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THE CANADA LUMBERMAN.

VOLUME IX. }
NUMBER 4. }

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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.

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

Special correspondents in localities of importance present 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 ten 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.

MR. DACK has introduced a bill into the Ontario Legislature, to amend the act to encourage the planting and growing of trees. The bill provides that the Lombardy poplar be added to the list of trees regarding which municipal councils may grant a bonus for each tree planted on any highway. In many sections of the province the Lombardy poplar is largely cultivated. The act now on the statutes includes the following trees: Ash, basswood, beech, birch, butternut, elm, hickory, maple, oak, pine, sassafras, spruce, walnut or white wood.

LUMBERING and mining have received little attention heretofore in Eastern Kentucky, notwithstanding that it has long been known that a large section of country lying between Salt Creek and the Big Sandy River is rich in hardwood timber, coal, iron ore, &c. Recently New York capitalists have subscribed \$17,000,000, \$6,000,000 in cash having been paid on account, for building two railways through the coal fields and hardwood land of Eastern Kentucky, to connect with the railroad system of South Virginia. On one road 7,000 hands are at work. The capitalists own 5,000,000 acres of mineral and timber lands.

MR. J. B. CHARLESON, superintendent of forest rangers on the upper and lower Ottawa, has laid his first annual report before the Quebec Legislature. The report was made up on the 10th of December last and complains of great opposition to the new system from the lumber manufacturers, great difficulty in obtaining returns from them, and serious losses to the revenue in consequence. As time grows apace we have no doubt but matters will move more smoothly between Mr.

Charleson and the lumbermen. Mr. Charleson thinks that he is quite safe in promising a revenue of \$600,000 from his district this year. He estimates that fewer logs will be made this year, but that a large quantity of square pine will be taken out.

SOME thirty years ago an English Land Company obtained three hundred and fifty thousand acres of wild land, chiefly in the county of Haliburton. The Company ultimately failed, and the land passed into the hands of several gentlemen of Toronto and Peterborough. Messrs. Lockhart & Gordon of Toronto, J. M. Irwin of Peterborough, A. Nevius of Haliburton, and H. O. Leas of Lindsay, are now seeking to be incorporated as a company. The lands are heavily timbered, chiefly pine, which the company intend to operate as the means of conveying the lumber to market are excellent. The County Council of Haliburton, however, are petitioning the assembly not to grant the incorporation, but that the Crown should repossess itself of the lands, and administer them to other crown lands.

THE Commissioner of Crown Lands Bill now before the legislature is a matter of great importance to both lumbermen and settlers in the new districts, as it provides an easy and inexpensive method of settling all disputes in the future which may arise between them. It sets forth that where it is claimed that any incorporated company which has had confined upon it the powers authorized by "The Time Slide's Companies Act," or similar powers, or that any incorporated company, or any mill owner or other person has caused damage to the land of any person by overflowing the same, and it is alleged that such damage exceeds the sum of \$20 and not more than \$500 is claimed, such person may apply to the judge of the district or county court or to the stipendary magistrate to determine the claim upon the provisions of the Act. The Act applies only to the Districts of Muskoka, Parry Sound, Nipissing, Algoma, Thunder Bay and Raaney River, to the Provincial County of Haliburton, to the Electoral Districts of East Victoria, East Peterborough, North Hastings and North Renfrew, and to such other counties or electoral districts or parts of the same as the Lieutenant-Governor may by proclamation from time to time determine.

THE reason of circular cross-cut saws chattering in work may arise from a variety of causes, such as employing a saw arranged with a considerable amount of set for soft or green wood, and then using it for dry, harder, or curled-grain wood. Running a saw too fast, improper setting of the teeth, packing, &c., may also cause it. Referring to the question of cross-cut saws in particular, these should, in the first place, run something faster than rip-saws, as the action of the saw is essentially a severing or cutting one, and is more difficult than a ripping saw, which partakes more of a splitting action. A speed of about 10,000 ft. per minute at the periphery of the saw may be accepted as a standard speed for general purposes. The teeth should be kept in first-class condition and sharp. In the ordinary fleam tooth used for cross-cutting all the teeth are alike in shape and sharpening, and when in use there is nothing to clear away the sawdust, as in a ripping saw, consequently the teeth become sprung from the resistance of the sawdust in the kerf and produce rough market work and an increased difficulty in forcing the wood through the saw. In working soft wood the difficulties of the crowding of the sawdust in the kerf are, of course, not so pronounced as in hard or curly wood.

THE celebrated case, Scott v. Benedict, which involved the title to 140 square miles of timber limit in Peterborough county, Ont., after many years of costly litigation, was settled by mutual agreement on March 2nd. The settlement gives the limits in question to the Peterborough Syndicate, composed of Messrs. Geo. A. Cox, J. B. McWilliams and T. G. Hazlitt. The lands are situated in the townships of Cavendish, Harvey, Sherbourne, &c. and are valued by experts at over half a million dollars. The limits admit of at least a cut of ten millions a year for twenty years, and to meet the demands of manufacturing this timber in Peterborough new mills will have to be added to the present cutting capacity. Eminent council were engaged on both sides and the agreement entered into finally and for ever settles the case, all parties to the suit signing the judgment based upon the agreement arrived at.

ENGLISHMEN as a rule are somewhat slow in adopting American ideas and the more so when it comes to reducing them to practice. It certainly seems novel to us on this side of the Atlantic to read the following in a London trade journal:—"The Manchester Ship Canal, as a means of consumption, is likely to largely exceed original expectations, for we find that the contractor for that great work, together with Mr. Leader Williams, the chief engineer, are erecting little wood-built villages all along the line from Manchester to the spot where the canal enters the Mersey, a distance of about thirty-four miles, wherever the works are too far distant from a town or village, a wooded village is erected. The first village erected close to the Mersey—holds about six hundred people, old and young included. The houses are strongly built, and as neat as pins, and as dry as tinder, and the rents are about a shilling a week for each room, there are also schools and chapels. Now thirty-four miles of wooded villages, say two miles apart, with churches, chapels, and schools improvised of the same material, as is done in America, and running at the first start into six hundred inhabitants, must absorb an unusual quantity of the supply of timber brought forward, and this alone would justify a considerable increase of importation, both on our west and east coast, to each of which the Manchester Ship Canal is easily accessible. This, at any rate, opens a new door for the trade, and will no doubt help off the Liverpool importation this year with more than customary expedition."

MANITOBA is becoming interested in the question of her public timber supply. The principal source of supply at present is the Lake of the Woods, where mills are already situated with a capacity of about fifty million feet annually. A considerable portion of the logs cut at these mills are taken from the American side, and should the United States government at any time stop the importation of logs from Minnesota to the Canadian mills, such a move would greatly curtail the timber available to the Lake of the Woods, and prove to be a serious blow to the Northwestern Provinces. There is a stretch of wooded country, about 400 miles in length, lying between Lake Superior and Winnipeg, but the growth is small and very little of it is suitable for timber, the amount of good pine being limited. About 10,000,000 feet of lumber is annually cut on Lake Winnipeg, but with a largely increasing population in the prairie region west of Winnipeg the better classes of timber would be soon exhausted. There is some good timber in the northern portion of Manitoba, and the Riding Mountain territory furnishes about 2,000,000 feet of lumber annually from the southern and western slope. There is an abundance of lumber in Alberta, and but little in Saskatchewan and Assiniboia, but

naturally Manitoba should get her supply of lumber from the Red Lake reservation timber and the surrounding country. High freights preclude the shipping of lumber from the Rocky Mountain region and British Columbia, where there is timber in great quantity and of fine quality, and if the British provinces are to develop, it is plain to be seen that an arbitrary line should not be permitted to stand in the way of their future development, for without an abundant supply of good timber furnished at reasonable prices the development of the prairie regions will be necessarily slow. The interests of the British provinces evidently lie in the direction of the repeal of the export duty on logs, and the cultivation of amicable relations with their American cousins, so far at least as the lumber question is concerned.

THE question of forestry, we are sorry to say, does not occupy the position in Canada which its importance demands. Valuable wood lands in the past have been ruthlessly destroyed, causing a dearth of timber in some parts, as in the Province of Quebec for instance; and some steps should be taken by the Dominion Government, not only to prevent the wanton destruction of timber but to encourage its further development. The government holds the wood lands of Canada in trust for the people, and it is the duty of the government to look after them. Not only where forests are nearly cut off should they be made again to grow, which can be done by proper treatment; but trees should be planted from time to time in all districts where timber is scarce, and the government should take the necessary steps to see that it is done and not leave it to the settler or the farmer. To this end it should try and create forests in the Northwest where timber is not only scarce now but is bound to be an important factor in the future. The cost of experimenting would not be great, while the benefits to be derived in the future would be incalculable. In looking after forest lands their management ought to be classified, and limits should not be forced upon the market.

HON. Mr. Haggart's bill recently introduced into the House proposes some radical changes in the postal service. The postage on letters remains the same, and the increasing of the weight to one ounce instead of half an ounce as formerly is a useful change; but this is more than counterbalanced by increasing the rate of drop letters to two cents. This would entail a vexatious burden upon merchants and others, and is a move for which the public is hardly prepared. In matters appertaining to the public service no backward steps should be taken. If instead of increasing the weight to one ounce, the reduction of postage to two cents had been made, it would have met with the general approval of the public. The objection that the revenue is now much less than the expenditure, is met with the argument that the enhanced increase in the number of letters sent would more than make up the loss as proved to be the case in the United States. The subjecting of magazines and other papers published less frequently than once a week to a postage rate of one cent a pound, smacks too much of a tax upon knowledge, and therefore ought not to be entertained. It is too late in the day to recur to a system imposing taxes upon the diffusion of knowledge in a free and enlightened country.

THE question of getting rid of the refuse of the saw mills without entailing considerable expense is one which has bothered the lumbermen a good deal. It is a well known fact that the shavings and sawdust deposit in many of the Canadian streams has been such a nuisance to navigation, that the government has been obliged to take cognizance of the evil and compel mill owners to dispose of it in some other way. Instead of its being a source of expense to lumbermen it ought to be utilized, and thereby converted into a source of profit. In this age of invention we aver that ere long all the saw mill refuse will be so utilized and put to some profitable use. An ingenious individual out in Minnesota comes to the fore, and claims to have devised a scheme whereby he can turn all the sawdust into a merchantable fuel which can be readily handled, and

which may take the place of coal. We believe this can be done, and done profitably. The experiment of making paper from sawdust at Ottawa, from what we can learn, has proved a success; and though the machinery used in its manufacture may seem to be somewhat expensive on the start, yet the paper can be manufactured and sold at a reasonable profit. This is not only a move in the right direction, but it also serves as a pointer to the proper way of getting rid of the troublesome question—and the sawdust too.

THE report of the Minister of the Interior contains some very interesting statistical information as regards timber and lumber in the west. The gross revenue from which at the Winnipeg Agency was \$45,558.52, as against \$45,611 for 1887, the quantity of timber manufactured in 1888 was 17,409,136 feet B. M., which, compared with 1887, shows a decrease of 2,710,227 feet, while the quantity sold was 22,349,589 feet, an increase of 5,127,568 feet over the preceding year, the stock on hand being replenished from lumber manufactured from American logs. There were imported from the State of Minnesota and manufactured at Rat Portage, Keewatin and Winnipeg about 21,000,000 feet B. M. The Crown Timber Agent for the Winnipeg district reports that the importation of these logs has had the effect of keeping down prices of lumber to a reasonable figure. The prices of sawn lumber averages \$2 per M feet higher than in 1887, caused by a combine of the manufacturers at Rat Portage and Keewatin. During the year 1888 no lumber or other wood produce has been shipped from this district to the United States. In this district there are 26 saw mills, 4 being water mills, the remaining steam, the sawing capacity of the 26 being 526,000 feet B. M. per day. There were manufactured in the district during the year, 17,409,136 feet of lumber B. M.; 3,147,000 shingles, and 1,378,500 lath. Three mills were not working in 1888; one timber berth was abandoned and two cancelled.

THE report of the Commissioner of Crown Lands for Ontario for the year ending 31st December, 1888, has just been issued. From the report we learn that during the year there were sold 54,267 acres for the sum of \$78,448.33, and the collections on account of land sales were \$99,259.24, which includes payments on account of former sales. The total collection for the year from woods and forests was \$1,316,139.09, which includes \$748,865.34 paid on account of bonuses, leaving the collection of ordinary revenue for the year to be \$567,273. There was paid to fire rangers \$17,854.53, besides \$6,258.55 paid on account of this service for 1887, one half of which is refundable by the license holders. The report says this service continues to give satisfaction to those availing themselves of its provisions, and it is being extended over a wider area every year. It was inaugurated in 1885, in which 37 rangers were employed upon various limits. In 1886, 45 were employed, in 1887, 55 were employed, and in 1888 there were 70. Although the summer was not so dry as the one preceding, yet extensive bush fires took place, notably in the Georgian Bay regions, on the Bonnechere and Petewawa Rivers, in the Ottawa country, and the Nipissing country. The rangers and lumbermen were asked, as usual, to report the quantity of timber damaged, the quantity likely to prove a total loss, and, generally speaking, the causes of the fires. The information thus gathered shows about seventy-five distinct fires; timber damaged one hundred and sixty millions of feet, of which not more than ten or fifteen millions will prove a total loss. The principal cause of the fires is given as the result of setting out of fires by settlers in the process of clearing land for cultivation and carelessness as to the surrounding circumstances. The fires on the Bonnechere and Petewawa were very dangerous, as they bordered on dense pineries, and it was only by a systematic fight and considerable expenditure they were kept from spreading, in which event the loss would have been incalculable. Under the Free Grants Acts there are 133 townships open for settlement. During 1888, 842 locations were made on 100,002 acres of land, 74 locatees purchased 2,797 acres, and 523 patents were issued to locatees. Under the mining laws 5,542 acres were sold and patented in the

Districts of Algoma, Nipissing, Rainey River and Thunder Bay, applicants having filed surveyor's plans, field notes and descriptions of the locations. On colonization roads there was expended \$112,273. Two hundred and twenty miles of new road were constructed, 333 miles repaired, 30 new bridges were built and many old ones were repaired. The statement of timber and amounts accrued during the year is as follows; Area covered by timber license, 16,934 square miles, timber dues, interest and trespass, \$859,131.22; ground rents, \$58,893.83; and bonus, \$769,990.34; making a total of \$1,688,015.39. The following are the principal kinds of woods from which the revenue accrued: White pine sawlogs, 6,364,650 pieces, 699,581,000 feet B. M.; other woods, 36,684 pieces, 2,862,000 feet B. M.; square white pine 52,640 pieces, 2,923,332 cubic feet; square red pine 11,486 pieces, 433,256 cubic feet; boom and dimension timber 228,524 pieces, 41,177,000 feet B. M.; railway ties 761,346 pieces; hemlock 449 pieces, 21,496 feet, and cedar 363,441 lineal feet.

THE Montreal and Ottawa Boom Company applied to the Dominion Government for articles of incorporation, subject to the provision that the "Company shall on any part of the River Ottawa, from the Chaudiere Falls at Ottawa to the north-westerly end of the Island of Montreal and either on one or both of the channels to the northwest of the said island and on the shore adjoining the said extent of the said river and the islands therein, have power to purchase or acquire any wharves, piers, slides, dams, booms, or other improvements in the said part of the said river, and to construct and maintain any dam, slide, wharf, pier, boom or other work necessary to facilitate the transmission and towing of rafts, timber, railway ties, cedars and sawlogs down the Ottawa River, and to blast rocks, dredge or remove shoals or other impediments or otherwise improve the navigation of the said river upon payment of compensation to any individual injured thereby." The introduction of the bill brought about considerable discussion in the Ottawa district, and much opposition to the formation of the company; although there were safeguards in the Act to protect the public interests. The gentlemen applying for the bill represent the Ottawa lumber interest and consist of Messrs. Claude McLachlin, F. W. Powell, G. B. Pattee, J. R. Booth and Hiram Robinson. The lumbermen deemed it necessary that a company be formed to protect their extensive business on the Ottawa, as works are necessary to facilitate the passage of rafts and logs; and to this end they seek for power to construct such works and control them and charge common tolls, so that without confusion they can facilitate their joint business and enhance their interests. It was claimed by the opposition that the lumbering interests in the river were amply guarded by existing laws. Mr. Girourd, who had charge of the bill, finally asked permission to withdraw it, as the bill had not been properly framed and did not correctly describe the powers desired by the company. The wording of the bill made the company appear to ask power over the whole of the Ottawa River, which they did not desire; all they wanted was power to boom at the foot of the Carillon rapids, and at a point north of the Island of Montreal. Next year the bill will most likely be re-introduced in a modified form.

MR. HOTCHKISS, United States Consul at Ottawa, has addressed a very interesting report to the Senate department at Washington, treating upon the comparative forest resources of Canada and the United States. In his report he seeks to refute the prevalent idea which prevails on the other side of the line that Canada is a vast forest of pine. He places the limits of the pine region as lying between the 73rd and 90th degrees of latitude, and practically ceasing at about the 47th degree of longitude, an area of 150 by 300 miles; comparatively a small area of virgin territory remaining. The forests of Canada first undergo a system of cutting out all the superior timber for the English market, a practice which reduces the quality of the remainder so low as to find a market in the United States and Dominion only. The consul says the timber is much

smaller than in the United States, and tree for tree the American soft woods will produce double the lumber of the Canadian and of a far superior quality. The quantity of pine in the States is fully equal to that in Canada, and the available soft woods in the States are white wood, basswood and white hemlock, all of which are fully equal to the pine for mechanical and economic uses. He says the quantity of standing timber of such varieties is enormous, and may be placed at twenty millions to Canada's one. Canada has practically no soft wood but her pine, but the States have an abundance of hardwood consisting of cherry, oak, hickory, walnut, gums, chestnut and yellow pine. Mr. Hotchkiss, who appears to be thoroughly conversant with the lumber industry, speaks of the fire-killed pine of Canada and says that with no export duty to keep it back, the Provincial governments can realize hundreds of thousands of dollars by the sale of this class of timber to the millmen of the States, to be cut up into boards for the use of the box industry which consumes not less than five hundred millions of feet annually. The United States government remit 90 per cent. of the \$2 duty on proof of exportation of the lumber in the boxes, if the lumber is saved in Canada, and admits the logs free of duty.

THE amount of timber manufactured in the Province of Quebec during last season, as given in the report of the Commissioner of Crown Lands for that province, is as follows:—Areas under licence renewed during the year 41,584 square miles; white pine 17 inches and over in diameter 787,766 pieces; white pine under 17 inches in diameter 1,507,246 pieces; spruce, 959,703 pieces; hardwood and cedar, 3,689 pieces; small pine logs 96,084 pieces, and 18,240 standards. Pine &c. @ \$1.30 per M. feet B. M. is given at 8,674 pieces and 684,559 feet B. M.; spruce &c. @ 65 cents per M. feet B. M. 229,645 pieces and 19,149,333 feet B. M. White pine 9,378 pieces containing 415,283 cubic feet; red pine 3,426 pieces, 105,830 cubic feet; tamarac 4,082 pieces, 141,748 cubic feet; elm 1 piece, 39 cubic feet; hemlock 3 pieces, 85 cubic feet; ash 34 pieces, 855 cubic feet; spruce 497 pieces, 9,681 cubic feet; birch 225 pieces, 4,196 cubic feet; cedar 183 pieces, 2,588 cubic feet. Boom and dimension timber is given at 14,569 pieces, 482,191 lineal feet, and flat and small timber at 16,811 pieces, 828,442 lineal feet. There were also produced of rails 18,994 pieces; pickets 37,712 pieces; railways ties 166,314 pieces; telegraph poles 9,040 pieces; shingles 2,881½ thousand; battens 1,944 pieces; hemlock bark 902¾ cords. Firewood: hard 2,666½ cords; soft 1,676¼ cords. Pulp and other wood 471 cords; cedar 2,250 cords; white birch 2,276 cords. The amounts collected from the Crown Lands of that province during the fiscal year were: Interest \$3,872.54; trespass and charges \$3,725.37; timber dues \$447,200.87; ground rents \$141,549.88; transfer bonus \$2,315.03, making the total amount collected from all sources during the fiscal year ending June 30th 1888, \$598,663.69.

AT London, Eng., a firm tone still prevails in the market, and there is no sign of any slackening in prices, with regard to the future there is no cause for anxiety, either as to prices or excessive supplies. A good and steady trade has been doing in American black walnut both in logs and lumber. The former have been selling freely and improved prices have been obtained owing to their being but a small amount upon the market. The demand for American whitewood is very active, and is likely to increase as the stocks on hand are light. Canadian pine deals are largely reduced in stock, and prices have an upward tendency. The stock of spruce is small, and high prices are ruling for forward delivery. Denny, Mott & Dickson's wood circular under date of March 5th says: "Merchants on this side have generally had to recognise the soundness of the reasons advanced by the Quebec shippers for the enhanced value for next season's shipments, so that consumers would do well to secure the few remaining landed parcels of oak and yellow pine, which can only be replaced at higher figures." Farnworth & Jardine's Wood Circular, Liverpool: "Canadian

yellow pine lumber, both waney and square, have moved off slowly, red pine has been in fair demand, there is no change in value, oak, in the log, has moved off more freely. Considerable spruce has been sold on contract for the coming season."

It will be a matter of surprise to a great many to learn of the recent assignment of Christie, Kerr & Co., the well known lumbermen of Toronto. This is one of the oldest and most respected lumber firms in Canada, and as wholesale dealers, they have perhaps handled as much, if not more lumber than any other firm in Ontario, and in their trouble they have the sympathy of the entire trade. The primary cause of the trouble, so far as we have been able to learn, dates back to the failure of the Michaels Bay Lumber Co. last fall, a concern in which Mr. Christie was the principal. The Michaels Bay Lumber Co. had become mixed up in the Central Bank affairs which was the primary cause of the failure, but it was thought at the time that their failure would not affect Christie, Kerr & Co., which appears, however, to have been a mistake. We have not been able to ascertain the amount of their liabilities and assets, but it is thought they will be able to resume business. We hope their embarrassment will be only temporary, and in this we only voice the feelings of their many friends.

SPLINTERS.

THE lumber trade at Toronto has been slow for some time past but it is now picking up. Spring orders are coming in freely from both city and country. The prospect for a good trade during the summer is good. Prices are unchanged.

NEGOTIATIONS with Japan for the establishment of a direct money order system and exchange with Canada are progressing satisfactory. The draft of a convention has been submitted by Canada and will, it is expected, be concurred in.

THE Hudson Bay Company's report recently issued speaks of more lands being sold in 1888 up to November 1st than in the whole preceding five years; and the returns from other sources show that this increased demand is fairly good.

WE are in receipt of a business card from Messrs. Burland & Co., wholesale lumber dealers, Church St. Toronto. This firm has recently gone into business. Mr. Burland has had a large experience in the lumber business and we wish the new firm every success.

LARGE numbers of immigrants are constantly arriving in Winnipeg, principally Canadians from Ontario. The people are nearly all farmers and the most of them intend taking up land in Manitoba, only a few of them having decided to locate in the Northwest.

THE local industries of St. John, N. B., have been enjoying a fair share of prosperity, as lumber is commanding a high price; and so long as the present rate of freights is maintained there will be a good feeling in business circles, for the shipping interest of St. John exceeds all others in importance.

HON. Mr. Cockburn in the debate on the budget said: "In the matter of lumber Canada shipped to the United States between 50,000,000 and 70,000,000 of Spruce for South America. The government had brought forward a measure to foster trade with China direct because this trade was now assuming large proportions."

THE weather has been remarkably mild during the month throughout the West and Northwest. At Port Arthur they are looking for an early resumption of navigation, and in some parts of Manitoba farmers have commenced seeding. In many places building has already begun in earnest, in the West, and with the great influx of well-to-do immigrants better times may be looked for.

THE recent announcement in the Imperial Parliament that seventy new ships of war would be built within five years at an expense of \$105,000,000 is bound to give a great stimulus to the iron, steel and shipbuilding industries. Thirty-two out of the seventy ships are to be built on the Tyne, the Clyde, the Wear, the Tees, at Barrow and at Belfast, at a cost of \$50,000,000. The timber importers of Great Britain, will to some extent, be benefited by the expenditure.

WE acknowledge the receipt from the Dodge Wood Split Pulley Co., 89 Adelaide St. Toronto, a special number of *Power and Transmission*, a journal published at Mishawaka, Indiana, by the Dodge Wood Co., devoted to manufactures, mills science, arts and invention. The special number, is devoted entirely to the manufactures of the Dodge Manufacturing Co. The Canada firm will occupy, this month, their new extensive factory at West Toronto Junction, a full description of which will be given in a future issue of THE LUMBERMAN.

THE new State of north Dakota will soon be called upon to defend its people against a serious accusation. The last report issued by the Interior Department of the Dominion states that for some years past the people of Dakota "have been accustomed to supplement their inadequate fuel supply by systematic stealing from the public lands on the Canadian side of the boundary." So extensive have been the American depredations upon Manitoba timber, it has been deemed necessary to detail a detachment of mounted police for service along the boundary between Manitoba and Dakota.

DURING the past year quite an impetus has been given to the lumber industries of British Columbia, owing to the increased demand for timber for finishing purposes, and the result is that several new lumbering schemes are in course of development. Eastern shipments now form quite an item in the local trade, as there is a growing demand for fine grained fir and cedar. The fir cut in the coast mills, is similar to the Puget Sound fir, and is procured along the coast of both the mainland and Vancouver Island, for a distance northward from the international boundary of about 300 miles.

EXCHANGE ECHOES.

Timber Trades Journal, London, Eng.

There is no doubt the recent large importation of American lumber and other cut stuff has been a great blow to the London saw-mill trade, producing a ruinous competition among themselves, which has affected old and prosperous private firms and limited companies alike. It is not surprising therefore, that there are rumours of a federation or amalgamation of saw-mills, which would be an advantageous thing for those engaged in the business, and if nothing more than a fair working profit were agreed on, it would probably not meet with great opposition from the timber trade.

Manitoulin Expositor.

Next to Sault Ste. Marie, Little Current is the most important point in Eastern Algoma. Its situation on the only navigable channel at this point makes it the key of the Georgian Bay. It has a population of 700, and is the largest milling place in Algoma, having three large saw mills and sash and door factory. The annual output of lumber from these is about 20,000,000 feet. Little Current is the terminus of a projected railway which will be completed inside the next three years; and is the feeding point of the Manitoulin Island which is nearly as big as Scotland and capable of supporting a population of 150,000.

PUBLICATIONS.

WE are in receipt of an elegantly gotten up Quarterly entitled "*Homes of to Day*" or "*Moderate Examples of Moderate Cost Houses*." It is well illustrated giving styles and cost of building modern houses, and is just the thing for contractors and builders, also for those who contemplate building residences. The second volume commences with the January number, price one dollar per year. Published by Frank L. Smith, Architect, 22 School St., Boston, Mass.

THE LUMBERING INDUSTRY OF QUEBEC.

The Government has had printed and distributed to the members of the Legislature and of the Press Gallery, the first annual report of Mr. J. B. Charleson, Superintendent of Forest Rangers, which contains a great deal of information of interest to the lumber trade and several suggestions affecting it.

Referring to the revenue of the Crown Lands Department from the Ottawa district for the last year, Mr. Charleson says:—

"The total revenue estimated by me from this district was \$497,443.00, and I am happy to be in a position to say that the amount has exceeded my estimate as I hoped and expected it would; the returns now showing a total of \$574,147.00 for stumpage dues alone. The report of 1885, which I now have before me, shows that on the Upper and Lower Ottawa the output was 2,425,500 logs and 524,983 feet of square pine; this is as near as possible to my March estimate which was, as already stated, 2,482,000 logs and 350,000 feet of square pine, but, in making that estimate, I took all logs from 9 inches; while, in 1885, none were taken below 12 inches, so that the average should have been much higher than in 1888. In fact I consider that the larger average in 1885 should more than equal the slight difference in the number of logs existing between my estimate of March last and the report of 1885. Now, I then estimated an output of 377,264,000 feet, yielding \$490,443.00 and \$7,000.00 for square pine, or a grand total of \$497,443.00, while in 1885 on an equal number of logs, for I repeat that the shortage in number of pieces in 1885 was more than compensated by the larger sized logs in that year, there was only collected in this district \$292,758.44. In order to make a fair comparison, however, there must be added to this last amount the 18 per cent. increase in stumpage, amounting to \$52,696.52 and 534,983 feet square pine at 2 cents, equal to \$10,499.56, or grand total of \$355,954.62 for 1885; or a difference of, say in round numbers \$141,489.00 in favor of 1888."

Mr Charleson also makes a number of suggestions in regard to the prevention of frauds upon the Government in the matter of dues.

Mr. Charleson says:—"I would now take the liberty of recommending that some system of fire ranging in the pine sections of this Province be established; our rangers might act as the government fire rangers and the lumbermen appoint as many more; the government to pay one-half and the lumbermen the other half of the cost; the superintendent of forest rangers might also act in the same capacity over the fire rangers. This system is in vogue in Ontario and gives general satisfaction, costing only \$9,000 per annum to that Government. The lumbermen in my district have expressed themselves as willing to follow Ontario's example."

The report further says:—"I now strongly recommend that some means be found to make it necessary that all log cutters should have to pass an examination as to their knowledge and proficiency in that line. They should have a general idea of the sawing of logs and the proper reduction to be made in the case of "hollows" or "crooks." If this was done these men would become more independent of the licentiates, as proficiency would then be the test and not as now, in many cases, ability to reduce jobbers' logs. A board of examiners, comprised of two mill owners and the superintendent of the Forest Rangers for the district seeking the services of the cutters should be named, and then, having passed such an examination, the log cutter would feel a professional pride and his oath of office be a guarantee that the work would be faithfully performed."

Respecting the operations of the present year Mr. Charleson says "I estimate that fewer logs will be made this year than last, but a larger quantity of square pine will be taken out. I consider, however, that I am quite safe in promising \$600,000 revenue from my district for this year.

Explorations in British Columbia.

At a meeting of the Royal Geographical Society held recently in London, Rev. W. Spots, read a paper on "Explorations in the Glacier Regions of the Selkirk

Range, British Columbia, in 1888." In describing the journey from Winnipeg to the Rocky Mountains by the Canadian Pacific Railway the lecturer said:—"The forests of the Selkirks consisted principally of Douglas fir, cedar, spruce, hemlock, and balsam. Roughly speaking, he had enumerated them with regard to elevation; the balsams, resembling our silver firs, as a rule being nearest to the snow line. They all attained huge dimensions, cedars eight feet in diameter being frequently met with, and they often grow so close together that he could not pass between their trunks. Fires had made havoc with these forests from time immemorial; lightning and spontaneous combustion caused by friction had no doubt done their work. The Indians were known to have burned the forests for the purpose of producing a good crop of berries on the undergrowth in the ensuing year. It was much to be feared that the fate of the most useful portion of these forests, that near the railway, was now sealed, for the destruction wrought by sparks from the engine, and by neglected camp fires, was of too constant occurrence for even the wonderful recuperative powers of the vegetation in these regions to stand against it.

When the trees first caught fire the flames ran wildly through their tops and lighter branches. The smouldering away of the trunks was an after process, and often took a long time. Sometimes the fires were extinguished by rain before the process was complete, so that in the midst of the living forest numbers of guant charred trunks stood up as monuments of fires that occurred years ago. These rotted slowly, and usually fell after heavy rains, there never being any wind in these valleys, except an occasional blast accompanying a thunderstorm. Beneath the living trees thousands of prostrate trunks lay piled in every conceivable position, and in every stage of decay. These were, to a certain extent, overgrown by rhododendrons and blueberry bushes, and, in the damper parts of the forest, by the devil's club—a plant beautiful to look at, with large, bright green, palmate leaves, and tufts of coral red berries, but whose thorns if they penetrated the flesh, produced festering sores. Picture the lecturer with a 40 lb. pack on his back, creeping along a slippery, fallen trunk, fending off the devil's club with an ice-axe, wriggling under fallen trees, or eight feet from the ground on the top of them, and the audience would have some idea of what travel in the Selkirk meant. The heaps of boulders above the forest region formed a refuge for a variety of animals, the hoary marmot, measuring about 3 ft. long, being the commonest and most useful from a commissariat point of view.

A Flower-Collecting Animal.—The Sewellel was a strange beast; it, too, lived beneath the boulder heaps, and it had the most wonderful fancy for collecting flowers. One day, when they were ascending a glacier, Movaine, his cousin said to him, "Some one has been here before." He said, "Impossible!" but was utterly puzzled by finding a bouquet of flowers plucked, with their stems neatly together, just as though some child had laid them down. What their particular object in collecting flowers was it was difficult to understand, but he had heard it suggested that it was for making hay for winter use.

The Nation's Forests.

The first step in the effort to provide for the conservation of the forests on the national domain should be the withdrawal from sale of all forest lands belonging to the nation. It will not be necessary to preserve and maintain all these forests permanently, but the extent of forest territory which will be required by a practical plan of forest-preservation and management for our Western mountain regions cannot be at once precisely determined. A thorough examination of these regions, and of the agricultural country depending upon them for its water supply, will be necessary, in order to show what forests must be retained, and what tracts of timber can be put upon the market without injury to the important interests involved. Until such an examination has been made, none of the forest lands now belonging to the United States should be sold.

The second step should be to commit to the United States army the care and guardianship of the forests

belonging to the nation. There is in time of peace no other work of national defense or protection so important as this which the army can perform, and it is plain that under existing conditions, the forests on the national domain will not be—indeed cannot be—adequately guarded and protected by other means. The measures which have been tried, including those now in operation, or nominally in operation, have proved almost entirely ineffective. The forests on the public lands are pillaged by settlers, and by the employees of railroad and mining companies, without scruple or limit. Other instruments will have to be employed if the forests are to be preserved. Their complete and final destruction, with that of the soil which sustains them, is, under the present system, or want of system, only a question of time, and of a very short time.

The officers of the United States army are educated by the nation for its service, and they constitute a body of men not equalled by any other in our country in their equipment for guarding and protecting the great forests regions belonging to the nation. They possess every kind of fitness for this kind of work in greater degree than any other class of men, and if authorized by law to undertake this service they would have the power and the means necessary for its performance, while everybody else is at present inevitably powerless and incapable. As there is likely to be very little work for the army hereafter in the care of the Indians, it will be available for this service of guarding the national forests. The work can be done well by the army, and it would cost nothing, or very little, while any other plan would necessarily be both ineffective and costly. This guardianship and defense of the nation's forests by the army of the nation should be continued and maintained until a sufficient number of adequately trained and equipped foresters has been provided by the national government for the administration of a complete and permanent system and policy for the management of the forests on the public domain.

This brings us to consider the third step. This should be the appointment, by the President, of a commissioner to make a thorough examination of the condition of the forests belonging to the nation, and of their relation to the agricultural interests of the regions through which the streams flow which have their sources in these forests, and to report, with the facts observed, a comprehensive plan, for the preservation and management of the public forests, including a system for the training, by the government, of a sufficient number of foresters for the national forest service.

The commissions should determine what portions of the existing forests on the public domain should be permanently preserved, and in what manner the remainder should be disposed of. The national forests can be so managed that they will be perpetually reproduced, and will yield forever an abundant supply of timber for the inhabitants of the adjacent country, and a revenue which will more than sustain the cost of the forest service. A National School of Forestry should be established at a suitable place in one of the great mountain forests on the public lands, and its equipment should be as thorough and adequate for its purpose as is that of the National Military Academy at West Point.—*Garden and Forest.*

Logs Floated in the Ottawa River.

The following statement shows the number of pieces of timber and saw logs which passed down the Ottawa river and its tributaries, as reported by the chief engineer of government slides and boom during the fiscal years ending June 30, 1887 and 1888:

	PIECES.	PIECES.
	1887	1888
White pine timber.....	41,109	20,439
Red pine timber.....	5,500	1,927
Boom and dimension timber.....	61,251	3,144
Cedars.....	10,944	14,423
Round.....	2,249	3,377
Tamarac.....	1,951	1,271
Spruce.....	4	651
Oak.....	10	13
Ash.....	71	21
Elm.....	10	5
Basswood.....	29	6
Sawed transverses.....	89	18
Railway ties, equal to in flat timber.....	3,422	2,910
Saw logs.....	3,403,395	3,102,798

The revenue derived from timber dues fell off from \$75,518 to \$61,588, as compared with 1887. In his report to the government the engineer in charge says that

shortly after the spring floods of 1887 the waters of the Ottawa and tributary streams attained a low summer level, after which a protracted period of drought set in, which had the effect of completely drying up many of the creeks and decreasing the volume of water in the Ottawa to an extent never before witnessed by the oldest inhabitants and altogether unparalleled in the history of rafting in this district. Such being the case the late drives of logs and timber were abandoned for the season.

CANADIAN SHIPMENTS OF LUMBER TO LIVERPOOL.

The London *Timber Trades Journal* in reviewing the timber trade of Liverpool for the past year says: With the timber trade, as with most other branches of commerce, the year 1888 opened with nothing to show that there was any probability that its course would differ to any extent from so many of its predecessors. There were no signs ahead from which even the most experienced and sagacious of those engaged in the trade could come to any other conclusion than that it would be of the same dull and sluggish nature. This position was not peculiar to the timber trade alone, for many of the staple industries in the great manufacturing districts of Lancashire, Yorkshire and the adjacent counties were in a similar plight. The amount of business done in this port with the various timber and deal producing districts in the Dominion of Canada for the past year has been upon a larger scale than during the two preceding years. With the exception of a few parcels of timber and ornaments of deals, which were sent on consignment by shippers towards the close of the season, the import was generally upon the timber merchants account, most of whom made their purchases in the spring on f. o. b. terms.

When the past year opened it found this market with stocks of all kinds of Canadian timber, deals, &c., generally within a moderate compass, but with the unfavorable outlook that trade at that time presented the quantity on hand was deemed amply sufficient until the arrival of the spring fleet with fresh supplies. This proved to be a correct estimate, for though there was no great amount of business done during the first six months, a steady drain had been maintained upon the stocks, and when the first arrivals came to hand they found the market in a healthy condition to receive them.

All the first imports of deals and lumber by the usual Montreal and Quebec steamers were upon contract, and these went, in most cases, direct from the vessel's side into the hands of the dealer and consumer, and this was also the case in a great measure with timber in the log brought forward by sailing ship. Though checked in some degree by the increased cost of importation, consequent upon the rise in freights this summer and fall, business continued in a very satisfactory condition, and the close of the season left us with stocks generally moderate, and, in some cases, light in quantity, a healthy demand, and a hopeful prospect for the future.

FREIGHTS.—The great advance in freights during the summer and fall seasons has in no branch of the trade been felt more keenly than in the North American trade. From Montreal to Halifax, N. S., all ports alike have had their share of the trouble in securing tonnage to bring their supplies of timber and lumber to this country. Commencing at about 23s. per load for timber, Quebec to Liverpool, in the spring, they finished in the fall at about 29s. to 30s. per load. Freights per steamers from Montreal to Liverpool, commencing at 42s. 6d. per standard, slightly receded after the first rush of lumber was got away, to about 40s., when, in the middle of summer, they went up with a sudden jump to 51s. 3d. to 55s. per standard, in October they rose to 70s., and finally closed at 80s. per standard, just double what they had been in early summer. All other ports were affected in the same ratio, and we believe, though none of those who contracted for timber failed to get their goods away, several shippers who had contracted on c.i.f. terms for spruce deals were unable to secure the necessary tonnage, and had to pay heavy damages for breaches of contract.

Operations have already commenced for selling goods for next season's shipment the various Quebec shippers, or their agents, being now on the journeys around the coast. Prices are higher than last year, and for this there is little cause for surprise, owing to the enormous increase in the value of lumber lands, their

remote situation, and the consequent increased expenses incurred in getting out the logs and transporting them when manufactured to the steamers for export.

TIMBER.—Yellow Pine.—The commencement of last year found us with a stock in hand composed of 173,000 ft. of square and 187,000 ft. of waney board pine; this, though much in excess of the previous year (in which we had a remarkable shortage), was still much below the customary quantities carried over by this market. The end of it finds us with a still smaller stock on hand, the quantity of square pine being only 136,000 cubic feet, and waney boardwood only 142,000 cubic feet. With every prospect of having a steady demand upon the present available supply, which has to suffice for the wants of the market until July next, these quantities are moderate in the extreme. The official statistics from Quebec show us a wintering-over stock there of only 2,580,501 cubic feet of square pine and 1,226,900 cubic feet of waney pine. Both these are as nearly as possible only one-half of the average quantities in stock in Quebec for the past five years. Not a foot of this is held by manufacturers, all of it having been bought by shippers, who have had to secure it in the face of a possible short cutting to the mildness of the present winter, and to fill the demand made upon them from this country for spring shipment. With regard to waney boardwood the supply to this port for the past season has been principally on merchants account, and the quality generally has been good. The consignments which have from time to time come forward have mostly been of second quality or of inferior descriptions unsuitable or putting into contracts. From good information we believe the supply for the forthcoming season will be moderate, even should the winter prove favorable for logging operations, though this appears doubtful at present; but the difficulty experienced in securing prime cuttings of clean large wood, such as is used by machinists in this country, is becoming more intense than ever.

RED PINE.—This once favorite wood is losing its place, the substitution of pitch pine in most of the purposes or which red pine was once so freely used is still increasing, and is likely to do so. The import, which has been larger than for some years past, has to a great extent been consigned on the market by shippers.

OAK. The supply of oak logs to this market has been greatly in excess of previous years, and amounting as it does to nearly 450,000 cubic feet, leaves us with a stock of about 216,000 cubic feet, or equivalent to an average consumption for eight months. A very large proportion of this is below prime quality, and for which there is only a limited demand, as inferior oak logs cannot compete in price with the American oak cut into special sizes for railway-waggon building and similar purposes. Prices abroad for this wood have also advanced. The stock in Quebec is less than is usually the case, and from reliable sources we learn that the production during the winter will be light.

ELM.—The supply has been about the same as last year, and with the existence of a good and steady demand throughout the season it has, in a large degree, gone direct into consumption. The stock on hand is only 12,000 cubic feet, which will barely be sufficient to meet the wants of the market until the new import arrives. There is great difficulty in Canada in procuring growing elm in any considerable quantity, and with a stock in Quebec of less than one-half of last year's there is every probability of prices on this side ruling high for next season.

ASH.—Has been sent forward upon this market too freely, a large proportion being consigned shipments. Some of these were large-sized logs of prime quality, yet the prices obtained would not be satisfactory to the shipper. The stock appears to be sufficient until the new import arrives.

BIRCH.—The import of logs during the year has been large but has not been in excess of the wants of the market. Throughout the season the demand has been steady, considerable quantities going into consumption almost as soon as landed, so that prices have been well maintained. The stock of logs in this port is not large, and we look for the maintenance of the present prices. It is a noticeable fact that there is not a single log of merchantable birch left in Quebec.

PINE DEALS AND PINE LUMBER.—The decrease in the quantity of sailing ship tonnage, which of recent years has been so strongly marked in the famous port of Quebec, is attributable, in a great measure, to the change of base from which these goods are now shipped. This has been brought about by the improvements which have been in progress for years past in dredging the channel of the River St. Lawrence in its shallow parts, so that there is now a navigable depth of from 24 ft. to 26 ft., which admits of the largest ocean-going steamers proceeding up to Montreal, and there taking in their cargoes of deals and lumber as these goods arrive down the rivers from the Ottawa and Michigan districts. The principal portion of supply of pine deals and lumber is sent to this market by the regular lines of steamers running during the season between Liverpool and Montreal. This method affords several benefits to the buyer. The goods can be sent forward in small

and handy parcels, the chance of them being injured by damp or frequent handling is reduced to a minimum, and they are only a few days on the passage, instead of weeks as formerly.

The large and progressive trade now done in this port in pine deals and lumber, especially the latter, was initiated only a comparatively few years ago by Messrs. Robert Cox & Co, lumber exporters, of Canada Dock, Liverpool and Ottawa, Canada, and under whose personal supervision and fostering care it has assumed the important place it now holds in the imports of this city. Their registered brand (Cx) is a well known mark amongst consumers.

In the beginning of the past year the stock (8,385 St. Petersburg standards) was moderate, and, with a steady demand existing, it went down until the first season's shipments began to come to hand per steamers. These were all under contract, and went into consumption direct from the shipside, and as time went on the supplies continued large, yet the deliveries kept pace with the imports, save in first and second qualities. Prices ruled about £21 to £21 15s. per standard for 1st, £14 15s. to £14 15s. per standard for second, and £8 12s. to £9 for 3rd quality regulars. At the end of July imports were more moderate, and with the continuance of a healthy demand prices of the lower qualities began slowly to improve, but by the end of September prices had made a bound upwards in sympathy with the rapidly increasing freights, and 3rds were sold at £10 10s. per standard. Notwithstanding a large importation in October, further advances in value were established, arising from the same cause, and 1sts were sold at £25 per standard, 2nds at £16 10s., and 3rds at £10 12s. 6d. per standard, and at the end of the year the demand had been so good that the stocks had run down much below the usual point, viz., 5,700 standards, or little more than one-half the usual quantity at the termination of the import season.

With regard to the present position of the Canadian deal and lumber market, Messrs. J. Bell Forsyth & Co., of Quebec, remark in their circular dated Quebec, 24th December, 1888:—"The excitement now prevailing in Ottawa and elsewhere regarding lumber for the South American markets will likely lead to large transactions, in which case the manufacture of deals will be greatly curtailed." In connection with this point the production may also be greatly interfered with if the mild weather experienced in Canada be continued much longer, and our readers need hardly be told that such an event would tend to materially increase even the present high cost of next season's importations to this country. This is causing no little anxiety amongst shippers of Canadian goods.

SPRUCE DEALS.—The import for the year 1888 has been above an average one in quantity, the total import for the season being 66,320 standards, against 59,800 standards in 1887, and 63,200 standards in 1886.

The condition of the spruce markets throughout the year partook of the same character as other branches of the timber trade, though it did not suffer from the depression of the first half of the year to the extent that others did. Commencing with a moderate stock of 11,140 standards on hand, by the month of April they were lowered by a steady consumption to a quantity less than ever known before. Just prior to this considerable sales on contract were made at prices above those of the preceding year. Early in that month a large steamer cargo was sold by auction at an average price of £6 10s. per standard, but, as supplies came very freely to hand, prices receded before the month was out to £6 5s. per standard ex quay for St. John, N. B., and £6 for shipments from the Lower Ports. The deliveries, however, became larger than the imports, and stocks, which had begun to increase, were again brought down to a light condition, but without influencing prices. The second half of the year brought a heavy import to hand chiefly by large steamers, but as their cargoes had been already sold into dealer's hands, they went largely from the ship's side. As the freight market began to show its influence in July cargo prices again improved, but this was not responded to by country buyers, and consequently much of the import went into the yards. The advance in freights still continuing, prices went up steadily, and many purchasers, who had hitherto been disbelievers in the permanency of the advance, now came into the market and paid the increase, which by this time had reached £7 per standard "ex quay." This stimulated the deliveries, and the import falling off prices improved in September and October to about £7 15s. c.i.f. for St. John, N. B., and to £7 10s. to £7 12s. 6d. c.i.f. for lower port shipments. In November the price of St. John, N. B., shipments rose to £8 per standard, and at the end of the year business was done at £8 5s. per standard c.i.f., and at the close of the season several cargoes just arrived were withdrawn from the market and were restored to await a further advance. These from a position of the stock, which is at present 7,620 standards.

STAVES, once an important item in the Canadian exports, is now a decaying business, these goods being now almost entirely superseded by the productions of the United States. Very few have been imported during the season.

WILL THE GOVERNMENT REPEAL THE EXPORT DUTY ON LOGS?

Messrs. J. R. Booth, James McLaren, John Charlton, M.P., and E. Bronson, M.P., recently had an interview with the Hon. Mr. Foster, and more recently with the Premier for the purpose of pressing upon the government the importance and necessity of the removal of, or a reduction in, the export duty on logs. In determining the question it would be as well for both the government and lumbermen to look facts squarely in the face. An examination of the statistics of the log trade between the United States and Canada is sufficient to convince any fair-minded person that for years the matter has been dealt with in a spirit of selfishness. From figures brought down to the House of Commons upon motion of John Charlton, M.P., we find that since confederation, in 1867, logs in great quantities have been sent down the St. John river from Maine, to be sawed in Canadian mills at St. John N.B. This trade is known to have amounted during all these years to from 50,000,000 to 75,000,000 feet annually. This trade does not appear in the Canadian export returns. A compilation of the trade returns of Canada for the years 1880 to 1888, inclusive, shows the following as the aggregate amount in values of the export and import of logs. The trade in export of logs from the United States to Canada, via the St. John river, and which does not appear in the Canadian export returns, is estimated to have been an average of \$575,000 yearly during the period named. The total value of export of logs of all kinds (including telegraph poles) from Canada to the United States, from 1880 to 1888, amounts to \$2,351,339; while the import of logs of all kinds from United States to Canada during the same period amounts to \$4,319,850, and estimating the import of logs from Maine to St. John, N. B., same period, at \$5,175,000, makes the total value of imports \$9,494,850. This shows an export trade of logs from the United States to Canada four times greater than the export trade in logs from Canada to the United States. The export from the United States to Canada is almost entirely pine and spruce, while of the \$2,351,339 exported from Canada to the United States in the nine years ending June 30, 1888, but \$156,636 was pine and \$439,642 spruce, the balance being chiefly oak, hemlock, and elm logs, and telegraph poles. The total export of pine logs and shingle bolts since confederation, or for the 22 years ending June 30, 1888, was but \$595,448, of spruce logs and shingle bolts for the same period \$628,552, or a total export of pine and spruce logs and bolts, for a period of 22 years, of \$1,224,000 against a log import from the United States into Canada in nine years of \$9,494,850. With this relative state of the log trade before us, the course of the Canadian Government is plain. As the United States does not impose an export duty upon logs, and as the Canadian duty upon American lumber is heavier than the American duty upon Canadian lumber, and taking into consideration that the value of American imports are four-fold greater than Canadian exports, the government manifesting a spirit of fairness ought to do away with the export duty on logs altogether. This would put an end to all irritation, remove a just cause for retaliation, and relieve a suffering industry. The lumbermen ask for the repeal of this duty, and in removing it the government may avert impending disaster to an immense Canadian industry.

CURRENT TOPICS.

A BILL to amend the banking law has been introduced in the Senate to which we call the attention of lumbermen, which to some of them is a matter of considerable importance. It provides that hemp and flax be added to the articles mentioned in section 54. Section 26 is to be changed so as to read "that if any miller, malster or packer or curer of pork or manufacturer of deals, boards or product of lumber or timber grants, a warehouse receipt or cove receipt for any cereal, grains or hogs or any saw logs or square timber which are manufactured, or flour or malt, pork, bacon or hams, boards or deals or other products of timber and lumber respectively, while held there under such warehouse or cove receipt, it shall vest in any bank, which is or becomes the lawful holder thereof, all the rights or title

to such article acquired under such warehouse cove receipt to the article described in such receipt, and the bank shall continue to hold the same and all such right and title for the same purposes and upon the same conditions as that upon which it previously held such material."

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The *Streetsville Review* is entitled to our thanks for the following creditable notice of THE LUMBERMAN. "The *Canada Lumberman* for March reflects great credit upon the enterprising, go-ahead publisher, Mr. Arthur G. Mortimer. This superb monthly is published at Peterborough, contains 24 pages of well written articles and advertisements of great interest to lumbermen, is beautifully printed on fine heavy paper, well bound, and is issued at the very low rate of \$1.00 per annum. No person interested in our vast lumbering interests should be without a copy."

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Miramichi, N.B., Advance—Representatives of North Shore lumber interests visited Fredericton during the past week and had interviews with the representatives of the four north shore counties and also with the Government. The outcome of the matter is that it is definitely ascertained that the Government will not reduce the stumpage tax. The principal reason assigned is that the demands upon the revenue are such that any action tending to reduce it would, in all probability, affect the Government adversely. It is understood, however, that the members of the Government are anxious to give the lumbermen some measure of relief, and also that a proposition to that end, emanating from the trade will soon be submitted for government consideration. The delegation consisted of Messrs. H. S. Miller, Robert Ritchie, Scott Fairley, Henry Muirhead, Geo. K. McLeod, T. DesBrisay and D. C. Smith. They have expressed themselves well satisfied with the manner in which the Government received their representations and the assurances given. The northern representatives' efforts to further the object of their visit were also much appreciated.

* * *

A GOOD sign which has recently been noted in the United States, is that the iron ship builders are crowded with orders for large ocean steamships, and that those orders will take two years to complete. Among those who are inquiring after steamships, or have them in process of construction are the Pacific Mail Steamship Company, who are about contracting for two iron steamships of about 5,000 tons each for the San Francisco and Central American trade. The Ward steamship line to Cuba have contracted with the Delaware River Ship Building Works for two iron steamships of about 3,000 tons each, while for the line between New York, Philadelphia and Savannah two iron steamships are in process of construction. In addition the Delaware River Ship Building Company have contracted for a 3,000 ton coasting steamer for the Galveston line, at an outlay of about \$350,000. This is a good sign of prosperity with our American neighbors, and apparently they are taking some steps to dispute the old boast that "Britannia rules the waves" at least in so far as concerns American waters in which the influence of Great Britain has in the past been very great. If, in the United States, business continues prosperous, it cannot but be that a share of that prosperity will come this way, no matter what may be the nature of our commercial relations.—*Canadian Trade Review*.

* * *

THE shipment of wood ashes in large quantities to the United States has been going on for some time, and latterly this export has not only increased but it has assumed vast proportions. Large contracts are being made for the supply of these ashes to the United States markets, as they are in increased demand by American agriculturalists and fruit growers to be used as a fertilizer. These ashes are commanding a high price and in order to meet the demand a large amount of lumber is being cut and reduced to ashes. The lumber mostly cut at the present time for this purpose, is remotely situated from our waterways and railways, the loss of which will be seriously felt at no distant day. Owing to the high price paid for raw wood ashes by American buyers, the manufacturers of pot and pearl

ash find it impossible to obtain the ashes necessary to enable them to carry on their business; and the prices they are compelled to pay for the raw material almost precludes them from the European markets, as they are unable to compete with German and French manufacturers of ash. In consequence of being undersold in foreign markets Canadians have in a great measure abandoned the manufacture of pot and pearl ash. In order to restore this waning industry and stop the denuding of our forests of valuable timber, a petition numerously signed by Montreal merchants, has been presented to the government asking it to impose an export duty of five dollars per ton on raw wood ashes, to come into effect on some certain day to allow of contracts now made being completed.

* * *

A WRITER in the *Lumber Trades Journal* speaking of the white oak supply of the world puts this pertinent question: If it was regarded as wisdom by the United States, many years ago, to withhold from cash sale or or homestead entry certain white oak or timbered lands in the South, reserving them exclusively for naval purposes, when the Government owned millions of acres of timber lands, would it not to-day be wisdom on the part of the manufacturing world, and the investment seeking public, when the government has sold its acres of timbered lands to step in and secure a white oak reserve? What is true of America is also to a great extent true of Canada. Perhaps it has never occurred to the optimist, nor to the unthoughtful consumer, that there is a limit to the oak supply of the world, yet such is the case. The inroads made upon these timbered lands in some sections is really appalling. The writer says, "great acres are falling before the axe, there is no pause to consider the quality, the tree must make way for the plow. So it goes day and week. I see it continually; I see great white oak trees girdled to prevent the shading of new corn. Little does the homesteader know that the giant old oak tree he so ruthlessly killed, if reduced to staves, would return him a greater profit than four years' crops of his new corn. Men unlettered in timber lore do not stop to regard timber values; they must be educated to it. This matter of white oak supply is one of great moment, most difficult to comprehend, for we are without the metallic code, figures of statistics; but to the average mind it must be apparent that we are destroying too rapidly the white oak supply of America. There is danger ahead. Men are lost in their speculations on the pine supply—it is the all-absorbing topic. They seem forgetful that the pine cannot—will not—supply the cabinet makers' wants, nor the wants of the barrel maker, the wagon maker, the ship-builders of the world. It will be wisdom well exercised to carefully consider these things. Bear in mind the oak tree is of slow growth; it cannot reproduce itself; while it may attain great longevity, it grows in compactness of grain, not in diameter. These may be crude statements but they are honestly made. Men may intelligently conjecture, but it adds not one cubic foot to the timber supply. The intelligent action will be to secure a good supply of white oak stumpage or acreage. Hold on to it; you may rely upon a big profit."

The Export Duty on Logs.

Editor Canada Lumberman.

DEAR SIR,—I notice in your report of the Lumberman's Association held in Toronto during February, the statement that the export value of logs from the United States into Canada between the years 1880 to 1888 is put down at \$4,319,850.00. Would it be convenient for you in your next issue to give a little more in detail the several localities that have benefitted the most by this importation. Also the quantity of logs in feet and the average value per thousand at which they were estimated.

Yours respectfully,

ENGINEER.

[We refer our correspondent to our editorial columns in this issue for the information he desires.—ED.]

—The Falls City Lumber Company has been incorporated at Louisville, K.Y., capital stock \$50,000.

THE NEWS.

—Thos. Appleyard, saw miller of Elom, Ont., is reported to have assigned.

—Lumbering operations in Northern Michigan have been effectually stopped by warm rains, and the cut will be light.

—Shipments of lumber from Ottawa, via C. A. R. have become dull of late, owing to the lowness of freights caused by competition.

—Messrs. Bronson & Weston sent a gang of twenty-five men from Ottawa last week to their Dumoine limits to assist in the "drive."

—McLaren & Co., Ottawa have been making improvements to their mills which will increase their cutting capacity to a great extent.

—Playfair & Co's mill at Sturgeon Bay, Ont., commenced operations last week, being the first in the district. They anticipate a lively season.

—Mr. James McLaren Jr. of Ottawa, paid a visit last month to Messrs. McLaren & Edwards' shanties on the Sucer and Du Moine.

—The lumbermen at the Chaudiere expect to start the mills much earlier this year than last, provided the winter's cut can be got down the Ottawa.

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—The Shanties at Coldwater, Ont., are preparing to close after a most successful season. The mills will be busily engaged around there all through the coming season.

—British trade expanded in February in exports to and imports from Canada. The former increased £21,300, equal to 5 per cent. and the latter £23,465, equal to 1.20 per cent.

—There is very little prospect of the United States Senate passing the Senate bill, and as a result the tariff on lumber is likely to remain as it is at present, for some time to come at least.

—The lumber business around Keewatin is good. Eight to ten cars are shipped daily from that point to different points West. The new boat of the Keewatin Lumber Co., is about finished.

—The Georgian Bay Lumber Company is said to have a hundred million of Stock for the opening season's cut. The Port Severn mill is ready for work, and the one at Waubashene is being fitted up.

—The work of repairs in connection with Perley & Pattee's lumber mill on the Chaudiere is being carried on rapidly, and it is expected that the mill will be ready for operation by the 20th of this month.

—The creditors of George Morley, the Detroit lumberman, have decided to accept forty cents on the dollar for their claims. The available assets are \$56,000 and the liabilities aggregate about \$185,800.

—It is estimated that 395,000 ties will be taken out between Winnipeg and Lake Superior, along the C. P. R. line, this winter. In the Rocky Mountains on the C. P. R. about 200,000 ties are being taken out.

—G. F. Slater, of Vancouver, B. C., is shipping large quantities of British Columbia clear cedar shingles to dealers in Manitoba and the Territories. Cedar shingles are coming into general favor in Manitoba.

—A millionaire English syndicate has purchased large timber interests from Robinson & Co., and the Muscogee Lumber Company, Pensacola, Florida, together with mills, of which the syndicate took charge March 1st.

—Theophile Rossignol, a veteran employee at McLaren's mills, Ottawa, died on March 22nd. He was buried on the 24th by L'Union St. Joseph Society of which he was a member. His widow receives an indemnity from the society.

—Alex. Gibson, St John, N. B., has finished lumbering for the season. His cut is about 22,000,000 feet, the same as last year. Mr. Gibson has purchased from Scott Farley the milling property at Blackville. The price paid was \$22,000.

—Bronson & Weston's Lumber Co., are through drawing logs at their Rockville limit; or in other words they are out of the bush. Considering the amount of logs cut in this limit and the unfavorable weather for drawing, the firm are to be congratulated.

—The various lumber companies around Parry Sound are getting ready to commence their "drives" and men and boats are being forwarded to the scene of operation. Notwithstanding the shortness of the season the cut of logs in this district this winter will be unusually large. As soon as the river opens the Parry Sound Lumber Co's, water mill will be started cutting.

—The Miramichi Foundry, Chatham, N.B., recently shipped two large compound Edgers and one Lath machine to a milling firm at Ottawa. The Edgers will edge 75 to 85 M. superficial feet in a day of 10 hours. The Lath machine is capable of cutting 50 M. of laths in the same time.

—Manitowaning is expecting a revival of trade. The Indians on the Wek mikong Reserve will get out about 1,000,000 of logs this year. The timber is some of the finest in the district, and this new industry will no doubt add greatly to the volume of trade in that town.

—Mr. James McLaren, the well-known lumberman, is sending a large gang of men from the Ottawa district to his recently purchased timber limits in British Columbia. The term of engagement is two years, wages ranging from \$40 to \$75 a month for choppers, teamsters, blacksmiths, &c., with fares paid.

—The Rathbun Company's camps on the Scott limits, north of Peterborough, broke up and left for Coe Hill on the 13th of last month. The syndicate has taken possession of these valuable timber limits and are now operating two gangs, who are vigorously engaged in getting out timber before the driving season opens.

—Lumbering has grown to be one of the leading industries of Keewatin. The saw mills and planing mills handle twenty to twenty-five million feet yearly at a value of \$400,000. The barrel factory turns out 150,000 a year at a value of \$45,000. These large sums of money for lumber and barrels mostly go out in wages to the townspeople.

—Mr. L. R. Lewis, agent for the Willsboro, Fibre Co., N. Y., is buying up large quantities of basswood and poplar lumber, in the Ottawa district, for shipment to that point by the C. A. Railway. This wood abounds on the line of the Canada Atlantic, and is wanted for converting into paper pulp.

—Mr. Peter Shaw has three mills in the Parry Sound District. His limit covers forty-one and three-quarter miles, he having bought out the whole of James Dollar's limits. His cut this season amounts to about four million feet, in addition to a million and a half held over from last season. Mr. Shaw has about three million shingles ready for shipment.

—The Parry Island Band of Indians is in very good circumstances. In the year 1871 the timber on their reserve was sold for \$27,000, and since that time there has been over forty million feet of saw logs taken off, dues on which are \$1 per thousand feet. This money is held for them by the government, and the interest on the money is distributed annually amongst the band.

—The opinion among lumbermen in the Ottawa district seems to be that the outlook for the coming season's operations is a good one. The winter's operations on the Chaudiere have been about the same as usual, and it is expected the cut of logs from other limits will be about the same as last year. The shortage in the cut of logs at the commencement of the winter was made up after the snow came, and the returns from the shanties upon the whole are satisfactory so far. The prospects for the coming season's cut of lumber are considered good, and will likely compare with previous seasons.

—Mr. D. A. Martin, of the firm of Bronson & Weston, Ottawa, reports: "The best winter we have had in twelve years for getting out lumber. Everything was just nicely built for getting the logs cut and out to the streams. There was just enough snow for sleighing, and not enough to bother either horses or men. I think there will be about the same quantity of logs got out this year as last. As for water, I don't think there will be any difficulty. The different streams are so much improved that we can hold the water back as long as we like, so that there will be no lack of liquids. I think the logs will come out flying."

—The Surveyor General of New Brunswick in his annual report gives the receipts of the Crown Lands Department for the fiscal year ending December 1st 1888 as follows: From land sales, \$3,317.64; labor fund, \$139.20; instalments, \$390.95; sales of timber licenses, \$7,178.50; renewals of timber licenses, \$16,294.00; net stumps, \$98,217.21; miscellaneous, \$9,066.67, making a total of \$134,604.17 against \$120,700.35 in 1887, showing an increase of \$13,903.82. The increase, he says, from all sources above that of the preceding year is very satisfactory when it is borne in mind that the winter was not very favorable for lumber operations and the market showed little signs of improvement. There is considerable discontent with regard to the rate of stumpage, but it is to be hoped that the improvement in prices will do much to allay the dissatisfaction arising from this source. On the whole we may fairly hope that the long period of depression, which has borne so heavily upon one of our principal industries, is now over, and that we may now look forward confidently to a period of business prosperity.

—In the House at Victoria, B. C., Mr. Higgins, member for Esquimalt, recently brought forward an important resolution relating to railway extension on Vancouver Island. He showed that a line 175 miles long added to the 75 miles of railway already built would connect the straits of Fuca with the northern end of the island, that with nine and a half miles of ferry across the straits and a railway 210 miles in length from the straits to Portland, the commercial capital of Oregon, would be brought within three and a half days of Alaska, only two days of which would be water travel. He added that there were 600,000 acres of arable, timber and coal lands lying along the proposed route which would be available as a land subsidy and urged the government to assist the project with a money grant. Several members spoke in support of the resolution which was carried unanimously. The proposed line if built will bring San Francisco within 5½ days and Victoria within 2½ days of Sitka.

AMERICAN NOTES.

—At Oswego, N. Y., the lumber trade is improving.

—There will be banked on Flat River, Mich., in time for the spring drive about 50,000,000 feet of logs.

—The Strong & Slight Land and Company has filed articles of association at Detroit, Mich., capital stock \$100,000.

—Mr. George Morley, Detroit, Mich., wholesale lumber dealer, has made an assignment. Liabilities \$100,000; assets about \$70,000.

—The crop of big logs has been very large this winter in the U. S. Northwest, owing to favorable conditions. Necessity, good roads and ambition have combined to that end.

Mr. Thomas Brennan, a popular St. Paul lumberman, died at Hot Springs, Ark., last month. His demise was sudden, caused by an abscess which had formed at the base of the brain.

—Two million feet of lumber piled on the docks at Bay City, Michigan, awaiting the opening of navigation for shipment, was burned on the 19th of last month. Total loss about \$18,000, pretty well insured.

—A carload of peeled, curly and bird's eye maple logs was lately shipped from Alpena, Mich., for export to Europe. They were cut from selected trees and brought \$20 a thousand at Alpena.

—Some papers in the middle States complain that while they were talking of forest conservation, enterprising Europeans stepped in and bought all the black walnut trees, thus ensuring immediate extinction of the most valuable kind.

—The lumbermen of Kennebec, Maine, have done better than they expected this winter. The crop will aggregate from 100,000,000 to 115,000,000 feet, without extra men or teams. The Penobscot cut will be over 40,000,000 or about 5,000,000 feet more than last year. The Androscoggin operators have gotten out the usual amount.

—Under the heading "Has the Danger Line been Reached," the *Mississippi Valley Lumberman* says: The total product of white pine lumber in Wisconsin, Minnesota and Michigan, has not varied very much since 1884, from 7,500,000,000 feet annually. Up to 1878 it only amounted to about 3,500,000,000 per year, but after 1878 production grew rapidly until it reached the maximum in 1884 the total product according to the *Northwestern Lumberman* was 7,935,033,084 feet. Last year it amounted to 7,757,915,784 feet. If the measure of increase shown is carried out throughout the entire white pine producing region, the total will this year considerably exceed 8,000,000,000 feet. The complete returns from Minnesota, western Wisconsin and the Mississippi valley shows a net increase of 486,965,762 feet, and the fragmentary returns, covering about two-thirds of the product of Michigan, show a net increase of 214,448,438 feet, or a total of 701,414,101.

—The East Saginaw, Mich., *Courier*, gives a consolidated statement of the lumber and shingle product of the Michigan mills for the year 1888. The total output of all the mills of the state is given as 4,292,189,014 feet of lumber and 2,846,201,000 shingles. The Saginaw river mills are first with 880,669,440 feet, and Muskegon second with 626,588,166 feet. The stocks on hand January 1, 1889, aggregated 1,436,226,060 feet of lumber and 335,952,256 shingles. The value of this product will approximate \$70,000,000 and upwards of 60,000 people were employed in the manufacture and handling of this product, receiving about \$16,000,000 in wages. The production of lumber for 1888 shows an increase, as compared with 1887, of 129,871,236 feet. The stocks on hand at the close of the season were only 35,005,132 feet in excess of the previous year. The shingle product for 1888 shows an increase as compared with 1887 of 168,345,250, and the stocks on hand at the close of the season an increase over the corresponding year of 140,734,256.

THE NEWS.

—Schleibach Bros., saw mill at Wallacetown, Ont., was burned last month.

—Lumbering operations are said to be rushing in the neighborhood of Deux Rivieres.

—Mr. Marsh a well known lumberman, is going to build a large saw mill at Maple, Ont.

—Vigar Bros., Vancouver, are about to put in a new 125-horse power engine in their mill.

—Messrs. J. & R. Struthers, of Thessalon, Ont. have added a saw mill to their planing factory.

—Mr. Ralph Casselman has sold his lumber mills at Casselman, Ont., to Messrs. Flatt & Bradley.

—No export shipments of lumber were made from British Columbia coast mills during February.

—Mr. John Duffy is running a portable saw mill at Alumette Island and is doing a good business.

—Wm. Coon's saw mill at Belmont, Ont., was destroyed by fire the early part of March. Loss about \$700.

—John McGee, of Adamston, Ont., got jammed in between frozen logs at Kennedy's camp on the Oselona.

Geo. P. Wells, of Palliser, B.C., states that they have enough logs out this winter to cut 2,225,000 feet of lumber.

—The Moodyville Mill, opposite Vancouver, B. C. has been thoroughly overhauled and its cutting capacity greatly increased.

—The prospect for a good season's drive on the Ottawa river and tributaries for Chaudiere lumber firms, is said to be excellent.

—Elroy Buckner, a Canadian, was killed in the lumber woods of Oliver township, Michigan, recently, by a log rolling over him.

—Messrs T. White and T. Currihan of Muskoka Falls, Ont., are each contemplating the erection of a saw mill near that place.

—Mr. Burton, of Burton Bros., Barrie, has purchased from the Indian Council this season's cut of pine logs at Owen Channel, Ont.

—Messrs. Kelly Bros., of Terrebonne, lumber traders, are financially embarrassed. The liabilities reported to be about \$50,000.

—The English and Canadian Government is have arranged to subsidize new lines of steamers between Liverpool and Japan via Vancouver.

—The Union of St. John and Portland, N.B., has been carried by a large majority. The United City has a population of about 50,000.

—Letters of incorporation are asked from the Dominion Government by the Casselman Lumber Co., to have their headquarters in Hamilton.

—McKinnon & Walsh, Little Current, Ont., are through hauling their logs. The season in that section has been all that lumbermen could wish.

—Hughes & Kennedy, lumbermen, Rat Portage and Brandon, have dissolved partnership. J. H. Hughes winds up the business of the late firm.

—It is reported that the Eddy Manufacturing Co., of Hull, Que., will, after this year, close their saw mills, and go into the pulp and paper manufacturing.

—Washago, Ont., has been a pretty lively market all winter for timber and bolts. Messrs. Hartley & Brady have commenced mining their new shingle mill.

—Mr. William Kuitan, Picton, is engaged with another patent saw filer. His invention is a right hand filer for which he claims a variety of advantages.

—Dunlop Bros., Moonstone, Ont., are cutting basswood, and piling it on the tramway, for a firm in the United States. They have on hand a large stock of logs.

—Midland, Ont., has passed a by-law appropriating \$5000 for the completion of harbor improvements in conjunction with the Dominion Government and Grand Trunk.

—The Canada Atlantic Railway Company contemplate constructing a line from Rockland to Casselman during the summer, to catch the lumber trade from that point.

—Lapranin's saw mill building, Dufferin Square, Montreal, collapsed March 4th, burying all the workmen in the debris, three of whom were taken out in a critical condition.

—The Royal City Mills, Westminster, B.C., are cutting a sample order of 25,000 feet of Whitewood for the C. P. R., carshops at Vancouver. It will be used for car finishing purposes, as an experiment, and if satisfactory a large quantity of it will be manufactured.

—The *Montreal Times* is authority for saying that the Lawrencetown Milling Co. is preparing for the largest drive of logs ever floated down the Annapolis River N.S., this spring.

—At B. Lack's camp, near Wauhaushene, Ont., two weeks ago, a young man named J. Morrow, while working in the woods, was struck by a falling tree. He was taken to Port Severn and died there.

—The lumbermen around Huntsville, Ont., have had a very successful season in the bush. Large quantities of ties have been taken out for the Rathbun Co., and placed on the railway at different points.

—Boyd's camp of the Georgian Bay Company, near Severn Bridge, Ont., was destroyed by fire last month. Nothing was saved, some of the men lost heavily, many of them lost their winter's earnings.

—Samuel Ayar, a man who was employed by Debbie Warren & Co., North Bay, Ont., was killed a few days ago while unloading logs at Veuve river. A log rolled back upon him and crushed him to death.

—A large fleet of steamers have been chartered for the Quebec lumber trade this season and merchants are arranging to load the vessels themselves under the supervision of foremen, disposing with stevedores.

—The amount of export duty collected on saw logs and other lumber in 1888 was as follows: Ontario, \$15,490; Quebec, \$21,337; Nova Scotia, \$1,772; New Brunswick, \$465; British Columbia, \$3; total, \$39,067.

—It is stated on the authority of one of the members of the firm of H. & A. Allen, that should the government accept their proposition for a quick Atlantic service, it will entail an outlay of £1,000,000 sterling for steamers.

—Capt. J. W. Hill, a prominent lumberman of Ship Harbor, died recently. He had been ill some weeks, and was en route from Maine to Ship Harbor when he became suddenly worse at Musquodaboit and died.

—The syndicate, which recently purchased the saw mill at Chemainus, B.C., and timber limits, took possession of the property on March 1st. It is understood to be the intention of the new proprietors to largely increase the capacity of the mill.

—Featherstone's lumber camp, about eight miles west of Sundridge, Ont., was burned with all the contents, March 14th. One man had \$60 in cash, and another \$500 or \$600 in notes destroyed. Mr. Featherstone has been jobbing for Burton Bros., of Barrie.

—Two new companies, composed of London and Montreal capitalists, with a combined capital of over one million dollars will undertake the development this spring of the rich phosphate properties, situated eight miles north of Gatineau Point, Ont. Messrs. Perkins & Lionais, of Montreal, will be the respective managers. Mr. Lionais will at once build a saw mill and dwellings for miners.

—For some time McPhee's switch has presented, says the *Orillia, Ont., Packet*, a curious and busy aspect. Thousands of cedars, from 50 to 60 feet long, are being dressed, hauled to the cars and loaded, 25 to 30 to a car. It is wonderful to see the ease with which they are loaded. They are destined for Maryland and other far off regions, and worth from \$3 to \$5 each here.

—The *Columbian*, of Westminster, B. C., says: From Mr. Higgins, manager of the Ross McLaren Lumber Co., we learn that it has been definitely decided to build the long talked of saw mill in this city, on the site purchased by the company from Senator McInnes. This puts all surmise at an end. Work will be commenced at an early date. Logging camps will be established within a few weeks, so that a large supply of timber will be ready the moment the mills are prepared to cut.

—Messrs. Hart Massey, Toronto; Henry P. Coburn Hamilton; C. D. Massey, Walter E. Massey and Frederic Massey, Toronto, are seeking incorporation as the Sawyer & Massey Company, for the manufacture of machinery, engines, cars, agricultural implements &c. The chief places of business of the company within Canada will be Toronto and Hamilton. The proposed amount of its capital stock is \$100,000.

—The Vancouver Lumber Company's new mill, Vancouver, B. C., owned by Anderson & Grady is rapidly nearing completion. The machinery will be of the most improved pattern, and the engine will be 195 horse-power. The machinery is of the Wm. Hamilton's manufacture and will include a Cunningham steam feed, E. B. Allis' set work, 6 saws, heavy edge, adjustable feed, Allis' live rolls and a full set of lath machinery. The capacity of the mill will be from fifty to sixty thousand feet per day of lumber and 20,000 shingles. The number of men employed will be thirty-five to forty.

—The firm of McCraney, McCool and Wilson, lumber dealers, Toronto, has been changed to McCraney & Wilson; Mr. McCool having severed his connection with the firm and taken a position with A. M. Dodge & Co., of Michigan.

—The Dickson Company, of Peterborough, are sending large numbers of men into the limits which were in question in the case of Scott v. Benedict. They intend to get out a large number of logs before the season is over.

—Mr. James B. Dickson, of Pembroke, whose steam saw mill was burned last September, has succeeded in effecting a satisfactory settlement with the different insurance companies with whom he had insured his mill. The amount obtained by him was \$8,000 besides salvage.

—A largely signed petition from Cumberland County, Nova Scotia, has been presented to the House praying that the Fisheries Act be so amended as to allow mills to empty their sawdust into neighboring streams. The petitioners contend that the sawdust does not diminish the number of fish, and the expense of burning or otherwise disposing of it would eat up all the profits of the milling industry.

—The Columbia River Lumber Company, Limited, recently incorporated, with a capital of \$30,000 has purchased the mill business of Fred Robinson, of the Beaver sawmill, B. C. The company are erecting a new gang and circular mill, and expect to have it running by May 1st. The mill will have a capacity of 80,000 feet a day, besides shingles and lath. Already 21,500 logs are in the yard, and the company will employ from 100 to 150 men.

—A new industry has sprung up in this country which promises to be a success. The whole of the sawdust from one of Mr. Bronson's mills, on Victoria Island, is now being used for the manufacture of paper. The paper made wholly of sawdust forms admirable sheeting and is fit for building after leaving the mill, being tarred and dried. In providing a better quality of paper one quarter of waste paper is used the remainder being sawdust. The machinery is run by water power, and it is estimated that about 12,000 tons of sawdust will be converted into paper annually.

—The bill respecting the inspection of timber and lumber which will be introduced into the legislature, by Hon. John Costigan is designed to abolish the present expensive system. The Dominion will be divided into districts, each having a chief inspector, with as many inspectors (now known as cutters or measurers) as each district may require. The first named will be paid by salary, the latter by fees. A board of examiners will be appointed for each district. Under the bill all officers, including cutters now in the service, will be eligible for re-appointments, but provision will be made for such officers as may have to be retired. It is expected under the new system that the receipts will, at least, equal the expenditure. In committee of the whole Mr. Costigan will move the following resolution providing for the payment of a fee of \$10 a day to each examiner or inspector and an annual salary, not exceeding \$2000, to each chief inspector, each manufacturer of timber or lumber to pay to the Crown an annual registration fee variable in amount according to the output of their mills.

—The *Colonist*, of Victoria, B. C., says:—Probably the largest private transfer of property which has ever been made in the province was affected yesterday afternoon. For some time past Hon. Mr. Dunsuir has been endeavoring to induce capitalists to invest in Island timber lands in order that the lumber industry might be fostered. He has been successful, and yesterday completed the sale of the Chemainus saw mill and timber limits, owned by Croft & Angus, and has agreed as soon as surveys are completed to sell one hundred thousand acres of timber lands within the railway belt. The whole transaction will exceed \$600,000 in value. The gentlemen who have purchased the property are Messrs. Humbird, Glover and Phipps, of Wisconsin, and Mr. Macauley, who has recently taken up his residence in Victoria, and will this year erect a \$25,000 residence. All these gentlemen are men of wealth, and have had extensive experience in the manufacture of lumber. It is their intention to immediately begin the remodeling of the Chemainus saw mill, and its cut will be increased to a capacity of 150,000 feet daily. Possession will be taken on the 1st of March. Two other mills will be erected at convenient points on the east coast of the Island as soon as arrangements can be made for that purpose. The terms of payment for the various properties have been arranged on a liberal basis and every possible inducement held out to the purchasers to enter into the work in a large way. The sale means the introduction of a large amount of capital in the development of the lumber industry, and will necessitate the employment of a large army of men. This will naturally increase the trade of the Island, the railway, and of Victoria, and will hasten the cultivation of vacant farming lands. It is also an indication of the prosperous era that is before us.

TRADE REVIEW.

Toronto, Ont.

TORONTO, March 27th, 1889.

CAR OR CARGO LOTS.

Table listing lumber prices in Toronto, Ontario, including items like 1 1/2 inch clear pick, 1 1/2 inch thicker, etc.

YARD QUOTATIONS

Table listing yard quotations for various lumber types and sizes in Toronto.

Ottawa, Ont.

OTTAWA, March 29th, 1889.

Dimensions, Inches.

Table listing lumber prices in Ottawa, Ontario, categorized by dimensions and types.

Hamilton, Ont.

HAMILTON, March 29th, 1889.

Table listing lumber prices in Hamilton, Ontario, including items like mill cull boards and scantlings.

St. John, N. B.

ST. JOHN, March 29th, 1889.

Deals, Boards, Scantling, etc.

Table listing lumber prices in St. John, New Brunswick, including deals, boards, and scantling.

Montreal, Que.

MONTREAL, March 27th, 1889.

Table listing lumber prices in Montreal, Quebec, including pine, spruce, and hemlock.

Saginaw, Mich.

SAGINAW, March 28th, 1889.

CARGO LOTS.

Table listing cargo lots for lumber in Saginaw, Michigan.

YARD QUOTATIONS - CAR LOTS DEP.

Table listing yard quotations for car lots in Saginaw, Michigan.

Philadelphia, Pa.

PHILADELPHIA, March 29th, 1889.

Table listing lumber prices in Philadelphia, Pennsylvania, including white pine and yellow pine.

HARDWOOD.

Table listing hardwood prices in Philadelphia, including various types of wood and their dimensions.

Detroit, Mich.

DETROIT, March 29th, 1889.

Uppers, Selects, Stocks, etc.

Table listing lumber prices in Detroit, Michigan, including uppers, selects, and stocks.

New York City.

NEW YORK, March 28th, 1889.

Table listing lumber prices in New York City, including black walnut and poplar.

Dressed Poplar.

Table listing dressed poplar prices in New York City.

Ash.

Table listing ash prices in New York City.

Oak.

Table listing oak prices in New York City.

Cherry.

Table listing cherry prices in New York City.

Miscellaneous.

Table listing miscellaneous lumber prices in New York City.

Boston, Mass.

BOSTON, March 28th, 1889.

Western Pine - by car load.

Table listing western pine prices in Boston, Massachusetts.

Eastern Pine - Cargo or Car Load.

Table listing eastern pine prices in Boston.

Spruce - by Cargo.

Table listing spruce prices in Boston.

Lath.

Table listing lath prices in Boston.

Buffalo and Tonawanda, N. Y.

BUFFALO, March 27th, 1889.

Norway Pine - Rough.

Table listing norway pine prices in Buffalo and Tonawanda.

White Pine - Rough.

Table listing white pine prices in Buffalo and Tonawanda.

Dressed Lumber.

Table listing dressed lumber prices in Buffalo and Tonawanda.

Shingles and Lath.

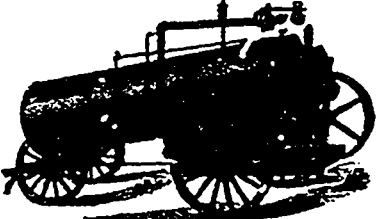
Table listing shingles and lath prices in Buffalo and Tonawanda.

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 " 60-inch Sclater
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 PAIR of Sampson Turbine wheels, 42-inch, run
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 ONE 40-inch Sclater
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 " 35-inch Little Giant
 " 30 1/2-inch Lefel
 " 30-inch Burnham
 " 26-inch Lefel
 " 24-inch Lefel
 " 20-inch Lefel
 " 21-inch Archimedian
 " 21-inch Little Giant
 " 17 1/2-inch Lefel
 " 15-inch Archimedian, in Globe Case
 " 12-inch Little Giant
 " 10-inch Lefel, all brass, Springfield, O., make
 " Water Wheel Governor, Galt make
 Full particulars regarding any of above wheels
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 Plans and specifications can be seen and form of
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 this Department and at the Clerk of Works Office,
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 Persons tendering are notified that tenders will
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 supplied and signed with their actual signatures.
 Each tender must be accompanied by an accepted
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 five per cent. of the amount of the tender, which
 will be forfeited if the party decline to enter into a
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 complete the work contracted for. If the tender
 be not accepted the cheque will be returned.
 The Department will not be bound to accept the
 lowest or any tender.
 By order,
A. GOBEIL,
 Secretary.
 Department of Public Works, }
 Ottawa, March 16th, 1889. }

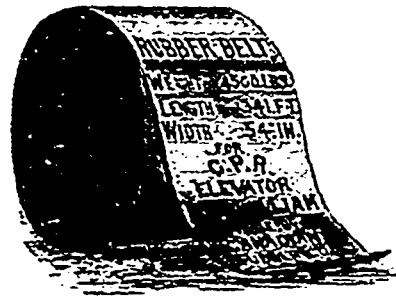
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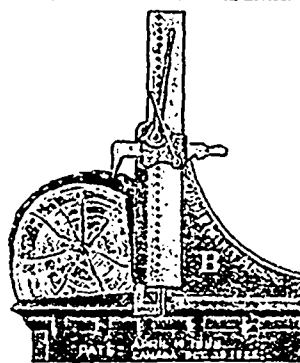
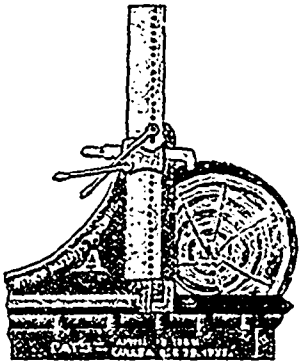
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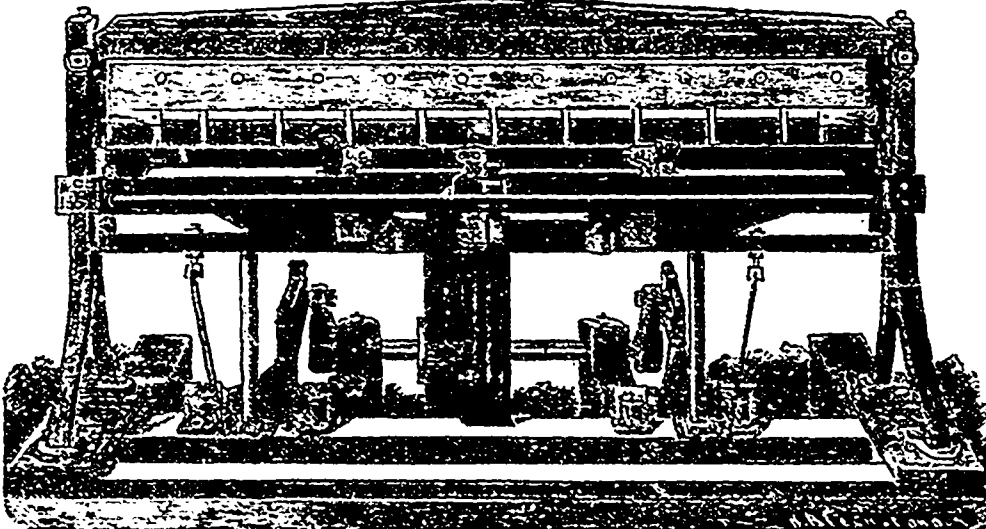
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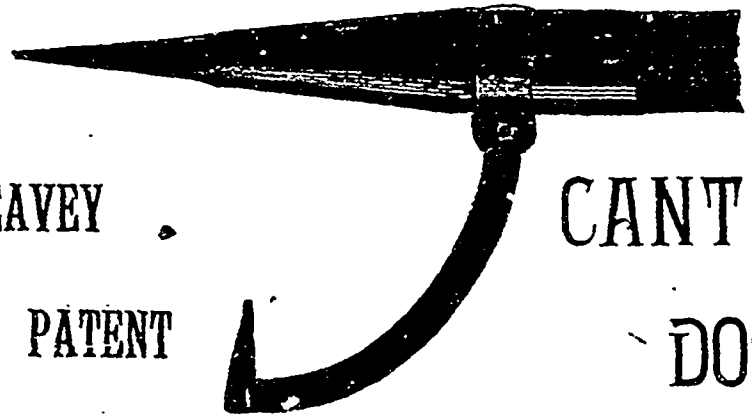


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PAIR of Sampson Turbine Wheels 42 inch run together

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ONE 21 inch Little Giant.

ONE 17 1/2 inch Lefell.

ONE 14 inch Archimedian in Globe Case

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ONE 10 inch Lefell, all brass, Springfield Ohio make.

WATER WHEEL GOVERNOR, Galt make.

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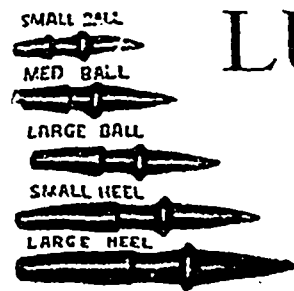
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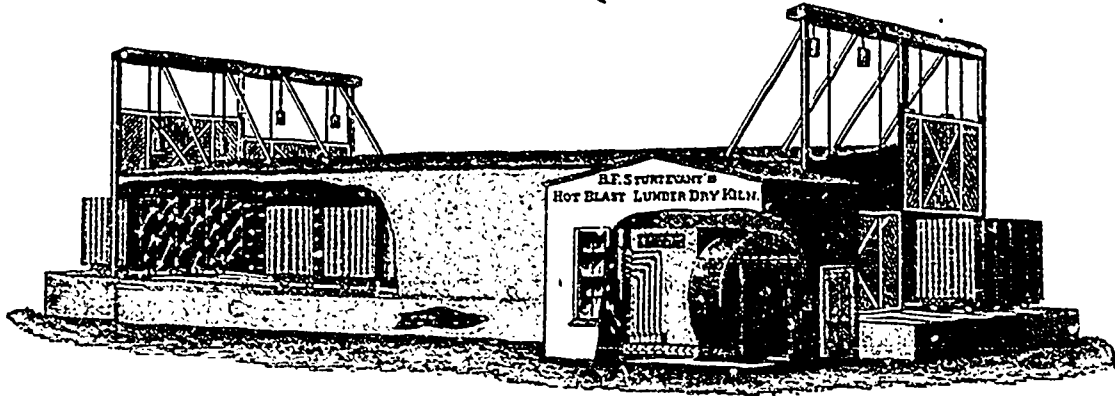
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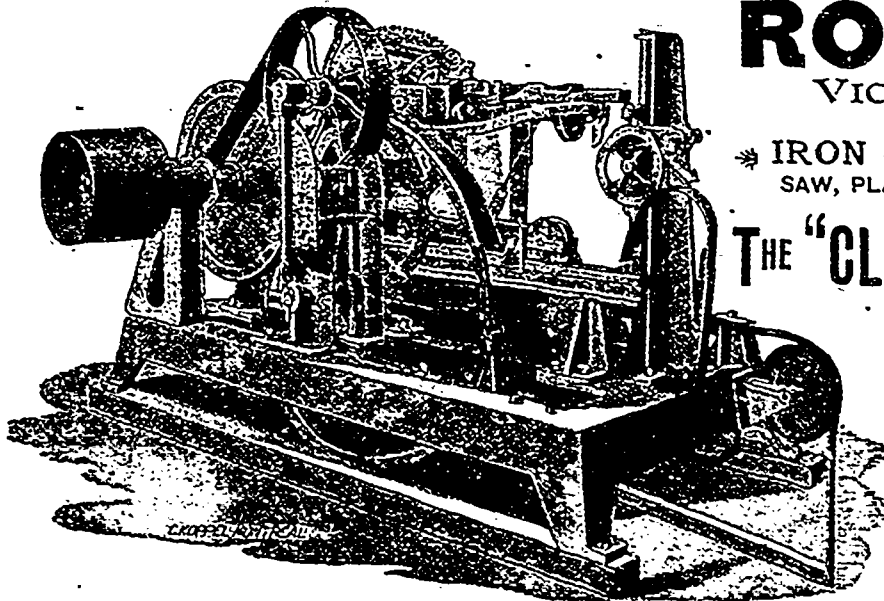
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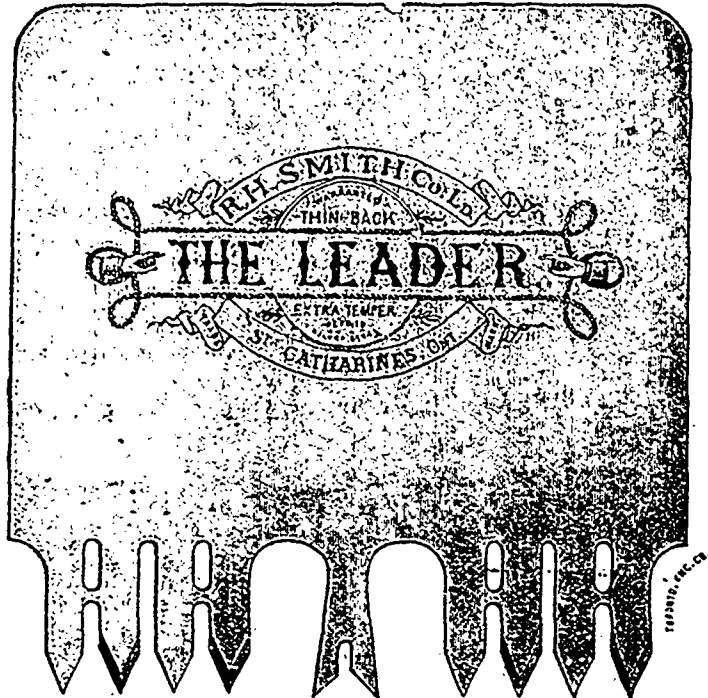
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