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THE CANADA LUMBERMAN.

VOLUME XI. }
NUMBER 1 }

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THE CANADA LUMBERMAN

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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 the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others. Especial 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 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. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

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 for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent if ordered for three successive issues or longer.

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.

BRITISH capitalists own in the United States 30,500,000 acres of lands, exclusive of the Harney Peak tin mine in Dakota with 30 square miles of land. They have invested in thread factories in Newark, New Jersey, and Pawtucket, Rhode Island, £1,000,000. In American railroads £2,000,000; and there is hardly a coal or iron mine from Alabama in the South to Wisconsin in the northwest but is worked with British capital. Recently they paid \$1,500,000 for 260,000 acres coal and timber land in Kentucky, where, it is stated, they will establish one of the largest coal, iron and steel enterprises in America; and the New York Times is authority for saying that English capital to the extent of \$100,000,000 is likely to be invested in America in a single enterprise, in the shape of a company to supply capital for railways and to carry railway insurance and mortgages. Do these capitalists really intend to buy up America and annex it to Canada; or do they simply mean to buy up the leading industries of the country; inaugurate and develop new enterprises, and by this means reach the franchise in order to usher in an era of free trade?

It has been on peoples' tongues for some time past, says the London Timber Trades Journal, that a large company was being projected which, in its magnitude and extent, would far surpass any that had hitherto been put on the market. This gigantic concern is the formation of a company with a capital of £500,000, in 50,000 shares of £10 each, to acquire the good will and title of the banking business of "Giles Loder" and the late of "Robert Loder" in Riga, together with the entire paid share capital of the Muckenholm Saw Mill Company of Riga, comprising 150 fully-paid shares of 2,000 roubles each, 145 of which were the property of

the late Sir Robert Loder, Bart., whose death has rendered it necessary to dispose of the property to carry out the terms of his will. The names of the directors, in addition to Sir E. Giles Loder, Bart., and Mr. Reginald Loder, include Messrs. Lewis J. M. Mason, Edward G. Price, and E. Wotton, all familiar names to the lumber trade.

SERIOUS charges of maladministration have been formulated against Crown Lands Commissioner Ferguson of Prince Edward Island, by the Charlotteville Patriot, which paper alleges that there is a shortage of many thousand dollars in the funds of the office. The commissioner is charged with neglect of his duty and with leaving the machine to run itself. It is also charged that the records of the office are in a deplorable state as regards the entries of receipts from the lands. It is stated that for weeks the day-book was not balanced and that the affairs of the office are in a disgraceful condition. Mr. Ferguson has held the office for several years and large amounts of money have passed through his hands. It is impossible to estimate the extent of the defalcations, which will not be known until an investigation is held, which alone can definitely locate the criminal who has been doing up the office. Ferguson now admits a shortage of \$3000, but says that the responsibility rests with an official who cannot speak because he died a few weeks ago.

THE sawing season is now over and most of the mills have closed down. The season has been a fairly prosperous one, and prices of lumber have remained steady with the exception of low grade stocks. Navigation has been suspended for the winter after having enjoyed a prosperous trade, rates have been well maintained and ocean charters have ruled unusually high. The close of the season finds the yards well stocked, with unsold lumber, and at the principal lumber centres large quantities will have to be carried over until next year. Some of the mills were compelled to close down some time ago for want of piling grounds, every available space being filled. The cause of the large stocks being held over is attributed by some to an over production, while others take the more rational view, that it is occasioned by an under demand. There will be a great falling off in the cut this winter, as a number of the large firms are not sending more than half their usual complement of men into the woods; and while the log cut is expected to be much less than last season, the indications are that there will be a large increase in the production of square timber.

THE prospects for a good winter's work in the Ottawa Valley are very fair. As heretofore stated in the LUMBERMAN, extensive operations are being carried on in the square timber line, and it is expected that more will be cut this winter than for many years past. One estimate is that over 11,000,000 square feet of timber will be placed on the market next spring over last year's output. Owing to the brisk demand at the opening of the season, timber that had been lying in the booms for years past, found ready sale in the Quebec market. The danger now lies in an overproduction, as in all probability the amount taken out may prove to be in excess of the demand. The mills, on the whole, had a very early start, owing to the open spring, and being backed by a good stage of water in the river, the output has been very large, aggregating 795,000,000 feet b. m.; the largest amount of lumber turned out during any season in the Ottawa Valley. About all the men required are now in the woods. Wages are about the same as last year, if anything

lower. Good hewers demand about \$55 a month; line-men from \$30 to \$45; scorers from \$26 to \$36; road cutters \$14 to \$17; head log makers \$22 to \$25; other log makers \$18 to \$23, foremen at an average of \$55, cooks from \$26 to \$35 and teamsters from \$18 to \$22. It is estimated that the Chaudiere and Hull lumbermen will get out about 2,400,000 logs which is equal to about 350,000,000 feet board measurement. Other firms in the Ottawa Valley will turn out about 2,700,000 logs or about 380,000,000 feet b. m., giving a total of 5,100,000 logs or 730,000,000 feet.

THE saw dust question, so far at least as the Dominion is concerned, like Bancho's ghost, will not down. Since the publication of Sir Charles Tupper's exhaustive reply to the petitioners of Lunenburg county, Nova Scotia, considerable correspondence has been going on through the local press of that province, which has occasioned no little feeling among the people in regard to the imperative action taken by the Minister of Marine and Fisheries. Mr. E. D. Davison, of the firm of E. D. Davison & Sons, who has been doing an extensive lumbering business on the La Have river for several decades, makes a lengthy reply in refutation of the views advanced by Sir Charles Tupper, and undertakes to show that the saw dust thrown into the La Have river has in no way interfered with navigation or been detrimental to the fishing interests. Mr. W. H. Roger, late inspector of Fisheries for Nova Scotia, whose report to the Minister of Marine and Fisheries, bearing date January 1st, 1889, was suppressed, undertakes to show in a letter to a Halifax paper that sawdust is beneficial, rather than deleterious to fish life. The Bridgewater Enterprise commenting on the Minister's letter says, "a careful perusal of that lengthy document convinces us that the Minister has been badly imposed upon by his informants, otherwise no such ludicrous sentiments would have been included in his reply. It seems that he must have strived to see how utterly flimsy and ludicrous statements he could commit to paper in making up this reply, and to say that the whole document is characterized as a bungling mass of errors is but drawing it mild." This is strong language, and it is possible that the minister may have been imposed upon, as he states that his actions have been based upon information laid before him. It is the duty of the Minister to see that the law is enforced, and it is also his duty to get reliable information if it can be obtained; and furthermore, in enforcing the law it should be made to bear upon all offenders alike, and that without fear or favor. So long as the law is brought to bear upon certain offenders, and others who are grossly violating the law are permitted to go "Scott free," the law will be a bugbear to both the government and the people. The question will no doubt be taken up the next session of Parliament, and Senator Clew, who holds strong views on the question, says he will devote himself to the work of having the Ottawa river excluded from those rivers which are exempt from the provisions of the law.

THE value of Canadian pine lands has been steadily on the increase, an enormous amount of money has been made by judicious investments in timber limits, and the opportunities for making money are about as good as ever. This is well known to Canadians, and others on the American side of the line. The following taken from the Detroit Free Press of recent date, bears us out in the assertion that Canada is a profitable field for investment: "Canada is now the most profitable field for the investment of surplus capital in standing pine," said Wm. F. Whitney, the widely known lumber dealer and stock raiser, in the lobby of the

Hotel Cadillac yesterday afternoon. "It is true a duty of a couple of dollars per thousand is required, but the pine lands can be bought so much cheaper over there than on this side that the amount thus expended is in reality a very trivial matter. In the neighborhood of Georgian Bay, the standing pine is simply magnificent. I bought a tract thirty-six square miles up there a few years ago, and it has turned out to be the very best investment of the sort that I ever made. The tract was looked over for me by an expert and I took it at his valuation. I have forgotten the exact price paid, but think it was somewhere in the neighborhood of \$7,000. I am satisfied that I could now readily obtain \$200,000 for my bargain. Pretty fair interest on the investment, eh?"

THE manufacture of sulphite fibre has grown in six years from nothing to one thousand tons per day, and its use is doubling every year. A mill with a daily capacity of fifty tons costs five hundred thousand dollars. All pine woods make excellent fibre of great strength. Spruce is usually preferred by mill men in handling throughout the process of manufacturing. A company has recently been formed under the laws of New York and New Jersey, which has purchased all the rights of the International Sulphite Fiber & Paper Company, which includes the exclusive right to manufacture the sulphite fibre by the Mitcherlich process in the United States and Canada, and sufficient mills will be erected to supply the great and increasing demand for this product.

AT the present time there is quite a boom in the sale of timber lands in the Southern States, particularly in Louisiana and Mississippi. Brokers are busily engaged in buying up timber lands along the lines of the various railways in behalf of foreign and American investors. Several railways have projected through Louisiana which has stirred up investors to offer strong prices for pine timber. The land commission of the Texas, New Orleans and Tennessee Railway recently sold along that line in the Vazoo Delta between the state line of Tennessee and Mississippi in the vicinity of Vicksburg, a distance of 175 miles, 126,450 acres at a net price of \$779,648. This was almost entirely timber and which was to be turned into farms as soon as the timber was sold off.

WOOD pulp, says the *Timberman*, has been a great boon to newspapers, its invention being one of the principal causes by which it is made possible for the great metropolitan daily newspapers, containing matter enough to fill a respectable volume, to be sold for so small a sum as two cents, and it also has proved a great boon to many mill owners by utilizing a vast amount of material that would otherwise go to waste. A cord of wood will make about 1,650 pounds of ground pulp, 1,000 pounds of sulphite fiber, or 800 pounds of soda pulp. Ground pulp is worth from \$22 to \$28 per ton. Domestic sulphite fibre sells at \$67.50 to \$70 per ton and the best imported at \$67.50 to \$100. The attention of mill owners who find the margin between the price of stumpage and the manufactured product so small is respectfully directed to these figures.

THE Quebec government announces a large sale of Crown timber limits, in Quebec city, on the 9th of January. The list comprises over 3,000 square miles. Mr. J. B. Charleson, superintendent of forest and fire rangers on the Upper and Lower Ottawa, recently returned with his party of men from exploring the tracts of pine land near the height of land at the source of the Ottawa. The trip was taken in order to prepare an official report to the House regarding the value and quantity of the timber reserves to be disposed of. The territory traversed was about 500 square miles, well wooded and watered. The pine is of a better quality than that of the Kippewa district. It all would come to the market by the Quize river. The territory is not yet surveyed, but plans will be made from the report of Charleson's explorations and the land divided roughly into blocks of about 25 square miles each. The

number of square miles to sold in the upper Ottawa agency is 1293. For list of other agencies see advertisement in another page.

ON another page will be found a letter from one of our old and esteemed subscribers, Mr. Joseph S. Wallis, of Port Carling, Ont., touching upon the much-discussed saw dust grievance. Like many others he has "got into the mess," but claims that he has not violated the law in any way. He wants to know if the Hon. Minister of Fisheries is discriminating against the grits and allowing the tories to go Scott-free. Now as our correspondent expresses the wish that we give an opinion on the matter, we can say without prejudice to either political party, that so far as our knowledge goes, the fines which have been incurred through allowing saw dust to pass into the streams, have been paid by grit and tory alike. In order to satisfy the demands of our correspondent we have canvassed the matter sufficiently to justify the assertion that no discrimination has been practiced, at least in the various cases where fines have been incurred, either in this or other provinces of the Dominion.

FOR sometime past the Reading Railroad Company have been engaged at their coal plant at Mahoev City, Pa., in making by a new process, fuel from coal dust. Heretofore about one-seventh of the product of the coal mines has been lost in dust. The dust is now being utilized by making it into bricks that will burn like hard coal, except that there are no clinkers, as the bricks burn to ashes. The new process consists of the coal dust being evenly distributed with one-tenth of pitch, then pressed by great machines into large cakes, steam being used to moisten the mass. So hard does it become that it possesses the same power of resistance as coal. A pressure of thirty-five tons is brought to bear on each brick. There are two presses in operation, which, when run to their full capacity, will turn out about eight hundred tons of bricks in twenty-four hours. Sawdust could be utilized in a similar way, and it is a matter of surprise that some method has not been devised long ago, by which the enormous amount of saw dust made every year at the great lumber centres could be converted into a cheap and profitable fuel.

WITH the current issue the CANADA LUMBERMAN enters upon its eleventh year, and has the honor of celebrating its birthday on our universal natal day—the anniversary of the birth of the world's new era. THE LUMBERMAN having lived through a decade, during which our native industries have been carefully fostered and largely augmented, we do not hesitate to foreshadow even greater progress during the ten years still allotted to this century. The lumber and wood-working interests, to which this journal exclusively caters, has not remained behind in the general stride of progress. On the contrary, it has developed in every quarter of our broad Dominion; carried its operations into parts but a few years ago unknown, except to the red man or the trapper; built public highways; erected towns and villages; employed more labor and controlled more capital in its operations than any other industry of our country. Abounding as our various provinces are with almost unlimited forests, it is not surprising that it has taken years to discover our wonderful timber resources; but hardy lumbermen have traversed these broad domains, staked out their "claims," and are justly entitled to the appellation of "Kings of the Forest." At this particular time, when all are supposed to ignore petty grievances, both political, social or commercial, and join in an expression of good-will to all men, we heartily congratulate our lumber friends on the progress they have made to their mutual profit and to the profit of the whole Dominion, coupled with the wish that the year 1890 may prove a happy and prosperous one to one and all. In the journalistic field we have endeavored to keep abreast of the times, and as our interests and the interests of the lumbermen are one, we have, in a small way at least, shared in the successes and achievements of the trade. Every additional volume of THE LUMBERMAN is intended to surpass in

point of merit and usefulness that of its predecessor, and these improvements will be noticeable in proportion to the patronage from year to year extended it.

HARDWOOD for fuel is not so plentiful in Ontario as many suppose, the average estimate as to the quantity within our reach being much too high. One of the leading papers of Ontario, apparently well informed on such subjects, in a recent article says: "What about cordwood? That is a very important matter and every year it increases in importance, as the sources of our cordwood become fewer and more remote. There is not so much cordwood in Canada as is commonly supposed. Of the thousands of miles of railway operated by the Grand Trunk Company, the Midland is the only division that runs through a cordwood country, and only a portion of that division can supply fuel in considerable quantities. The city of Montreal is even now suffering from a dearth of cordwood. Maple in Montreal is selling at \$8.00 a cord, birch at \$7.50, and beech at \$7. A large dealer has publicly declared that there is no cordwood to be bought throughout the country. Toronto has for its chief sources the Victoria branch of the Midland, the district around Penetang and the new extensions of the Northern Railway. Two or three years will make a great reduction in these sources of supply and then there will be the same condition of affairs in Toronto that now exists in Montreal. There are several facts connected with the cordwood trade which deserves notice. The wood itself is of no value. It realizes nothing, the man who cuts it giving the wood gratis. When the wood reaches Toronto it sells for \$5.00 a cord, the \$3 being consumed in freight and profit to the dealer. The wood difficulty is becoming serious.

SPLINTERS.

APPLICATION will be made at the next session of Parliament for an act to incorporate The Rainy River Boom Company, with power to construct maintain and operate one or more booms, and also steam boats and steam tugs for the purpose of towing logs and timber on the Rainy River, commencing at the point where Rainy River enters into the Lake of the Woods, thence to the foot of Long Sault Rapids on said river, opposite to Itaska county in Minnesota.

THE Toronto Hardwood Lumber Co., whose advertisement appears for the first time in the current issue, is a new firm recently started up in the city of Toronto, having at its back both capital and large experience. They have taken up the Hardwood business as a specialty, and with a thorough knowledge of the wants of the trade are confident of making their new enterprise a success. THE LUMBERMAN extends to the new firm its best wishes for success.

WE acknowledge receipt of the 15th annual catalogue of new and second-hand machinery, published by Mr. H. W. Petrie, of Brantford, Ont. It contains fifty large pages of descriptive matter regarding every conceivable class of machinery kept in stock, and should be in the hands of every man who contemplates the purchase of machinery no matter of what description. We have been informed that these catalogues will be forwarded to any address on application, and we have no hesitation in saying that Mr. Petrie can be relied on both for bargains and honorable treatment.

WE would direct the special attention of users of saws to the announcement on the first page of this issue of the Measures & Burns Saw Co., which has recently been established in Toronto. The new company has opened its works at the corner of Dundas street and Sheridan Ave., in the west end of the city, and are manufacturing circular, gang, slabber, shingle, drag, cross-cut and band saws from the best English and American steel. The different members of the company are thoroughly experienced men, and start out under the most favorable auspices. We bespeak for them a goodly share of the general trade of lumbermen and others.

RAMBLING NOTES.

Tid-Bits of News and Gossip Effecting the Lumber Interests Picked up Here, There and Everywhere.

By our Travelling Correspondent.]

BROCKVILLE.

This thriving and handsome town, of nearly 9,000 inhabitants, (a city in embryo) is located on the banks of the St. Lawrence, and is a calling place of the river and lake steamers—the terminus of the B. and O. branch of the C. P. R. and the Brockville, Westport, and Sault Ste. Marie railway; the county seat of Leeds county, of which it is an integral portion; and, in fact, admirably situated for the great and prosperous city, which the present Brockvilleites expect it soon to become. Its public buildings, including town hall and post office; 9 churches and 1 high, and 5 public schools, as objects of architectural beauty and substance, will vie with those of any town in Canada of its size and youth. There are also several manufacturing, many good stores, two daily papers; and the town is lighted by both gas and electricity. Grain, live stock, and the products of its manufacturing are shipped. The lumbering industry is not as great as of yore, but Mr. Peter McLaren continues to do a very extensive retail business, and also has a sash, door and planing mill, and altogether has the largest trade in the town. Our friends, Messrs. J. Briggs & Son, who have been established here for over 20 years, in their planing mill and sash and door factory, advise that they are "busy as can be" and cannot complain about prices and business generally. Messrs. Rathbun, of Deseronto, have also a branch business here, and have recently taken over the planing mill lately operated by Mr. Kearns.

PRESCOTT.

This is what is called a "Rock Bottom" smart little business town of some 3,000 and upwards of a population, on the banks of the St. Lawrence, opposite to, and all the year round in direct half-hourly communication with, the city of Ogdensburg, N. Y. This fact adds greatly to the importance of Prescott; making it a terminus of four large railways; and the transfer for both freight and passengers of the C. P. R. and G. T. R., thus bringing in a floating population. The through freight of products from Australia and China, via Vancouver, also crosses at this point to Ogdensburg and the U. S. The whole of the lumber from Ottawa and district is carried through here by the C. P. R. in car loads without transshipment, as their freight steamers are always in readiness to carry across freight and cars alike. It is also the greatest coal distributing station of the C. P. R., whose station is on the river bank; and that of the G. T. R. nearly a mile out of the town. All the river and lake steamers also call here. Prescott boasts some smart public buildings, new post office, 5 churches, 3 public schools, and a Mechanics' Institute and some palatial stores. The lumbering interests of Prescott are not very large (although many millions pass through it to the United States via the C.P.R.), but there is a good lumber yard in the town, sufficient to supply its own consumption. Mr. J. S. Elliot is the proprietor. Although Mr. Elliott has been operating here for about 7 years as a contractor and builder, he only opened his yard about two years ago; and I am glad to report from him that prices hold their own, with a tendency to an increase if anything, and that he is quite satisfied with his continued success. There are also some old established contractors here: Messrs. Ward & Steele, established some 30 years; Mr. James Cairns, 20 years, and Mr. James Buckley, coal and lumber, about 30 years. The only planing mill in Prescott has had many vicissitudes since its erection five years ago, but it having been taken over by Mr. James Causcullan, has every prospect of a good future, as he "means business," or as the Britisher says, "Death or Westminster Abbey." The other industries which employ a considerable amount of labor are: The Prescott Emery Wheel Company; the J. P. Wyser & Sons' distillery; the Labatte Brewery Co., and the Grenville Brewery of Messrs. John McCarthy & Son. There is

also a good hotel owned and conducted by L. H. Daniels.

CORNWALL.

Why this "Manchester of Canada" got the name of dear old sleepy Cornwall of old country renown, I cannot conceive, unless it was that there is a granite quarry here, for there the resemblance ends. The Cornwall of Canada, and the Cornwall of England, differ as much as do chalk and cheese. This is a lively, hustling, business town, brimful of go and energy, and is so beautifully blessed by nature for a great manufacturing centre, that if both Manchester and old Cornwall don't also hustle they will both be left. Some 12 miles above Cornwall are the Long Sault rapids, which give the town unrivalled water power, of which the Canada Cotton Mill Co. the Stormont Cotton Mill Co., the Paper Mill Co., and other manufactories have taken every advantage, and with this cheap power at hand have been enabled to erect factories and mills; employ some 2,000 sons of toil, and do a profitable business to themselves and of great advantage to the growth and future importance of this to-be-one-day great city.

The Long Sault rapids have made it necessary to have the Cornwall canal cut. Some idea of the force of the Long Sault rapids may be had, when it is explained that the mail and other steamers descending the river, entirely shut off steam when entering the rapids, and even then attain a speed of 25 miles an hour.

Cornwall, like most Canadian towns, can boast of noble-looking and substantial public buildings, (especially the post office, and a Cornish-granite, Presbyterian church) 7 churches, 4 public and 1 high school; several good stores and a hotel (the Rossmore built recently at a cost of about \$50,000.

Mr. L. A. Ross, who has been established here for past 20 years as a wholesale and retail lumber merchant, builder and contractor, has by far the most extensive business. His operations exceed annually two millions of lumber and some half million of shingles. His principal shipments are by the Canadian and Atlantic Railway as well as by vessel down the Ottawa river, where he can receive his lumber at the very doors of his mills and yards. He also ships hardwoods to New York, Boston and Montreal. Mr. Ross built the post office and the Rossmore hotel already spoken of. Mr. P. Denny, who has been established here 10 years, does a very large retail business, and is quite satisfied with his success and with present prices, which are firm. Messrs. William Atchinson & Son have also a planing mill in Cornwall, continually employed for past 11 years mainly by custom work. Mr. Atchinson, Sen. has been engaged in the building and contracting business for upwards of 30 years in the town. I am pleased to say they all give good reports as to business.

MONTREAL.

This large and beautiful city has had so many vicissitudes, and is associated with so much historical interest, that I must give a brief sketch of its early history as well as its present greatness and greater future. *Ville Marie*, Mount Royal, or as it is now called, Montreal, was but a small village of the Huron Indians, when Christopher Columbus, in 1492, under the auspices of Ferdinand of Spain, first sailed in the direction of these shores; but he really only discovered San Salvador, Cuba and Paria in South America, returned with a report of his discoveries to his royal master, and died in 1506. Then one John Cabot, sent out by Henry 7th of England, sailed from Bristol in 1497 for the purpose of finding America, but only succeeded in discovering Newfoundland and in the following year Labrador, returned and died in 1557. Then a Florentine, Amerigo Vespucci, also under Ferdinand of Spain, claims to have found America in 1499. Again John Verazzini, another Florentine, but resident in France, claims to have found America for Francis 1st, of France, in 1525, but only got to Florida, and called it "New France," but was unfortunately murdered by savages. But in 1535 the real discoverer of Canada arose in the person of Jacques Cartier, a Frenchman, who sailed from St. Malo, in France, and

was the very first European who found out and visited this now great city, then the Indian Village, called Hochelaga. History says he arrived in the bay before Quebec, on the 10th of August, the Feast of St. Lawrence, and being a good Catholic gave that name to the bay, gulf, and afterwards the River St. Lawrence. On arriving at the village of Hochelaga, he was received by the Indians and conducted by them to their lovely mountain near by, which he immediately named "Mount Royal" in honor of the then King of France. Cartier died about 1543. Some half a century then elapsed, when Champlain, following in Cartier's track, founded Quebec in 1608 and later Montreal as French colonies, under the title of New France. In 1628 Louis and Thomas Kirk, following their heroic father, Sir David Kirk, who had previously tried to capture these colonies for England, succeeded in so doing in the reign of Charles the 1st, from Champlain. At this time the population of Quebec was about 100 souls, and Montreal was composed of three or four log huts only. In 1632 Canada was restored by treaty to the French nation and continued a French settlement under the reign of le Grand Monarque Louis 14th, until the 8th of September, 1760, when, through the bravery of the gallant Wolfe and the men under his command, Montreal, Quebec and the whole of Canada was surrendered to the British Crown, and remains to this day one of its most brilliant jewels. If the progenitors of Canadians of 1760 were to arise and visit the Montreal of to-day, their hearts would beat with delight to see what their sons have done. The wooden huts are replaced with buildings, both private, public and theological, that will vie with those of any city of its size in the world, and surpass not a few; the old river upon whose bosom only floated the birch bark canoe of the Indian which has given place to the full-rigged ship and the steam propelled floating palaces of the present day, is now ploughed up by the keels of the greyhounds of the ocean, bearing to and carrying away from her quays the products of the earth, and the manufactures of the world, and thus it has grown to a mighty city of upwards 200,000 inhabitants and is still growing apace. Montreal owes her growth and present splendor, not only to her unrivalled position as the great shipping distributor of the Dominion but also to her manufactories, which are very numerous and varied; and to her water power facilities, of which her merchants have taken every advantage.

The lumbering industry, to which Montreal owes no mean portion of success, has always held a prominent position here, and the following are its leading representative firms: The Export Lumber Co., limited. This firm, whose offices are at 107 St. James street, are without exception the largest shippers of all kinds of lumber from Montreal; the greatest part of their trade being to the River Platte, their total shipments from the St. Lawrence for the present year exceeding 35 million feet.

Messrs. T. W. Holmes & Co., whose offices are in the same building as the last mentioned company, also export many millions of lumber annually to Great Britain and the United States.

The Henderson Lumber Co., limited, who have been established upwards of 50 years, and whose offices are in William street, do a very extensive wholesale and retail trade in all kinds of woods, inland, and also ship across the border. They also have a steam saw mill for dimension timber principally and a planing mill and box factory. They also have a steam saw mill at Roston Falls, from whence they ship to the United States.

Wm. Rutherford & Sons, 35 to 95 Atwater Avenue, have been established about 25 years and are doing a very large and increasing wholesale and retail trade in all kinds of lumber. They also have saw and planing mills, and sash, door, blind, and moulding factory, employing from 75 to 100 men all the year round, 10 hours a day. They report prices as good and trade brisk.

The Mona Saw Mills, have been established some 20 years, are the only log-sawing mills in Montreal, and are the property of, and operated by Mr J. K. Ward. He handles from 17 to 20 million feet yearly, principally

pine and spruce, cut from his own limits, which he ships to Quebec for the English market. He also deals largely in planed lumber.

Mr. T. Prefontaine has a very old established and extensive wholesale and retail lumbering business, located in the west end of the city. His operations exceed \$150,000 value per annum. He always has in hand a large stock of hardwood, and also owns a large door, sash and moulding factory, which he rents to, and it is being very successfully run by, Messrs. Aquire & Itzweire, who employ about 65 men.

Mr. G. A. Grier, whose offices and yards are located at 2704 Notre Dame street, does an entirely wholesale and jobbing trade: has been established 17 years, and makes a speciality of Ottawa pine lumber, of which he handles 18 to 20 millions yearly. He also sells hardwoods, but in car lots only. Mr. Grier has unusual facilities for lauding, shipping, &c., as the Lachine Canal passes through his property.

Messrs. McLaurin Bros., of 2422 Notre Dame street, although only recently established in Montreal, have had many years' experience as lumbermen in the United States, and are doing a large and increasing business, principally in pine and spruce, of which they handled some seven millions during past year.

Messrs. J. & B. Grier, of 2642 Notre Dame street, a firm of 35 years' standing, do a large wholesale and retail trade in dimension and builders' timber generally, and also in raft timber. They also deal in hardwoods, and have their own saw mills.

Mr. P. Poulin, of 469 William street, has been established 45 years, does a large trade as a wholesale and retail lumber merchant, especially in dimension and builders' timber.

Messrs. A. Hurteau & Brother, have for past 20 years carried on a very extensive and largely increasing trade as lumber merchants, at 92 Sanguinet street. They handled upwards of 12 millions during past year: shipping very largely to the United States.

In addition to the above, the following firms have a good business repute in the city of Montreal:—Messrs. E. J. Maxwell & Co., dealers in hardwoods generally, Craig street; Mr. Wm. McDonald, 63 Osborne street; Messrs. Shearer & Brown, Point St. Charles; Messrs. O. Dufresne, Jr. & Frere, 2388 Notre Dame street; Mr. James Shearer, St. Gabriel Locks; Messrs. Bourgonier & Co., St. James and Lusegnon streets; Messrs. H. Bulmer & Co., 511 Dorchester street; Messrs. Chaussee & Co., 1210 St. Catharine street; Messrs. Dupre Bros., 234 St. Catherine street; Messrs. Alex. Dupuy & Co., 840 St. Catherine street; Messrs. Thibodeau & Co., 1203 St. Catherine street, and Messrs. J. Robert & Son, 133 Papineau Road, &c.

Among several of the firms closely allied to the lumbering business which I was invited to inspect, the following call for especial notice.

The Dominion Leather Board Co. This firm which has been established several years, have their factory in Cote St. Paul, and their city offices at 5 St. Peter street. Their specialties are Leather Board, for insoles and stiffeners used by boot manufacturers; Friction Board, a commodity which has rapidly come to the front. It is a non-conductor, and does not get heated in work, and is spoken of by many prominent lumbermen and machinists as the finest anti-frictor ever produced, and does not wear too smooth to lose its grip in work. They also manufacture Asbestos millboard for steam packing, water-proofed and otherwise, which is found a very satisfactory substitute for rubber, and much less in price; and a black glazed board for hat and cap manufacturers use. Mr. Wm. Gifford is the Secy-Treas. of the company.

What the rudder is to a ship, a good axe is to the lumberman. Messrs. J. T. Moccock & Sons., of the Montreal Axe Works, have their works and offices located at Cote St. Paul, Montreal, and have been established 30 years. Here they make their widely-known and celebrated axes, adzes, edge-tools, mattocks, etc., so necessary to the lumberman. In the manufacture of above they use only the best A. F. Crown English made iron and finest tempered-steel; and the division of labor used to produce these implements is most interesting to witness. The iron being cut into pre-

scribed lengths it is then welded into the "pattern," then the "eye" or the head is formed and shaped ready to receive the steel—the better class are inserted, and the cheaper qualities overcoated—they are then tempered in salt water (the present temperer having been 20 years in the employ of this firm) then edged, ground, polished and finished, and bronzed or painted as the case may be. This firm makes axes varying from the 1½ lb. belt tomahawk specially produced for the Hudson's Bay Company for trading to the Indians on their vast territories) to the 6 lb. chopping axe; they also make broad axes, cleaver, butchers, &c. Through the courtesy of this firm, I came away the proud possessor of the finest bronzed 1½ lb. tomahawk ever thrown by the hand of a red-skin.

The firm of Fenwick & Sclater are the sole agents for the Dominion of Canada for Messrs. F. Reddaby & Co., the largest manufacturers of cotton belting in the world, and it is in universal use by lumbermen and machinists generally. They also extensively handle cotton waste and hose, belting and all classes of goods used for packing, roofing, etc. Messrs Fenwick & Sclater operate also an asbestos mine and soap stone quarries. They have been established 10 years, and have a large and increasing business.

The world-wide known, and celebrated firm of Tees & Co. are still well to the fore as manufacturers of some 200 different kinds and styles of desks, also of revolving book cases, wood carpet, parquet and inlaid floors; sole manufacturers in Canada of metallic caskets, and undertakers' supplies generally. Their order books bear the names of Royal, noble and private personages and firms from all parts of the world; including Great Britain, from whence private orders have come from the Royal family, the nobility, men of the sword, luminaries of the law and the church, and an especially flattering letter and repeat order from no less a notability than the Rev. C. H. Spurgeon; and many other prominent divines. This is highly satisfactory and a great tribute to the advancement Canada is making in the markets of the world.

One of the most interesting manufactories I had the pleasure of inspecting in this city, and also one that is closely allied to the lumbering world, was that of Messrs. Robin & Sadler, who make leather belting and lace leather, loom strapping and picker's leather and cotton and rubber belting, etc. This firm is one of the oldest established and most extensive of its kind in the Dominion and is well-known to every lumberman, as its products are in universal use by them. Mr. George W. Sadler is now the sole proprietor. I was informed that no other hide was used by this house but the finest steer hide, tanned with pure bark tan, in their own tanneries at Stanbridge, Quebec, and especially prepared for belting. The hides are then brought to the factory, which is located at 2518 to 2522 Notre Dame street. Here they are scoured, cleaned, trimmed, scraped and set by the latest and most improved machinery: dried and cut to any size or weight required for belting or other purposes, thus doing away with the old-fashioned and slow process of hand labor. As it is necessary that the leather used for belting should be of the finest and strongest nature possible, only one-half of any steer hide can be used—the butt or solid part—the remainder being sold as offal for the manufacture of boots and shoes, harness, trunks, shoulder finishings, &c. A great impetus has been given to the business of this firm the past few years by the introduction of the electric light system, not only into public buildings generally but also into all the large saw, planing and other mills, where the use of gas and oil lamps is fast becoming a "thing of the past." For this purpose it is necessary that the belting should be of the very finest and strongest. Messrs. Robin & Sadler have succeeded in meeting this want by producing their now celebrated dynamo double-ply endless belting, without rivets or lacing of any kind; thus being smooth, strong and durable. They have recently supplied the Royal Electric Light Company, of Montreal, with belting of this description, at a cost of some \$5,000, and it has given more than satisfaction. Messrs. Robin & Sadler are also the sole

proprietors and manufacturers of "Waterproof Belting," having a vat specially constructed for this purpose. They have always a heavy stock in hand of all their manufactures for the immediate convenience of their customers. In addition to their works at Montreal, they have a branch house at 129 Bay street, Toronto, where they also carry a large stock of belting up to 16 in. single, heavy double, and light double so that orders can be filled at a moments notice.

The Royal Electric Lighting Company, of Montreal whose head offices are in Wellington street, are very busy just now. Mr. Hager, their Secy-Treas. and manager informs me that they have enough work in hand for several months to come. The lumbermen who have already this light in operation look upon all other lights as things of the past; and advise all others to give it a trial.

The "Acme" Coffee and Spice Mills. Whilst rambling among the lumber yards in the vicinity of the Lachine Canal Basins and viewing the water power facilities which this canal gives to the saw, planing and other mills, I was invited to inspect the Coffee and Spice mills of C. A. Liffiton & Co. which are located here, and as among other things they grind Cinnamon and Cassia, which are both barks of the same tree, "they are in a way lumbermen," so I give them a "Rambling Note." It is a most uniquely-appointed and compact mill and well deserves its name—"Acme" I was particularly struck with the simplicity but effectiveness of some of the machinery, especially their Cyclone pulverizer, the only one in Canada, which grinds with lightning-like speed their spices, barks, berries, etc., into the finest powder. Their patent Coffee Stoner and Elevator, worked by exhaust air, with which their Coffees, from the finest Arabian Mocho, Old Government Java, and the stronger Brazilians are roasted, cooled and stoned, is well worth seeing. They also grind and manufacture baking powders, mustards, peppers linseeds, nutmegs and every conceivable kind of spices and condiments. Messrs. Liffiton & Co., are also importers, dealers and agents in Canada for Mac Urquhart's London celebrated Worcestershire Sauce; George Whybrow's of London, England, sauces, pickles and popular relish, and Linton, Hubbard & Co.'s, also of London, English, Dessicated Cocoanut, etc.; and do a very extensive trade throughout the Dominion. Their head office is at 196 St. James street, Montreal.

VANCOUVER, B. C.

Vancouver is the principal lumbering point in British Columbia. It has five saw and planing mills, with others in process of construction, which aggregate a product exceeding 173,000,000 feet, and which employ 1,500 men. All the plants are equipped with every modern device in the line of machinery that is calculated to advance and perfect this gigantic industry to its fullest and best extent. The development of its lumber industry both locally and in its rapidly extending export trade with England and with all the eastern hemisphere, will in the near future assume proportions exceeding any other single revenue of the province.

The report of the Minister of Crown Lands recently issued, states that there are 25 saw mills in the Province, with a daily capacity in the aggregate of 170,000 or about 275,000,000 per annum. The acreage of timber leases held from the Provincial Government amounts to 135,053 acres, and on Crown Lands, 10,930,400; timber leasehold, 9,429,565, private property, 3,342,352; total 31,878,384; royalty collected, \$12,575.59; rebate on timber exported, \$3,051.48.

The largest plant in operation at Vancouver is owned by the Royal City Planing Mills Company, who also have a plant at New Westminster. They recently purchased the Hastings Saw Mill Company's plant, and to-day show an annual manufacturing capacity of 60,000,000 feet of lumber, employ 500 men, or about one-third of the entire service represented in this industrial interest at Vancouver. Leamy & Kyle are doing a prosperous business, and have a capacity of 1,000,000 feet a month, or 12,000,000 feet a year. They employ 125 men and export large quantities of rough and dressed lumber, sash, doors, lath, flooring, house timbers and house finishing wood work generally.

THE NEWS.

ONTARIO.

—The lumber in Trenton is chiefly shipped to Boston
 —Arthur Arnett, lumber dealer, Harwich, has assigned.
 —The Rathbun Company's mill at Cambelford has closed down for the season.
 —Mr. Rainey's mill, at Severn Bridge, turned out ten million shingles last year.
 —Mr. McLaren has sold his mill at Riceville (lumber and grist) to Mr. Percy for \$2,000.
 —The firm of Milne & Son, Huntsville, has received an order for 200,000 broom handles.
 —The Western Lumber Company, of Rat Portage will get out 11,000,000 feet of logs this winter.
 —Thompson & Avery, of Sharbot Lake, have purchased 300 acres of lumber land south of Olden.
 —A. & W. Mohr, lumber merchants, Mohr's Corners, Carleton, are said to be in financial difficulties.
 —Button Bros., Sundridge, have two broom handle machines at work, turning out 3000 handles per day.
 —Mr. D. Brown's new saw mill at Forrester's Falls, to take the place of one burned last August, is about completed.
 —Mr. Joseph Leech, of Bluevale, has sold his saw mill business. R. N. Duff and Thomas Stewart are the purchasers.
 —The Hawkesbury Lumber Company will cut 300,000 logs and 400,000 pieces of square timber on the Dumoine this winter.
 —There are three lumber camps in the neighborhood of Axe Lake this winter. The weather has been most favorable for cutting.
 —Mr. J. R. Booth, Ottawa, is placing a new gang of saws in his mill, in order to increase the sawing capacity of the mill next summer.
 —Robert Gorman, of Ottawa, has bought a timber limit on White Fish lake for \$25,000 from H. Egan, and will go into the lumber business.
 —The creditors of Campbell Bros., lumber dealers, of Toronto, have accepted a compromise of 50c on the dollar—40c cash and 10c on time, secured.
 —Lumbering operations are not so brisk at Trading Lake as last year. Mickle, Dymont & Co., and the American Co., are operating to a limited extent only.
 —Perley & Pattee, lumbermen of the Chaudiere, are constructing sleighs for their new traction engine which they intend to work in the woods this winter.
 —Mr. D. Myers, of Parry Sound, is going to start a portable saw mill at the mouth of Blair's Creek on the Sound. It is his intention to cut hardwood lumber.
 —Mr. J. E. Murphy, Hepworth, is shipping large quantities of saw dust to Montreal and other points. It is used for packing ice and other purposes in the cities.
 —A number of shantymen working in the Madawaska woods were discharged on account of insufficiency of work. They were reengaged to work in the Opeongo woods.
 —Reports from the shanties state that the work accomplished in the bush this season so far, has been very satisfactory. The weather has been very favorable for shantying purposes.
 —Mr. Perry has set a gang of men at work in Macaulay, near High Falls, getting out the next season's supply of timber. The cut next year in Mr. Perry's mill will be about 2,000,000 feet.
 —Lumbering business is brisk at Burk's Falls, and lumbermen and others are complaining that they cannot get cars. Large quantities of pulp wood would be shipped if cars could be obtained.
 —Lumber, amounting to \$3,631,199, was exported from the Dominion during the first four months of the current fiscal year, October showing an increase of \$800,000 over the same month in 1888.
 —Messrs. Maitland & Rixon, Owen Sound, will erect a saw mill at that place with a capacity to cut 5,000,000 of lumber a year. They will equip their mill with the machinery now in their mill at Tobermory Harbor.
 —Board timber is reported as being in good demand in the neighborhood of Perry, Muskoka. Parties are buying up all the good pine timber they can get hold of. Several parties have contracts for getting out square birch timber.
 —Simpson & Cartwright, lumber dealers, Carlisle, have dissolved partnership. Mr. Cartwright will continue the business. Mr. Simson has removed to St. Annes and entered into partnership with Neal Hunter, where they intend carrying on the lumber business.

—Gorton & Co., of Buffalo, N. Y. who carried on a lumbering business in Romney township, Ont., have failed for over \$500,000. Dr. King, of Kingsville, and C. G. Fox, of Gosfield South, are heavy losers by the failure.
 —Mr. D. McPherson, whose mill on the town-line near Comber, was burned a short time ago, is reported to have left for parts unknown. After collecting his insurance he departed, leaving a number of mourning creditors behind.
 —The Moiles Bros' mill, which was moved away from Detour, last spring, to the island at the mouth of Spanish river, Canada, and over which so much litigation has arisen, cut 7,500,000 feet for Stephen Baldwin, of Detroit.
 —Mr. Thos. Whaley, Huntsville, has purchased the saw mill and timber limits of McConachie & Calder. The mill will be fitted up with new machinery, and Mr. Whaley will run both lumber and shingles strong next summer.
 —Hon. Mr. Hardy, Minister of Crown Lands, says the damage to Ontario pine regions by fire this year will not be so heavy as in former years. The lumbering business in Ontario this season has not been greater than in former years.
 —The Steamer *United Lumbermen* has had a most successful season, having made fifteen round trips, thirteen being from Georgian Bay to Tonawanda, and two trips to river ports. This beats all previous records between Georgian Bay and Lake Erie ports.
 —W. W. Carter and Murney Deans have purchased 200 acres of well wooded land in the township of Huntington, near Crook's station on the C. P. R., upon which it is intended to cut 2,000 cords of wood, 3,000 telegraph poles, besides posts, ties, etc., this winter.
 —The shipping of lumber by rail from the Chaudiere is very dull at present. It is accounted for by the fact that purchasers laid in a heavy supply previous to the close of navigation. Not much change is expected till after New Years when as a rule the shipping becomes brisk.
 —A number of lumbermen met recently and appointed a committee to wait upon the Government at Ottawa and press upon them their view that the export duty on logs should be abolished on the ground of its clumsiness, the annoyance it causes, and that it is unnecessary.
 —Telfer, Ainslie & Smith, of Comber, have purchased the timber on the Point Aux Pines, and are removing their saw mill from Colchester to that point. The firm expect to be able to cut for the next two or three years, and intend erecting the mill at Raglan where a water front has been purchased.
 —The shingle business is booming at Burk's Falls. The steam shingle mills are piling up for want of cars. R. H. Menzies' mill is expected to run all winter; Holbert's Grass Valley mill is still cutting and shipments are being made as fast as cars can be obtained. Shipments will be heavy during the winter.
 —Peter McLaren, of Perth, purchased recently the Douthal survey, containing 84,000 acres of timber lands, lying in Alleghany county, Va., from Philadelphia parties for \$300,000, one-third cash, the balance in three annual installments, bearing four per cent. interest. The property has on it fine timber and valuable minerals.
 —The following lumber firms are now operating at Little Current.—J. & T. Conlon, McKinnon & Walsh, Howrie & Son, Charleton & Co., W. Potter & Co., and McLaren & Co., and between them they have over 600 men employed in the woods this winter, and these men draw their supplies largely from Little Current. Howrie alone has over 200 men in his camps.
 —At the Chancery Court sitting in April next, the case of La Banque Nationale vs. Alderman O. Latour, lumber merchant, will come up. It involves something over \$360,000, which the Bank claims. Mr. Latour claims that the Bank realized over \$100,000 on the sale of his limits and the work he performed for them, and he intends bringing an action against them for that amount.
 —Lumber, amounting to 480,773 thousand feet, and valued at \$5,893,286, was exported from the Dominion to the United States during the nine months ending with September, 1889. During the same months of 1888 the exports of lumber amounted to 432,128 thousand feet, valued at \$5,209,390. The amount of customs duty paid upon Canadian lumber going into the United States in the first nine months of 1889 was about \$800,000.
 —The following is the statement of the number of loaded cars sent out by the Rathbun Company over the line of the Bay of Quinte railway during the week ending, Saturday 14th inst:—Monday 25 cars; Tuesday 41; Wednesday 41; Thursday 43; Friday 37; Saturday 30; total 217. This is the largest number of cars ever loaded by the company in one week and shows the vast proportions to which their business has extended during late years.

—About twenty million feet of logs were rafted on the Rainy river during the season, fifteen from the Canadian side and five from Minnesota. The stock of lumber in this district to be wintered over is not large, but it is well assorted and likely to supply the demand till next season. Heavy timber for railway work and bridging is now a specialty. A large quantity has been supplied to the C. P. R. and the North western Central for the past season.
 —The Rathbun Co., of Deseronto, are continually shipping to London large quantities of ash, birch, and other native woods of Canada; also doors, sash, acetates and other products of the chemical works and other factories. During the past year they secured a valuable property in London, England, in order to give better facilities and additional accommodation for their increasing business in Great Britain. The dock in connection with this property has been named "Deseronto" Dock.
 —It is computed that over eight thousand men went to the shanties from Ottawa and its vicinity during last fall, and the number sent up to make square timber this winter is nearly double that employed last year; fully fifty per cent. more of that material will be taken out. The square timber men are also being paid better wages than last year, the figures being: Hewers, \$60; liners, \$40; scorers, \$30; general hands, \$22. The supply of hands for this work was just barely enough to meet the demand.
 —We give below a statement, furnished by Alex. Waters, Harbor master, at Belleville, of logs separated at the Belleville boom during the season of 1889. No return is given of square timber brought by rail and rafted, of which there was a large quantity; only the return of stuff brought down the Moira river is given. Statement of logs, etc., separated at the Belleville boom during the season of 1889: Logs, 555,570; floats, 1,979; cedar, 28,588; posts, 15,930; lots, 76,170; ties, 3,339; long logs, 6,041; timber, 485; telegraph poles, 269. Total number of pieces, 688,371.
 —The merchants, lumbermen and traders at French River and Byng Inlet have formed a joint stock company, subscribed the necessary stock, and have given an order to the Owen Sound Dry Dock Company to build a first-class steamer by May 1, 1890, and it is intended she shall make tri-weekly trips on the Georgian bay, calling at Midland, Collingwood, Parry Sound, French River and Byng Inlet. She is to be 126 feet long, and is to be elaborately finished and to provide good accommodation for 60 cabin and 75 steerage passengers. The cost will be about \$40,000. It is the first venture in the building of a passenger steamer by merchants on the north shore.
 —The Emery Lumber Co., of Wahniptac, have made arrangements with the C. P. R. for a large shipment of square timber from Sudbury to Papineauville. The C. P. R. transport about 2,000,000 cubic feet of pine timber from the Nipissing district every year to Papineauville, where it is put in the Ottawa river and floated to Quebec, from which point it is exported to Liverpool. Shippers that send their timber by rail have a decided advantage over others that float all the way to Quebec in the matter of an early market. They can reach Liverpool before parties that use the water route get to Quebec. Moreover their timber is in much better condition than timber that has to run through rapids.
 —The following estimates of the Ottawa Valley cut the past season, may be relied upon, as they are from the best of authority, and are as near correct as can be had.

J. R. Booth, Ottawa	35,000,000 b.m.
McLachlin Bros., Arnprior	35,000,000 "
Bronson & Weston, Ottawa	80,000,000 "
Perley & Pattee, Ottawa	70,000,000 "
Pierce & Co., Ottawa	60,000,000 "
E. B. Eddy & Co., Hull	60,000,000 "
W. C. Edwards, Rockland	60,000,000 "
Hurdman & Co., Hull	40,000,000 "
James McLaren & Co.	40,000,000 "
Gillies Bros., Braeside	40,000,000 "
McClintock	25,000,000 "
Edwards & Caldwell } Carleton Place	50,000,000 "
Gilmour & Co., Gattineau	40,000,000 "
Local mills above Braeside	50,000,000 "
Total	795,000,000

—The Memphis *Daily Commercial* of Dec. 15th, says:—"Thomas Ouellette and David Sicklesteel, of Gordon, Ont., two of the heaviest lumber dealers in Canada, are in the city for the purpose of buying timber for the Canada markets. Their business is an extensive one and purchases of timber here will be made on an almost colossal scale. At present they are negotiating with Mayor McGinnis of the Land Department of the L. N. O. & T. and the general offices of that company for the immense track of the Yukon Delta timber lands. They will go south over the L., N. O. & T. in a day or two to make an inspection of the lands in question and will close the deal on a cash basis. It is also expected they will extend their field of operation into Arkansas and will make heavy purchases of timber lands in that state."

TRADE REVIEW.

Toronto, Ont.

TORONTO, Dec. 30th, 1889.

As is usually the case at this time of the year there is nothing doing in lumber worthy of mention. Prices remain unchanged. The falling off in exports of lumber this year has been remarkable, but this was to be expected, as the railways have complete control of the traffic. The exports of the year amount to 4,284,765 feet against 8,649,868 feet in 1888, showing a decrease of 3,936,103 feet. In shingles the same decrease is noted. The exports of shingles in 1889 amount to 2,579,750 against 3,603,091 in 1888, a decrease of 1,023,341.

CAR OR CARGO LOTS.

Table listing various lumber products and their prices, including items like 1 1/2 inch and thicker clear picks, American inspection, and various sizes of mill runs and shingles.

YARD QUOTATIONS.

Table listing yard quotations for various lumber products, including mill cull boards, shipping cull boards, and various sizes of shingles and lath.

Montreal, Que.

MONTREAL, Dec. 28th, 1889.

The lumber business is very quiet and has been for some time past, the entire business being confined to a few sales of the smallest dimensions. The season's quiet has fairly set in and prices may be regarded as nominal.

Table listing Montreal lumber prices, including items like Pine, 1st quality, 2nd, shipping culls, and various sizes of spruce, hemlock, and shingles.

Burlington, Vt.

BURLINGTON, Dec. 31st, 1889.

Table listing Burlington lumber prices, including Canada Pine Sidings, Pickings, and various sizes of spruce, hemlock, and shingles.

Ottawa, Ont.

OTTAWA, Dec. 31st, 1889.

Table listing Ottawa lumber prices, including items like Pine, 1st quality, 2nd, shipping culls, and various sizes of spruce, hemlock, and shingles.

Hamilton, Ont.

HAMILTON, Dec. 31st, 1889.

Table listing Hamilton lumber prices, including items like Mill cull boards, shipping cull boards, and various sizes of shingles and lath.

Boston, Mass.

BOSTON, Dec. 27th, 1889.

Trade is better than we had any reason to hope for at this time of the year; orders keep coming in, and with most dealers business is fairly good. Spruce and coarse building stock are exceptionally active and prices are firm, with a prospect of an advance. There is no surplus stock on the market, and whatever comes in is readily sold. Pine box boards are abundant, with a very meagre demand. In western pine the trade is regular, and fairly satisfactory in the city, but not active. Prices are fully maintained. Clapboards are very saleable at full prices, and the demand for shingles has been fairly good.

Walnut is scarce and in good demand. Good inch brings \$90 to \$100. Walnut culls are in fair demand at \$38 to \$40. Quartered oak is very saleable, and good lots bring readily \$50 to \$52. Common grade boards are selling at \$39 to \$34.

Western Pine—by car load.

Table listing Western Pine prices by car load, including items like Uppers, 1 in, 1 1/2 & 2 in, and various sizes of shingles and lath.

Eastern Pine—Cargo or Car Load.

Table listing Eastern Pine prices by cargo or car load, including items like Nos. 1, 2 & 3, and various sizes of shingles and lath.

Spruce—by Cargo.

Table listing Spruce prices by cargo, including items like Coarse, rough, Hemlock bds., and various sizes of shingles and lath.

Lath.

Table listing Lath prices, including items like Spruce by cargo, Cedar, sawed, extra, and various sizes of shingles and lath.

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Dec. 31st, 1889.

Table listing Vancouver and New Westminster lumber prices, including items like Car load and ship rates, Wharf Plank and Timber, and various sizes of shingles and lath.

Albany, N. Y.

ALBANY, N. Y., Dec. 28th, 1889.

The stock on hand at this point, consisting of all grades of pine, spruce, hemlock, and the different varieties of hardwoods, is in splendid assortment. Prices have not changed any since the close of navigation, and in all probability they will remain as they are for several months. The spruce and hemlock dealers are not crowded with orders for future shipment, but an increased demand is expected in January, not only for spruce and hemlock but also for pine.

The tidewater receipts at Albany for the month ending November 30th are as follows: Boards and scantlings, 41,096,441 feet; shingles, 360,000. This makes a total in round numbers, of 300,000,000 feet of lumber received in this market by water alone during the season of navigation on the canals.

Table listing Albany lumber prices, including items like Boards, 10 in each, Joist, 4x6, and various sizes of shingles and lath.

St. John, N. B.

ST. JOHN, Dec. 31st, 1889.

Table listing St. John lumber prices, including items like Spruce deals, Pine, Deal ends, and various sizes of shingles and lath.

Oswego, N. Y.

OSWEGO, Dec. 31st, 1889.

Table listing Oswego lumber prices, including items like Three uppers, 1 1/2, 1 1/2 & 2 inch, and various sizes of shingles and lath.

New York City.

NEW YORK, Dec. 28th, 1889.

The holiday season being on, trade, as a natural consequence, is dull, but an improved business is confidently looked for. Everything indicates that quartered Oak will be in active demand during the coming year, also that first-class stock will command good prices. Plain Oak is slow and the price is fairly steady. Cherry is in moderate demand, and with a light supply holders are enabled to keep the price at a high figure.

Outside of the export trade, the demand for walnut is small; it is selling at \$100 to \$110 per M. There is an increased demand for balusters in walnut, ash and cherry, but such stock should be sold and shipped only on order. The log market is dull and the stock on hand is more than ample to meet the ready call. Generally speaking, the export trade is in good shape for this season of the year, and the record of shipments to date shows a satisfactory gain over last year. Prices are still firm.

Black Walnut.

Table listing Black Walnut prices: 3 1/2 in. clear, 83 00; 3 1/2 in. culls, 35 00; 1 1/2 and thicker, 100 00; etc.

Poplar, or White Wood.

Table listing Poplar or White Wood prices: 1st & 2nd, 1 in. to 1 1/2 in. and over, 23 00; 1 in. coffin boards, 29 00; etc.

Ash.

Table listing Ash prices: 1st & 2nd, 1 to 2 in., 39 00; Thicker, 40 00; Balusters, 1 1/2 x 1 1/2 to 3 x 3, 23 00; etc.

Oak.

Table listing Oak prices: 1 inch plain sawed, 26 00; 1 1/2 to 2 inch, 18 00; Thicker, 40 00; Quarter-sawed, white, all clear, 6-Dimension cut size, 23 00; etc.

Cherry

Table listing Cherry prices: 1 inch, 78 00; 1 inch strips, 43 00; 1 1/2 to 2 inch, 80 00; etc.

Miscellaneous.

Table listing Miscellaneous prices: Chestnut, clear, 33 00; Chestnut common, 20 00; Basswood white, 30 00; Basswood common, 21 00; Maple, clear, 30 00; Birch, clear, 32 00; Birch, 15 and 25, 26 00; Cottonwood, 21 00; etc.

Buffalo and Tonawanda, N. Y.

BUFFALO, Dec. 28th, 1889.

The lumber trade here for the past season has, in the main, been eminently satisfactory. Business is quiet now and will remain so until after the holidays. Failures in this business have been few and far between this year, being less than in previous years.

The receipts of lumber at Tonawanda this year exceed those last year by 117,340,000 feet, showing a remarkable increase, with a decrease of receipts at this point from the Saginaw Valley, a more than equal gain has been made in receipts from the Georgian Bay district, from Menominee, Ashland, Manistique, and Duluth. The growth of the shingle trade is proportionately large, and the total number of shingles handled at this point is enormous. The aggregate quantities of forest products received at Tonawanda this season by lake and rail, taken from custom house and railroad authorities, are as follows: Lumber, feet, 701,265,200; shingles, pieces, 68,712,000; lath, pieces, 11,500,000; pickets, pieces, 9,664; posts, 5,700; timber, feet, about 55,500,000.

Norway

Table listing Norway prices: Clear, 1 to 2 in. all widths, 23 00; Dressing, 1 to 2 in. all widths, 16 00; etc.

White Pine.

Table listing White Pine prices: Up's, 1 to 4 in., 84 00; Sl'ets & Picks, 1 to 4 in., 38 00; Fine common, 1 to 2 in. and thicker, 33 00; No. 1 cuts, 1 to 2 in. and thicker, 27 00; Mold strips, 1 to 2 in., 27 00; etc.

Shingles

Table listing Shingles prices: XXX, 18-in. sawed, 3 70; XX, 18-in. sawed clear butts, 2 70; XXX, 16-in. clear butts, 3 40; etc.

Saginaw, Mich.

EAST SAGINAW, Dec. 28th, 1889.

Prices have not changed since the close of navigation, and as there will be no buying of consequence, except for the yard trade, until after the holidays, there is no reason for any change in prices for the purpose of inviting trade. Shipping culls are quotable \$8.50 to \$9; \$17 to \$19 for common, and

\$36 to \$38 for uppers under inspection. Box is held at \$10.50 and Norway bill stuff at \$8.50 for ordinary lengths. Under straight measure lumber can be had at \$13 and upwards. Shingles are slow, and but little inquiry at present at \$2 for clear butts, and \$3 to \$3.25 for XXX

CARGO LOTS

Table listing Cargo Lots prices: Uppers, 36 00; Common, 16 00; Shipping Culls, 9 00; etc.

YARD QUOTATIONS CAR LOTS DEY.

Table listing Yard Quotations prices: Clear, 1 1/2 in., 23 00; Select, 1 1/2 in., 20 00; Three uppers, 1 in., 42 00; etc.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN, Dec 28th, 1889.

There is virtually nothing new to report regarding either the wholesale or retail trade in the Queen City. The month of December is usually quiet in lumber circles, as the approaching holiday season casts its shadow before, and both buyer and seller await, Micawber-like, for the new year to turn up before making new contracts. So far as can be learned, however, the principal handlers of lumber are fully satisfied with the business of the year, and have sanguine expectations that the advent of 1890 will bring a satisfactory renewal. The one great difficulty under which the trade of this city has been hampered, viz: the scarcity of cars on the Grand Trunk system, has, we are pleased to note, been partially remedied through the falling off of trade, and an extra effort on the part of the railway authorities. It is hoped that the improvements in the matter referred to will not be temporary but of a permanent character, as one and all of the lumbermen have suffered severe losses through the want of transportation facilities more or less for years. The Grand Trunk Company have carried out another good move in making an allotment to the principal wholesale dealers of space in the Northern yard, which will greatly facilitate the rapid unloading of lumber. The new schedule of freight rates seems to be much appreciated by the lumber trade in general.

There is very little doing in trade in the Ottawa Valley, and but limited operations in the woods, owing to the unseasonable weather and heavy stock of logs. The heavy fires of the last two years have led to an accumulation of timber which had to be cut to save it, and which, coupled with the exemption from forest fires the past season, enables operators to make their operations only equal to the necessities of the coming season. There is no snow in the woods; the swamps are full of water but not frozen enough to carry, which retards logging operations materially. Building throughout Eastern Ontario has continued right along owing to the mild weather. It is too early to predict the future of lumber prices, but the exceedingly low price of all farm products, both here and in the States, very naturally decreases the purchasing power of that channel of demand. There is nothing that we can see as yet to warrant any hope of improvement in the trade until the export season opens in the spring.

The lumber output from Georgian bay by boat has been about equal to last year, and the vessels engaged in that business have made a very fair season. Rates have been steady during the season, at \$1.75 to Buffalo and Tonawanda. They opened at \$2 and closed at \$2.50. Trade from the Georgian bay mills to Collingwood, Midland, Owen Sound and Wainon fell off, and rates were lower. Lighter local requirements caused the decreased business. Up cargoes of coal to Owen Sound, principally for the C. P. R., showed no increase. The tie trade from Georgian bay to Canadian points about held its own, but there was a large falling off in shipments to points on Lake Michigan. This would make the total tie output smaller. Shipments of posts,

too, which have been very large in other years, were practically nothing. For ties the rate was around 7c. this year, and for posts 5 to 5 1/2c. was being paid. Last year's rates on ties ranged between 8 and 9c. In square timber between Georgian bay and Collins' bay and Garden island, a good business has been done, with rates from 55 to 60c. per thousand cubic feet.

FOREIGN.

Trade at Liverpool shows some symptoms of the usual slackening up with the approach of the end of the year, yet there is a good consumption going on, and from outside indications the stocks are not likely to be too large. Recent arrivals have been very small, and the imports from Quebec for the season having been completed, it was expected that purchasing on contract for next year would soon commence, although from recent advices we learn that at Quebec merchants have not yet put in appearance for that purpose. It is said that prices will be very high and quite equal to, if not higher, than last year.

Messrs. Farnworth & Jardine in their wood circular of recent date report:

The arrivals from British North America during the past month has been 44 vessels, 33,579 tons, against 48 vessels, 28,827 tons, during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1887, 1888 and 1889 has been 358,195, 381,252 and 501,688 tons respectively.

Imports of most articles have again been in excess of the requirements of the trade, and although the deliveries have also been large there has been little animation, and values have been with difficulty maintained. Stocks are all ample, and in some instances too heavy.

Canadian Woods, Quebec. - Yellow pine timber: Both Waney and Square have arrived too freely, the former has moved off fairly well and maintains its value; the latter has been almost neglected and prices are easier; stocks of both are too heavy. Red Pine has been in fair demand; there is no change in value and the stock is sufficient. Oak: 1st class wood has gone freely into consumption at full prices, but inferior quality is only saleable at very low rates. Of United States wood the stock is still too heavy. Oak planks have come forward very freely; there is more enquiry, but prices still rule low; the stock is ample. Elm has been in fair demand; the stock is heavy and prices rather easier. Ash has been enquired for, and prices are steady. Pine Deals have been imported more moderately; the deliveries have been satisfactory, but the stock is still too heavy; there is no change in values. Spruce has arrived too freely, but has chiefly been on contract.

At London there continues to be an active inquiry for really good American black walnut logs, recent arrivals having been for the most part of a very poor quality, in consequence of which prices have ruled low. In American whitewood there has not been much doing, and the same may be said of logs. Extensive stocks are being held by the dock dealers. There is not much doing in oak, except in the case of lumber, for which there is a good demand. The moderate landed stocks of Canadian Yellow Pine, Oak and Elm are gradually finding their way into consumption at remunerative prices, and seeing that an advance on last season's prices is confidently demanded in Quebec for next spring shipments, holders here are in a strong position.

Deliveries of Fir timber have been on a fairly large scale; but abundant stocks prevent any recovery in values, except for long averages of good squares; these latter are very firm, but short parcels of maul-latten dimensions move slowly and at lower rates.

The business of the past month has been of a moderate though sound character. Consumers seem fairly well stocked, and cannot now be expected to buy very actively before the new year.

The November Board of Trade returns are accounted very satisfactory, and fully corroborative of the revival of trade that has set in. Both imports and exports show a higher rate of improvement than has been recorded in any previous month in the year. The figures are: Imports £41,303,409, increase £6,079,474; exports £22,186,255, increase £2,386,575; re-exports £5,290,808, increase £493,288. The totals for the eleven months of the year are: Imports £389,245,896, increase £40,460,495; exports £227,188,606, increase £12,223,878; re-exports £59,131,921, decrease £346,733. The statistics which relate to the importation of wood show that during November the imports were 178,707 loads-hewn timber and 453,980 loads of sawn wood, as compared with 179,471 loads, and 453,783 loads respectively in November, 1888, a decrease in hewn timber of 764 loads, and in sawn goods the small increase of 197 loads. Although there is a decrease in the quantity of hewn timber imported, there is yet an increase in the declared value amounting to £101,045, and in sawn timber an increased declared value amounting to £124,557 although the increase as stated is only 197 loads. The respective declared values of hewn and sawn goods imported in November last are £521,098 and £1,175,095.

CORRESPONDENCE.

HARDWOOD CULLS.

To the Editor of the *Lumberman*.

DEAR SIR.—I was pleased to notice Messrs. McKechnie Bros' letter in your last issue on the above subject. I trust you will take the matter up, and endeavor to give us some information as to what disposition we can make of the lower grades of hardwood. This place (Hepworth) is surrounded by a lot of fine hardwood, but every year our mill yards are so encumbered with hardwood culls and common for which we can find no sale, that there is neither pleasure nor profit in the manufacture of hardwood. What we want here is some wood-working industry that will use hardwood in the manufacture of small wares, such as chair stock, shoe lasts or something of that kind.

We also have a serious grievance in the matter of freights. Under the present system of weighing lumber, and charging so much per 100 lbs., the lumberman or consignee, can never tell how much his lumber is going to cost at destination till he pays his freight, which, by the way, varies on green hemlock all the way from three and a half pounds to six pounds per foot, according to the condition (I judge of the scales, or whether the lumber has encountered a rainstorm after loading). The cordwood dealer, can ship his wood at so much per cord, and why not the lumberman ship his lumber at so much per M? What would the Grand Trunk Co. think if they were asked to buy their lumber at so much per pound instead of by the M. ft. I have repeatedly brought the matter before the notice of the traffic department of the Grand Trunk Co., but so far I have received no satisfaction, and I do not expect to until united action is decided upon and energetically carried out by the lumber manufacturers and dealers.

Trusting that you will in future endeavor to give your readers an occasional pointer as to the marketing of hardwood lumber and hardwood culls.

I am, yours truly

J. E. MURPHY.

SAWDUST.

PORT CARLING, Ont., Dec. 2nd, 1889.

Editor *Canada Lumberman*.

Having noticed several articles in your paper hinting at the discrimination of the Minister of Marine & Fisheries in dealing with parties who put sawdust in the rivers, I would like to ask you, who I should think would be well informed in the matter, if the said minister deals with parties of all shades of politics alike in this matter—if he shields his friends and punishes his foes?

The reason I ask the above question is because some time ago I received a very sharp notice respecting the depositing of mill refuse in the river on which my mill is situated, and my neighbor, a very rank Dominion ministerial man, with a mill on the same river, informed me, on inquiry, that he had not received any notice to the same effect from that quarter.

The tory miller, who says he received no notice re deposits, has been in the habit of putting refuse in the water for years, without booming, to keep floating stuff from going about the river, while I, *only a gent*, who puts nothing in the river, except on my own decided property, (and that well boomed to keep any floating material secure), am singled out and frowned upon by his Honor as though I committed an offence against the law.

I wish to state that in my opinion the Minister is not well informed in this matter, and that he apparently does not take the pains to get possession of the facts as they are, or else he would not make such errors in pouncing upon parties who are not in the least guilty of his insinuations.

I wish to state further that I enquired of another miller a few miles from my place on the lake, who for years has put refuse, more or less, in the water, and with the same result, he had received no notice. I do not know what this latter party's politics are for the Dominion, but he votes for the opposition in the Local House.

I would be very much pleased if the Minister would inform me through your paper where he gets his information, if he gets any, and why he is so ready to act without inquiring into the truth of reports.

I know there are a certain class of "cranks" who are always ready to strain a point to air their official knowledge, or in other words their knowledge of officials, and perhaps the Minister in question is bored with such; be this as it may I trust I shall hear no more re refuse until I start to deposit it in the river, which, according to present conveniences, will not be for years to come.

I trust that you will not be led by the above to think that it is my opinion that the Minister really deals with different shades

of political parties with favor, that is not my opinion, but it looks very strange and I ask the question to get right on the matter and to have the "mist" cleared away.

I wish, in conclusion, to refer to another matter. It is advisable that you give sizes and lengths into which to cut red and black oak, black ash, basswood, maple, hard and soft birch, with prices for same in the different markets.

Information of the above would be very beneficial to quite a number of millers in Ontario who are located where pine is getting scarce and the above timbers are in a measure plentiful. It may not be possible to give all the sizes and lengths required but you could give the standards, and might include birch and hemlock in the same. I notice you quote hardwoods but give no sizes for our markets.

The CANADA LUMBERMAN in my opinion is well worth the name and in many points very interesting; in many points very valuable for the information it furnishes in regard to markets, &c. It is well worth the subscription price.

JOSEPH S. WALLIS.

MADAWASKA, N.B., Dec. 1889.

Editor *Canada Lumberman*.

Our logging operations are being pushed to their fullest extent, and in back settlements some small families have moved into the logging shanties; but owing to the fact that our spruce is becoming scarcer every year, I am inclined to the belief that there will be a falling off in our output of fully 20%. It will have to be a very favorable winter if the output comes up to last winter's operations.

The Dominion Government is doing very wrong in allowing our small growth of spruce to be slaughtered for piling, and then exempt it from export duty, as it offers a premium to denude our forests and damn their future growth and the lumber trade. Generally, men who are appointed to look after the interest of the public domain, are so filled up with self-esteem that they imagine it is their infallibility which placed them in the position which they occupy.

The Ward steam mill, above Grand Falls railroad bridge, is likely to be idle, which is quite a drawback to the county.

The Vanburn Shingle Company are preparing to do a heavy business, and only for the lumber taken from our side yearly, to be manufactured on the other side of the line, they would have to stand still.

P. O. BYRAM.

THE LATE HENRY F. BRONSON.

Henry F. Bronson, president of the Bronson-Weston Lumber Company, the pioneer lumberman of the Ottawa Valley, and one of Ottawa's oldest and most respected citizens, died suddenly at his residence in Ottawa, on Dec. 7th. The immediate cause of his demise was apoplexy. Mr. Bronson, like many of Ottawa's leading lumbermen, was an American by birth. He was born at Glen's Falls, New York, in February 1817, and came to Canada in 1852, with Mr. John J. Harris, the original firm being Harris & Bronson. Mr. Bronson was the first to secure water power privileges and establish saw mills at the Chaudiere, where Harris & Bronson erected their first mill, and in 1855 cut their first Canadian lumber. After 1855, Mr. Bronson remained uninterruptedly engaged in the lumber business in Ottawa. The firm until recently re-organized as the Bronson-Weston Lumber Company, was known as the Bronson & Weston, and was composed of Mr. Bronson, his son, Mr. E. H. Bronson, M. P. P., and Mr. Abijah Weston, of Painted Post, N. Y., also one of the most extensive lumbermen in the United States interested in the various branches of the trade at some ten different points in the States of Wisconsin, Michigan, New York and Vermont. The Ottawa firm, in connection with Mr. W. N. Greene and Mr. H. K. Weaver of Burlington, Vermont, and Mr. I. W. Dunham, of Albany, New York, also owned and operated at Burlington the second largest, and in many respects the finest mills, for the dressing and resawing of lumber in the New England States, and established a yard at Albany for the sale of lumber in the rough. Mr. Bronson married early in life, his bride being Miss Edith Pierce, of Bolton, N. Y., near Lake George, who survives him. Three sons, E. H., F. P., and W. G., are all in the firm at Ottawa, and one daughter is married to Ald. Levi Crannell. Mr. Bronson was a pillar of St. Andrew's church, and supported all Presbyterian institutions with which he had to do liberally. He was president of the Ottawa Ladies College company until it was recently turned over to the Presbyterian church. Mr. Bronson leaves a large estate, probably over a million dollars, although as his interests are scattered it is impossible to give any accurate figure. The lumber business will not be affected at all, as it is carried on by a joint stock company, and Mr. E. H. Bronson has been the managing director since its formation.

OILING—A TRUE STORY.

"Give me the ile bottle, Mike, if ye plaze; its right forninst the poshit beyent, and see if there's a dhrap of ile in it, if ye plaze."

"Divil a drap's in it, Pat, but I'll get ye the full of the bottle from the barril in the shed beyent if ye'll wait a minnit."

Pretty soon a long-necked bottle, holding a pint, held tenderly by Mike, came in from the shed "beyent," and the oiling began.

"Be gob, I think she'll not shquake the day, Mike; I'm giving her the divil this time," said Pat, as the oiling went on. Another bottle was filled from the shed "beyent" before the oiling was finished, and the oil holes were filled and refilled from the long-necked bottle that "shtood forninst the poshit." A little of nearly a quart was in the oil holes and boxes, but by far the largest part was on the floor. And Pat had "given her the divil to keep her from shquaking the day."

A writer in this journal said, not long ago, "Use plenty of oil." Aye, there's the rub! The old Indian woman said too much whisky was just enough, and no doubt Pat thought so about the oil, and gave her the "divil to kape off the shquake." Oil is like a medicine, a prescribed amount is sufficient, no more and no less, but see the amount of oil is properly administered at the right time and the right way. Giving her the "divil" out of a bottle, may be like taking quinine out of a bottle for the ague, and before you get through you have something more than the ague.

Using oil indiscriminately is like going to the bank to pay a note, with a pocket full of money, which you throw down at random, and say "there's the money to cash that note." It takes only so many dollars and cents to pay the note and interest. There is this difference, however, the cashier would hand you back the balance, while too much oil is worse than wasted, for it goes on the floor, and if the place ever gets on fire it is so much the more sure of being destroyed.

Yes, use plenty of oil, just a plenty and not a drop more. If the boxes heat, it is either the fault of construction, or want of care, and it is better to fix the machine right than to "aste oil on it.

The Dodge Wood Split Pulley.

The Dodge Wood Split Pulley Company, of Toronto, are in receipt of a letter from Mr. R. W. Leonard, chief engineer of the Engineering Department of the Cumberland Railway and Coal Company, Spring Hill, N. S., in which he says, "Your transmission has been working steadily for the past month, raising 300 tons of coal forty feet in ten hours, and turning a revolving coal screen at a distance of 870 feet from the engine. It gives entire satisfaction." Regarding this the Pulley Company say:

"This is one of the many satisfactory endorsements which we are receiving from men of high order in mechanics, after having tested the merits of our system for transmitting power. Here we have an illustration of a case where power is wanted at a distance of nearly 900 feet from the engine. Shafts are neither parallel nor in line, and to add to the difficulty four railway tracks intervene. By any other means we think it will be allowed this would appear to be a somewhat difficult as well as expensive undertaking, while as a matter of fact the drive was in operation at the colliery in twenty days from the day we received the order, and that it was highly satisfactory is proven by the unsolicited letter of approval of Engineer Leonard. We believe that there are numberless cases in the Dominion where fine power continually runs to waste for the simple reason that those who might avail themselves of it do not know how cheaply and simply such power might be conveyed to any distance where required."

THE timber trade is reported as being unusually active in Scotland. The *London Pall Mall Gazette* says that Clyde timber merchants report a very large consumption of timber. The quantity of pitch pine that is being used exceeds anything heretofore known. There is also a very extensive business in teak wood, and the great activity in the shipbuilding and other industries of the district is accepted as a guarantee that the prosperity in the timber trade will be prolonged.

SOMETHING ABOUT HARDWOODS.

THE LUMBERMAN has received numerous enquiries of late regarding the proper mode of manufacture, and the sizes in demand for hardwood lumber in the different markets. After careful research we have placed ourselves in a position to supply the information asked; and while the whole subject cannot be well covered in one article, we will content ourselves this month by dwelling briefly on the principal kinds of hard woods required for the Canadian and United States markets.

MAPLE—The size in demand for this class of wood in the Canadian market is principally one-inch stock, although sales can generally be effected for small quantities of 1½-inch, which is used principally for flooring purposes, but which rapidly being replaced by birch. In the United States market there is a good demand for 4, 3, 2½, 2, 1½, and 1 inch, planks and lumber. One inch especially calls for clear white stock. Thicker stock should always be manufactured from the largest and best logs, and good judgment exercised in proportioning other thicknesses. Maple from 2 inch thickness and up, should be 6 inches wide and up for Canadian, and 8 inches wide and up for United States market.

BIRCH—For the home market there is a demand for clear white, or one face clear white, 1 and 1½ inch principally. A good grade of mixed colors will generally find ready sale in Canada. Squares 4x4 and up is what is usually called for in the United States. The larger and better logs must be selected for squares, which must be perfect, no hearts or checks allowed. In the last-named market there is also a ready sale for 3 and 4 inch plank and 1½ inch boards. Great attention should be paid to color of Birch, which should be red or cherry color. Widths same as maple. In connection with this wood it is well to impress on the manufacturers the necessity of avoiding more than very medium stocks, as the market is inclined to be glutted with this particular wood.

BEECH—Demand very small. Used by a few firms only in the manufacture of tools, etc. The principal demand is for 1½ inch stock when dry, although other thicknesses are occasionally used.

ROCK ELM—Should be manufactured principally into 2, 3, and 4 inch stock, 8 inches up and wide, for U. S., and 6 inches and up wide for Canadian market. The home market frequently calls for 1½ inch in special widths, 9 inches and over for 12 feet lengths, and 6 inches and over for 14 and 16 feet lengths. Great care to be taken in piling and stripping.

SOFT ELM—Thicknesses in constant demand 1 and 2 inch, with a preference for the former. Should be 6 inches and up wide for Canadian and 8 inches and up for American market. After cutting Soft Elm care should be taken to stock it down for a few weeks, and stick it up in one length as near as possible, which will greatly improve lumber and make it more saleable.

BASSWOOD—No one need be apprehensive of cutting too much Basswood. While there is a danger of overstocking in other classes of hard woods, Basswood, if properly manufactured, will find a ready sale, both in the Canadian and United States market. This class of lumber should be cut in winter while sap is in the log. If this is done stock will be white, and will bring at least \$2 per M more than logs cut in the spring, which are inclined to be discolored. The most saleable thicknesses are 1 and 1½ inch, the demand being much greater for the former. The widths for the Canadian and U.S. markets should be 6 inches and up. There is a constant demand for good white Basswood in the U. S., and a ready sale for common and cull Basswood in this country.

CHERRY—This very desirable class of wood is very scarce in this country, and consequently if grade is good will bring a good price. It should be manufactured into mixed thicknesses from 1 to 4 inches, and 4x4 squares and up, both for Canadian and United States markets.

HEMLOCK—There is great amount of Hemlock used, and too much cut into unsaleable sizes. Scantling and joisting is about all that is called for in this kind of wood. The sizes usually in demand for scantling is

2x4x10, the lengths especially in demand being 12, 14 and 16 feet, with as many 12 and 14 feet lengths as possible. Joisting should be cut into 2x6 and 8x6, 12 inches wide, and from 12 to 22 feet long. In a stock of say 500,000 about one-fifth should be 18 to 22 feet, with a small percentage of 24 to 26 feet lengths. Long lengths refer principally to 10 and 12 inch. Balance of stock to be cut into shorter lengths. Avoid manufacture of more than say 20 per cent. of total cut in 2x6, 2x8, 2x10, and 2x12 in 12 feet lengths. In cutting 10 feet logs to produce 2x4x10, always avoid the production of unsaleable sizes. 2x2 inch stock may often be ripped off, and will be found a saleable size for narrow partition work, bridging, etc. An important feature concerning Hemlock is in having it duly seasoned before shipping, as it effects a great saving in freight.

CEDAR—Demand very small. The market principally calls for 4x4, 4x6 and 4x8 inch, but it is not advisable to cut these sizes on speculation, but on order only, unless it be into 4x4 inch. There is usually a considerable call for good sound cedar 6x6 and 8x8 for turning purposes.

WHITE ASH—Should be cut to 3 and 4 inch stock. There is always a fair demand for good stock, at exceptionally good prices.

SYCAMORE—Should all be quarter-sawed.

OAK—White Oak, of good quality, will bring from \$30 to \$32 per M; and Red Oak from \$24 to \$26 per M. It is advisable to cut only the best class of logs obtainable in these woods.

While piling all kinds of hard woods great care should be taken in stripping lumber and trimming to proper lengths. Thickness should invariably be uniform throughout and plump. If cutting inch lumber be careful to leave about one-eighth inch for shrinkage and a proportionate amount for other thicknesses. To secure perfect lumber logs should be cut within a reasonable time, as they are liable to become dozey at ends after standing any length of time. A good idea is to paint the ends of all hard wood logs to prevent sun checks, moisture, etc.

Cherry rejects and culls, also Basswood culls, can easily be disposed of at fair prices; but it is more difficult to dispose of culls of other woods, the freight charges being too high to warrant their shipment. To avoid too many culls the best safe-guard is to buy only the best quality of logs, and not be over anxious to manufacture too largely. The secret of avoiding culls is to manufacture only the higher grades of lumber.

In future articles on this subject other questions will be touched upon which it is hoped will be of benefit both to the manufacturer and dealer in all classes of hard woods. A hardwood inspection is now being prepared and will be submitted in the next regular issue of this journal.

HAMMERING SAWS.

In hammering saws there are two distinct principles on which the saw should be treated. These consist of tension hammering and straightening. To those who are not well versed in the adjustment of saws, I will explain both the treatments and the effect throughout the life of a saw.

Many saw hammerers know so little about adjusting the tension of a saw that they are not aware of any other system than to hammer the saw always, in all conditions on the anvil, instead of using pad and copper or rawhide hammers. The result with saw on anvil is that it is stretched at every blow. There is a little rebound in the case of a lump, but it is never brought straight without distorting the tension. The saw in this manner is stretched when it only wanted straightening.

I recently had a saw shipped me to repair which had been repaired in New Orleans, and returned to party in worse condition than before. It had been hammered as described, and had been dealt such heavy blows that the steel in the plate was fractured at every blow, in some places almost penetrating the saw. I would hardly rank this party with the so-called saw hammerers; will refer to the man of some judgment and experience. He hammers the average way, regardless of the condition of the tension. If saws have several high places near centre, when he gets them down he

then has to hammer the saw on the rim, as it is too open. I would ask why he did not use the cushion? Then when high places were brought level, the saw would not have been too open. But, says a critic, the saw was sprung and had to be hammered back in order to prevent these lumps from appearing or coming back so easily. Right here is what brings them back. The steel is stretched more here than anywhere else by the hammer, and is weak or open, and the first little mishap to the saw these lumps are out again more prominent than ever. Why? Because the steel was opened at that place by the hammering, and the least heat caused it to set out again. The more hammering, the worse the saw, and finally it has to be thrown aside and a new one put in its place.

So many men place themselves in the position of a first-class saw hammerer. They can hammer a saw once or twice, but take a high-speeded fast-feed saw, and it will soon show whether a man is master of the profession. A saw should run as well the last day it is run as the first where a man is employed to keep the saw up. The same is applicable with almost any machine, and because it is not new, looks old, &c., it is not to be considered so, as many do, but it should perform its work, day in and day out the same. This can only be done by watching the machine and keeping it in thorough order, making all necessary repairs before they make several others or possibly wreck the machine; little details are to be looked after. Small things, hardly worth noticing, soon grow large, resulting in the destruction of property.

Saws have to be watched closely, and in fact have to be hammered often so as to always run the same. The best mills in the country hammer their saws nearly every time they are changed, and with such saws a man must be thoroughly competent. He must first equalize the tension by removing all tight and loose places, and he will have less lumps and twists to trouble him, besides the saw will stand heavier feed. When the saw wants adjusting to speed, the hammering must be on the anvil, blows light of the same force equal distances apart from rim to centre and on the circumference. When the tension is attained it will be found that there is but little unequal tension, as the work was done systematically and correct. This saw is always kept the same, accomplishing good work with but little hammering. Each time it is taken off it should be examined, and any little lump should be straightened back with the pad and soft hammer, and where a lump is suspected of coming back it should be marked, and if found so is a distortion of tension and must be removed. Space here will not allow an explanation of this.

On the other hand we will take a saw for a high speed and feed, hammered the ordinary way. All goes well until the saw appears with lumps. They are hammered as described, and the saw is soon full of tight and loose places, which can be put up with in lower capacity and speed, but the severe strain of fast saws will not allow this distortion, and the first-class hammerer as he thought he was can find out in his concern that there is still something for him to learn. In nearly all mills can be seen good saws laid aside for the want of proper repairs, which have probably been hammered by every saw hammerer that comes along, and the mill owner is finally forced to believe there is no improvement in hammering a saw; so he goes ahead with his old saw, trying in vain to overcome its peculiar antics.

AT a meeting of the dealers in spruce held Dec. 7, in the Assembly Rooms, Buffalo, N.Y., the following schedule of prices to govern the sale of spruce timber was agreed upon: All timber 9 inches and under, 23 feet or less long, not less than \$20 per M feet. All timber 9 inches and under 24 feet and up long, not less than \$22 per M feet. All timber 10 inches and up wide all lengths, and all square timber, not less than \$22 per M feet. These prices go into effect on all sales and contracts made after December 20, and to continue until June 1, 1890, unless otherwise agreed at a called meeting at which not less than a majority of those present at the meeting now held shall be present. All timber sold for shipping purposes to be exempt from above restrictions.

THE NEWS.

ONTARIO.

—Wm. Black, owner of a planing mill at Toronto, has assigned.

—The sash and door factory at Leamington, formerly run by the late firm of J. E. Snider & Son, is again in full operation with J. E. Snider & Son as managers.

—Mr. John Bobier, of Ottawa, who recently purchased the Johnson saw mill property, has bought one of the finest limits on the Ottawa river. Mr. Bobier intends going into the lumber business extensively.

—The following lumber firms are employing men on their limits this winter: Messrs. J. R. Booth, Perley & Pattee, E. H. Bronson, Pierce & Co., Maclaren & Edwards, Canada Lumber Co., R. & J. Klock, Ross Bros., (Du Lievre,) Fraser, (Westmeath,) J. S. Bryson, Booth & Hale, Hawkesbury Lumber Company, David Moore Estate, Hurdman & Co. Of these, the last mentioned firm have the largest number of hands employed. There are also smaller gangs of men employed by Frank Murtagh, McLaughlin Bros., of Arnprior, and others. Among the limits worked are those situated on LeQuinze, Kippewa, Madawaska, Bonnechers, Petewawa, Coulouge, Black river, Sturgeon river, Veuve river, the Georgian Bay and the Gatineau, up which river Maclaren & Edwards have their men exclusively at work. Among the principal men, are:—Capt. W. O. MacKay, 1,500 men; D. Ranger, lumbermen's forwarders, who sent 1,400; Q. D. Chevrier, 1,200; and E. E. Lauzon, 1,350. Others have sent up from 100 to 600 men each.

QUEBEC.

—Mr. Pierre Charrette, of Gatineau Point, is lumbering this season on the Rouge River.

—Mr. James Burlank is building a Shingle mill at Massawippi. A saw mill is also in course of construction.

—Mr. A. Lumsden, who bought Eddy's limits on Gordon Creek is making some first class timber which will be rafted to Quebec as soon as navigation opens in the spring.

—Mr. E. B. Eddy's new pulp factory in Hull is about completed. It is estimated that when operations are in full blast ten tons of pulp will be turned out daily.

—About 40,000,000 feet of lumber will be taken out of the woods along the line of the Lake St. John railway this winter and brought to Quebec for export next spring.

—The steam saw mill at Gaspé was rented by Mr. Scott Lowndes during the first part of last year for the purpose of experimenting on sawing spool wood out of white birch. White birch is plentiful in the Gaspé district, but we have not heard of any proposed renewal of the experiment.

—Active preparations in the neighborhood of Sherbrooke, are being made for lumbering on a larger scale than usual, and a number of tie, birch, and pulp wood jobbers are establishing camps. The swamps are impassable, as yet there being very little frost in the woods. Hodge & Walley are purchasing large quantities of ties and lumber, which they are shipping South.

—The Gaspé Lumbering & Manufacturing Company, of Gaspé, turned out during the year a large quantity of shingles and boards, besides shipping cedar posts and railway ties. The mill shut down early in the season and was not able to supply all the lumber required by the petroleum works at Sandy Beach. The company have men in the woods and a bare wharf should be some encouragement for a heavier out-put of logs for next year's work.

—The Cookshire Mill Co's lumbering establishment at Sawyerville, has closed for a short period. They have handled this summer over 100,000 feet of lumber daily, or more than fifteen million feet during the summer season, employing over three hundred men. A large amount of money has been invested in the most modern machinery required. The engine is a 250-horse power, Waterous make, with a fly wheel weighing five tons. They also have a small double cylinder engine of 16-horse power, running the principal board saw at the rate of 900 revolutions.

—Louis Dagenais has a contract for getting out logs near Kirwan's on the Madawaska. One of his choppers had the good fortune to kill a bear the other day, whilst at work in the woods. The man had felled his tree, left his axe at the stump and walked to the tree top, and on turning around, saw the head of a bear protruding from a hole. He did not say to himself as Artemus Ward did when Ward saw a snake's head out of a hole: "That hole belongs to that snake," and passed by on the other side. This man strode quickly for his axe and was just in time to deliver a telling blow on brain's head when the animal was about half out of his winter's domicile. A second blow finished the brute, and the carcass was drawn to the shanty. It was very large and very fat.

NOVA SCOTIA.

—Mayor Jones, of Parrsboro, is promoting a big lumbering scheme.

—It is stated that in Cumberland county, there are 5,000 men and 1,000 horses hard at work in the woods.

—A correspondent from the Joggins, referring to the report that a large crowd of men were engaged in getting out piling for the new raft, says that Mr. Leary has no men in the woods yet, and that nothing is being done in connection with rafts. It is believed that no more rafts will be built.

—The lumbering manufacturing business in the county of Digby is being much revived, and as a result the crown lands are being eagerly sought after, and taken up by the millers of Weymouth and Bear River. The Meteghan River Lumber Company have a large crew of men in the woods at the lakes, building camps, and getting ready for logging. They contemplate putting in a large stock this winter.

NEW BRUNSWICK.

—Four or five million logs are being wintered in the Douglas booms, on the St. John River.

—The manufacture of spool wood is soon to be started at Newcastle, Miramichi, Mr. J. Cleveland being one of the chief promoters. The machine for doing the work will contain nine circular saws, so arranged that the wood can be easily cut to the various sizes required for making spools ½ inch to two inches in diameter.

—Dry and wet docks, estimated to cost \$1,000,000 are to be constructed at St. John if the necessary subsidies therefor can be secured. The common council has, by a large majority, voted a subsidy of \$10,000 a year for twenty years for the undertaking, and applications have been made to both the provincial and the Dominion Governments for similar subsidies.

—The lumber shipments of Miramichi to the United Kingdom Continent, and Australia for the past season, compared with those of 1888 are as follows:—

	1888.	1889.
Deals	65,523,255	95,032,933
Scantlings.	1,339,167	2,849,330
Ends.	3,645,856	5,667,005
Boards.	2,790,576	5,225,932
	73,298,854	108,775,200
Pilings.	2,952,320	2,694,097
Birch timber. (logs)	416	573
Pine timber. ("")	104	345
Shore handles		12,000

The shipping engaged in 1888 were 118 vessels of 79,781 tons and, in 1889, 161 vessels of 115,320 tons.

—Mr. George McLeod's steam saw mill at Richibucto, recently erected, is about ready to be put into operation. This mill is claimed to be the finest of the kind in the Maritime Provinces. The main building is 125 feet long, 40 feet wide, the posts being 26 feet long; and there is a detached boiler house 40x27 feet. The smoke stack is 95 high, the flue being 5 feet diameter. There are three steel boilers, each 14 feet long and 5 feet diameter. There are two improved balanced slide valve engines. The furnaces are automatically fed with sawdust, carried from the mill by an endless chain. Its lumber cutting capacity is about 60,000 feet per day, and the shingle mill, which has not yet been placed, will have capacity to cut about 30,000 per day.

MANITOBA AND THE NORTHWEST.

—The C. P. R. will give contracts for cutting about 1,000,000 ties this winter.

—Over 1,000 men have been sent from Winnipeg into the woods this winter.

—Thompson & Armstrong, of Russel, are taking out 200,000 railway ties on Boggy Creek.

—E. J. Barclay, of Brandon, Man., has opened a branch lumber yard in the new Northern Pacific town of Wawanessa.

—A most destructive fire has passed over the Shell river, spruce limits burning immense quantities of valuable timber.

—McArthur & McRae have purchased the timber limits of the Birtle Lumber Company, and ran the business there in future.

—Egan Bros., who have received a contract from the C. P. R. for cutting 20,000 railway ties, have sent fifty men to the bush. J. G. Dennison has a contract from the C. P. R. for cutting 10,000 ties.

—Messrs Roberts & Crawford are about to build a saw and grist mill on Lake Dauphin. A McPherson & Co. are going to move their saw mill down into the same settlement the latter part of the winter, and will in the future drive their lumber down the Vermillion river from the mountain.

—Fourteen carloads of tamarac ties, imported by the Northern Pacific and Manitoba railway, and twelve carloads, owned by H. T. Drake, of St. Paul, have been seized at Winnipeg for undervaluation. The ties were entered at 16

cents each, while the evidence in the possession of the customs officials shows that 17 cents each was paid for them.

—A Manitoba lumberman who has explored the whole northern region states the government has lost three million dollars in timber dues alone since 1862 through fires set by Indians. He says one hundred million dollars would not cover the amount of timber destroyed by fire between Lake Dauphin and Lake Winnipeg. The Indians set the fires to drive game and signal friends.

—Application will be made to Parliament at its next session, for an act to incorporate the "Arden and Duck Mountain Railway Company." If the act is granted it will be a great boon to the settlers, as there are thousands of acres of the finest spruce, within sixty miles of a railroad. With railway facilities the best spruce lumber could be delivered in any part of the province at \$12 a thousand, instead of paying as at present, \$20 to \$30 a thousand for lumber shipped from Ontario and British Columbia.

BRITISH COLUMBIA.

—It is reported that J. Valentine & Co. have sold the Selkirk shingle mill, at Revelstoke, to J. C. Steen and Frank Robinson, of Donald.

—Knight Bros., owners of the Popcum saw mill, Chilliwack, have had a very good season. They are still cutting about 90,000 feet per week, and expect to average 25,000 feet a day next season.

—E. Linnaker, of Victoria, is considering a plan to erect a sawmill on Colquitz stream. A site has been selected and the water power is considered sufficient, even though the natural flow is somewhat retarded by the Beaver lake dam. As there is plenty of timber in the neighborhood the venture ought to prove a financial success.

—A United States firm owning a large timber limit on Seymour Arm, is seriously considering the erection of a large saw mill at some point in the interior of British Columbia, on the line of the Canadian Pacific Railway. The choice will likely be between Sicamous and Kamloops, if it is decided to erect the mill.

—The following clearances of lumber from British Columbia ports are reported: The Chilean bark President Balmisla, cleared from Vancouver with 858,060 feet of lumber from the Moodyville mill for Valparaiso. The bark Harry Morse, cleared from Vancouver for Sydney, N. S. W., with 904,000 feet of lumber, 12,000 staves and 147,140 lath from Moodyville.

—The *Colonist*, of Victoria, says: Preparations are in progress for the erection of two saw mills on the south shore of Burrard Inlet, near the entrance to Port Moody harbor. Mr. Butcherd, who owns valuable timber limits on the north shore of the bay, has completed arrangements with a company of capitalists for the erection of a lumber manufacturing establishment on his place near there.

—The *New Westminster Truth* of recent date says: F. G. Strickland returned on Wednesday from a pleasure and business trip east. He visited Montreal, Toronto and Buffalo, and reports each of these cities doing a vast volume of business. Buffalo, he reports, is a go-ahead place and much like Toronto. While in Ontario he visited Peterborough, at which place is located the William Hamilton Manufacturing Company, builders of sawmill machinery. This is the company who will furnish all the machinery for the McLaren-Ross mill of this city, the order being placed by the firm of which Mr. Strickland is a member, and it is one of the largest for sawmill machinery ever placed in Canada. The machinery is now ready and will be shipped next week. It is to be delivered here in fourteen days from date of shipment. The big burner is already on the ground. The engines and boilers are expected along in February. The total weight of all this machinery is something over half a million pounds—sixteen carloads. F. G. Strickland & Co., have also placed a number of other large orders for machinery for new sawmills about to be erected at various points in the province.

FIRE RECORD.

Donald's saw mill, at Wilber, Ont., on the K. & P. R. was burned last month. Loss, \$4,000; insurance, \$400.

Fire at Wm. Patterson's saw mill, at Wallaceburg, Ont., on Nov. 25th, occasioned a loss of \$10,000, partly covered by insurance.

A shingle mill belonging to Mr. Andrew Harten, of Huntley, was destroyed by fire recently.

The saw mill of D. McPherson, situated near Mersea, Ont., was burned lately. The lumber piles near the mill were saved.

A fire broke out Dec. 5th, in Church Bros.' planing mill at the corner of Lisgar and Kent streets, Ottawa. The flames were extinguished without much difficulty, but there was nearly being a serious conflagration.

The Chaudiere Mill Owners and the Government.

The dispute between the government and the Chaudiere mill owners, which has gone on for many years, with regard to the rent due for the use of the water power, says the Ottawa *Free Press*, has at length been settled. The lessees contended that the government never made the proper channels or the improvements agreed upon when the lots were sold. These improvements the lessees made themselves, and whenever the government pressed for payment of arrears, amounting to over \$64,000, they made a counter claim for over \$100,000. Nearly every administration attempted to effect a settlement but without success. New leases have been issued under which the mill owners become entitled to sufficient water to run their mills. There is reserved for the use of the city of Ottawa all the water now necessary or that may be necessary for the water-works. The government reserves all the surplus water beyond this and also sufficient water for the timber slides. The government will maintain supervision over all existing works as well as over all works to be erected hereafter, and no works, improvements or repairs are to be undertaken without the consent and supervision of the department of public works. That department is to see that due economy is exercised in the use of water and to prevent waste, and for that reason the chief engineer of public works is to have complete supervision of any machinery that may be placed in the mills, in order that the most improved and economical may be used. The government reserves the right at any time to make such improvements or changes as may be necessary and to regulate the height of water as it thinks proper. The lessee binds themselves to make all necessary repairs to existing works at their own expense and also to construct at their own expense any new works that may be necessary in controlling the water. In no case will the government be liable for any works constructed by the

lessees. In case of default by the lessee in any of the conditions imposed upon them the lots in default revert to the government.

By this agreement the government obtain the following arrears:—

Lots B, C, D, Perley & Pattee.....	\$14,120 76
" E, F, G, J. R. Booth.....	9,364 00
" H, I, J, T. McKay & Co.....	8,334 20
" K, Marg. Petrie.....	2,493 32
" L, A. H. Baldwin.....	2,533 32
" Q, T, R, Bank of Montreal.....	7,500 00
" S, M. Merrill.....	2,500 00
" H, V, W, X, Y, Z, Bronson & Weston Lumber Co.....	14,760 00
" M, N, O, P, Perley & Pattee.....	3,080 00
Total.....	\$64,685 60

In return the lessees have executed releases to the government of all claims against it, amounting to over \$100,000. The practical result is that the government has obtained a release of all claims against it; a thirty years' dispute has been settled, the government collects arrears of \$64,000, and the relations between the parties begin anew.

SPLINTERS.

A MEETING of the creditors of Christie, Kerr & Co was held recently in Toronto to decide on a matter in connection with the winding up of the estate. The Union Bank is secured for its claim of \$40,000, and one of the creditors having signified a wish that the security be tested, the assignee, Mr. James Tennant, called a meeting to lay the matter before them. It was decided that the estate shall not contest the security, but the creditor may do so at his own expense, and if he is successful his claim will be satisfied from the security. The winding up of the estate will be completed in the spring.

AMERICAN NOTES.

—California's redwood exhibit at the Paris Exposition was awarded first prize, a gold medal.

—A well attended meeting of the Retail Lumber Dealers' Association of Indiana was held, Dec. 15, at the New Denison Hotel, Indianapolis.

—The estimated cut of the Tacoma mills, Wash., for the season of 1889 is 225,000,000 feet. This makes the largest cut ever known in that city.

—The cut of the mills in the Duluth district is placed at 282,000,000 feet. Prices ruled lower than for 1888 and much more was shipped to Eastern markets.

—Tucker David, of New York, ex-newspaper man and lumberman, has severed his connection with Partridge & Son, and has again entered the commission field.

—The hardwood lumber, 2,000,000 feet, destroyed by fire at the Pullman works, Ills., was chiefly mahogany, cherry oak and walnut, and was valued at \$75,000.

—Lake Superior lumber movements have largely increased the past year. For the year ended June 30, 276,000,000 feet of lumber passed through the Soo canal, in addition to 469 rafts.

—John Torrent bought of W. K. Lantitt, of Grand Haven, agent for D. Willis James, of New York, 8,600,000 feet of standing pine in Luce county, Mich. It is estimated to cut 140,000,000 feet, the consideration being \$200,000.

—The lumber cut of the mill companies of Eau Claire, Wis., and vicinity during the past season has been, as nearly as can be estimated, about 175,160,000 feet. The total cut of shingles reported is 90,366,500, and of lath 49,142,260.

—The Sabine Pass Export Company, of Beaumont, Texas, has orders from Mexico and South America for sixty-five cargoes of timber and lumber. The cargoes will average 250,000 feet, and the largest will reach about 700,000 feet.

—The largest saw mill in the new State of Montana, is the Blackfoot mill, located about six miles east of Missoula on the Blackfoot river. 24,000,000 feet were manufactured from April 1st to Oct. of last year. The capacity of the mill is 150,000 feet a day.

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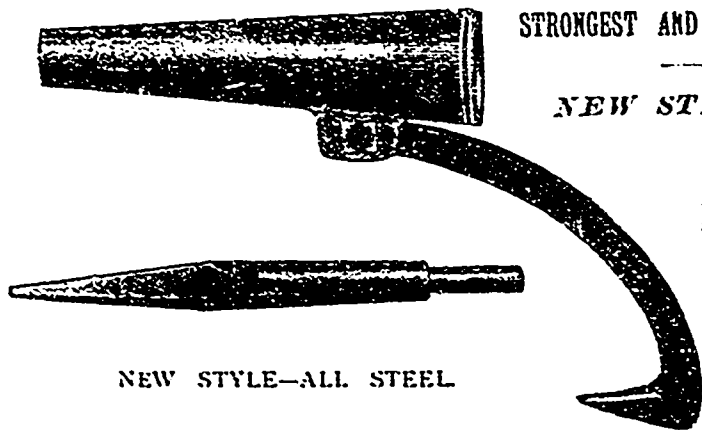
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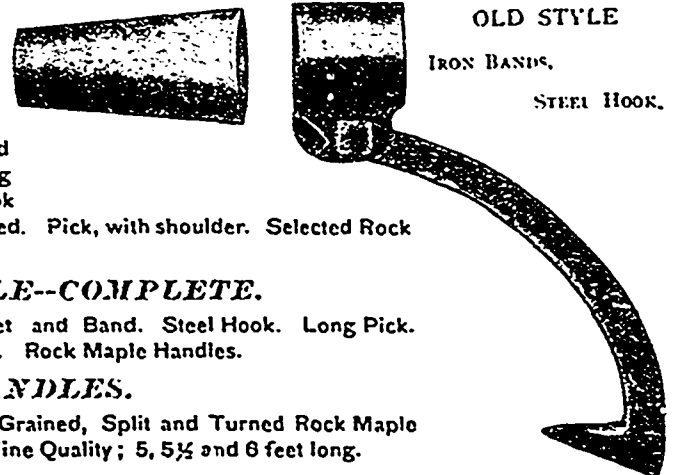
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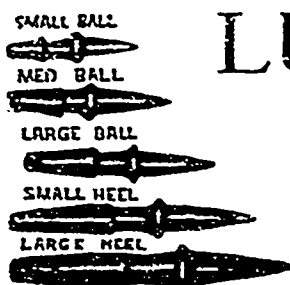
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THE TIMBER TRADE OF QUEBEC.

Messrs. J. Hull Forsyth & Co. Review the Trade of the Past Twelve Months.

It is our privilege once more to lay before the trade the customary statements of supply, export and stock of Timber and Deals at this Port, which will, we trust, be found both useful and interesting.

The arrivals of Ocean Steamships and sailing vessels show a considerable increase over the previous year, with a falling off from the Lower Ports; the total arrivals amounting to 1,119,573 tons against 976,268 tons in 1888.

In our annual circular of last year we stated that an amicable adjustment had been arrived at between the merchants of Quebec and the Ship Laborers' Society concerning rules which were considered detrimental to our trade, especially to the loading of steamships. We now find that during the past season 40 teamers, aggregating 51,830 tons, have loaded cargoes at this port against 19 steamers 24,331 tons last year. We also believe that with further concessions in loading steamships with Deals, the shipping houses will find it to their advantage greatly to increase the Deal business of this Port!

It will be seen by our figures that the supply shipment and stock of timber wintering, all show a considerable increase in quantity over the previous year. The customs returns place the export at 10,415,160 feet this season and 8,551,840 in 1888. The market has been active during the entire season, prices generally have been well maintained with an advance in some woods.

WHITE PINE.—The supply which had reached such small proportions in 1887 and 1888 has been greatly augmented both as regards square and waney this year, the export has also increased, while the local consumption has been fair; and the quantity wintering though in excess of the previous year, which was the smallest on record, comparatively small and under the average. The great proportion of this wood is held on Shippers' account, and is comprised of this year's production to a very great extent. Choice waney has been more sought after and in better demand than square all season, while prices advanced owing to the enhanced value of timber limits, and the difficulty and great expense in procuring good and superior timber. From reliable accounts it is estimated that the manufacture this winter will surpass last season's, but it will not be excessive, and already we hear of several large parcels being contracted for at advanced rates. There has been a good demand for common and inferior wood for local requirements, this branch of our trade being prosperous also.

	Supply.	Export.	Stock.
1889 { Square... 4,224,426	6,872,960		{ 3,146,676 Square.
Waney... 3,770,782			
1888 { Square... 1,791,113	6,020,000		{ 2,580,591 Square.
Waney... 2,029,043			

RED PINE.—Has not been in great demand this year. The supply more than sufficient for all requirements, while the stock on hand is heavier than it has been for some years. The manufacture of new wood for next season will be exceedingly light.

	Supply	Export	Stock
1889.....	739,435	397,680	653,918
1888.....	582,305	465,360	464,691

OAK—Opened rather dull last spring, prices declining slightly, but owing to a moderate supply and heavy shipment, rates have been firm, closing at about our quotations. The wintering stock is exceedingly light, and choice wood very difficult to procure.

	Supply	Export	Stock
1889.....	1,359,660	1,538,080	596,369
1888.....	1,139,252	1,171,920	824,283

ELM.—Both the supply and shipment have been heavy and the stock a light one. The demand has been limited and prices about the same as last season. The manufacture is likely to be moderate this winter, as standing timber is both dear and scarce.

	Supply	Export	Stock
1889.....	750,559	791,800	258,735
1888.....	178,388	504,080	241,571

ASH—Has not been in great request, although the shipments exceed last year, a considerable quantity having gone forward on consignment. The quantity wintering is very light.

	Supply	Export	Stock
1889.....	250,558	335,360	127,001
1888.....	150,361	217,720	275,193

BIRCH.—The supply has been greatly in excess of past years, the shipment heavy, and the stock slightly in excess of the average. The supply this winter is likely to be fully up to the average.

	Supply	Export	Stock
1889.....	355,550	479,280	38,784
1888.....	168,562	165,760	1,422

STAVES.—We cannot advise any increase in this branch of the trade, which remains in an unsatisfactory state, without any signs of improvement.

	Supply	Export	Stock
1889 } Pipe.....	79	72	41
} Punched.....	125	116	122
1888 } Pipe.....	79	55	53
} Punched.....	386	112	118

DEALS—PINE.—Have been sluggish of sale all the season, especially for the higher qualities. The customs returns show an increased shipment and the stock wintering slightly under last season. The demand in Great Britain is not as brisk as formerly, although the consumption seems to be fair and stocks in some ports still heavy. Our quotations are about the same as last year, except for Michigan higher rates being asked.

	Supply	Export	Stock
1889.....	1,389,869	1,397,842	693,197
1888.....	1,546,565	1,189,490	711,170

DEALS—SPRUCE.—The demand has been fair throughout the season and prices firm. Both the supply and shipment show a very decided increase in the quantity handled this season, while the stock is an average one.

	Supply	Export	Stock
1889.....	3,684,468	3,584,468	1,159,682
1888.....	2,739,993	2,448,156	1,248,674

SAWN LUMBER—Continues in good request for shipment to Great Britain as well as to the United States. The South American trade is reported dull. We quote Pine at \$15 to \$18 per 1000 feet b. m., and Spruce at \$11 to \$12, according to quality, sizes, etc.

Freights opened at 27s. 6d. to 28s. 6d. for Timber, and 65s. for Deals; closed at 26s. 6d. for Timber, and 67s. 6d. for Deals.

The following are the arrivals and tonnage at the Port of Quebec for the five years from 1885 to 1889, inclusive:

Sailing Vessels from Sea:—1885, 502 vessels, 382,826 tons; 1886, 432 vessels, 331,568 tons; 1887, 393 vessels, 295,912 tons; 1888, 318 vessels, 260,301 tons; 1889, 392 vessels, 326,706 tons.

Ocean Steamships:—1885, 242 steamships, 445,522 tons; 1886, 285 steamships, 528,950 tons; 1887, 287 steamships, 541,324 tons; 1888, 244 steamships, 484,449 tons; 1889, 324 steamships, 596,598 tons.

Lower Provinces:—1885, 315 vessels, 131,121 tons; 1886, 348 vessels, 145,189 tons; 1887, 425 vessels, 193,132 tons; 1888, 447 vessels, 231,518 tons; 1889, 371 vessels, 196,269 tons.

Comparative statement of Sailing Vessels cleared at the Port of Quebec, for Sea (Lumber laden), 1887 to 1889, from the opening to the close of navigation:

Year	Vessels	Tons
1877.....	796	670,627
1878.....	476	399,833
1879.....	633	364,628
1880.....	634	555,441
1881.....	459	380,186
1882.....	426	359,925
1883.....	487	416,169
1884.....	366	291,398
1885.....	369	294,780
1886.....	325	250,635
1887.....	271	206,172
1888.....	227	195,928
1889.....	275	240,892

BRITISH COLUMBIA.

[From our Regular Correspondent.

NEW WESTMINSTER, Dec. 19th, 1889.

Local business has been slackening off the last month on account of building operations closing up for the season.

Export business is still on the increase, and want of vessels is very much felt amongst lumbermen; but negotiations are now going on for better service next season than ever before. Some mill owners are talking of combining and building a fleet of vessels to do the increased business.

The mill men generally are contemplating putting in a considerable amount of new machinery calculated to increase their output and thereby lessen the expense of turning out lumber.

Public notice has been given that application will be

made at the next session of the local Legislature for an Act to incorporate a company, to be called "The British Columbia Mills, Timber and Trading Co." for the purpose of acquiring the shares in the capital, and the business, property and privileges, and also of assuming the liabilities of the Royal City Planing Mills Co. (Ltd.), and the Hastings Saw Mill Co. (Ltd.) respectively, and to provide for the said companies to be merged therein and extinguished; and to operate and carry on the business of the two concerns.

The Brunette Saw Mill Co., New Westminster, are rapidly getting their new mill under way, orders for engines and boilers, head blocks, shafting and pulleys, having been given to the Albion Iron Works, Victoria, and the order for edgers, gangs, and more intricate machinery, to the Wm. Hamilton Mfg. Co., of Peterboro', Ont.

As I mentioned in a former letter, saw mill men are just a little tired of the way the Eastern manufacturers have in the past been leaving their orders until the last of the season, when on account of the length of time of arrival after shipment, and the early opening of the season, they should be first attended to. If the Eastern concerns do not give better satisfaction in this respect than they have in the past, the trade will be gone from them never to return, and they will have no one to blame but themselves.

This Brunette order is the first large order given to a B. C. firm for saw mill machinery, and the other mills will look forward to the satisfaction the Albion Iron Works will give with the greatest expectancy to guide them in their future dealings.

The frame-work of the McLaren-Ross Lumber Co.'s mill at New Westminster is finished, and the machinery is now arriving and being got into position for the season of 1890. The burner, 140 feet high and 36 feet diameter, is now up, and looks to the people of this country a mighty concern; and, as an example, two other of the largest mills are now negotiating for similar structures to consume their mill refuse.

The Northern Pacific Lumber Co. are clearing on their plot of ground at the head of Burrard Inlet, preparatory to building a mill this winter to cut about 100,000 feet per day. The company is composed principally of the shareholders of the McLaren-Ross Lumber Co. here and they expect to be running before next fall. Mr. Jas. McLaren, jr., is the manager.

Saw mill business on the Island is brisk, and Mr. Lasec, of Victoria, with other capitalists, are talking of putting up a mill on Shawayan lake. Mr. Gamble, of Port Essington, is also making a number of improvements; and the machinery for the Chictoria Lumber Co. has arrived and is being placed in position.

Mr. Wm. McIntyre has leased the Sutton mill at Cowichan, and intends to rush things next season.

To show the respective merits of timber in America, the Pan-American conference witnessed the following test of four sticks of Puget Sound fir, Michigan pine, and good white oak, with the following result: Pine broke at 1700 lbs; White Oak at 3,500 lbs; and Puget Sound Fir at 4,300 lbs. Engineers say that the straining force and endurance of this fir is greater than that of any other wood. What would the Pan-American conference and engineers say if the Douglas Fir of B.C. had been tested, when it is admitted by the largest dealers in Puget Sound that our fir is far superior to their wood, and to prove it they have to cull their ship loads to compete with British Columbia mill run shipments in foreign markets.

Large consignments of Fir have been shipped lately from 50 to 60 feet in length, for car sills, to Barney & Smith, Dayton, Ohio, and this in the face of an import duty of \$2 per M. Another conclusive proof of the supremacy of our wood.

Fader Bros.' mill, at Vancouver, has closed down for the season.

Leamy & Kyle have assigned for the benefit of their creditors. Bad collections and a desire to close out the partnership seems to be the trouble. Local business alone will not support a mill, unless it has also an export trade, and in a good position for deep water communication.

Valentine & Co., of Revelstoke, have sold out their shingle mill to Robinson & Steen, of Donald, who intend putting in a carriage and planer to increase their output other than shingles. From a recent letter they have orders ahead to cover three months work.

THE LUMBERMAN, I am pleased to say, is very popular here, and can be found in almost every lumber and planing mill in the Province.

REPRESENTATIVE TORONTO LUMBER FIRMS

THOS. H. WILLMOTT.

A. K. McINTOSH.

WILLMOTT & McINTOSH,

Wholesale Dealers in

LUMBER

44 and 46 Front Street East,

TORONTO, - - ONTARIO.

Lumber Shipped to all Parts by Rail or Vessel.

Agents for the Celebrated LUFKIN BOARD AND LOG RULE.

Prompt Delivery in all Cases CORRESPONDENCE SOLICITED.

* McCRANEY & WILSON *

Manufacturers and Wholesale dealers in all kinds of

Pine and Hardwood Lumber

LATH AND SHINGLES.

Ship Plank, Decking and Long Bill Stuff, a Specialty.

Mills at Burlington, Bronte and Huntsville.

Head Office: 18 UNION BLOCK, corner Toronto and Adelaide Sts., Toronto. Branch Office: 19 Duke Street, Ottawa.

TORONTO and OTTAWA.

OFFICES Hamilton, Toronto Windsor, Gravenhurst TELEPHONE No. 1046 MILLS Gravenhurst, Huntsville Katrine, Essex Centre

ROBERT THOMSON & CO.

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Pine and Hardwood

LUMBER * * * TIMBER

Mills Operating all the year round. Correspondence Solicited.

TORONTO OFFICE LONDON CANADIAN CHAMBERS 103 BAY STREET.

THOMAS MEANEY, REPRESENTATIVE.

TORONTO

DONOGH & OLIVER,

Wholesale Dealers in

LUMBER

OFFICE:

Nos. 16 and 17 Imperial Bank Buildings, WELLINGTON STREET EAST.

TORONTO, ONT.

DALTON McCARTHY, President.

J. H. EYER, Manager.

Toronto and Midland Mfg Co.

INCORPORATED.

Wholesale * Lumber * Dealers

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DRESSED LUMBER, FLOORING,

Ceiling, Sheeting, Siding, Shelving, Mouldings of all Descriptions.

Office and Yard:

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Planing Mills: MIDLAND, ONT.

PORTER, ROBERTSON & CO.

STOCKS STRIPS SIDINGS BILLSTUFF

WHOLESALE

LUMBER

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HARDWOODS HEMLOCK SHINGLES LATH, ETC.

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THE BOILER INSPECTION and Insurance Company of Canada. CONSULTING ENGINEERS. SIR ALEX. CAMPBELL, K.C.M.G. PRES. JOHN L. BLAIKIE, ESQ. VICE PRES. G.C. ROBB, Chief Engineer. A. FRASER, Secy. Treas. HEAD OFFICE, 2 TORONTO ST. TORONTO.

The only Canadian Boiler Insurance Company Licensed. Economy of fuel secured.



PROVINCE OF QUEBEC

Department of Crown Lands.

Woods * and * Forests.

QUEBEC, 9th November, 1889.

NOTICE IS HEREBY GIVEN THAT CON- formably to the articles 1334, 1335 and 1336 of the Revised Statutes of the Province of Quebec, the following timber limits will be

OFFERED FOR SALE

—AT—

PUBLIC AUCTION

In the Sale Room of the Department of Crown Lands in Quebec City,

—ON—

Thursday, the 9th January next

—AT—

10.30 O'CLOCK, A. M.

Subject to the conditions mentioned below namely:

Limit No.	Locality.	Square Miles.
No. 10, 2nd range.	Block A	25
10, 2nd do do do		25
11, 2nd do do do		25
12, 2nd do do do		25
13, 2nd do do do		25
14, 2nd do do do		25
15, 2nd do do do		25
16, 2nd do do do		25
17, 2nd do do do		25
18, 2nd do do do		25
19, 2nd do do do		25
20, 2nd do do do		25
21, 2nd do do do		25
22, 2nd do do do		25
23, 2nd do do do		25
24, 2nd do do do		25
25, 2nd do do do		25
No. 572.	River Ottawa	34
573.	do do	25
574.	do do	31
575.	do do	25
576.	do do	25
577.	do do	25
578.	do do	25
579.	do do	25
580.	do do	25
581.	do do	25
582.	do do	17
583.	do do	15
584.	do do	32 1/2
585.	do do	25
586.	do do	25
587.	do do	25
588.	do do	25
589.	do do	25
590.	do do	29
591.	do do	24
592.	do do	25
593.	do do	25
594.	do do	25
595.	do do	32
596.	do do	19 1/2
597.	do do	31
598.	do do	25
599.	do do	25
600.	do do	25
601.	do do	23
602.	do do	14
603.	do do	10
604.	do do	17
605.	do do	23
606.	do do	23
607.	do do	22
608.	do do	26
609.	do do	11
610.	do do	22
611.	do do	17
612.	do do	19
613.	do do	19
614.	do do	7

Total Supercities 1293

No. 123.	River Petite Peribonka.	50
124.	do do do	50
125.	do Peribonka.	42
126.	do aux Irquois.	15
127.	135. Onatchouan West.	13
128.	do do do	5 1/2
129.	136. Rear do do	16
130.	do do do	20
131.	137. Lac des Commissaires S.E.	30
132.	do do do	20
133.	138. Lac des Commissaires S.W.	24
134.	do do do	20
135.	Locality.	Square Miles.
W. pt. 141.	River Metabetchouan.	20
E. pt. 142.	do do do	17
143.	do do do	25
N. 1/2 144.	do do do	25
S. 1/2 145.	do do do	20
146.	West of Lake Kamamintongue.	36
No. 150.	Township DeQuen.	23
151.	Township Boileau.	13
152.	River Cyrille.	10 1/2
153.	do do do	26
154.	do do do	36 1/2
155.	do do do	37 1/2
156.	River Pika.	5 1/2
157.	do do do	26 1/2
158.	do do do	23 1/2
159.	do do do	10

166, do do East.	10
720 1-12	
ST. MAURICE AGENCY.	
No. 7. E. River Bastien	25
RIMOUSKI AGENCY.	
Limit. Township Neigette, No. 1	22 1/2
do do do No. 2.	8 1/2
do do Macpes No. 2.	9 1/2
do River Caspiscul North	10
do do do South.	10
do do Humqui, No. 2.	6
do do Nemtaye, No. 3.	20
Total.....	56 1/2

SAGUENAY AGENCY.	
Limit. Tadoussac East.	5
do River Manitou No. 1 East.	30
do do do 2 do	30
do do do 3 do	30
do do do 1 West.	30
do do do 2 do	30
do do do 3 do	30
do River Grand Trinite No. 1 East.	50
do do do 2 do	50
do do do 1 West.	50
do do do 2 do	50
do River Petite Trinite No. 1 East.	14
do do do 2 do	14
do do do 1 West.	14
do do do 2 do	14
do River Calumet No. 1, East.	25
do do do West.	25
do Township Lafleche.	15
do River Sault au Cochon No. 4 East.	40
do do do 3 do	20
Total.....	569

GASPE AGENCY.	
Limit. Gaspé Bay South.	11
do do North.	12 1/2
do Sydenham South.	17 1/2
do River Saint John No. 1 South.	12
do do do North.	14
do do Dartmouth South.	24
do do do North.	19 1/2
do Rear river Dartmouth, North.	32
Total.....	142 1/2

GRANDVILLE AGENCY.	
Limit. Township Armand, range E.	2 1/2
do Township Armand.	19
do No. 45. River St. Francis.	14
do No. 43. do do	16 1/2
do No. 47. Black River.	5
do Township Parke No 2	24
Total.....	113 1/2

RONAVENTURE AGENCY WEST.	
Limit. Tom Ferguson's Brook.	16
do River Esquimaux.	10
do Township Nouvelle West	9
do Glen Brook.	2
do River Andre.	6
do Rear River Nouvelle West	10
do Mill Stream No. 2.	12
do Rear Mill Stream North.	10 1/2
do Rear Mill Stream South.	5
do Township Carleton.	6
do Township Restigouche.	2
Total.....	88 1/2

ST. FRANCIS AGENCY.	
Limit. Township Emberton.	17
do do of Chesham No. 1	19 1/2
do do of Chesham No. 2	26 1/2
Total.....	63

CONDITIONS OF SALE.
The above timber limits as there estimated are, more or less, to be offered at an upset price to be made known on the day of sale.
The timber limits to be adjudged to the party bidding the highest amount of bonus.
The bonus and first year ground rent per square mile, to be paid, in each case immediately after the sale.
These timber locations to be subject to the provisions of all timber regulations now in force and which may be enacted hereafter.
Plans of these timber locations will be open for inspection in the Department of Crown Lands, in this city, and at the office of the local agents up to the day of sale.
E. E. TACHE,
Assistant Commissioner
of Crown Lands.

N. B.—According to law, no newspapers other than those named by order in Council are authorized to publish this notice.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—Civil Service Gazette.

Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus.

JAS. EPPS & CO., Homoeopathic Chemists, London, England.

J. K. POST & Co.,
LUMBER MERCHANTS
And Shipping Agents.
OSWEGO, N. Y

Sovereign Grease

St. Catharines, July 20th, 1889.
To whom it may concern.—
I have been using SOVEREIGN GREASE for the past two months, and I can say that it has given me entire satisfaction, and is a saving of 50 per cent. over Oil, and is that much better than Oil. I have been running eight (8) trips from St. Catharines to Montreal and return on 40 lbs. GREASE, and using it on my crank-pin as well as all other bearings.
Yours respectfully,
(Signed,) SAM BRISBIN,
"Engineer" Ocean."

OTTAWA, Aug. 5th, 1889.
THE STOCK OIL & GREASE CO.
GENTS.—We have used the SOVEREIGN GREASE for some time, and do not hesitate to pronounce it a first-class lubricator, and as such has given us entire satisfaction as to its durability and cheapness.

Truly yours,
ARTHUR JONES,
Foreman of Union Machine Shops.
DESCHENES MILLS, Aug. 12th, 1889.
MESSRS. McDOUGAL & CAZNER, Ottawa:
DEAR SIRS.—We have been using the Stock Oil & Grease Co.'s SOVEREIGN GREASE in our saw mills since spring, with very satisfactory results.
Yours truly,
R. & W. CONROY.

ROCKLAND, Ont., Aug. 20th, 1889.
STOCK OIL & GREASE CO., Montreal:
DEAR SIRS.—Please send us per first freight boat, two hundred (200) pounds of GREASE, same as sample left by you here a short time ago.
Yours truly,
W. C. EDWARDS & CO.

AGENTS.
F. G. STRICKLAND & CO., New Westminster, B. C.
McDOUGAL & CAZNER, Ottawa, Can.
CHINIC HARDWARE CO., Quebec, P. Q.
DUNLOP & CHAPMAN, Pembroke, Ont.

STOCK OIL & GREASE CO'Y
SOLE MANUFACTURERS
59 Common St., Montreal

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.

MACHINERY FOR SALE

1. Circular Saw Mill (heavy) with steam feed, 3 head blocks, to cut thirty feet.
2. Circular Saw Mill (heavy) with rope feed, 2 head blocks, to cut twenty feet.
3. Lane's Patent Lever Set Circular Mill, No. 1, to cut 25ft.
4. Two Law's Shingle Machines.
5. One Iron Pulley 5ft x 16in face.
6. One Iron Pulley 4ft, 2in x 15 1/2in face.
7. One Iron Pulley 8ft x 14in face.
8. 52in Lefsel water wheel, made by Jos. Hall Co'y. good as new.
9. 30 1/2in Lefsel water wheel, made by Jos. Hall Co'y. G. order.
10. 14in Little Giant water wheel, made by J. C. Wilson & Co. Good order.
11. Wood Shaper (heavy) iron frame; wood top, two spindles and counter shaft; in good order.
12. Iron Planer, 28in x 28in x 8ft. Good order.
13. Iron Turning Lathe 28in x 14ft bed. Good order.
14. Iron Turning Lathe, rod feed, 8ft bed x 12in. Good order.
15. Iron Turning Lathe 15in x 8ft bed, screw feed; fair order.
16. Heavy Iron Boring Lathe 42in in gap x 8ft bed. Good order.
17. Bolt Gutter, cuts from 3/4 to 1in; in fair order.

Paxton, Tate & Co.
PORT PERRY, ONT.

THE MOSARCH BOILER AND HERCULES ENGINE.



(PATENTED) AND HERCULES ENGINE.
A. ROBB & SONS
CELEBRATED
ROTARY SAW MILL.
Guaranteed to Saw Lumber Perfectly Smooth and Even in thickness.
Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.
The 70 horse power can be taken over thorough-est roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Saw Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.
A. ROBB & SONS, Amherst Foundry and Amherst, N.S. Machine works.
ESTABLISHED OVER 40 YEARS.

LUMBER TRUCK + WHEELS.

AGENTS.
The Montreal *

* Car Wheel Co.

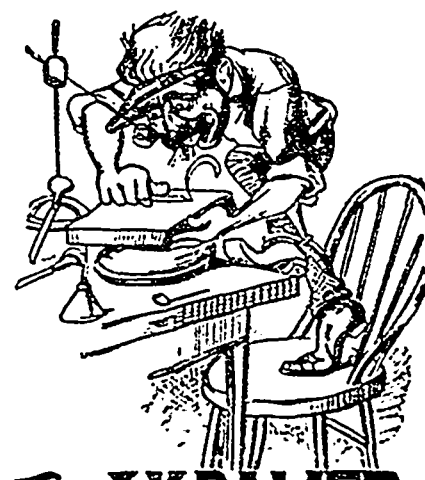
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CHARCOAL IRON CHILLED

RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.
Works: Lachine, Quebec.

WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

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W. J. KRAMER
FINE *
WOOD ENGRAVER
21 MELINDA ST. TORONTO

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of fifteen cents per line, each issue, payable in advance.

SOUTHERN PINE LANDS FOR SALE 41,000 acres of virgin timber with 5 miles of railroad and 11 miles of river front.

WOOD-WORKING FACTORY WANTED. Hepworth station, on G. B. & L. E. Div. of G. T. R. presents a splendid opening for a hard-wood working factory of some kind.

WANTED—A SITE FOR A SAW MILL in a pine limit, to cut by the thousand. Capacity 10 to 12 M. in ten hours.

MACHINERY FOR SALE

LIST of woodworking machines for sale by H. W. PETRIE, Brantford; branch opposite Union Station, Toronto.

SAW mill outfit, Waterous direct action, at a bargain.

SEVERAL second-hand saw rigs, two, three and four block.

A FINE 66 in. inserted-tooth saw, also 52 in. do.

ONE new eclipse saw mill with all late improvements.

ONE saw gummer, Disston make, Philadelphia.

ONE set of hoop machines, American make.

CANADIAN agent for the celebrated Winnie hoop machinery, catalogue free.

ONE drag saw rig, Waterous Engine Company make.

ONE hub turning lathe, American build.

ONE automatic handle lathe.

BROOM handle lathe with wood frame, cheap.

ONE set of spoke machinery, Fay & Co. make.

GOLDIE & McCULLOCH stave cutter, set equalizing saw, &c.

ONE Blanchard spoke lathe, Fay & Co. make.

ONE new axe handle lathe.

ONE lot Ewart chain belt good as new with sprocket wheels.

4 POLE road cars, also a number of lumber cars.

ONE self feed lathe machine, Waterous make.

NEW gang lath machine.

ONE Fairbank's timber gauge.

ONE saw mill head block, Galt make.

HEADING turner, Goldie & McCulloch make.

ONE single edger with frame work.

NO. 2 large size smallwood shingle machine.

DOUBLE edger Waterous Engine Co. build.

ONE Drake's patent self feeding parallel shingle edger.

DOUBLE block shingle machine, Pierce make, 40,000 capacity per day.

TWO Half self acting shingle machines, Goldie & McCulloch makers.

TWO smallwood shingle machines, Waterous make.

FOUR Laws patent upright swing shingle machine.

ONE Doherty swing shingle machine.

DRAG saw machine, Goldie & McCulloch.

TWO new shingle packers, All iron.

SHINGLE jointers, 2 4 and 6 knives.

ONE new No. 3 Rogers saw tiler and gummer.

ONE 66 inch Warren turbine water wheel, Goldie & McCulloch, builders.

45 inch Lefell.

45 inch Warren turbine in scroll case.

45 inch Sclater.

45 inch Improved turbine water wheel.

PAIR of Sampson turbine wheels, 42 inch. run together.

42 inch Sampson turbine.

TWO 45 inch Lefells.

35 inch Lefell.

41 inch Little Giant

30 1/2 inch Lefell.

30 inch Sclater.

30 inch Burnham.

25 inch Lefell.

24 inch Turbine by Whitlaw.

21 inch Archmedian.

20 inch Lefell.

25 inch Vulcan in close case, Port Perry make.

24 inch Lefell.

15 inch Archmedian in close case.

17 1/2 inch Lefell.

10 inch brass wheel in iron close case.

WATER wheel governor, Galt make.

MY new list is just out of press, send for it.

FULL particulars regarding any of above machines sent on application. Address, H. W. PETRIE, Brantford, Ont., Toronto branch opposite Union Station.

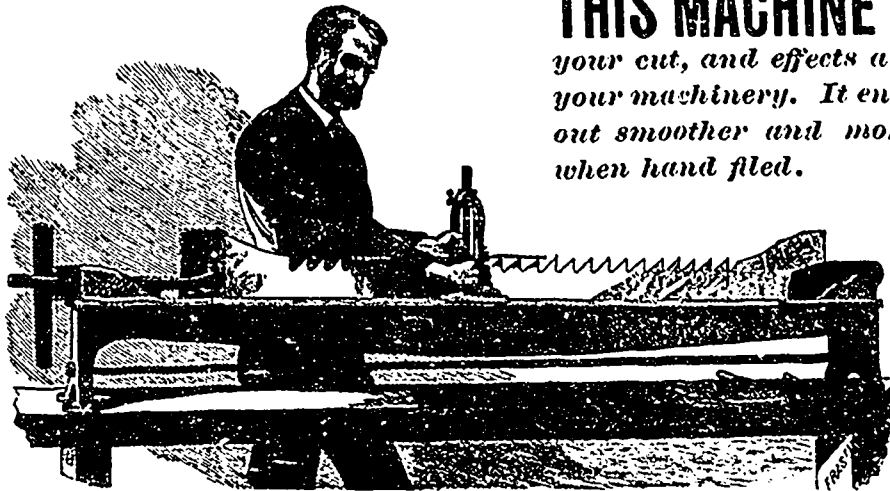
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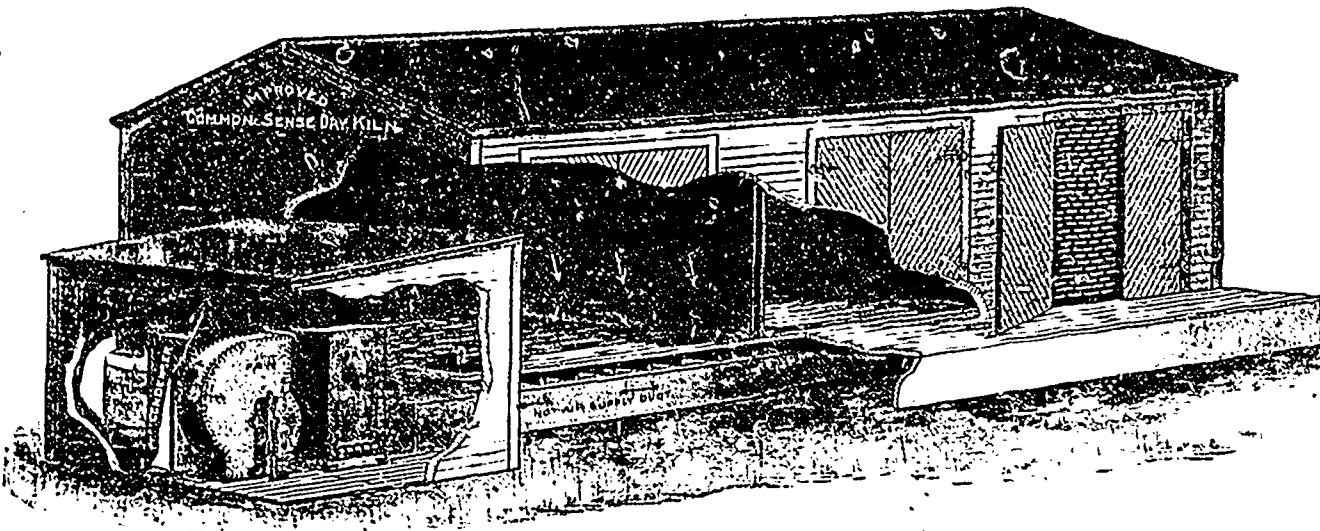
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