present winter, logging only some 20,000,000 feet, owing to an extra large cut during the winter of 1890.

—Mr. James McGregor, of Ottawa, left recently for McLaren's limits, on the Gatineau, with a gang of men to explore the timber belt and report thereon to an English syndicate.

—The Ottawa saw dust case was up for hearing during the month. The master in Chambers at Osgoode Hall heard arguments as to the amount of damage committed. Mr. Ratte, plaintiff, was instructed to file specific damages.

—Shanty men have had a tough time to pull through the winter unemployed, owing to some of the largest mills in the Ottawa Valley not operating their limits. The closing down for the coming season of the same mills will throw from 150 to 200 trained mill hands out of work.

—Gillies Bros., Braeside, have closed up the lumber camp on Otter Lake, on the Kippewa, owing to there being no more timber to cut. Old lumbermen are of the impression that the drive will be a late one this season, judging from the appearance of the creeks and heavy snowfall.

—Mr. Tobin, of Kingston, has finished his tie contract for the Ogdensburg market. He has also 3,000 telegraph poles ready for shipment between Sharbot lake and Russel's siding, but cannot get them across the line before March 1st. They are then subject to a duty of 20 per cent., and he claims he will lose \$600 on the consignment.

—Fort William has voted a bonus of \$8,000 to Graham, Horne & Co., for the removal of their lumbering plant from Vermillion Bay to East Fort William. It is expected that the new industry will employ 70 men and handle 10,000,000 feet of dressed lumber per annum. It is all marketed in the Canadian north-west. In another column the bonus is stated to be \$800. This amount should be \$8,000.

—Mr. Perkins, a member of a manufacturing firm in Michigan, has a patent on shingle mill machinery which is said to be of superior value and will enable him to outdo competition in this line of manufacture. He proposes, if the town of Peterboro' will assist him, to build on the Wm. Hamilton Manufacturing Co's. property. He will put up buildings and put in machinery at an estimated cost of about \$15,000, and employ at the start 30 or 40 hands.

—All through Algoma, and down the district of Parry Sound and Muskoka, large quantities of spruce is being shipped to the other side to be manufactured into paper. It is estimated that 10,000 cords will be got out at Thessalon, while at Cache Bay 50,000 cords will be shipped. This new industry will temporarily make up for the loss in the telegraph pole and tie trade caused by the McKinley tariff. The price now paid is \$2.40 to \$3.00 per cord. Competition raised the price to \$5.60 for a short time at Burk's Falls.

—Senator Clemow, Mr. Hiram Robinson, Hon. E. H. Bronson, Messrs. W. G. Hurdman, E. B. Pattee, W. Maclean and other prominent citizens of Ottawa, discussed the question of establishing a factory for the manufacturing of band, circular and other saws in the capital. The meeting, presided over by W. H. Fuller, was well attended. It was decided that as the prospects for a remunerative business were promising, a company should be immediately formed with Mr. Joshua Oldham, the well known saw maker, of New York, as manager.

—The Rainy river forms part of the international boundary line between Manitoba and Minnesota and discharges the waters of Rainy Lake into the Lake of the Woods. For some time past surveyors have been locating the Rainy River railroad, a

line projected to tap the timber and mineral resources of the country around the chain of smaller lakes between the mouth and the head of the river. The advance guard, or pioneers of the expedition, in their exploration report immense forests of pine surrounding Clearwater lake, two arms of which will be touched by the railroad; large tracts of land badly burned in parts of Moss township, and great water stretches, navigable streams, and small lakes, which will allow the transportation of unsawn timber almost anywhere.

QUEBEC.

—Thos. Pringle, millwright, Montreal, has admitted D. A. Pringle, under style of Thos. Pringle & Son.

—Mr. J. Girard, of Lacolle, is selling out preparatory to establishing himself in the lumber manufacturing business in Montreal.

—The creditors of the Buckingham Pulp Company met in Montreal. This industry was started a couple of years ago with a capital of \$70,000.

—Mr. George Willard, Magog, has purchased the machinery of the Georgeville saw mill, and is placing it in the old Verin mill near the station.

—J. B. Fregean, of Standard, whose veneer mill was burned last month, has leased the Sarles' veneer mill at Newport, to cut logs until his old mill is rebuilt.

—McLachrie & Gibson, who run a saw mill on the Gatineau road, about thirty-five miles from Ottawa, have the contract for supplying immense quantities timber to the Gatineau Valley R.R. New machinery is being placed in the mill to meet the expected requirements of the trade when the railway reaches the section.

—The winter of 1890 was an open one around Sutton, preventing the log cut from being marketable. Good snow roads this season have allowed immense quantities of hemlock, basswood and spruce, to be "dumped" along the river bank between Sutton and Richford, awaiting the spring freshet. The bulk of the timber will go into the neighboring States.

—Among the creditors of Messrs. Wilson, McGinnis & Co., cheese box makers, of Athelstan, who failed recently are: The Banque du Peuple, \$12,000; Eastern Townships Bank, \$5,400; Ward, Carter & Co., \$1,000; Bank of Toronto, \$800; Union Bank, \$1,260; S. Greenshields, Son & Co., \$1,500; Montreal Peoples' Bank, \$1,300; Malone, N. Y., Dr. Cameron, \$800, Huntingdon; Ranson, Forbes & Co., \$800; McLachlin Bros. & Co., \$800, Montreal; John Call, \$600, Front River; John Cairns, \$900, Athelstan; Gault Bros, \$600, Montreal; Wm. Paterson, \$1,000, Port Scott; Andrew Gilmour, \$1,200, Huntingdon; James Johnson, \$800, Parkhill; small amounts to farmers, \$30,000.

—On February 14th, Judge Andrews at Quebec, entered judgment in the important cases of La Banque du Peuple vs. Bryant, Powis & Bryant, Limited; the Union Bank against the same company, and the Quebec bank against the same company. These cases involve about \$100,000 and arose out of notes and bills of exchange purporting to be signed by C. G. Davies as attorney for Bryant, Powis & Bryant, Ltd., under a power of attorney. The questions were of great importance to the business community and turned largely on the effect of the power of attorney. The cases of the Union bank and La Banque du Peuple have been dismissed, but that of the Quebec bank has been maintained.

NEW BRUNSWICK AND NOVA SCOTIA.

—J. H. Tiers, lumber, Hampton, N. B., has assigned.

—Dungarvon and Renous lumber camps are still at work.

—Jas. McKinlay, spool manufacturer, Musquodoboit Harbor, N. S., has assigned.

—Stevens & Robinson, lumber, etc., Salmon River, N. S., have dissolved.

—The William Law Shipping Co., of Yarmouth, N. S., are asking for incorporation.

—A few camps from the head of the river at Doaktown, N. B., have been abandoned, owing to deep snow.

—Ship building is being carried on extensively in parts of Nova Scotia this winter. In one district alone along the Cumberland shore there are 13 large vessels in course of construction. In other districts, in Liverpool, Lunenburg and Shelburne counties, there are a number of vessels of all sizes on the stocks.

—Mr. Reuben Harlow, a merchant and lumberman of Liverpool, Queen's Co., has purchased the stock and good-will of the business of Mr. W. H. Guild, at Shubenacadia, N. S. Mr. Harlow will conduct a general merchandise business at the store, and will also carry on a lumber business at Shubenacadie.

—Messrs Frank Todd of St. Stephen, A. E. Randolph and Allan Ritchie, forming the New Brunswick lumber commission, with their secretary, met at Fredrickton last week for the purpose of determining on a course of action with reference to the inquiry they have been appointed to make into the question of stumpage. It was decided to take the evidence of lumbermen at meetings to be held the next few months in different parts of the province, and, from these, with what information they may be able to obtain by means of circulars and otherwise, to frame their report, which will, in all probability, be submitted to the legislature, during the session of 1892.

—The old firm of B. Young & Son manufactured in 1890 eight million feet of long and five million feet of short lumber. This was their smallest cut for several years. The new firm of Young Bros. & Co will put out this season 5½ million feet at Newville, N. S., and 3½ million at River Hebert, where they will manufacture 1½ million shingles this winter. They have 35 horses and 70 men at Newville, and 24 horses and 48 men at River Hebert, making a total at both branches of nine million feet logs, with 118 men and 58 horses employed. They intend to manufacture from six to seven millions of this cut into deals for English market; the balance will be manufactured for the American market. They will also manufacture about seven million of laths the coming season for the American markets. They manufacture about 80 M long lumber and 75 M short lumber per day at both mills, and when mills are working employ 75 men directly, and about as many more indirectly in carrying deals, loading vessels, etc.

MANITOBA AND NORTH-WEST.

—The Lake Winnipeg Transportation Lumber and Trading Co. of Selkirk, have applied for an order to wind up their affairs.

—The C. P. R. have arranged with Ross, Hall & Brown, of Rat Portage, and the Western Lumber Co. for their entire cut of slabs for the coming season.

—Messrs. Moore & McDowall, Prince Albert, have 2,000,000 feet of first class lumber ready to ship south upon the completion of the spur track to their yards.

—The cost price of lumber f.o.b. at Union Point is \$12.00 per M, divided as follows: cutting and hauling, \$4.50, government duty \$2.50, and sawing \$5.00.

—Timber contractors of Winnipeg find it difficult to secure enough men to complete their gangs in the woods, on account of so many laborers having gone to work on the Pacific division of the Great Northern Railway.

AMERICAN.

—Tonawanda lumbermen claim they have handled 800,000,000 feet of lumber last year.

—Production of white pine lumber for 1890 is put at close to 8,650,000,000 feet.

—The Illinois and Central Railroad handled 20,579 cars of lumber in Chicago last year.

—The lumber shipments from the Minneapolis market during 1890, as given by ten railroads, amounted to 300,495,000 feet.

—Sibley & Baringer are putting in 20,000,000 feet of logs in Canada, which will be towed to Tawas and Saginaw River to be manufactured.

—The irrepressible statistician now claims for Louisiana a wealth of forest timber aggregating 50,000,000,000 feet in round numbers.

—It is estimated that Cheboygan lumbermen own 3,000,000,000 feet of pine on Rainy River, which is probably an over-estimate. An effort is being made to build a railroad to this timber.

—The report is abroad that British capital is behind a scheme to consolidate the principal manufactories of spools, bobbins and shuttles, under the name of the American, Bobbin, Spool and Shuttle Co., with a capital of \$5,000,000. Portland, Me., is to be head-quarters and the combine is to embrace about 85 per cent. of the manufacturers in the lines named. The factories are nearly all in Maine and other New England states.

—It was the intention of several Michigan firms to supplement their state cut by drawing on Canada for an unusual supply of logs. The Saginaw Salt & Lumber Co. made preparations to increase logging on the Spanish River. Hewery & Sons, who operate on Little Creek, were to exceed their usual make of logs by 10,000,000 feet. The Emery Lumber Co., working in the French River district, C. K. Eddy & Sons, Sibly and Baringer, and several other firms purposed increasing their log supply in the fall. As their reports of progress or delay naturally drift towards their head office, THE LUMBERMAN has been unable to ascertain up to date how far the season's operations have advanced.

BRITISH COLUMBIA LUMBER MATTERS.

NEW WESTMINSTER, B. C., Feb. 20, 1891.

Since my last the weather has continued fine. We experienced a colder snap during the last week, with a little snow. This in no way interfered with the mills, as no ice formed. In some cases logging camps have been at work all winter. A very lively season is expected, locally at least. The export trade has fallen off simply from the great scarcity of vessels. It is to be hoped this will not continue.

Several new saw mills are talked of, viz.: at Liverpool, opposite McLaren-Ross mill; at Hall's Prairie; one by Clarence Debeck, a late partner in the Brunette Saw Mill Co., on the north-west coast of the mainland, with a capacity of 100 M per day; one by N. Slaght & Co., late of Michigan, at Steveston, near mouth of Frazer River; one by C. L. Street & Co., at Chilliwack, now almost ready and making a specialty of box lumber.

Messrs. John Whyte & Hammill are advertising for limits and intend building, but I cannot say where.

I am indebted to the Royal City Planing Mills Co. for a photograph of the three sticks of timber shipped from their Hastings mill to the Harbor Commissioners of Montreal. They are 36x36x60 feet each, containing 6,480 feet B. M. each. The total weight was 60,000 lbs. Their mill here is now executing an order for timbers 34x36 to 40x40 square 40 to 50 feet long.

There are 41-saw mills now built or under construction in this province, 45 timber leases comprising 225,526 acres. The annual rental is \$15,614, and the revenue from timber royalty for 1890 was \$29,700.

During the month our city has been lit by electric light and is much improved thereby.

The Victoria Lumber and Manufacturing Co., whose mill is at Chemainus, will begin cutting early in April, with a capacity of 200 M per day. The Brunette saw mill starts again this week, after completing some improvements and alterations. The McLaren-Ross mill is soon expected to open up full blast. Mr. Smith from the east is building a mill at Vernon. A fire in Muirhead & Mann's sash and door factory, in Victoria, caused \$1,000 damage. They were very fortunate in confining the fire to such a small amount.

The cut of the Moodyville mill for the year was: Lumber, 18,594,738 feet; 18,598 bundles laths; 81,108 feet pickets.

The certificate of incorporation is published of the Michigan Lumber Company with a capital of \$1,000,000 divided into 10,000 shares of \$100 each, with headquarters at Vancouver. The incorporators are Henry R. Morse, Henry R. Morse, jr., both of Vancouver, and Angus C. Boggs, of Alpena, State of Michigan.

The machinery has been purchased for a new saw and planing mill at Mission.

The tonnage of the vessels hailing from New Westminster engaged in the milling trade is 826.

The Idaho, of New Westminster, is making preparations to tow logs from Crawford Bay to the Davies-Sayward mill, her captain expecting her to make daily trips with a 50,000 feet tow.

An instance of the magnificent timber which can be furnished in British Columbia, 50 of the sticks in the swing bridge at Mission Station are from 78 to 97 feet in length, and were cut by the Hastings saw mill, Vancouver, and many of the piles used were 85 feet in length. The river is 60 feet deep during summer; now it is about 43 feet with a tide of about six feet.

The Hastings saw mill produced during 1890, 30,000,000 superficial feet of lumber, valued at \$1,750,000. Of the foregoing, 13,059,000 feet were rough lumber, 955,000 dressed, 107,000 pickets, and 20,180 laths. Shipped to foreign markets, 1,699,000 feet rough; 544,000 dressed, 107,000 pickets, and 17,020 laths. Rail shipments were 407,000 feet rough, 23,000 feet dressed. The local market consumed 1,953,000 feet rough, 388,000 feet dressed, and 3,180 bundles shingles.

The Mechanics saw mill, of New Westminster, has been running all winter. It is reported that additions will be made to it in the spring. Two large booms of logs arrived at the mill during the month.

Amongst the shipments of the Royal City Planing

mills were the last two sets of long timber for Dayton, Ohio, a carload of dressed lumber for Lethbridge, N. W. T., four carloads of assorted lumber and ties for the east and carload for Sherbrooke, Que. Their new steamer is expected to be finished this month. A rearrangement of the lumber piles in their large yard has been made.

W. P. Sayward, of Victoria, started a lumber camp in the Otter district.

The length of the large band saw in Jas. B. McLaren's mill is 46 feet.

The Fraser River Lumber Company, Ltd., has been incorporated with head office at New Westminster. The directors are: Messrs. M. G. Terhue, Grier Starrett and Joseph Saint.

The Brunette saw mill, at Sapperton, has been thoroughly overhauled and repaired, the large boiler purged of sediment and the foundations re-bricked. In addition to their logging camp at Mud Bay, started in January, they are operating with another at Clover Valley, the cut of which will be driven down the Nicomel River to Mud Bay and towed from their to Sapperton.

After writing several times and waiting two months I can only give you the cut of the mills for 1890 who have responded to my request, several have not sent returns:

CUT OF 1890.

Victoria Lumber Manufacturing Co.	4,000,000 feet
A. McKinnon, Duncan's	500,000 "
Moodyville Saw Mill Co.	18,020,000 "
Royal City Planing Mills Co.	35,000,000 "
Hastings Saw Mill Co.	30,000,000 "
J. B. Tiffin	3,800,000 "
Brunette Saw Mill Co.	9,000,000 "
Nanaimo Saw Mills	6,000,000 "

In the foregoing the Brunette S. M. Co. cut 3,000,000 with their old mill and 6,000,000 with the new one. They lost considerable time in building and moving into the new mill. The cut of Hastings is also small, as the mill has been thoroughly repaired and was prevented cutting while the same were going on.

Moodyville Saw Mill Co. laths 22,509 bundles
 Brunette Saw Mill Co., shingles, 3,000,000,
 G. F. Slater, " 12,000,000.

H. G. R.

NOVA SCOTIA MATTERS.

BRIDGEWATER, Feb. 14th, 1891

We are having a steady winter in this district, and in the forest at the heads of the rivers have had the best hauling for a number of years. Loggers on the Victaux, Port Medway, Musha Muish, Liverpool and St. Margarets Bay, Gold River, and in fact all around the Lahave River, are putting in timber very freely from lands having long roads which have been impassable during the last three winters without snow.

Several of our smaller operators, having been tempted by the fine hauling, have started work on the Lahave, counting somewhat on the justice of their claim to work like their neighbors, and being about at the point of rebellion against any authority which attempts to stop them.

Petitions are now being, for the third time, circulated through the Lahave valley, asking that the river be exempted, the same as the neighboring rivers in Queen's County, and the people are signing them *en masse*.

Business in Bridgewater and vicinity is duller than known for many years, and the traders were afraid to stock up enough to supply provisions needed for the winter. The banks are endeavoring to keep their customers afloat, and so far very few failures have occurred.

The dull season among the fishermen on the banks last year has checked the building of so many new vessels, and labor has more trouble to find work near at home, so that many of our young men have gone to other districts for work.

The argument of the sawdust destroying the fisheries is again being refuted by the Salmon themselves schooling into the Port Medway river earlier than usual, in the face of three gang mills running night and day dropping sawdust into the river all last season. However, as they have faced the same kind of sawdust for the last hundred years nothing else was to be expected, and we would most respectfully suggest to Mr. Wilmot, or some of the Fishery Department, that the same

description would suit this river, and we could dispense with our most fastidious breed who are in the habit of turning back when they see our sawdust in ten feet of water, according to the theory of Captain Gordon of "Kannuck Navee"

But joking aside, our people need the lumber business re-established, and demand the same treatment as the rest of the Dominion, and having waited three years for the law to be put in force on other rivers say they must be allowed to work, as the government have no intention of enforcing the law generally, and they cannot prove one dollar's damage done on this river by allowing the sawdust to run as formerly. The question is beyond any politics with our people, and both parties unite in demanding their right.

Most of the members of the House of Commons for Nova Scotia contend for allowing the mills to saw, and the Fishery department will have to either enforce the law against all mills, or drop the prosecution of selected subjects.

We do not pretend to judge of the operation of the practice in the large alluvial rivers of the West, without any tidal changes, but the case has yet to be found where sawdust alone has done any damage to Fishery or navigation on the Atlantic coast of Nova Scotia.

With the present fine winter the Lahave mills could have been stocked with 25 million ft of timber, yielding an increase to county and shipping of \$200,000 or \$300,000, which is all sacrificed to the theoretical ideas of the present managers of the Fishery Department.

FRANK DAVISON.

AN IMPORTANT ITEM.

In planning and equipping a wood-working plant there is one very important matter which is often left out of consideration, and this is the providing of the necessary facilities for keeping the different machines in good working order, with the least possible delay and cost. One of the best investments that can be made in establishing a wood-working plant is in providing these facilities, and then having a man in charge who thoroughly understands his business. These facilities do not require a great outlay at the start, and will show a larger percentage of profit than any like sum put into any other part of the equipment. The repairs in and around the plant are an important item, and a proper provision for this is worth considering. You do not need a whole machine shop outfit, but you do need a few small tools, which should be carefully selected, taken care of, and always ready for use when needed. The delays caused by being obliged to depend upon some neighboring machine shop for all the little repairs are costly, to say nothing of damage to machinery resulting from neglect to keep it in proper repair, through a lack of the facilities at hand for doing so. A great deal of valuable and costly machinery is thus ruined every year, and too often the blame is laid to the manufacturer, and he is accused of using poor material or employing poor workmen.

TIMBER SUPPLY OF THE NORTH-WEST.

The question of the future lumber and timber supply of northwest territories is receiving the attention of the Dominion government just now, and it is probable that more stringent regulations will be adopted by parliament next session to insure the forests against reckless depletion and destruction. The logs of the Prince Albert district are cut on streams tributary to the Saskatchewan on the north side, principally on the Little Red, Sturgeon and Shell rivers. There is a vast timber belt immediately to the north of Prince Albert. Spruce is the principal variety of lumber cut. The logs run from one to three ft. in diameter, but logs have been cut which went over three feet. Some tamarac is also cut at the mills. It is harder than the spruce and is used for flooring, sills, etc. It run from one to two feet in diameter. Birch is hardwood lumber and is used for finer class of work, inside finishing, cabinet work, etc., and it will make very good furniture. Poplar may be used for work where basswood is used in the east. The northern poplar lumber resembles basswood. This northern spruce is a splendid lumber, being much superior in quality to southern and eastern spruce. It is whiter in color, softer and finer texture, and much more free from knots. In fact it makes an excellent lumber, and quite as good as much of the white pine in the east.



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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of commerce of this country.

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

TO VISITING LUMBERMEN.

LUMBERMEN visiting Toronto are invited to use the office of the LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way that they may desire.

"CHARLES SMITH, of the saw mill on Main street, has taken as a partner Frank Scratch, son of H. P. Scratch, of the Section."--Ex. The junior in the office, he who is likened to the hoofed, horned and tailed gentlemen, says: "Our contemporary need not make so much fuss over the new partner; a scratch is nothing uncommon round a saw mill."

READERS who are fond of statistics will find some interesting figures and excerpts in another column taken from the annual wood circular of James Smith & Co., Liverpool, Eng., dated Jan. 31, 1891. The remarks on wood and timber as condensed are almost confined to the colonies, but the totals of foreign importation are given to allow comparison.

Pettitville mills were to have resumed work a week ago, but it was reported that some of the men found a newly dug grave in the woods not far from the mill. This so startled the inhabitants of that peaceful burg that work for the time being has been suspended.--Ex.

THE delightful haziness of this news note puts the reader in a quandary as to what was suspended--the intended occupant of the grave, the work in the mill, or the work of the inhabitants. We presume the writer intended to convey the fact that the mill ceased running. It has been our duty for some years to chronicle the

stopping of mills from lack of logs, want of water power, financial difficulties and other ordinary causes, but this is the first occasion we have ever heard of one stopping from finding a hole in the ground. It is a poor way of advertising a place to leave the impression that the duties of sawyer, engineer, slab carrier and yardsman were performed by one employe, who struck work to speculate on a pile of dirt along side of a post-hole in a bush. Far better adopt the advertising fads of our neighbors to the south of us, as detailed by Dickens in his description of ague smitten Eden, or work on the lines of the late booming given to Yokalahama.

OUR list of casualties for the past month is again unusually long, both in shanties and saw mills. It is not a subject to jest about the loss of a limb or other permanent injuries, but frequently serious accidents occur from rashness and carelessness. If the injunction laid down by the old Scotch mill man, who painted the heraldic emblem of his country on the door of his mill, and interpreted the inscription found there on nemo me impune lacessit in his own vernacular, "Dinna menkey wi the buzz saw whan she's rinnin"--if the injunction was carried out strictly, there would be more fingers per capita to the population, and the wooden-limbed industry would languish.

Alex. Crooks, the genial and popular proprietor of the Albion hotel, is one of those good natured bonifaces who carries his full share of adipose tissue under his vest and one of the last men you would think would say nothing but saw wood. On Saturday, however, Alex. met the cordwood editor of the Star and said, "I can beech you sawing wood and a haven't cut any for fourteen years until this morning when I butchered enough to last till Tuesday. I tell you straight I'm dead in love with the job, in fact I just pine after it." The cordwood editor replied that he occasionally slaughtered a few sticks himself, but it wasn't on account of any particular hankering for the job. And then the hand played.

We willow the Star considerable if it will pitch this chestnut amongst the ashes. The alder it gets the the larcher the hawthorne it will become. Was Crooks butchering ma-hog-any? Palm this off somewhere else. Cedar! Some of these are pretty fir fetched, but we will spruce up and do better next time.

OUR regret, expressed last month, at our inability to be present at the annual dinner of the Buffalo Lumber Exchange turned to remorse on reading the various reports of the gathering. If anything remained after digesting the "feast of reason and the flow of soul" to turn our remorse to gall it was not being present to digest the viands. There is food for reflection in contrasting the menu of the nabobs in the Buffalo and Tonawanda lumber trade with the average menu of the shanty man. Shortly before they gathered around their regal feast, shanty men who were supplying the raw material to indirectly supply next season's dinner, had gathered around their frugal board. If the Mayor of Buffalo had been invited to a shanty banquet, there would be some force in his expressed wish, "to leave the party early" without definitely stating whether the early referred to the evening or the morning hours, and if the speakers had been asked to fill their programs with shanty dinner delicacies, their oratorical efforts would probably not have been so brilliant. Let us contrast the respective bills of fare.

Table with two columns: MENU and CHECK. MENU lists items like Rice Pudding Oysters, Olive, Chicken, etc. CHECK lists items like Abigail Atmospheric Cold Tea, Brown, etc.

The forty-nine gentlemen who punished the Genesee lay-out must have enjoyed themselves, but it is questionable if they pushed their heads through their upper storey underwear on Sunday morning with as much gusto as the shanty man hung his up to dry after finishing his week's washing.

A RELIABLE subscriber from New Westminster, B.C., brings us to task over several news notes published in our February issue. Like all journals we have to depend on a percentage of clippings for information. If these are inaccurate we are indirectly responsible for them; if they mislead, we mislead by publishing them. On page 10 of our last number we state that "a mill is in course of erection for Elmer Ward." We cut this clipping from a New Brunswick paper. It seems, despite the C. P. R., that news takes a long time to travel from the Occident to the Orient. The mill was built early last summer. On page 11 we give the capacity of the Royal City mills as 45 M per day. It is double that. Our "devil," who has nothing in his head, got a good chance to work some nothings in on the cost of the Mechanics mill, making it \$35,000,000 in place of \$35,000. R. Morse, jr., operates the Fader mill, and not Morse & Boggs. These inaccuracies are excusable from the fact that we have not time between issues to verify reports. If editors of local papers will not supply trustworthy information which we reproduce we will be more than pleased if our subscribers bring the errors before our notice.

THE Official Gazette, of British Columbia, announces that no public land will be sold until the legislation now under consideration becomes statutory. Members of the Legislature and other prominent men have advocated their ideas so strongly that the Government is at present framing laws to completely control all forests, public lands, mines, and waters, to hold them for the benefit of the public and to prevent them from becoming the property of private syndicates or speculators. If British Columbia passes a crown lands act such as is under contemplation, and includes in the act conditions for the proper sale, rental or preservation of her natural products, she will lead the van in Provincial legislation, and prevent the repetition of such egregious blunders as those that retard the commercial progress and have strangled the natural development of Ontario and Quebec. Instance after instance might be cited of the gigantic evil of allowing real estate speculators, not to mention partizan political heelers, to gobble townships at one nibble, which they held, expecting to bleed some private individual or firm who might be induced to purchase. This system of land tenure is most pernicious, and if British Columbia successfully carries any Provincial act which grapples with the evil, the results of the act will be watched carefully by the older provinces.

A CORRESPONDENT of one of our British Columbia exchanges winds up his local lumbering news paragraphs from Stave River with: "Delightful weather. The ring of the merry woodman's axe, and the resonant reverberations of my neighbor's recluse rooster, the rollicking rumpus of the bear, the twitter of the chickadee, and the chatter of the chipmunk, all proclaim that nature is alive and whooping." On the coast they may have an Italian summer, but they have no real Canadian winter. The seasons are the wet and the dry. Away in the east we have seen men wrestling between the wet and the dry seasons, when in the early hours of the morning the sufferer from the "jim-jams" sticks his burning head into a pail of water and gets his stomach outside of half its contents. Our indirect correspondent has evidently a pretty severe attack of the "jams," but spring is approaching in eastern Canada and the Pacific slope will no longer enjoy a monopoly of pastoral ditties and perorations. We have only recently unloaded our waste basket, bursting with all poetical effusions of the "bootiful snow" order, and we cannot brook without comment this inroad on our season of respite, between the month dedicated to odes on "bootiful snow," and that part of our year given up to doggeral on "hail gentle spring."

THE Vermont Shade Roller Company appealed against the rate of duty assessed by the Burlington, Vt., collector of customs on an importation of pine lumber from Canada, entered October 13th, 1890. The collector levied the assessment at the rates prescribed in the act of 1883. The appellants claimed that duty

should be levied at the rates named in the tariff of 1890. The U. S. act of 1890, dated October 1st, provides "that in case any foreign country imposes an export duty on their logs entered for consumption in the States, the sawn lumber from the said country shall be subject to the import duties of the act of 1883. On October 13th the Canadian government removed the duty on pine logs, and as a consequence all lumber imported by the States on and after that date is entitled to the provisions of the act of 1890. The treasury department of Washington have decided, in the case under consideration, where the date of the entry was given, but no date given when the actual importation took place, that if the lumber arrived in the United States prior to Oct. 30th the decision of the collector must stand, otherwise, the protest of the importer would be well founded, and the entry should be reliquidated accordingly. The decision upon this case will settle the question of the tariff importations made by North Michigan from Canada and some other localities where the matter has been in suspense awaiting the result.

CANADIAN DISLOYALTY.

SEVERAL of our exchanges have published a letter signed, "A Commercial Traveller," wherein complaint is made that British Columbians will not buy certain manufactures made in the older provinces, but prefer to deal with houses established in the United States. The complaints are well founded, but the knight of the grip must be a youngster if he had to go across the continent to find purchasers permeated with erroneous ideas of what they term "American" goods. Commercial men about fifteen years ago found it uphill work to make sales in many lines, and even yet when a thoroughly good and honest new Canadian article is put on the market it is viewed with suspicion, and if only a smatter of Yankeeism can be found lurking around it in undiscoverable quantities some tradesmen will buy and palm it off as imported from New York, or Buffalo or Kalamazoo. If no other good resulted from the National Policy of '79, the tariff enactments inaugurated that year compelled Canadians to buy Canadian goods, and forced them into the use of national manufactures. It has taught them that Canadian mechanical contrivances—Canadian mill and factory productions—can be made within our own borders equal to, and in many instances better than importations. So far reaching has this sort of "Americanism" become that it sapped the very vitals of a national spirit, and many a traveller returned to his house wondering if some of his customers would pay fifty cents more per cord for an inferior stock of winter's fuel if a few of the sticks could be labelled "from the other side." The Bridgewater *Enterprise*, a Nova Scotia paper, in its issue of the 18th ult. presents another side of national disintegration. An editorial that lauds the New England markets, and which lamely attempts to show the benefits which would accrue to Canada if there were no tariff says:

"It is enough to say that during the last year the people of Bridgewater and those who buy their supplies in Bridgewater paid in cash to the manufacturers and millmen of Upper Canada at least \$50,000, and this is only for a small part of the county. In return what did the Upper Canadians leave us. Why their travellers left a few dollars with the hotel proprietors, a few more with the stable keepers and a few more with the railway company."

This is an average specimen of the sentiments of second growth basswood Canadians whom the country could well do without. Spineless as a fishworm, and resembling a mud turtle crawling through a bush backward, they can see no "Balm of Gilead or no physician" in the land that feeds them, but must be continually cringing and begging for support from their imaginary Elysium, the United States.

In spite of the wholesome national training our people have received through the adoption of a policy, its influence has been at work for so brief a period in our history that if discontinued such samples as the *Enterprise* would "return to their idols," and greedily buy from the land of wooden hams and basswood nutmegs. Volumes could be filled of the difficulties surmounted in building up a trade in the manufactures which saw mill men require. It took brains, wealth and push to induce them to try Canadian made leather

belting. At one time in the great centre of our sawn lumber trade, Ottawa, you could not find a foot of Canadian made rubber belting. It was the same in Parry Sound, in the mills bordering on the Georgian Bay, and in Algoma. You couldn't coax mill men to try it, and they never would have allowed a sample inside their mill if New England belting could have been imported.

It was the same in varnishes, mixed paints, in saws and in mill machinery. The remedy, if continued to be applied, will ultimately bring British Columbia into line. She is developing rapidly, and when in a position to offer her manufactures to her sister provinces a little "hoisting with her own petard" will be a grand tonic.

QUESTIONS AND ANSWERS.

J. R., Montreal, asks:

(1) Will you give the names of responsible dealers of Yellow Pine or Whitewood.

(2) In what part of the Dominion are the woods found in our list and who are responsible dealers in the several localities?

(3) We also want information on Mahogany, Chesnut and Veneers.

(1) Correspond with Wm. Sutherland & Co., Nashville, Tenn., J. E. Bates & Co., 1101 Front St., Nashville, Tenn., or Willard W. Brown, 202 Main Street, Buffalo, N. Y.

(2) Quartered oak is not sawn in Canada except in very limited quantities. Red and white oak is found in clumps and specimens in both Ontario and Quebec. Black walnut and hickory, once plentiful in south-western Ontario, is now imported from the U. S. Most of our sycamore is imported, although the Canadian variety can be procured from any of the saw mills along the St. Clair branch of the Michigan Central. Elm, ash, birch and maple can be obtained in many counties. Correspond with Porter, Robertson & Co., Donogh & Oliver, or any wholesale firm in Toronto. Thos. Pinkerton, Pinkerton; B. B. Millar, Warton; Murray Crawford, Campbellville; Cheney, Dunning & Co., Vank-leck Hill, supply manufacturers.

(3) Mahogany and Chesnut are both imported and the same may be of said Veneers.

C. W. Pitt, Little Current, writes:—

Can you give me an idea of how long Oakley township has been lumbered, and an estimate of the amount that has been taken off and any other particulars you may get? Some claim it to be the best township ever lumbered in Ontario. Let us know through your paper if not too much trouble.

Enquiries made at the Department of Crown Lands and other institutions where information of this nature is supposed to be found, fails to throw any positive light on the question. Several old timers have been interviewed, who reply that they have often heard of the township, but as far as definite information is concerned, they know as little about comparative stumpage as they know about about the man in the moon. We are still making enquiries. If we unearth anything we will note it in our next issue.

FIRES AND CASUALTIES.

Three men returning to the mainland from Howry's camp, Manitoulin Island, while crossing the ice, with the thermometer registering 30 below zero, were so badly frost bitten, that medical aid was necessary to prevent death.

A man named Thurlow, working at a camp at Howe Sound, was brought to Vancouver, B. C., suffering from broken ribs and internal injuries, from having been crushed between saw logs.

The McLaren mills, comprising saw mills, planing mill, lathe mill machine shop, sash factory, and over 1,000,000 feet of lumber were burned on Sunday the 8th ult. Loss on the mill, \$125,000; very slightly insured. Damage to lumber, \$15,000; fully insured. It is not certain if the firm will rebuild on the same site. Rumor has it that that they may purchase the Gilmour property on the Hull side of the river, or that the property and limits may be sold to outside parties, or rebuild on the old site with brick.

The factory of the Meaford (Ont.) Building and Mfg. Co., has been destroyed. Loss, \$10,000; insurance, \$2,000.

Dodd's planing mill, London, Ont., narrowly escaped being consumed on the 15th ult. The firemen succeeded in confining the flames to the upper flat.

On February 14th, the large saw mill at Shelburne, N. S., owned jointly by Mr. John C. Ryer and Messrs.

John W. Bowen & Sons, was burned to the ground, along with all the sawn lumber in the yard. Loss, \$25,000; no insurance.

Lassaline & Son's furniture factory and store rooms, at Sandwich Ont., were destroyed Feb. 11th. Loss, \$5,000; insurance, \$2,000.

Muirhead & Mann's sash factory, at Victoria, B.C., was partially burned Feb. 2nd.

A young man named Simpson, of Peterboro', Ont., was instantly killed in the Douglas' camp, Cook's mills by a cant hook striking him on the temple.

A boiler exploded, Feb. 20th, in small mill near Madoc, Ont., owned by Frank Castleman. One of his sons was thrown 20 feet and severely scalded. His recovery is very doubtful. Another son escaped with slight injuries. Boiler and building are a complete wreck.

Allan Morrison, of Sarsfield, Ont., was killed while hauling logs to the "roll-way" or "dump" in the township of Cumberland, Russell County.

Following are among the accidents caused by falling trees, which have come under THE LUMBERMAN'S notice during the month:—Robert Torrie, Harkaway, Ont., seriously injured; John Ireland, South Dorchester, Ont., killed; Wm. Caldwell, of Caniley, Ont., leg broken and other injuries; Thos. Somers, killed in Michigan; Geo. Morten, Sturgeon Bay, Ont., killed; W. H. McKibbin, Athole, Ont., killed; Jos. Vian, of Hull, Que., both legs crushed to a pulp.

Accidents in mills during the month have been plentiful. Following are among the number:—David Reed, employed, employed in Martin & Adair's mill, Gorrie, Ont., badly crushed by logs; David Weaver, Doaktown, N. B., badly cut with an axe; John Moran, Sr., Melancthon, Ont., leg broken; John McIntyre, engaged in Dollar's mill, Brunel, Ont., arm mangled; Berton F. Hall, seriously injured in Morrison's mill, Frederickton, N.B.; Constable Lang, Ethel, Ont., cut and bruised in head and face by an edging becoming entangled in a saw; Geo. Sutcliff, Warren, Ont., foot badly jammed; James Delaney, Thompsonville, Ont., left hand taken off by machinery; Robert McAfee, Alwin, Que., ribs fractured; Henry Traxler, blacksmith in Elgie's mill, Wabash, Ont., instantly killed by a plank being thrown from a saw; Omer Lambert, employed in Morin's mill Lake Temiscamingue, Que., killed.

John Dark, employed in a lumber camp at Monmouth, Ont., attempted suicide by throwing himself under a train. His arm was taken off.

TRADE NOTES.

Messrs. F. E. Dixon & Co. of this city recently delivered to the Toronto Electric Light Company the largest leather belt ever manufactured in this province. It is double thickness, thirty-eight inches in width, between ninety and one hundred feet long and weighs nearly six hundred pounds. It is intended to drive the new 400-horse power engine just finished for the Company by the Polson Iron Works Company and runs over a huge fly wheel fifteen feet in diameter. This is the fourth large belt made by Messrs. Dixon & Co. for the Toronto Electric Light Company, the others being each thirty-six inches wide, averaging over one hundred feet long and all double thickness. One of them has been in constant use since 1875 and is apparently as good to-day as when it was first put on.

Robin & Sadler, of Montreal and Toronto, have received the contract for supplying the large main driving belt for E. Tuckett & Son's tobacco factory at Hamilton.

The Dominion Leather Board Co., of Montreal, have purchased the property and water power at Sault au Recollet, near Montreal, formerly owned by McNeven & Co., which consists of saw mill, grist mill and the well known paper mills of the Sault au Recollet Paper Co., and are making extensive alteration there, and will move their leather board and friction board mill there. They will continue to manufacture roofing, sheathing and lining felts in the paper mill.

SOME BIG LOG HAULING.

FARMERS seem to have forgotten the laying hen and her industry crippled by Bill McKinley, and have turned their attention to other rural matters of greater importance, to judge by the numerous paragraphs found in exchanges. The village of Wroxeter stood at the head of the list for some time, until Wingham scooped in an entire bush. Since the scoop Wroxeter has taken a back seat. Compare the items:

"On Saturday last Dave McBride, teamster for Smith, Malcolm & Gibson, Wroxeter, brought to the saw mill the largest load of logs that has ever entered the town, there being 2,843 feet of green pine in the six logs comprising the load. The pine was brought from Wm. Ferguson's, the above firm having bought his entire swamp."—*Ex.*

"One of the largest, perhaps the largest load of saw logs that was ever brought into Wingham arrived on Saturday afternoon last, for the Union furniture factory. It consisted of 4,538 feet of pine. It was cut in the Factory Co.'s bush in Turnberry, and brought in by Mr. S. Lockridge, with one span of horses."—*Advance.*

You couldn't fool Seaforth on measurements. Her town scales weigh correctly, according to the weigh-master, but they are always so light when a farmer sells hay or cattle, and too heavy when he buys salt or coal. Seaforth weighed her logs as the paragraph will show, and she breathlessly awaits for log weighing reports:

"James Smith, of McKillop, delivered in Seaforth last week a load of wood which brought down the market scales at 9,300 lbs. This is a pretty solid load for one team."

Logs in the East are little fellows around Perth, so says the clipping, and fair to middling around Cornwall until you move west again.

Mr. E. Broughton recently delivered at the Monkton saw mill, the largest pine log delivered there this season. Six hundred feet of lumber were sawed from it.

The Cornwall *Standard* says: "Two monster pine tree trunks were drawn into that town, one of which measured 5 feet at the butt and 26 inches at the top, and was 96 feet long, while the other was 80 feet long, 4 feet 3 inches at the base and 23 inches at top. It required seven teams of horses to draw the former, and five to draw the latter."

Bracebridge had a log that yielded one and one-third more than Monkton's pole. It took three Plymouth maple logs to equal the Bracebridge pine, and Holbrook topped the list with a monster.

A pine tree cut near Bracebridge measured 5 feet across the stump, and the first log contained about 1,400 feet. A big tree was drawn in to the McAuslands saw mill last week by John McMann. The tree was hard maple and girt 10 feet at the butt. Three saw logs 12 feet long were got out of it, making 1,608 feet of lumber, while seven cords of stove wood were made from the balance of the tree.

The largest tree ever felled in the vicinity of Holbrook, was sawn into logs last month. It measured 5 ft. 10½ in. across the end of the second length.

Tamworth is not to be outdone by big log hauling or dimensions. She branches out into the realms of science and sends the following contribution

At Tamworth recently a rock maple tree was cut, in the heart of which, eight feet from the ground, was found a rock which weighed five and three-quarter pounds. This wood was solid and healthy all around the rock, and the tree was three feet through at the place where the rock was found.

THE ENGLISH TIMBER TRADE.

The *Timber Trades Journal*, London, Eng., issued Feb. 7th., gives many facts, suggestions, and speculations regarding the timber trade for 1891. Shippers to the United Kingdom reading over extracts can form their own opinions, and base their logging on the present tone of the market.

If the demand in Great Britain does not exceed that of 1890, if shippers continue glutting the market the state of trade at the end of the year can only be called dull. It says:

"We are continually being questioned as to the present position of the wood trade generally, and what is going to be the result of all the failures which the month of January brought in its train. Now it is a very difficult thing to come to any conclusion on this knotty point, as a great many unforeseen events may happen to give a different colouring to the present decidedly unfavorable outlook. Still, accepting things as they now present themselves, we see nothing as yet to prevent the season of 1891 being a good one for buyers on this side. It is very well for producers to tell us that they cannot reduce their prices any lower, as already they are below cost, but the old law of supply and demand, which has been violated for so many years back, is beginning to come to the surface again, and those who have ignored it for so long must now recognise its power. If our markets, as they undoubtedly are now, continue in a state of surfeit, the demand for fresh importations must diminish, and the foreign shippers or mill-owners will have either to keep their goods or sell them here for the best prices they can get under the circumstances."

The commercial condition of Great Britain during

1890 interfered with every channel of trade. The stagnation in lumber was not the only stagnation. Local yet widespread industrial difficulties in manufacturing centres had a bearish effect on timber; the financial upheaval in the metropolis in the latter months of the year had a marked depressing effect; while the railway strikes added their quota to the general inactivity. During the past month ship cargoes to the U. K. have decreased except from Canada, and stocks on hand have been slowly working off. Reports from the Baltic state that the supply of logs upon the Swedish shore and tributary streams, awaiting the opening of navigation, are less than for the corresponding month of last year.

Speaking of the decline in prices during the period of February 1890 to February 1891 in Archangel deals, the *Journal* says:

"What has brought about this great decline in prices? We can trace it to no other cause than the enormous quantity of goods shipped during 1889 and 1890. This is corroborated by the decline having extended to the Canadian goods as well as those from the Southern States of America. We can well understand the anxiety of shippers' agents to take advantage of the confidence betrayed by importers in the reports of a moderation in the production. The combination to limit the production is a very fair argument to trade upon, but we must first see some fruits of its working before we advise our friends to place any confidence in it. Quite possible 1891 may in the teeth of these protestations witness as heavy a stock as any of its predecessors. If, as some maintain, the growth of the population is followed by a proportionately increased consumption, then let them at the same time call to mind the great increase in the means of production which annually springs into growth. Hundreds of saw mills are running now to manufacture wood for the markets of the world, the consuming powers of which are greatly overrated, and the evil consequences of which falls on the markets of the United Kingdom, where the over-production is invariably sent when other places fail. Of this we have had examples over and over again, and though we shall be glad to see an alteration, we are by no means sanguine that this year will witness it."

The Board of Trade returns for the month of January, 1891, analysed, show that Norway and Sweden decreased shipments as compared with January, 1890, by 1,959 loads, Russia, 10,938 loads, Germany a heavy decrease, while Canadian imports more than doubled themselves. If the returns for the past month and the current month show the same decrease for other nation's exports, and the same increase for Canadian, it is possible that eastern shippers may hit the market at the proper time for the balance of their last season's cutting, but the "surfeit" of which no uncertain warning is given by the *Timber Trades Journal* must not be lost sight of.

CARE OF MILLS IN WINTER.

OF the large number of saw mills in the United States and Canada, probably two-thirds of them are "laid up," during the winter, an average of four and a half months. It is a commonly received opinion that, at the best, mill property deteriorates quite as rapidly while idle as when in operation. The reason for this is obvious to the practical mechanic. If it be true under the most favorable condition, such as laying up the mill in first-class shape, what shall be said of the large number of mills which are "laid up" simply by blowing up the boilers and emptying such steam and water pipes as happen to be thought of at the time?

Most of the large, first-class mills which shut down during the winter, are of course put in the best possible shape, but a large number, mostly small, are left in a condition of the utmost neglect.

An actual instance will illustrate the point. In Lake County, Mich., there is a cheap, semi-portable circular, with gang edger and butting saw, the outfit having a capacity of about 15,000 feet daily.

The mill shut down for the season November 29th, which was Saturday, and on that day it was run till 5 o'clock p.m., to complete a contract. The engineer, was ordered to blow off, and see that there was nothing left to freeze up. All hands, except one one-man-of-all-work, were discharged and paid off. The engineer, whose home was at a distance, was anxious to get away on a night train, and told the man left in charge, as well as he could in his limited time, what to do.

The next day being Sunday nothing was done. The weather was cold, and when the man went back Monday, several of the pipes that could only be freed by being disconnected, were frozen and burst. The owner was not a practical mill man, lived in another county,

and, withal, was very busy settling up his season's business. He looked around the mill a little, and told the man to fix things up, nail up the mill, etc., which having been done, he left for the winter.

The result was that the frozen pipes were disconnected and the doors and windows were nailed up. The boiler was not washed out, and the old scale and mud were left to eat into and rust the flues and shells. The grate was not cleared out, neither was the mud-drum. The cylinder of the engine was left just as the last turn of the crank left the piston, with the condensed steam left in. The saw was allowed to remain on the mandrel, and the belts on the pulleys.

It is easy to imagine what the condition of that mill will be when the crew gets back next April to start up for the season. The amount of repairs required, caused by neglect, will amount to ten times as much as would have been required to lay the mill up properly.

This may be a slightly extreme case, but it is not much overdrawn in its application to hundreds of saw mills laid up at the end of the season. And it is a fact that many a failure, many a case of a mill changing hands can be traced to this want of care of the mill while idle.

A few rules, as laid down by a practical mill man of long experience, may not be out of place, and it would be a good thing for these happy-go-lucky, slovenly mill owners to paste them in their hats.

1—Blow off the boiler with sufficient head of steam to carry off all sediment as much as possible, wash out with cold water, scrape all scales off the shell, clean the flues thoroughly, and if possible get the pressure, wash both flues and shell with a hose, and don't forget the mud-drum and heater.

2—Clean the grate bars and ash pit, for nothing will destroy the bars quicker than damp ashes. Ashes left on the grate will collect moisture all winter. After all is clean, build a light fire to dry everything as much as possible, and if a canvas can not be put over the top of the smoke stack, repeat the fire at least once a week.

3—Disconnect all steam and water pipes which will not drain readily, and empty all water tanks and reservoirs not needed for fire protection.

4—Take off the cylinder heads, open the valve chamber and see that all parts are wiped dry and oiled.

5—As a general rule it is best to take all the belts from the pulleys, roll them up, tag them properly, and put them in a dry place. Where the belts are leather, it is best to oil them, and leave them stretched out full length for a few days before they are rolled. It is a disputed point whether it benefits a rubber belt to oil it. If it is not practicable to take off all the heavy belts, then the pulleys should be given a turn at least once a week to give the belt air, and all tightness should be slackened.

6—Journal boxes should be uncovered and cleaned.

7—All machinery or tackle about the mill, that is under any strain, should be slackened, if possible.

8—The bright parts of the machinery, and the inside of the engine cylinders, should be coated with some substance to prevent rust. A good preparation is made as follows: Equal parts, by weight, of the best fine, dry whiting, and dry ground graphite, mixed with equal parts of raw linseed oil and petroleum, just thick enough to cover. Apply evenly with a brush. It will not dry hard for a long time, and may be easily wiped off in the spring. Should it stick, a little benzine or alcohol will remove it easily.

9—The saws should be thoroughly cleaned of gum, with benzine or turpentine.

10—See to it that neither rain or snow can drive in through the doors, windows or cracks, on to the machinery.

Other things to do will suggest themselves while carrying out the preceding rules.

Many a small mill owner would find a material addition to his account of profit at the end of the year, if he would take proper care of his mill during the idle season.—*Northwestern Lumberman.*

—Napanee, Newburgh and Camden East pulp mills have stopped buying wood, enough having been purchased to tax their capacity.

IMPORTS OF THE UNITED KINGDOM.

THE excerpts following are compiled from the annual wood circular of James Smith & Co., Liverpool, Eng. To readers fond of statistics a perusal of the tables will show Canadian exports in detail and foreign imports gross. The arrivals and Board of Trade returns give our comparative standing with other competitors in the trade:

IMPORTATION.	1886.		1887.		1888.		1889.		1890.	
	Colonial Timber Deals, &c.	Total Colonial, in cubic feet.	Colonial Timber Deals, &c.	Total Colonial, in cubic feet.	Colonial Timber Deals, &c.	Total Colonial, in cubic feet.	Colonial Timber Deals, &c.	Total Colonial, in cubic feet.	Colonial Timber Deals, &c.	Total Colonial, in cubic feet.
Colonial Timber Deals, &c.	2,151,000	2,491,000	2,852,000	4,161,000	4,161,000	4,161,000	4,161,000	4,161,000	4,161,000	4,161,000
Total Colonial, in cubic feet.	14,573,000	13,766,000	14,350,000	21,812,000	18,233,000	26,004,000	16,042,000	20,625,000	14,136,000	14,136,000
CONSUIRATION.										
Colonial Timber Deals, &c.	2,725,000	2,497,000	2,937,000	3,519,000	3,519,000	3,519,000	3,519,000	3,445,000	3,445,000	3,445,000
Total Colonial, in cubic feet.	14,959,000	14,709,000	16,339,000	19,215,000	19,215,000	19,215,000	19,215,000	16,339,000	16,339,000	16,339,000
STOCK.										
Colonial Timber Deals, &c.	919,000	853,000	745,000	1,291,000	1,291,000	1,291,000	1,291,000	1,595,000	1,595,000	1,595,000
Total Colonial, in cubic feet.	4,140,000	3,191,000	2,212,000	4,839,000	4,839,000	4,839,000	4,839,000	5,478,000	5,478,000	5,478,000
Colonial Timber Deals, &c.	1,059,000	4,044,000	2,960,000	6,239,000	6,239,000	6,239,000	6,239,000	7,043,000	7,043,000	7,043,000
Total Foreign, in cubic feet.	1,917,000	2,344,000	1,899,000	3,633,000	3,633,000	3,633,000	3,633,000	3,145,000	3,145,000	3,145,000

COLONIAL WOODS.

Quebec Oak.—The stock is much too heavy, viz., 233,000 feet, against 116,000 in 1890. Prices have varied from 2s 6d to 2s 10d per foot. The wood has to compete more and more each year with the wood shipped from the Southern States, which now comes forward in better quality and of better manufacture than formerly.

Red Pine.—The stock is not heavy, but quite sufficient for the small demand for this wood. It has been sold at 18d per foot, but the competition it has to contend with in Pitch Pine, which is so much cheaper, almost excludes it from the market.

Elm.—The stock is a reasonable one, being only 27,000 feet, against 53,000 at the end of the previous year, but the latter was an excessive quantity. In September, 60 feet average, was sold at 2s 1d per foot, and in November, 50 feet average, realized 1s 11d per foot.

Ash.—has been dull of sale throughout the year. By auction in May, 15 inches average, realized 2s per foot, and 13½ inches average, realizing 20d per foot. In the autumn a parcel of 14 inches average was bought at 18½d per foot. The stock is sufficient, and during the past month a rather better inquiry was experienced.

Birch.—A very unsatisfactory year has been passed for this wood. It commenced with an unusually heavy stock, but with an average consumption, and Halifax logs were then sold at from 17½d to 22d per foot. In the early autumn Quebec logs, 15 inches average, realized 17d per foot, and St. John, 14 inches average, 16½d per foot, while another poorer parcel of 14½ inches average was sold at 16d per foot. Latterly, prices have shown an upward tendency and Dalhousie logs 12½ inches average, have been sold at 14d per foot, and there is now a better consumption. Planks have displayed a weakening tendency from the commencement until near the close of the year and have fallen from £8 5s to as low as £6 5s per standard. There is now more inquiry, particularly from the Tinsplate districts, and values are from £7 5s to £7 10s per standard.

Hickory.—is sufficient in stock, and has been in fair demand during the year.

Cherrywood.—is not much inquired for, and the stock is now exhausted. No transactions have been reported during the year.

Quebec Pine Deals.—The stock has been ample

during the year and although rather less than in 1890, being 5,787 standards against 6,447 standards, it is still more than an average stock. Prices opened at about £19 10s to £20 10s for firsts, £7 10s per standard for seconds, and £9 for thirds, and fell to about £18 10s, £14 and £8 respectively in the autumn. A rather better demand is now being felt, but values show but little improvement.

Quebec Spruce Deals.—have been imported to a larger extent than in previous years, chiefly by steamers, and have been sold at £5 17s 6d to £6 5s per standard, ex quay.

Boards and Sidings.—have followed the course of Deals at the usual differences in prices, and the stock is sufficient for all ordinary purposes.

New Brunswick and Nova Scotia Deals.—opened with a full stock, a good demand and firm prices. At the commencement of the year sales of St. John were made at £9 10s per standard, c.i.f., and lower ports at £7 7s 6d, Bay Verte at £6 15s per standard, and considerable business for spring shipment was done at about these figures. Freight opened at a reasonable basis, and a little fall was anticipated from the rates ruling in January. The consumption, however, in the spring proved unsatisfactory. Considerable pressure to realize was shown by merchants, some buyers who had not contracted made great efforts to force prices down, with the collapse of the South American demand for tonnage a larger number of vessels were brought into the wood business and rates commenced to decline; all these circumstances tended to depress values with the result that in July and August St. John Deals were selling at £6 10s, Lower Ports at £6 to £6 5s and Bay Verte at £5 10s, c.i.f. Latterly, sales have been of Hillsboro Deals at £5 10s, Dalhousie at £5 15s, and St. John, 11x3 at £7 15s, 9x3 at £6 5s, all ex quay. Batters are difficult to sell. Sales are now hard to effect, and buyers ideas for St. John are about £6, Bay Verte about £5 5s; few contracts appear to have been made, sellers being disinclined to accept such figures. Stocks are ample, being 20,767 standards against 17,838 standards in 1890, the latter was considered heavy.

Scantlings and Boards.—are quite sufficient for the demand, which has been fair during the year at the usual reduction off the price of Deals.

New Brunswick and Nova Scotia Pine Deals.—show a stock of 1,426 standards, against 1,094 standards in 1890, which is fully sufficient for any reasonable demand.

Quebec Staves.—have been imported sparingly and the stock is merely nominal.

Masts and Spars.—are not imported now. The increasing use of iron and steel for shipbuilding purposes is quite thrusting these importations out of the market.

Lath-wood.—seldom comes forward. The stock is quite exhausted.

Palings and Lath.—have been inquired for during the year, but the stock of palings is now much too heavy; they having realized from 50s to 55s per mille.

LIVERPOOL IMPORTATIONS FOR FIFTEEN YEARS.

Year ending the Import season of	Vessels	Tonnage	Pitch Pine. Est. Ton.	Baltic. Vessels	Tonnage
1876	521	394,907	69,399	222	85,607
1877	468	391,952	80,006	227	93,463
1878	359	269,343	48,665	177	66,591
1879	296	229,334	41,044	157	61,502
1880	424	332,875	58,972	245	96,567
1881	318	242,169	69,834	153	63,400
1882	369	285,469	82,555	234	100,722
1883	393	310,578	88,509	254	109,654
1884	353	256,841	63,452	214	91,183
1885	343	240,865	70,947	226	103,872
1886	331	226,631	59,052	245	111,758
1887	282	212,700	52,989	244	112,502
1888	307	239,565	50,301	253	130,162
1889	370	316,940	80,698	264	146,853
1890	358	262,954	79,639	262	135,618

BOARD OF TRADE RETURNS FOR 1889 AND 1890.

	HEWNN, TIMBER.		Quantity.		Value.	
	Loads.	Loads.	£	£	£	£
Russia	363,956	316,952	661,041	534,366		
Sweden & Norway	736,028	673,325	1,099,813	946,599		
Germany	285,022	287,482	720,995	727,352		
United States	148,605	151,697	633,832	615,140		
British E. Indies	57,589	46,937	690,025	528,450		
British N. America	227,229	180,066	1,149,734	883,461		
Other Countries	570,162	621,935	679,628	769,186		
Total	2,389,491	2,278,374	5,635,118	5,004,554		

SAWN, PLANED OR DRESSED.

	Quantity.		Value.	
	Loads.	Loads.	£	£
Russia	1,476,165	1,202,222	3,386,469	2,566,905
Sweden & Norway	2,136,028	1,970,361	4,926,917	4,338,860
United States	379,536	308,424	1,218,957	932,863
British N. America	1,233,750	1,185,205	3,257,527	2,903,524
Other Countries	123,271	112,102	352,463	350,069
Total	5,318,750	4,778,314	13,142,333	11,092,229

TO DO AWAY WITH THE SAW MILL.

THE days of the saw mill are numbered again. This time it is a California genius who has invented a machine for the purpose. It is thus described: This invention is entirely new and novel, and is designed to take the place of the costly saw mill. It is portable in its nature, and the operator can go to a saw log, set the device in position and proceed to evolve boards. A fixed guide rail is provided consisting of an oblong plate, having oppositely beveled top and bottom edges, and a central longitudinal strengthening rib. To this guide rail are secured the two fixed bearing blocks, having on their lower ends piercing points. Through one side of the blocks pass the holding screws or screw bolts, the tops of which are provided with wrench holds, whereby the ends of the screw bolts may be projected below the blocks in order to fix them to the log. In the upper portion of these blocks are freely pivoted the swinging tubular holders, in which are inserted adjustably, the shanks of the dogs, said shanks being held in position by set screws, which enable the dogs to be set in or out for the purpose, of accurately placing and holding the guide rail in a perpendicular position. Upon the beveled top and bottom edges of the guide rail is mounted, by corresponding bevels, the sliding carrier. The outer face of this carrier has a vertical bevel-sided groove or seat made in it, in which the bit plate is fitted. The lower end of this bit plate is provided or has connected with it the bit or knife. This is a double ended one, having planing points at each end, and at its middle the scoring cutting edges for cutting the sides of the shaving, the scoring edges being carried down below the horizontal plane of the points, so that they will score the wood on the previous movement of the knife or bit before its planing points cut the shaving out. At the top of the bit plate is formed or secured a nut, in which is seated the vertical screw, the lower end of which is properly stepped in the sliding carrier. The lower end of the screw is provided with a ratchet wheel or disk, the teeth of which engage with a fixed rack, one at each end, the body of which is secured to the fixed guide rail. Any suitable means may be employed to move the carrier back and forth along the fixed guide rail. The operation is as follows: It is intended to be mounted on a log, and held firmly by turning down the screw bolts of the bearing blocks, so that their points will enter the log; but it is temporarily held in position before and while these bolts are being screwed down by the holding points of the blocks, which penetrate the wood from the weight of the machine. The whole device is further and securely held to the log by the dogs, which, on account of their adjustment are adapted to throw the guide rail into a perpendicular position. When everything is ready, the carrier is drawn back and forth on the guide rail. On the trip over, the scoring edges of the bit cut on each side, while on the trip back the planing point cuts out the shaving, while the scoring edges cut deeper for the next shaving. On the forward trip again, the other point cuts out the shaving, while the scoring edges cut deeper into the sides again. Now at each trip of the carriage, the bit is fed down to its work. This is effected by the ratchet wheel of the screw coming in contact with the fixed racks at the ends of the machine. This makes an even and positive feed, so that when the device is adjusted to the work, the operators have nothing to do but draw the cutter slide back and forth along the guide bar until the new board drops off.

—Favorable weather up to date, has allowed the different shanties of the Rathbun Co., of Deseronto, to make good headway with their intended supply of logs.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
FEB. 28th, 1891.

LOCALLY, the lumber trade has been quiet, as it usually has been during the month of February in past years. Dealers' reports show that as many feet have changed hands as in the corresponding month last year. The bulk of consumers are buying for inside finishing, a great deal of which is for delayed contracts, so that with little outside building it is not to be wondered at that sales are termed quiet.

Permits have been granted for the erection of a few good sized buildings for the coming season, but the activity that prevailed in architects' offices in the February months of 1888 and 1889 is not so apparent. Unless rentals improve there will not be the same run on dwelling house erection that caused the demand for certain classes of sawn timber during the past six years, but it is expected that alterations, modernizing of centrally situated buildings, and new structures will even up matters.

Future contracts have been placed for quantities with some dealers, but in general speculators, contractors and builders are waiting to see how the early season opens.

Enquiries from our markets in the United States are numerous, particularly for hardwoods, but shipments are almost nil. Dry stocks are not procurable, and as the orders booked are for seasoned lumber, some time must elapse before shipments can be made. Selected stock is asked for by United States jobbers in New York state, and many ledgers show contra purchases for yard orders as a make shift until the cold season is over. Canadian sellers could dispose of an unlimited quantity of choice or best grade of all sizes at present. It cannot be obtained on a days notice, and as in many instances the opportunity is a catch sale, little, if any, number one stock will change ownership.

A few car lots of culls and special sizes have gone south and south-east into New York state, but the movements have been slow. Wholesale and retail prices are unaltered. Canadian exports in sawn lumber to the United States for January, 1891, exceeded that of January, 1890, by \$53,000. Up to the 15th of last month the quantity shipped was slightly in excess of the corresponding period of last year. Could we turn prophetic and proclaim increased exports for the next ten months, the drain upon the unmanufactured cut of Canadian timber would cause a boom in the winter season of 1891 and 1892. When the negotiations were pending, which resulted in the repeal of the Canadian export duty on logs, and the partial repeal of the import duty levied by the United States on lumber, it was urged that Canada had got the better terms. It was claimed by those largely interested in the trade, but not affected by the tariff laws, that the removal of the export duty benefitted only a few Michigan and Canadian limit owners who were the prime movers and lobbyists in the Washington Capitol and in Ottawa. United States dealers and papers published voicing their beliefs, positively aver that the reduction of the import duty did not lessen the cost to consumers in the United States one cent. Further on a meagre epitome of the logging in Canada this season will give a fair estimate of the opinions held by the bulk of Canadian limit holders, touching the supposed benefits from the reduction for '91, not in words but in deeds. Speaking on the subject of reciprocity as existing, and as proposed by the Dominion Government, J. R. Booth, of Ottawa, says: "No doubt reciprocity would do the lumber trade good, but you know the trouble with us just now is not what we can sell lumber for, but what others can sell it for. If United States lumbermen can sell at a certain price below our own, we must come to that price or do no business. It has got to be so now that we cannot compete with southern pine, which is placed in all the northern and eastern markets at from \$2 to \$5 less than we can do it, but of course the \$1 of duty off will help us some. With the duty off the Chaudiere lumbermen would not fear competition with the Michigan lumbermen, but they would still find Southern pine and negro labor a hard nut to crack. It is only about five years since the Southern pine was introduced into the north and east, and now it is being used more and more every year. Before the Michigan and Wisconsin lumbermen took up the manufacture of it trade in it did not amount to anything, but as soon as they went into this trade, with their experience and business push, the business began to flourish, and now has every prospect of continuing to do so. They buy the land at \$1 an acre, and as the timber is abundant and within easy reach, they can sell at a very low figure and yet make money. They cut down the trees, dry the timber, plane it, and send it north and east ready for building, at prices which Canadians could not touch. At present things look blue for the Canadian lumbermen. What would be the result of the Southern pine competition he was not prepared at present to say."

Speaking on the same question, ex-alderman L. Crannell, of the Bronson & Weston Co., of the same city, says: "I believe reciprocity would benefit the lumber trade, and I will explain to you in a few words

how it would do so. At present pine lumber going into the States from Canada pays a U. S. import duty of \$1 per thousand feet, and as a result U. S. lumbermen buying in Canada have to pay a dollar more laid down in the States than they would if purchased from the Michigan or other manufacturers. As the Michigan men by reason of their larger output control the New York and other eastern markets and fix the price, we have to reduce the price of our lumber so as to be able to compete with them. For instance, if the price for the commoner grade, which is that shipped almost entirely to the U. S. market, is quoted by the western men at say \$10, we have to sell at \$9 here so as to be able to compete with them, or the middleman has to lessen the margin of his profit. If the \$1 of duty per thousand feet was off, we would be able to do business on equal terms with the Michigan men, as we are so geographically situated that we can supply the eastern states better than the western men can do. That there would be an increase in the sale of Canadian lumber I am sure, but I am not prepared to offer the slightest estimate of what the money value of that increase would be. Of course there is no such thing as reciprocity in lumber, as we are sellers, but do not buy. Canada does not get a stick of manufactured lumber from the States." Mr. Crannell added that of the total of 700,000,000 feet of all kinds of lumber manufactured in Ottawa last year, about one-third went to the States, a third to the old country and the other third to South America. In 1889 when trade was a fair average the lumber shipped to the States from Ottawa netted about three and a half million dollars.

The rates offered by the Canada Atlantic railroad are to hand. The circular reads as follows:

Arrangements have been made whereby we will re-open our lumber line to New York, via Albany, with the opening of navigation on the Hudson, which took place last year about March 10. We will be unable to send you a copy of our tariff with the exact date to take effect until the opening of navigation, has determined itself, but the following are the rates at which we will open the line, namely: Seasoned pine lumber, \$3 per thousand feet; seasoned shorts, \$3.25 per thousand feet; lath, 65 cents per thousand pieces; seasoned hardwood lumber, \$4 per thousand feet.

These rates will apply on lots of five cars and over, and will include lighterage within the regular lighterage limits of New York harbor. Lots under five cars will be accepted subject to extra tonnage.

Capt. Williams, of Albany, who handled the lumber from Albany down last year, will also be in charge this coming season.

Reports received from the logging camps in the Ottawa Valley and the Georgian Bay districts state that operations have ceased in many localities. At some points the snow has been so deep that the cutting of logs had to be discontinued. In others the desired quantities have been cut and banked, and the teams have either returned or are on their way southward. Eddy & Co., Pierce & Co., and McClyment & Co., have lumbered this season. Their mills will be practically idle next summer, along with the burnt McLaren & Co.'s mill. Other mills, to a certain extent, will have to supply their usual cut, and if the demand for white pine is unusually brisk, it means day and night shifts until the mills close in the fall. If the intended contracts on the north shore of Georgian Bay and Lake Huron are filled before the end of the month, 200,000,000 feet will be piled up waiting for open water and purchasers. Of this, fully 75,000,000 feet will be rafted to its owners at Tawas and Saginaw, and to buyers of Canadian logs in Alpena and Cheboygan. In addition to saw logs immense quantities of birch, cherry, basswood and pulp wood have been cut, some on contract and some on speculation.

In New Brunswick, on the St. John river and tributary streams, the supply will fall short of 1890. Last year the Fredericton boom held 135,000,000 feet of logs, while on the river and branches, fully 50,000,000 feet was left. This year the estimated quantity to drive will not exceed 95,000,000 feet. In Nova Scotia, at Herbert river and Newville, a greater cut has been banked, but on several streams operations have been curtailed.

UNITED STATES.

In looking over the reports upon the conditions of the trade amongst our United States brethren, at least that part of them who purchase from Canada, monotony is the striking feature. Sales are not being made to dealers who flirt with future prices, uncertain weather has checked building to a great extent, and no lumber centre has to hustle to keep up with booked orders. The actual daily requirements keep a steady, though quiet tone in all the markets, and except when specials unexpectedly are asked for, no activity can be noticed. Hesitation, with expectancy of a good spring trade describes the situation. As to the future of values, two leading opinions are current: The first, that the effort put forth in the west—for better prices—will be met and nicely balanced by the influences of recent Canadian legislation on the lumber question. The prevailing feeling, however, is that really choice stock is destined to show a stiffening in price. Ex-

porters feel decidedly well over the Brazilian reciprocity scheme, and believe that its influence will be to speedily increase the already good Brazilian demand.

We notice amongst the failures that the wholesaler-firm of L. Thomson & Co., Albany, N.Y., have made a general assignment to their bookkeeper, Richard T. Lockley. Mr. Thomson was at one time a member of an Ottawa lumber firm and always looked upon as wealthy. Assets and liabilities unknown. Statement of debtors and creditors not yet published.

The Buffalo Lumber Exchange, at its meeting on the 14th, discussed and strongly condemned the late resolution passed by Saginaw vessel owners who have agreed during the incoming season not to load or deliver any cargoes except from or on rail. Deliveries on railroad docks alone in Buffalo means extra men, extra handling means increase in the cost and probably loss in the selling. A determined resistance was the voice of the meeting. At the same time, the friction that existed between planing mills and the wholesaler was eased by the latter accepting the terms and propositions of the former. For some time back there have been mutterings of discontent about the practice of the jobber selling contractors, builders and other retail consumers at wholesale figures. The planing mill men insisted that the practice be stopped, particularly in the case where the jobber has a mill and a yard. In future, retailers buying from wholesalers, whether planing mill men or yard men, will have to pay retail prices. In case of non-compliance by a jobber he will be boycotted.

All the best grades of lumber are scarce and held firm. Long bill stuff, posts, piles and square timber are asked for. Prices are adhered to, the existing conditions of trade indicating that present stocks will be satisfactorily disposed of before new lumber can be marketed fit for use. Buffalo and Tonawanda markets are one. The wholesale price list of both places is a joint one, the rates of freight by rail, by canal and water are the same, and they purchase and sell in the same markets. Sales for February exceeded January, particularly in hardwoods. Like Buffalo, the outlook for vessel charters is not encouraging. Assortments of pine lumber are badly broken into, cutting up and better are depleted, and they are likely to remain so until the opening of navigation.

It is expected that the spring of the year will live-trade in the New York yards by the demands for projected buildings in the upper part of the city, Brooklyn, Jersey City and Long Island suburbs. At present, things are dull. Dealers are fairly well stocked, and as little desire exists to increase the quantities now on hand, large importations are not demanded, and agents are having a quiet time. White pine is steady, the prices unchanged, and the holdings with new arrivals, just sufficient to even supply and demand. The future of the season is yet obscure, but nothing is left undone in eliciting information about where purchases can be made, and what the freight rates will be for the current year by rail and water, both premonitions of an expected good season's trade.

William Westby, Portland, Me., correspondent of the Sherbrooke *Examiner* says: Another very quiet week has been experienced in the lumber trade, and the market is no better than has been previously reported. Spruce lumber is not wanted, as this stormy weather checks all work and prices are low and easy. Random cargoes are received now and then and they bring prices quoted a shade lower than are asked for carload lots. Hemlock boards are also dull as well as everything else in the line of boards and long lumber.

The yards are well stocked and concessions are made to effect sales. Clapboards look a trifle better but the improvement is not sufficient to stiffen prices materially.

Shingles are dull and prices easy and the demand slow. Most of our salesmen report this month so far that orders are scarce and hard to obtain.

The mills are getting in a fair supply of logs and the prospect is that the usual quantity of logs will be got out.

South American lumber is still dull and no prospect of any movement in it. Many vessels are lying here awaiting freight.

FOREIGN.

We have commented elsewhere on the state of the United Kingdom markets. Since setting up the excerpts from Gray & Sons annual timber circular, other well known firms have corroborated the warnings by the *Timber Trades Journal*.

Business during the past year, say Farnworth & Jardine, has been unsatisfactory in most branches of the wood trade. The aggregate import, although showing a reduction of 17½ per cent. from the excessive one of last season, has still been in excess of the five previous years, and more than ample for the demand. The deliveries of most articles have been disappointing, the total consumption being 7 per cent. less than last year. The stocks now remaining over are much too heavy. The outlook is not encouraging, and, with the large stocks held over, shippers must see it is most important that supplies be kept on a moderate scale.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Feb. 28, 1891.

CAR OR CARGO LOTS.

Table listing lumber prices for Toronto, Ont. including items like 1 & 1 1/2 in. Cut up and better, 4x10 & 12 dressing and better, etc.

YARD QUOTATIONS.

Table listing yard quotations for Toronto, Ont. including Mill cull boards & scantling, Dressing stocks, etc.

Hamilton, Ont.

HAMILTON, Feb. 26, 1891.

Table listing lumber prices for Hamilton, Ont. including Mill cull boards and scantlings, Dressing stocks, etc.

Ottawa, Ont.

OTTAWA, Feb. 28, 1891.

Table listing lumber prices for Ottawa, Feb. 28, 1891. including Pine, 1st qual., 2nd, etc.

Montreal, Que.

MONTREAL, Feb. 28, 1891.

Table listing lumber prices for Montreal, Feb. 28, 1891. including Pine, 1st qual., 2nd, etc.

St. John, N. B.

ST. JOHN, Feb. 24, 1891.

Table listing lumber prices for St. John, N. B. including Deals, Boards, Scantling, etc.

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Jan. 17, 1891.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber. 41 to 40 ft. long, per M. net \$11 00

Albany, N. Y.

ALBANY, N. Y., Feb. 28, 1891.

Boards, 1x10 in. each 14c. Hemlock, 1/2 x 2, each 14. Joist 4x6 33 Wall Strips 11

Buffalo and Tonawanda, N. Y.

BUFFALO, Feb. 26, 1891.

Clear, 1 in. & clear \$19 00@20 00 Common, 1 to 2 in. all Dressing, 1 to 2 in. all widths 16 00@17 00

Saginaw, Mich.

EAST SAGINAW, Feb. 28, 1891.

Uppers, 1 1/2 in. 35 00@35 00 Norway 8 50@10 00 Common 16 00@17 00

Saginaw, Mich.

EAST SAGINAW, Feb. 28, 1891.

Clear, 1 1/2 in. 23 00@23 00 C 1/2 in 17 00 3/4 in 18 00

New York City

NEW YORK, Feb. 17, 1891.

Black Walnut Culls, 1 inch 35 00@36 00 1 and 1 1/2 inches 95 00@97 00

Boston, Mass.

BOSTON, Feb. 28, 1891.

Uppers, 1 in. 48 00@50 00 Fine com. 3 & 4 in 42 00@46 00 1 1/2, 1 1/4 & 2 in 48 00@50 00

Eastern Pine - Cargo or Car Load.

Nos. 1, 2 & 3 40 00@43 00 Clapboards, 4 ft. sap clear 25 00@30 00

Spruce - by Cargo.

Scantling and plank, random cargoes 14 00@15 00 Coarse, rough 12 00@14 00

Lath.

Spruce by cargo 2 10@2 20 Shingles Cedar, sawed, extra 3 25@3 50

Oswego, N. Y.

OSWEGO, Feb. 28, 1891.

Three uppers, 1 1/2, 1 1/4 & 2 inch \$43 00@45 00 Pickings, 1 1/2, 1 1/4 & 2 in. 35 00@36 00

Siding.

1 in siding, cutting up 30 00@32 00 1 1/2 in selected 35 00@40 00

1x12 Inch.

12 & 16 ft. mill run 20 00@23 00 12 & 16 ft. No. 1 & 2, barn boards 18 00@19 00

1x10 Inch.

12 & 13 ft. mill run, mill culls out 19 00@20 00 12 & 13 ft. dressing and better 25 00@27 00

Shingles.

XXX, 18 in pine 3 60@3 50 XXX, 18 in cedar 3 40@3 70 Clear butts, pine, 18 in. 2 60@2 50

WANTED AND FOR SALE.

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line, and is set in Nonpareil type. Advertisements must be received not later than the 25th of each month to insure insertion in the following issue.

HARDWOOD lumber, bought, sold or received on consignment, TUCKER DAVID, lumber commission merchant, 302 Eleventh Ave., N.Y.

WANTED—TO BUY.

GOOD Canadian Timber Limits and Georgian Bay saw logs. Address, HEN BIRDBALL, Whitney Building, Detroit, Mich.

CAPITAL WANTED.

WANTED A partner with about \$12,000 capital, to take half interest in a well established lumber and shingle business in British Columbia. Timber Limits now secured to run mill 5 to 7 years. For particulars address, H. H. S., BOX 377, Vancouver, B. C.

WANTED—PARTNER

WITH \$50,000 to \$75,000 capital to invest in timber limit and saw mills on line of C.P.R. in British Columbia, with three practical men. Best thing on line of C.P.R. Address BOX 276, Trenton, Ont., Canada.

WANTED—FOR CASH—HARDWOOD

HARDWOOD Lumber Squares and Dimension Stock, principally walnut squares, 14 to 7 in. thick 12 in. and upward long. Apply for specifications and prices. State full particulars of stock on hand. P. O. BOX 1,144, New York.

FOR SALE.

PAIR TWIN ENGINES, 6x6, with link motion, suitable for rope feed, in order. HADDON, Foxmead, Ont.

WANTED IN 1891.

ANY QUANTITY OF CEDAR TELEGRAPH POLES at shipping points. Terms cash. Apply to J. HARRISON HARVEY, Cobocok, Ont., purchaser for H. D. McCAFFREY, Engineer and Contractor of Telegraph lines, Oswego, N.Y.

RAILS AND CARS FOR SALE.

Light Steel Rails for Tramways; good order. Cars for lumber, cheap.

JOHN J. GARTSHORE,

49 Front St. West, Toronto.

WANTED.

QUEBEC BIRCH—Those who can furnish choice lumber are invited to correspond with

JOHN S. MASON & CO.

240 Eleventh Avenue, New York City.

Saw and Shingle Mill for Sale.

SAW MILL at Fesserton, on G.T.R. Midland division, one mile from Waubashene; capacity 20,000 ft. per day; 50 horse power engine, 55 horse power boiler, 64 inch circulars, double edger, double trimmer, slab saw, etc.; furnace supplied by self-feeder, 24 in planer and matcher attached, all in good running order, only requiring usual spring repairs. Docks, tramways, siding complete. Also on same property **SHINGLE MILL**, capacity 25 M. daily—Swing machine, Quartering Saw, Knotting Saw, all in good running order. Carts, Sleighs, Shanty Supplies, also about 1,200,000 ft. saw logs now on North river or in Mill Pond. Will be sold in one or more lots to suit purchaser. Cheap and on easy terms. Apply to H. MYDDLETON WOOD, 79 Grenville St. Toronto, Administrator of Estate of the late G. W. Brisley.

Pine Timber Limits

FOR SALE

On Upper Ottawa running back from Birch Lake. Main Ottawa river. 900 miles—selected years ago—well timbered, good streams for driving. Terms of payment easy.

Apply to

J. BELL FORSYTH & CO.

QUEBEC.

WILLIAM FOSTER

Lumber & Commission Merchant

Receiver and forwarder of

LUMBER, LATH & SHINGLES

Correspondence Solicited.

OWEN SOUND, ONT.

TIMBER * LANDS FOR SALE

5000 Acres of Timber Lands on the Manitoulin Island,

Patented and unpatented, are offered at the Low Price of

\$5.00 PER ACRE.

Some of the lots have timber on them worth \$20 per acre, and the land is of fair quality for farming when cleared.

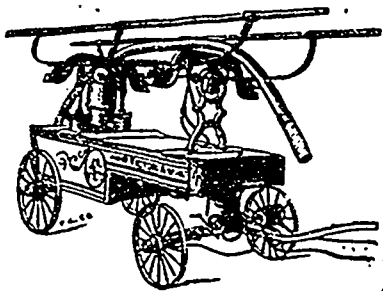
The Dominion Government having recently taken off the Export Duty on Telegraph Poles, Railway Ties, Shingle Bolts and Saw Logs, the value of the timber on the island is doubled, owing to its great facilities for shipment to Detroit, Chicago, Toledo, Buffalo, Cleveland and all Lake ports.

The late owners, Messrs. Wm. and Robert Henry, are both deceased, and there being no one to carry on their business, these lands will be sold low, in block or close out the estate. Tenders solicited and purchases liberally dealt with. All necessary information can be obtained from the trustee and Solicitors.

Messrs. FRANCIS & WARDROP, Barristers, &c.,

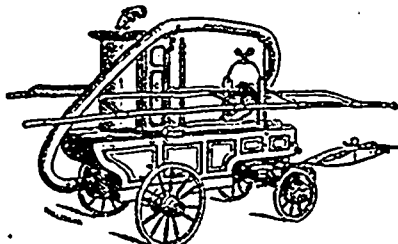
JAMES MCGEE, Trustee, Toronto.

PROTECT YOUR MILLS

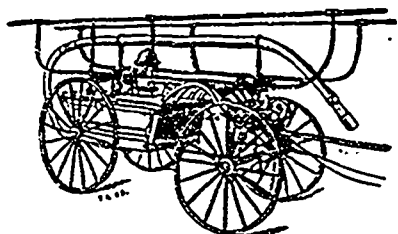


GIANT HAND FIRE ENGINES.

From \$200 to \$700



800 Feet Second-Hand 2 in. Fire Hose Cheap.



Waterous Engine Works Co., Brantford, Canada.



COWPER & GREGORY.

RECEIVERS and Forwarders of Lumber, Lath, Shingles, &c. Unexcelled facilities for shipping by canal or rail. Tonawanda, N. Y.

A. M. DODGE & CO.

MANUFACTURERS of and Wholesale dealers in all kinds of Lumber, Lath and Shingles. Tonawanda, N. Y.

E. & B. HOLMES.

WHOLESALE dealers in Lumber and Timber Office, Michigan and Canal Streets, Buffalo, N. Y.

CHEESMAN DODGE

TIMBER and Lumber Merchants. Ship and Boat stock, Railroad Ties, &c. Office, 16 West Seneca Street, Buffalo.

Buffalo Hardwood Lumber Co.

OFFICE and yard, 175 Louisiana Street, Buffalo. Holders of Hardwood stocks are invited to correspond.

EMMET FLEKING

INSPECTOR and Commission dealer in Lumber. Office, 251 Louisiana Street, Buffalo, N. Y.

LAYCOCK LUMBER CO.

MANUFACTURERS of Pine, Hemlock and Oak Timber up to 55 feet in length. Saw Mills: Ackley, Pa., Black Rock, N. Y., Gravenhurst, Ont. Office, corner Main and Seneca Sts, Buffalo, N. Y.

J. & T. CHARLTON

WHOLESALE dealers in Masts and Spars. Canada Round Pine, &c. Tonawanda, N. Y.

WILLARD W. BROWN.

202 Main Street, Buffalo, handles all kinds of Hard Woods.

A. P. & W. E. KELLEY CO.

WHOLESALE Lumber dealers. Yards at Tonawanda and Chicago. Correspondence invited.

C. P. HAZARD.

WHOLESALE dealer in Lumber, Shingles, Lath and Fence Posts. Correspondence invited from the Canadian trade. No 92 River Street, Buffalo, N. Y.

L. A. KELSEY LUMBER CO., (Ltd.)

MANUFACTURERS and dealers in Hardwood Lumber of all kinds. Describe stock and write for prices. Office Tonawanda, N. Y.

BOVEE & HOWDEN

MANUFACTURERS and Wholesale dealers in Hard and Soft Wood Lumber. Holders of Canadian stocks are invited to write for quotations. Offices at Tonawanda and Le Roy, N. Y.

THE TONAWANDA LUMBER CO.

MILLS at East Tawas, Mich.; office 106 Main Street, opposite N. Y. C. and H. R. R. R. Station, North Tonawanda, N. Y.

J. J. TURNER,

Sail, Tent and Awning Maker.

251 GEORGE AND 154 KING STREETS, PETERBOROUGH.

Canoe, Yacht and Boat Sails made to order. Perfect Fits guaranteed. Every description of Lumbermen's Supplies and Waterproof Clothing.

Fawcett & Co.

MERCHANT * TAILORS,

269 Queen St. E., Opp. Seaton St., Toronto.

First-Class Goods and Trimmings. Workmanship and Fit Guaranteed. All Orders Punctually Executed.

HERBERT G. ROSS.

BOX 278.

REGINALD C. BLAHER

H. G. ROSS & CO.

Real Estate, Fire and Life Insurance, Shipping and General Commission Agents.

Timber Limits and Farming Lands a Specialty.

A.B.C. Code, Cable address, "Ross."

NEW WESTMINSTER. - - B. C.

CORRESPONDENCE SOLICITED.

The American Lumber Yard

HAMBURG, GERMANY,

Offers the best facilities for Yarding and Selling all kinds of

American Wood Goods.

Address:

ROSENBACHER & CO.,

BANKERS, Hamburg.

CARL GARTNER, Agent,

Hamburg.

GEORGE McWILLIAMS

(Successor to Wm. Forsyth.)

MANUFACTURER OF

TAPER PIKE POLES,

PEEVEY STOCKS, CANT HOOK AND GAFF HOOK HANDLES.

The only Successful Taper Pike Pole Manufactured.

Peterborough, = = Ontario.

TORONTO AGENCY OF

The Rathbun Co.

Invites correspondence from manufacturers and others having

**OAK, ASH, BIRCH,
BASSWOOD
AND
GOOD PINE LUMBER**

**CEDAR AND PINE
SHINGLES
FOR SALE**

Write to

**T. W. WALKER, Agent
TORONTO**

Office, Cor. Spadina Ave. & Front St.

Cash for Lumber

W. N. McEachren & Co.

Wholesale dealers in all kinds of

HARDWOOD LUMBER

**NO. 3 DOCK
TORONTO**

WRITE US FOR PRICES AND
SIZES TO CUT.

WE PAY CASH WHEN LOADED ON
CARS.



SEALED TENDERS marked "For Mounted Police Clothing Supplies," and addressed to the Honourable the Minister of Railways and Canals, will be received up to noon on Monday, 9th March, 1891.

Printed forms of tender containing full information as to the articles and quantities required, may be had on application to the undersigned.

No tender will be received unless made on such printed forms. Patterns of articles may be seen at the office of the undersigned.

Each tender must be accompanied by an accepted Canadian bank cheque for an amount equal to 10 per cent. of the total value of the articles tendered for, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to supply the articles contracted for. If the tender be not accepted the cheque will be returned.

No payment will be made to newspapers inserting this advertisement without authority having been first obtained.

FRED. WHITE,
Comptroller N.W.M. Police.
Ottawa, Feby. 9th, 1891.



SCRIBNER'S LUMBER AND LOG BOOK

Over One Million Sold.

MOST complete book of its kind ever published. Gives measurement of all kinds of Lumber, Logs, Planks, Scantling; cubical contents of square and round Timber; hints to lumber dealers; wood measure; speed of circular saws; care of saws; cord-wood tables; felling trees; growth of trees; land measure; wages, rent, board, interest, stave and heading bolts, etc. Standard book throughout the United States and Canada. Got the new illustrated edition of 1882. Ask your book-seller for it. Send post-paid for 33 cents.

A. G. MORTIMER, Toronto, Ont.

Do You Stop Your Saw

by lifting a tightner, throwing off the heavy belt, or stopping the engine; All these methods are objectionable.

We have patented a Friction Grip Pulley. Compact, Simple, Durable, Large Frictional Area, Ampie clearance when out of engagement, Powerful gripping mechanism.

We guarantee this Pulley to work satisfactorily, and to be thoroughly reliable.

Made Split when required. And with 2, 3, 4 and 6 grips for any class of work. Also a Cut-off Coupling of the same design.

SEND FOR CIRCULARS AND PRICES

The Waterous Engine Works Co.,

Brantford, Canada

NAPANEE CEMENT COMPANY

— MANUFACTURERS OF —

(LIMITED.)

Hydraulic Cement

PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Cellars, etc.

ENDORSED BY LEADING RAILWAYS AND CONTRACTORS.

ROACH * LIME,

For Building, Plastering, Gas Purifying, Paper Making, &c.

THE RATHBUN COMP'Y,

DESERONTO, ONT.,

MANUFACTURERS OF

TERRA * COTTA * FIRE-PROOFING

For Use in Old and New Buildings.

Endorsed by Leading Architects. Absolutely Fire-proof. About as Cheap as Wood or Brick. Weight One-Third that of Brick. Does not Crack on application of Heat or Water.

Deadens Noise. Gives Warmth in Winter; Coolness in Summer.

Galt * Machine * Knife * Works.

MACHINE KNIVES

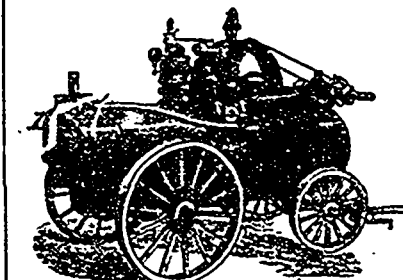
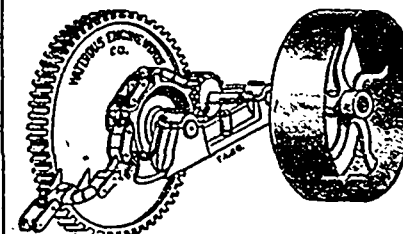
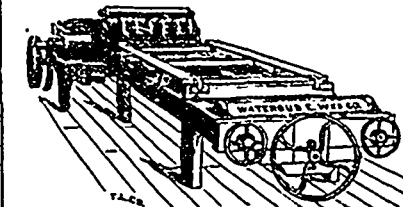
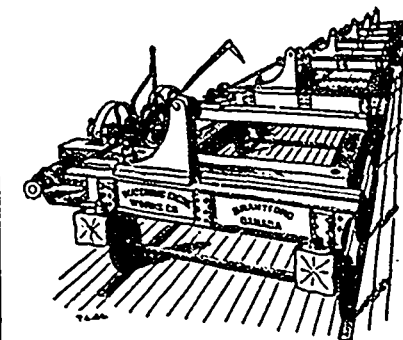
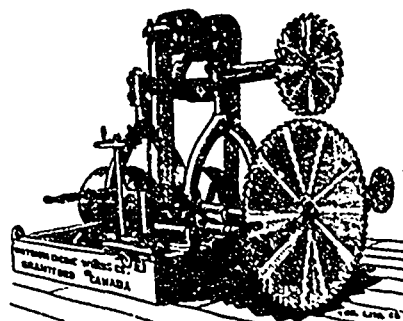
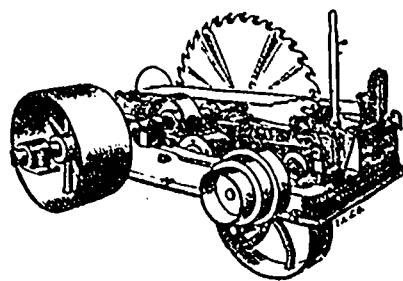
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Planing, Moulding & Stave Cutting.

SEND FOR PRICE LIST

PETER HAY, - - - GALT, ONT.

MILL MACHINERY



Link Belting

Sawdust and Refuse Carriers. Line Rolls.



All products into, through, and out of mill.

Send for Catalogue and Prices.

**Waterous Engine Works Co.,
Brantford, Canada.**

Friction Pulley Board.

The Best Materials ever used
for Frictions of all
* kinds *

MANUFACTURED BY

Asbestos
Mill
Board.

The **DOMINION LEATHER BOARD COMPANY,**
Montreal, Quebec.

Steam
Packing.

SAMPLES FURNISHED.

PLEASE MENTION THIS PAPER.

CORRESPONDENCE SOLICITED.

TO MILL OWNERS, MANUFACTURERS

AND ALL WHO ARE USING

*Leather * Belting*

IF YOU WANT BELTING

Which will Run Straight on the Pulleys,
Which is Thoroughly Well Stretched,
Which will not Tear at the Lace Holes,
Which will give Complete Satisfaction,

— SEND TO —

F. E. DIXON & CO.

MANUFACTURERS OF

PATENT LAP-JOINT STAR RIVET

* LEATHER * BELTING *

70 King Street East, Toronto.

Sole Agents in Canada for the

CELEBRATED PHOENIX OIL

The Only Perfect Belt Dressing.

All our Belting is sold at the Canadian price list. Please compare before purchasing. Send for Discounts and our Pamphlet on Belting.

Stop the Engine Instantly

Unfortunately that is impossible, it is several stories below, therefore to stop this countershaft is a work of minutes.

The Accident

The stopping of the engine would have prevented or mitigated it; not an unusual one. Often it results in the loss of valuable life.

This Line Shaft

Could have been instantly disconnected from the power in any part of the room had it been driven with a Friction Grip Pulley.

Will it not pay you

To investigate the merits of the newest and best Grip Pulley and Cut-off Coupling, "THE WATEROUS;" It is safe, economical in belts and time.

WATEROUS ENGINE WORKS CO., Ltd., Brantford, Canada.

B. F. Sturtevant's Patent Progressive Lumber Dry Kiln.

RELIABLE RAPID! CHEAP!

GUARANTEED TO DRY

-IN-

Best Manner Possible

ALL KINDS OF
HARD and SOFT
WOOD LUMBER.

WRITE FOR CATALOGUE.

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NEW YORK.



NO WARPING
CHECKING
AND BLEEDING
-WITH THE-
STURTEVANT
Patent Hot Blast
Steam Heating
Apparatus.

31 N. CANAL STREET
CHICAGO.

B. F. STURTEVANT, Patentee and Sole Manufacturer, 34 Oliver Street, (corner of Franklin street) BOSTON, MASS., U. S. A.

A. R. Williams, Soho Machine Works, Toronto, General Agent for the Dominion.

The Only Successful Kiln for Drying Oak and other Hardwoods

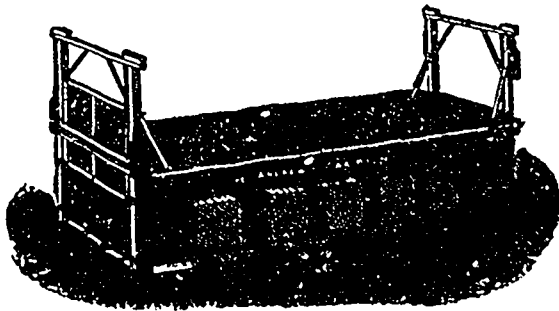
"THE ANDREWS"

NEW LUMBER

DRY-KILN

Its remarkable efficiency depends upon its peculiar mode of applying heat to, and eliminating moisture from, the air used in drying. We use no costly fan, engine or other device that requires constant attention, nor do we waste heat by a special chimney. The air circulates through the lumber, and the moisture absorbed from it is extracted from the air by natural methods. You can not afford to be without it.

Our Process Duplicates Nature.



Outside View of the Andrews Kiln.

The following well-known furniture manufacturers have recently purchased the "ANDREWS KILN."

- Estey Manufacturing Co., - - - Owasa, Mich.
- East Shore Furniture Co., - - - Manistee, Mich.
- Universal Tripod Co., - - - Grand Rapids, Mich.
- Grand Rapids School Furniture Co., Grand Rapids, Mich.
- New England Furniture Co., - Grand Rapids, Mich.
- Milwaukee Chair Co., - - - Milwaukee, Wis.
- Oshkosh Furniture Co., - - - Oshkosh, Wis.
- Skandia Furniture Co., - - - Rockfork, Ill.
- Story & Clark Organ Co., - - - Chicago, Ill.
- Rock Falls Manufacturing Co., - - - Sterling, Ill.
- Courey & Birely Table Co., - - - Shelbyville, Ind.
- Southern Spring Bed Co., - - - Atlanta, Ga.
- Sidney School Furniture Co., - - - Sidney, Ohio.
- New Richmond Church Furniture Co., N. Richmond, O.

A. N. Andrews & Co., Proprietors and Manufacturers

215, 217, 219, 221 Wabash Ave., CHICAGO, ILL.

The Casselman Lumber Co.

CASSELMAN, ONT. Successors to FLATT & BRADLEY.

ESPECIAL GOOD FACILITIES FOR SHIPPING.
HEMLOCK BILL STUFF OF EXCELLENT QUALITY.

ALSO MANUFACTURERS OF
PINE, SPRUCE, ASH, MAPLE AND OTHER HARDWOODS.
CORRESPONDENCE SOLICITED.

J. W. MAITLAND
H. RIXON

J. G. AINSLIE
W. STODART

Maitland, Rixon & Co.,

Owen Sound, Ont.

Saw Millers and Lumber Dealers

All kinds of Building Material kept in stock.

WE MAKE A SPECIALTY OF
LONG BILL STUFF IN ROCK ELM, PINE, CEDAR AND HEMLOCK.
QUOTATIONS FURNISHED ON APPLICATION.

F. J. DRAKE,

PATENTEE AND MANUFACTURER OF

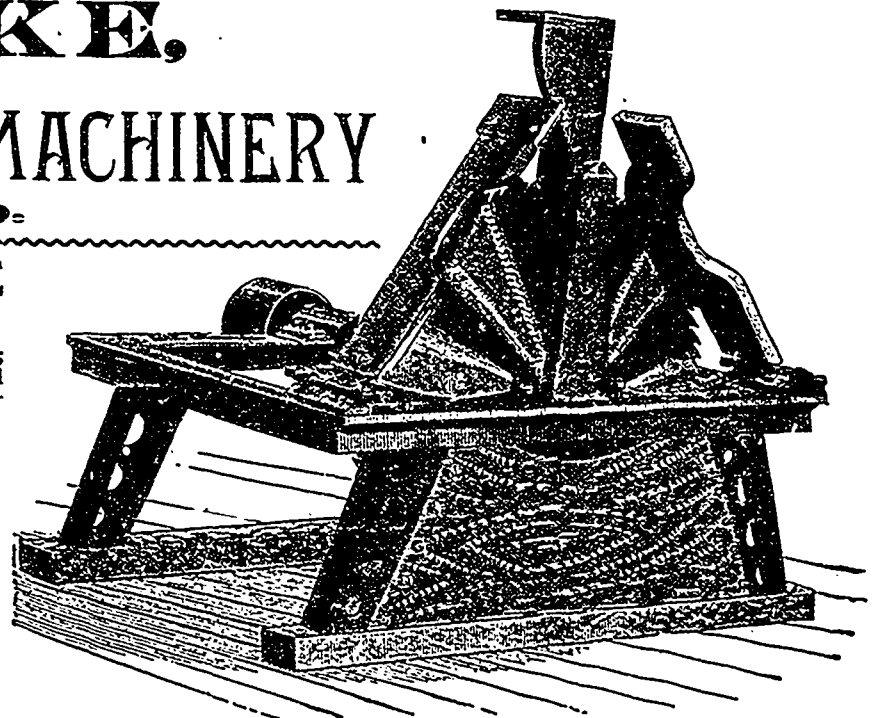
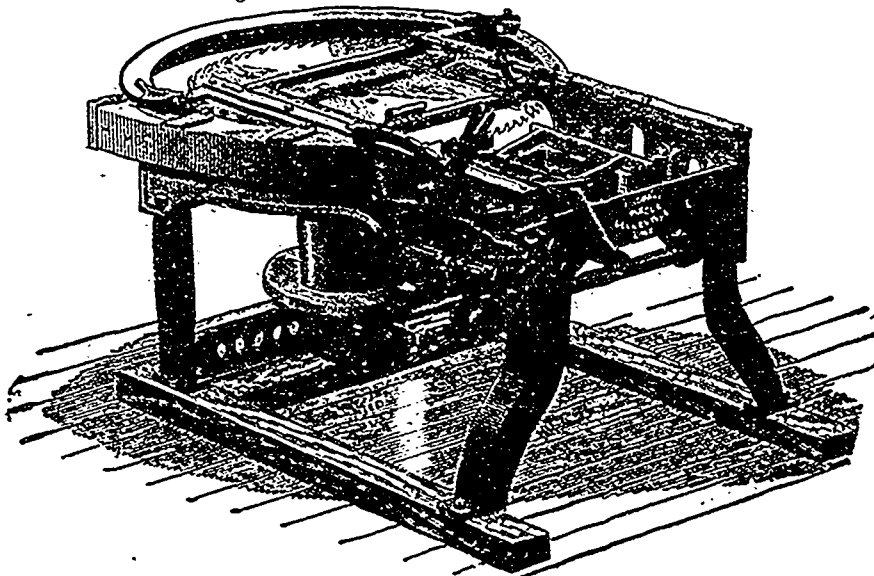
SAW, SHINGLE and LATH MACHINERY

Belleville, Ontario.

DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced; carriage very light and strong, made of forged cast steel saw plate, running on steel ways or tracks; will take in a block 18 inches wide and 19 inches long, adjustable for 16 inch or 18 inch shingles.



Drake's Improved Shingle Edger.

With 40 inch saw will make more No. 1 Shingles from the same quantity of timber than any Wheel Jointer in existence.

It has a heavy iron frame made for two operators, two inch steel saw arbor, with extra long bearings; driving pulley 8 inches diameter, 7 inch f.c.c. saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Bolters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.

GEO. HASTINGS.

JOHN GRAY.

H. HANCOCK.

GEO. HASTINGS & CO.

Lumber Merchants

TRUST BUILDING CHAMBERS,
Cor. Yonge and Colborne Streets.

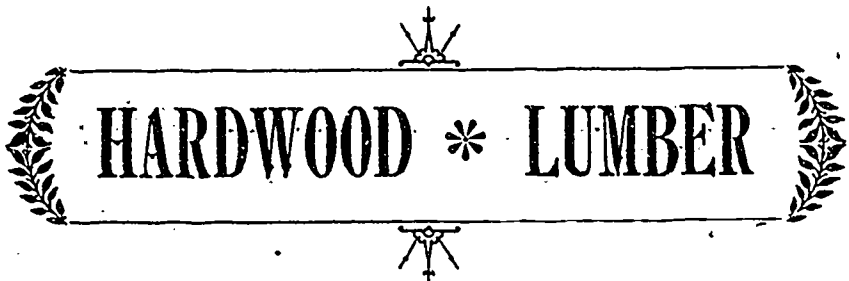
TORONTO.

All Kinds of Pine and Hardwood Lumber.

BILL STUFF CUT TO ORDER A SPECIALTY.

TORONTO HARDWOOD LUMBER CO.

Wholesale Dealers and Shippers in all kinds of



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Mills Operating all the year round. Correspondence Solicited.

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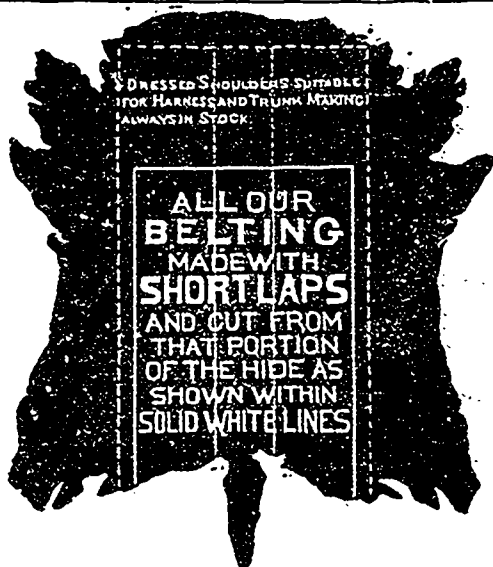
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YARD: NORTHERN DOCK, FOOT OF BATHURST STREET.

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Leather Belting



Dressed Shoulders Suitable
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ALWAYS IN STOCK

ALL OUR
BELTING
MADE WITH
SHORT LAPS
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THAT PORTION
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DEALERS IN

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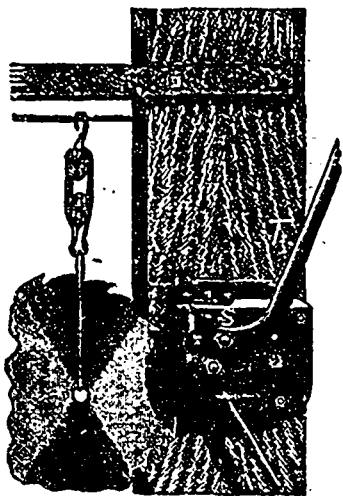
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Rhodes' Improved Swage for Circular and Gang Saws.

== PATENTED JULY 2, 1889. ==

THE MOST PERFECT MACHINE FOR THE PURPOSE EVER INTRODUCED.



SWAGE IN OPERATION.

It will swage the hardest as well as the softest saws. Never pulls the points of the tooth off, as the swaging is done by direct and steady pressure, and not by rolling pressure.

Swaging done with this machine will stand longer than when swaged with any other machine or by hand.

It makes the swage the heaviest on the under side of the tooth, and leaves the face of the tooth perfectly straight.

It does not shorten the tooth as done by upsetting. It has a positive clamp so a saw cannot slip while being swaged, therefore every tooth is an exact duplicate of the other.

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It is very simply constructed; nothing to break or wear out. Easily adjusted. Any ordinary man can swage a circular saw in from 10 to 12 minutes. Is thoroughly constructed of the best material, all the parts requiring it are made of steel of the best quality. Every swage is thoroughly tested before leaving the shop.

We positively guarantee the swage to do all we claim for it in this circular.

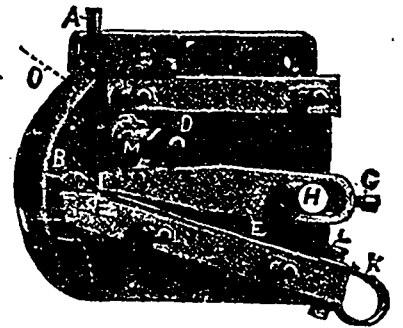
Full and complete instructions for adjusting and operating accompany the swage.

SEND FOR PRICE LIST OF

RHODES' IMPROVED

Automatic Band Saw Swages, Circular Saw Swages, Gang Saw Swages, Shingle Saw Swages.

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We use nothing but W. J. & Sons' English Steel in our saws and the name speaks for itself.

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This compound will save its cost many times in one year by saving fuel.

It eradicates scale, and when the Boiler is once Clean a very small quantity keeps it clean and free from all incrustation. One fourth the dose will prevent a new Boiler from scaling so long as it is used regularly.

Contains no Caustic Soda, and is the only matter yet known that will not injure metals in any way, and emits a clear pure steam.

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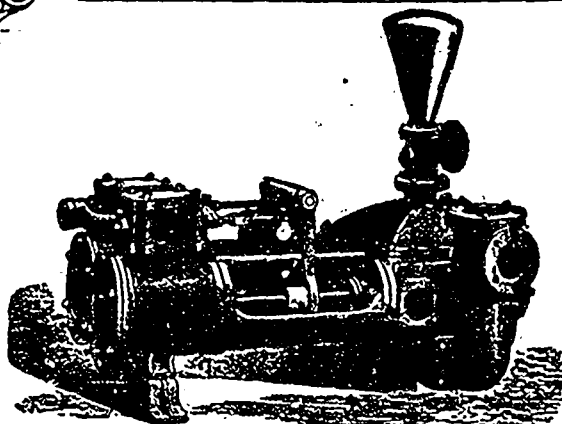


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- FULL PARTICULARS regarding any
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also have a large stock of portable and
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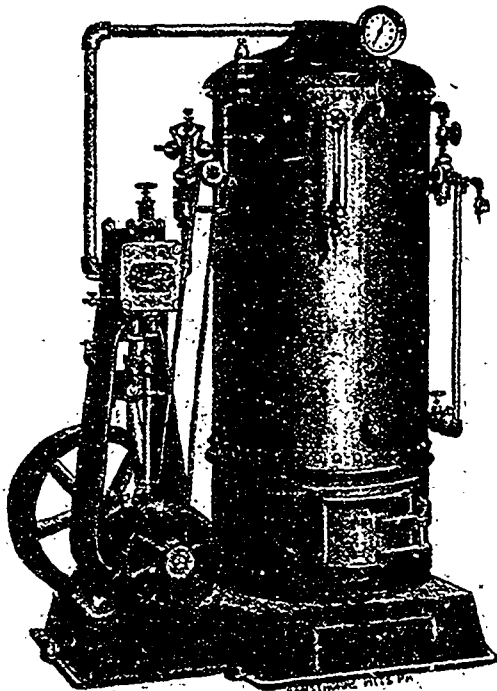
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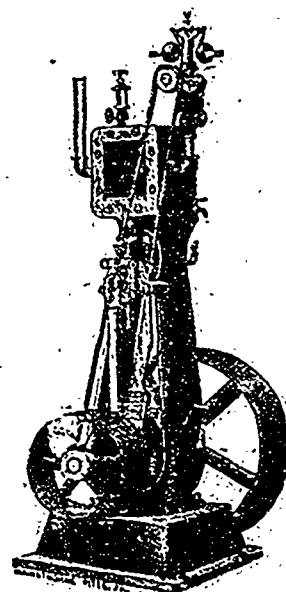
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BOILERS AND ENGINES

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