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# THE CANADIAN LUMBERMAN

WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

VOLUME XVII. }  
NUMBER 2.

TORONTO, ONT., FEBRUARY, 1896

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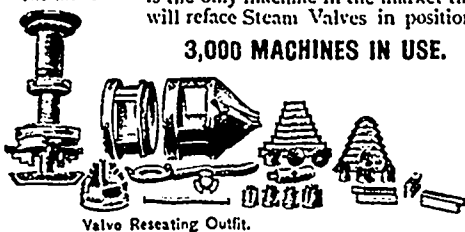
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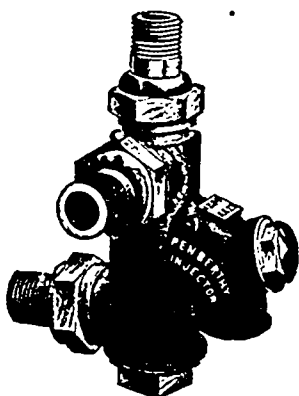
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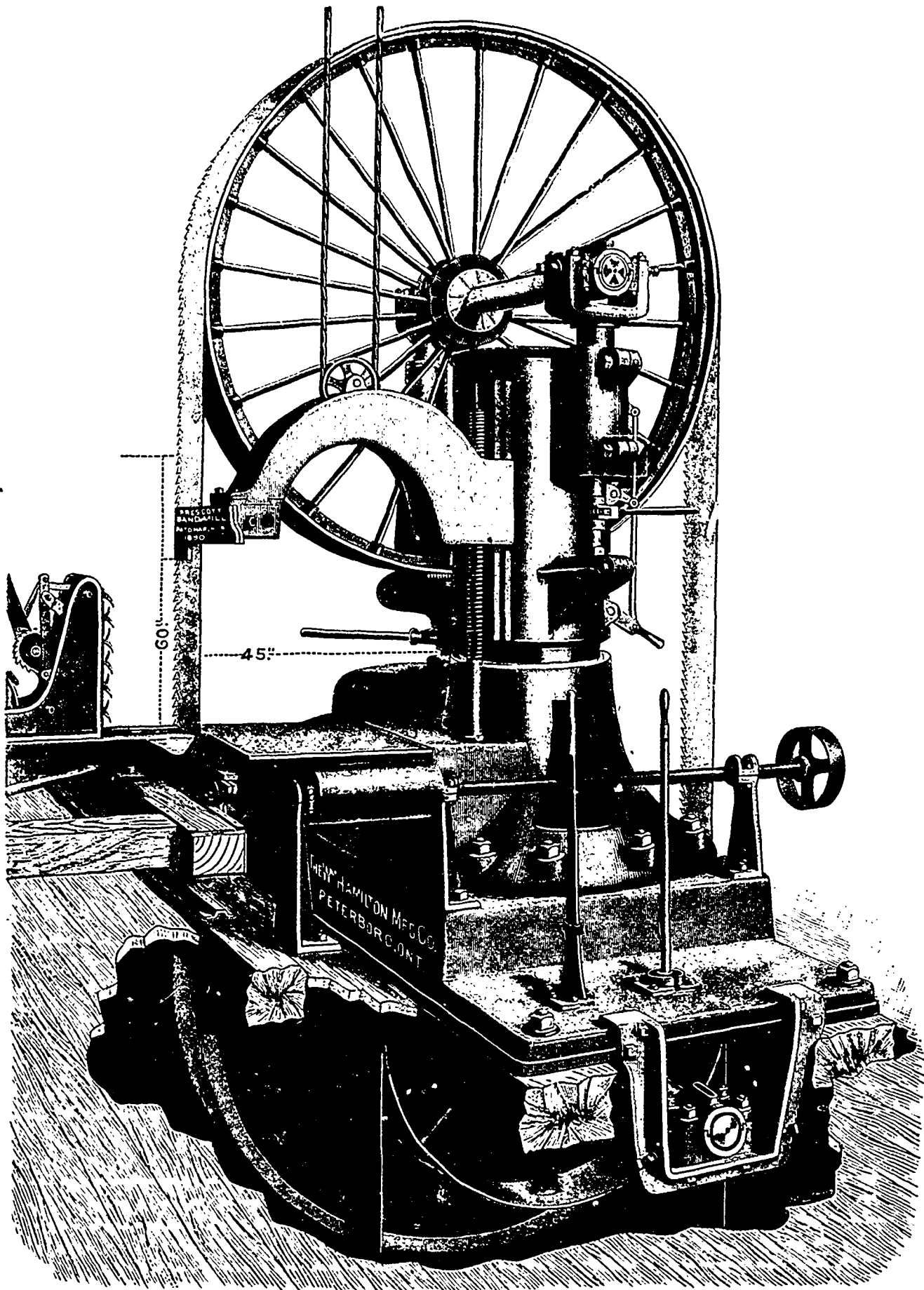
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NUMBER 2.

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## A PLEA FOR ECONOMY.

By "HERMIT."

### I. WASTE OF MATERIAL.

I HAVE been much interested in articles upon forestry, woodworking and kindred economics in late numbers of THE LUMBERMAN. I seem to see a gradual evolution from the wasteful square timber business, waney or board timber, saw logs, box factory, shingle mill, match factory and pulp mill, to the latest uses of sawdust at Deseronto. Progressing further, I would call attention to remaining wastes, and sources of profit, in hope of seeing still greater improvements. Even if Mowat does not go, the consumer must, and the heterogeneous contents be all utilized. As a first suggestion, might not a lime kiln or brick yard be attached to each saw mill, and its contents sold to builders at the same time?

There is too much hurry in lumbering operations to realize the best results. From  $\frac{1}{4}$  to  $\frac{1}{10}$  more wood can be cut out of each tree in the woods and sawlog in the mill by using judgment and "making haste slowly." Enough to pay the time and secure a better class of log-cutters, as well as increase the aggregate wealth of the country, might thus be saved. Then, too, if slabs, edgings and trimmings were ground to pulp, saturated with fire and water proof chemicals, and pressed into roofing and sheeting, a great industry would spring up in Canada, and also economize much lumber now used for that purpose.

Hemlock might be milled more extensively to save the pine were it not for a mill man's prejudice against it. Cedar as cut and culled at present is another source of waste. If every dealer were compelled to buy all the cut of a swamp, instead of some one line of poles, posts or ties, and culling that to death, it would be better for the seller, buyer and the country at large. But unless the farmers combine, and have their own culler, or the government authorize a public culler and rules for cutting and selling, I suppose the present waste will continue till cedar will be in the same category with walnut and cherry—worth any money, but "can't be had."

The bark, with the best and most lasting fibre we have, is not only a dead loss, but a perpetual nuisance—it will neither rot, float or bury in the mud. Properly dressed it ought to be the best and most beautiful floor covering in the world.

Then our vast burnt lands, or brule, could be

used to save the older timber, by trimming the valuable shoots, pulping the inferior brush, and replanting the bare spots. The marsh hay, silkweed and other "annuals" would yield a coarse, but very tough fibre, which could be used in a thousand ways. In short, Canada will never realize the wealth of our back country till she has mills on our splendid water powers, utilizing the surplus growth of our forests, the waste of log cutting, and the power now running idle save to carry the logs to foreign mills and factories, at a fearful waste. To recognize our loss

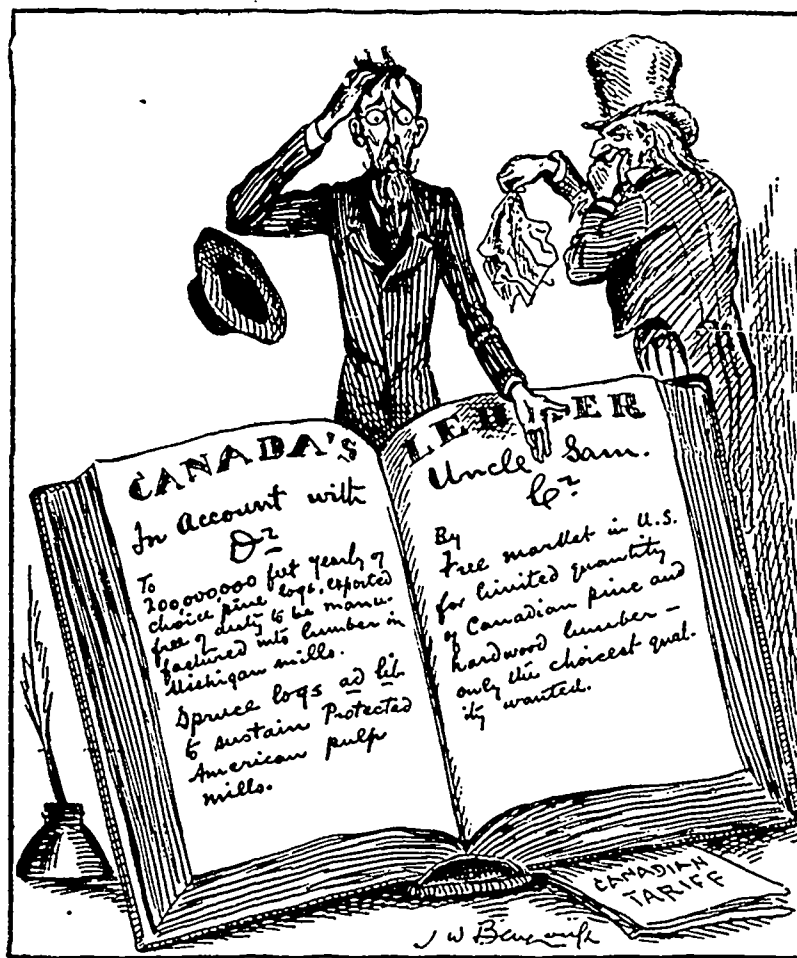
degrading the workmen. How many intelligent owners of local mills are now ruined, or have become employees of the capitalists, who crush every little man who comes within reach? How many men of family, who 20 years ago had steady employment in a local mill, are now toiling at lower wages, far from their families, and liable to be sacked at an hour's notice, to pay their way home at a time when local employment is impossible? But more of this anon! I am now dissecting the monster to discover the source and possible cure of its voracity. Concentration

overdone is destruction—in government, in mechanics, in study—in anything. It means one master with one interest, and many slaves, whose interests are all absorbed into his.

Now, I assert that a number of small mills, at the timber, cutting both logs and lumber to best advantage, seasoning and even planing it before hauling and shipping, will produce better lumber, train more intelligent operatives, and evolve more labor-saving inventions than the present cyclopean system. "But portable mills are a failure!" exclaim 1000 practical lumbermen. Well, so were velocipedes for at least 150 years. Steam carriages were also failures for 40 years after the first run from Glasgow to Edinburgh. The reaping machine was a failure in Britain till its true value was proven in Illinois. Friar Bacon's speaking head was doubtless the father of the phonograph and telephone. The locomotive grew in power till its 80 tons with a speed of 70 miles per hour became a menace to humanity when presto! every lane, turnpike, country road, and even the river and ocean wave sparkle with tourists, each on a locomotive propelled and controlled by his own will, free from the bondage, dust and roar of the railway train. A locomotive of 80 tons with

cars weighing 12 to 16 tons each may have to start or stop for one man, and may crush the life out of a hundred in a few seconds. A mill with 300 h. p. and 100 men may have to stop to replace a nut or tighten a bolt. A blade weighing 5 lbs. will cut off a board from a log by applying it properly, as well as all that machinery can. How to apply it properly and profitably, will be the next advance in mill improvement. A circular or even a gang need several times as much energy to cut off a board as the old whip saw did. Then what power is needed to carry the log twice its own length for every cut taken by the saw! The power which lifts the whip or

## CANADA'S BOOK-KEEPER TAKING STOCK.



## DOES IT PAY?

and to acknowledge our duty is a necessary prelude to retrieving the one and performing the other.

### II. WASTE OF POWER.

The sawmill of to-day is a giant compared with the upright saws of the older time—a giant that devours alike the money of its builders, the fingers, and often bodies of its attendant slaves, the logs it "tears" into commercial form, and frequently the town reared in its shadow. It bolts a fearful premium to get insured, and makes a yawning cavern in the company's profits when it "combusts." Such mills are crushing the life out of the business, developing monopolies, and

## CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trade. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## NEW MARKETS REQUIRED FOR CANADIAN HARDWOODS.

GUYSBOROUGH, 7th Jan., 1896.

To the Editor of the CANADA LUMBERMAN.

SIR,—I was pleased to see the letter from Mr. J. T. Schell in the January number of the CANADA LUMBERMAN, he being an old business acquaintance of mine about twenty years ago. I think he is quite right in his opinion that we should look for some other market besides the United States for hardwood lumber.

I have been a saw-mill man since the year 1850, and my principal market has been the U.S. for the best of my product—in fact, for more than half of the whole product—although I have sold considerable to our own manufacturers and lumber dealers.

My pine is about done and I am now depending principally on hardwood. I think the U. S. market is getting worse every year. I have a small stock of hardwood lumber on hand which I have fairly sold, or bargained to sell, at three different times to U. S. dealers, getting nothing down. Twice the parties have fairly backed down and I have not heard from the third since the war scare. I have thought for years that Great Britain would be our best market, but could not advise the best way to reach it.

Yours truly,  
S. K. GARNHAM.

P. S.—I think if a party is needed to send to Great Britain, it would be well to consider the appointment of Mr. J. T. Schell.

To the Editor of the CANADA LUMBERMAN.

SIR,—I read with interest in your January number the letter of Mr. J. T. Schell on the above subject.

I believe that there are large quantities of maple, birch, elm, basswood, white and black ash, and oak used in England. The bulk of these woods are supplied by United States dealers, many of them acting as middlemen between the Canadian manufacturer and the English consumer. If the Hon. Commissioner of Crown Lands could be induced to send commissioners to England to obtain for the hardwood trade of Canada the information indicated by Mr. Schell, it would undoubtedly be a good thing, but I fear the honorable gentleman will be slow to act, if at all. I would suggest that the trade, or a few of them, put their heads together and send a man to Europe themselves. No manufacturer who pays anything for his timber can make any money out of hardwood at the prices that have been current for the past 15 years. Take for instance rock elm plank suitable for bicycle rims, and clear white maple. The price now obtainable from wholesalers for these two varieties is \$18 per M. You pay an average of \$5 for your timber. Cost of manufacture and interest on capital, say \$2.25 per M. It will take 5,000 ft. log measure at least to obtain 1,000 ft. of such quality as is wanted. This makes an outlay of \$36.25 to obtain 1,000 ft., for which you receive \$18, leaving a lot of coarse stock on hand to represent \$18.25.

Where can the manufacturer dispose of this coarse stock, particularly the rock elm? Is it good value for \$18.25? Are we selling the high grade too cheap, or are we paying too much (\$5 per M) for our logs? I say we are selling the high grade hardwood too cheap.

The pine manufacturer, when he selects his clear pine, is always able to sell his lower grades at a profit over cost of timber and manufacture, and yet what dealer would have the hardihood to offer \$18 per M for clear pine?

Mr. Schell truly remarks that there are few, if any, among the hardwood manufacturers of Canada, who are financially able to send a representative to Europe in the interests of the trade. In unity there is strength. Providence will help those who will help themselves. I would suggest, and would unite with a number of hardwood manufacturers, in sending a representative to Europe. All our hardwood mills are of small capacity, when compared with some pine mills, and it would take the output of a lot of our mills to supply a very small portion of the demand in England. We must obtain higher prices for our better grades of hardwood than are now obtainable, or else cease to manufacture. Time will not permit me

to further discuss this subject at present, but may trouble you again at a later date.

J. E. MURPHY,  
Hepworth Station.

To the Editor of the CANADA LUMBERMAN.

SIR,—In your last issue I notice a remark that refers to my proposition that the Ontario Government might consider it advisable to take some action in the direction of assisting in the development of the hardwood trade.

The remark referred to, while not explicit, leads me to infer that the Ontario Government would be doing what should be done by the Federal authorities under the Department of Trade and Commerce.

The Federal authorities may also claim that the hardwood trade being so largely from Ontario, they would not be justified in spending general funds for such a purpose, without embracing all the wood products of all the provinces of confederation. Excuses are easily made, and quite as valuable as poor slabs in a country mill yard.

True, the province derives a revenue, direct and substantial, from expenditures on its pine forests, for the benefit of the province. From expenditures on mines, colonization roads, railways and other matters, the benefits do not appear to me to be so general nor direct, but few would object to the outlay on account of the public service of such outlay.

My idea in proposing the possibility of the Ontario Government assisting in the development, is that it would be a public service, if of any benefit at all. If the expected benefit would be realized, the advantages would be more general than though the object sought—viz., increased markets and better prices—would be accomplished by one or more private individuals, as the information in the first instance would be public and general, while in the latter it would be private and for the special advantage of a few.

I submit the matter, as first suggested, as one of possible interest to a large section of Ontario's citizens, and if submitted to the Government of Ontario as such, the Government, as custodians for the people, in the interests of the people, or a large section of them, may see it to the advantage of Ontario and in the public interest, to look into the matter without recourse to the Department of Trade and Commerce at Ottawa.

Personally I have moved in the matter and hope to profit thereby, but so far my information and any advantage which may accrue therefrom, I shall consider to be "private and for the special advantage of very few."

Beech is a useful wood in England, but how much is converted yearly into other than second-class cordwood, you could probably tell. Soft elm, basswood, ash, birch and maple are of much more value in England and the continental markets than many of the farmers of Ontario are aware of. The introduction of some of these woods into English markets is of recent date and known to but few dealers in Canada, but it may not always be so. While the United States absorbs nearly all of our stocks at present, I do not think it necessary nor advisable that such should always be the only outlet, practically, for our hardwood.

J. T. SCHELL.

Alexandria, Ont.

## PERSONAL.

The death occurred on the 30th of December last, of the wife of Mr. E. D. Davidson, of the well known lumbering firm of E. D. Davidson & Son, Bridgewater, N. S.

Mr. John McLennan, lumber dealer, of Bay City, Mich., is dead. Deceased was a native of London, Ont., and was engaged in the lumber business in Canada before he went to Bay City in 1869.

Mr. Robert Dollar, well known in Canada, is the Pacific coast manager of the Usal Redwood Co., whose mills are in Mendocino Co., California. The company is composed mainly of capitalists of Grand Rapids, Mich.

Mr. John Burstall, the prominent lumber merchant of Quebec, is going to England to reside. Before leaving he was entertained at a complimentary dinner by about seventy prominent citizens. Mr. R. R. Dobell, another well known timber merchant, and President of the Board of Trade, presided.

—The Sault Ste. Marie Pulp and Paper Company, of Sault Ste. Marie, Ont., made its first shipment of ground wood pulp on the 2nd of December last.

mulay saw is returned on the downward cut, but the energy which tears the circular through, against the grain of the log, seems to me lost forever. A saw cutting upwards would remove the sawdust more easily than the present arrangement of circulars; but a single blade or a gang with light but rigid frame, applied along the side of a log on a solid platform, seems to be the simplest form of sawing. A band saw placed in a horizontal frame and moved along the top of the log, is another possibility worthy of consideration. An electric motor attached directly to the cutting tool, with slack conducting wires, offers many advantages, but it would have to be fed from a waterfall or adjacent steam engine. I merely suggest the problem for some practical mechanic to solve, and hope yet to see the solution successful.

## III.—WASTE OF MEN.

I have lightly touched upon the fact that the present mode of lumbering does not tend to raise the status of the workmen or attract intelligent men to choose the employment. The day when a pushing young man might aspire to a license and run a business of his own, may be regarded as gone by. The great majority look no further than to have "a good time" in the nearest hotel as often as they have a month's "time" free from the van or tailor's claim. Not one in ten young men save anything at camp, drive or mill; they only wear out their constitutions by hardship and dissipation alternately, break down early in life and become "hangers-on," wherever they have compassionate friends. The establishment of licensed cullers by the Ontario Department of Crown Lands opens one avenue to advancement for young men of some education, and is eagerly sought after. A further advance, in the line of fire inspectors, might, I hope, be tried with a fair prospect of success. At present they are nominated by the owner of the berth, and almost invariably are employees of the firm who live at the camp, are fed from the stores left in his care, and are not paid by the department till November. They go on duty about 15th May and are dismissed Sept. 15th in ordinary seasons—their wages being paid by the forestry branch of the Crown Lands Department and half charged to the holder of the license.

Now, what I would respectfully suggest is, that young men be encouraged to study the elements of forestry, at Guelph or elsewhere, and those holding certificates of qualification to be appointed to charge of berths not under license, or recommended to lumbermen not operating at present for appointment. The attention of intelligent young men would thus be attracted to the new country, their reports would lead to immigration from their former homes to the new territory, and they would be better able to make suggestions to Government or license holders on the capabilities of the berth than most of the present occupants. They might also act as game wardens in their respective berths during the balance of the year, and thus become the first permanent residents and valuable guides for future settlers. They might map out pulp and cedar lands, lay out roads, re-plant burnt spots, oversee trappers to have them trap in a rotation of 3 or 4 years, and otherwise advance the interests of the province in the new districts. This may be going too fast for some persons, but I believe would receive the hearty approbation of those who best understand the condition of this northland. But they would require to be paid monthly, and placed in close touch with the present timber agents, many of whose duties they might perform as well as to keep the department fully posted in everything pertaining to their charge. The position should be kept strictly non-political, or more properly, non-partizan. The more thoroughly this is done the better for all—government, the inspectors, the settlers and the country at large. By this means let us link the new country, timber trade, mining, and all other interests, with the energy and intelligence of the older settled districts.

**SCHULTZ BROS.' WORKS, BRANTFORD, ONT.**

Among the foremost contractors and planing mill operators in Canada, the firm of The Schultz Bros. Co. (Ltd.), of Brantford, Ont., may justly be placed. The senior members of the firm, the Schultz Bros. proper, were left orphans at an early age, but with a strong determination they

two rip saws, two cross saws, a band saw, a jig saw, two stickers, a jointer, a tenoning machine, two sand paperers, two boring machines, an emery wheel, a panel raiser, a shaper, a mortise machine, a blind slat tenoning cramping machine, a dowell machine, and a band saw setter and sharpener.

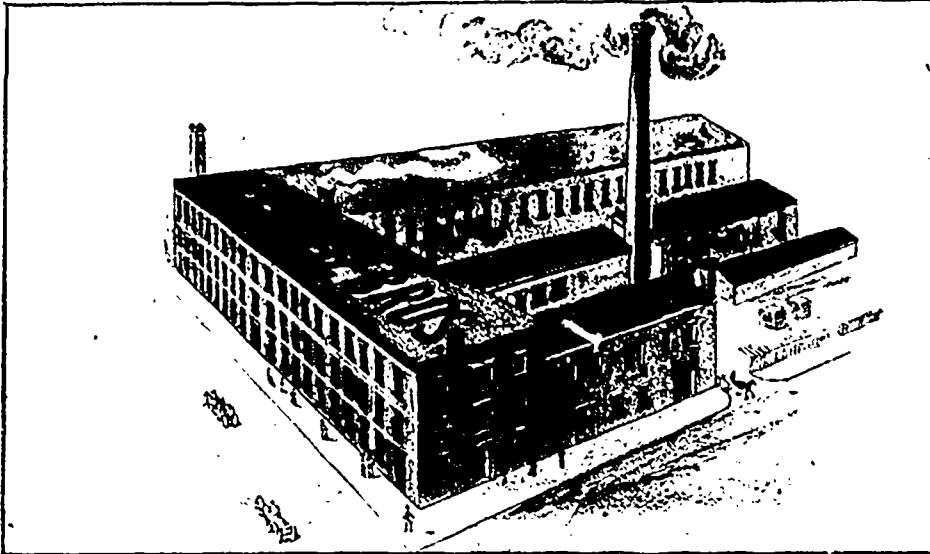
On the second and last floor is the mantel and

dealers in Brantford, and their trade extends over a wide section. Owing to a rapidly increasing trade, they are about to enlarge their yards. The past year has been a very successful one to them, and the spring opens with a bright outlook.

**NOVEL SYSTEM OF FLOATING LOGS.**

hardwood finishing department. This floor is also used for storage and show-room purposes. They turn out some handsome mantels, their carver being an artist of some ability. The firm manufacture the 'Daisy' washer, which has been placed in over 20,000 homes.

The Remingtons, of Watertown, N.Y., who own a big saw mill and thousands of acres of spruce timber in the vicinity of Benson Mines, have a novel way of floating their logs and lumber from the mill to the railroad. Their sawmill is located on the hills three miles back into the country from the railroad, which is in a valley below. Carting was expensive. The Remingtons therefore constructed a trestle three miles long, and upon that placed two troughs, one for pulp logs and one for lumber. The troughs are: For pulp wood, 24 inches at the top and 10 to the bottom, having a depth of 20 inches; for lumber 12x12 1/2. At the sawmill is a six inch centrifugal pump, and when the logs are ready for shipment they are placed in the trough, the pump started running, the troughs filled and the logs floated to the railroad, where there is a yard having 1,500 feet of track. The lumber runs out on the trestle and is loaded into the cars. The capacity of these carriers is 60 cords per hour of pulp wood, and 200,000 feet of lumber per day. Last spring the companies had a pile of pulp wood 1,000 feet long, 26 feet high and 40



SCHULTZ BROS.' MILL, BRANTFORD, ONT.

set to work doing odd jobs which came their way, saving their money, until now they are the leading contractors in Brantford, and rank high among those of the Dominion.

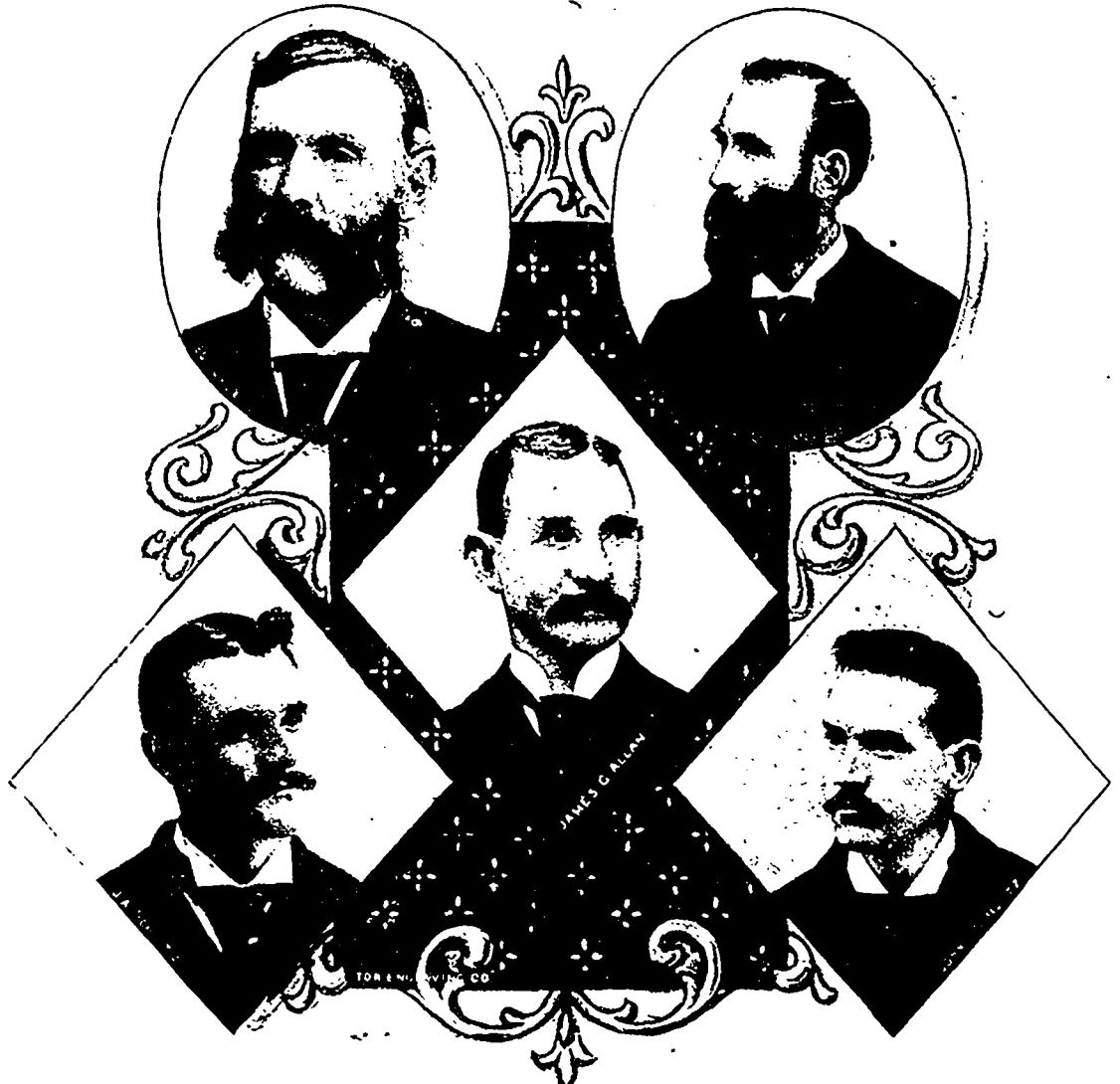
Their large three-storey building on Brant ave. is in the shape of an L. one portion being 132' x 35', and the other 132' x 60'. The mill yard is quite large, on which are erected dressed lumber sheds with a capacity of 10 cars, and a stable.

On West street, near the G. T. R. depot, is their wholesale lumber yard, covering two acres of ground. Mr. Wm. Schultz is in charge of this department.

As this is one of the largest planing mills in Western Ontario, a brief description will prove interesting. On the ground floor all the planing, sawing, and heavy moulding is done. A tool room, where all the drilling, setting and sharpening is done, is on this floor. In this tool room is kept an extra set of knives, etc., for each machine, so that when a knife is being sharpened the machine need not be idle. A two-storey dry kiln with a capacity of 20,000 feet is on this floor, as is also the box making department, which turns out 100,000 boxes per annum. In an annex at the angle of the L is situated the engine and boiler room. A 100 h.p. Goldie & McCulloch boiler supplies steam to a 75 h.p. Wheelock engine, receiving its hot water from an Aus.in heater. Steam and plunger pumps are used. The engine has been running for nine years without a cent of cost for repairs. The machinery on the ground floor comprises four planers, three stickers, a re-saw, six rip saws, a printing machine for box department, a turning lathe, a sand-paperer, a suction fan, a blower for the dry kiln, with the hot blast system with Sturtevant kiln.

On the first floor is done all the light moulding. The sash and door department is also on this floor. Their veneer doors are shipped to different parts of the country. Mr. Jas. G. Allan, the mechanical superintendent, has his offices on this floor. The machinery on the floor is made up of

The officers of the firm are as follows: President, George Schultz; Vice-President, Wm. Schultz; Sec'y.-Treas, John F. Schultz; Mechanical Superintendent, Jas. G. Allan. They



THE FIRM OF SCHULTZ BROS., BRANTFORD, ONT.

recently built the Expositor and I.O.O.F. buildings in Brantford, and among one of their large jobs was the making of the bicycle track at Mohawk park. They are the chief wholesale

feet wide, all of which has been carried by this scheme.

A company is being formed to erect a pulp mill at Richibucto, N. B.



MONTHLY AND WEEKLY EDITIONS

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THE CANADA LUMBERMAN is published in the interests 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 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 trader in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting 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 25 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four 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.

OUR TARIFF RELATIONS WITH THE UNITED STATES.

One of the subjects in which Canadian lumbermen are at present most interested is the bill now before the American Senate, under which it is proposed to impose an import duty of 60 cents per thousand feet on lumber. The reason given for this step is that the Government of the United States are compelled to raise a large amount of additional revenue. The Bill is introduced as a temporary measure, and is supposed to be operative only until 1898.

It is not certain that the Bill will become law, as it has yet to pass the Senate and receive the signature of the President. It is the opinion of some that the measure will not reach the statute book, but will either be thrown out by the Senate, or the President will refuse his signature. As our readers know, the Cleveland administration was elected on a policy of freer trade, and there is a possibility that the President may, on this account, refuse his signature to a measure which has the appearance of reverting to the protective doctrine. No doubt the Republicans, who have been gaining strength of late, are desirous of making the path of the present administration as difficult as possible, and knowing this, President Cleveland may refuse to place himself in the position of apparently being forced to adopt, in some measure, the policy of his opponents. Or, he may get over the difficulty by taking advantage of the rule under which a measure becomes law if the President neglects to either approve or veto it within ten days after it has passed the Senate.

The Government appears to be greatly in need of more revenue, and their only means of securing this would seem to be by an increase of duty in some directions. We should suppose, however, that there are many classes of imports on which the duty might be increased, without disturbing the provisions of the recently enacted Wilson Bill relating to the importation of lumber.

In many quarters the opinion is strongly expressed that in the event of this measure becoming law in the United States, the Canadian Government should not hesitate to at once impose an export duty on timber of all kinds, and thereby prevent the present annual exportation of about 200,000,000 feet of pine timber, by Michigan holders of Canadian limits, as well as large quantities of spruce timber which are being taken across the border to supply the pulp mills of the United States. The cartoon which we publish this month expresses the situation as it presents itself to the minds of many Canadian lumbermen.

After having carefully considered the whole question we are of the opinion that it would be unwise on the part of the Dominion Government to adopt retaliatory measures at the present time. The Bill now before the United States Government is, as we have stated, ostensibly a temporary one, and the proposed duty of 60 cents per thousand feet will not be sufficiently burdensome to interfere, to a large extent, with our American trade; therefore our wisest course would seem to be to take no action provided the duty shall not be increased beyond 60 cents per thousand feet; but if it should be increased above this amount either before 1898, or after, it should be incumbent on our Government to take action. Meanwhile, as we have pointed out elsewhere, Canadian lumbermen should be on the lookout for means of extending their trade in other markets than those of the United States.

EXTENSION OF OUR FOREIGN TRADE.

We have pleasure in directing the attention of our readers to the correspondence appearing in the LUMBERMAN for January, and in the current number, from well-known hardwood lumber manufacturers in Ontario, urging that a united effort be made to learn what openings exist in the European market for Canadian hardwood lumber. It is evident from the tone of this correspondence, that our hardwood manufacturers and dealers have become thoroughly dissatisfied with the condition of the American market, and are tired of doing business on the margins at present obtainable.

We are pleased to see this awakening on the part of a section of Canadian lumber manufacturers, and trust that it will result in something more than a mere expression of opinions. We would suggest that those who have taken part in this correspondence, and those who endorse the opinions which have been expressed, should endeavor to meet and discuss the question in all its phases, and decide, if possible, on what lines an effort should be made to develop foreign trade.

We hope to be able to publish shortly some information regarding the possibilities of trade with France under the new French Treaty. There is ground for the hope that in France and Germany, as well as in England, a market

might be found for some varieties of Canadian hardwoods.

The first thing to be done, as suggested by Mr. Schell, is to obtain definite information as to the possibilities of trade with these countries. After having learned what varieties of wood there is a demand for, and the purposes for which it is required, our manufacturers would be in a position to make an intelligent effort to extend their trade in this direction.

We have little hope that either the Dominion or Provincial Government can be prevailed on to take sufficient interest in the matter, to send a Commissioner to Europe for the purpose of learning the conditions of trade existing there. Even should they be induced, after considerable urging, to take such action, we fear the results would be reached too slowly to suit the purpose of the trade. If anything is to be done in this direction, it seems to us that it must be done by those most interested in the matter, the hardwood manufacturers and dealers themselves.

The action of the hardwood section should, we think, be followed by other sections of the trade also. We cannot disguise from ourselves that, while the United States afford the best and most convenient market for Canadian lumber, the constant uncertainty, due to continual dickering with the American Tariff, renders trade with the States very unsatisfactory, and there is no guarantee that the possibility of trade may not suddenly be entirely destroyed by a prohibitive duty. There is in addition the fact that great annoyance and loss are frequently sustained by reason of the lack of a uniform system of inspection. Complaints on this score continue to reach us from month to month.

It seems to us that in view of the uncertainty of our business relations with the United States, manufacturers of lumber and timber products of all kinds in Canada should pursue a policy which would render them, as far as possible, independent of the American market. The present seems to be the proper time for Canadian lumbermen to meet together for consideration of matters affecting their interests. There is strength in unity, and it is a matter of regret that our lumbermen have not associated themselves together for the advancement of their interests. An Association of Lumber Manufacturers was organized in Ontario some time ago, but has held no meetings for some time past, and appears to exist in name only; indeed the name itself has well-nigh been forgotten. This would be a good time to revive the organization.

The question of finding a market for our lumber, other than that of the United States, is forcing itself on our attention, and doubtless must be met, if not now, in the near future. Would it not be wise to face the situation at once, and adopt means for the extension of our foreign trade?

THE CANADA LUMBERMAN Vest Pocket Inspection Book has been selling like hot cakes, as the result of the advertisement appearing in our Weekly Edition. The orders for the book which have come to us from all parts of the Dominion and from abroad as the result of this advertisement, is the strongest possible evidence that THE LUMBERMAN is carefully read, and is a first-class advertising medium.



THE dealers in yellow pine in the Southern States are certainly hustlers. Their business is to sell lumber, and they take every precaution to supply the demand. I recently heard of the arrival of a car from that section of the country containing twenty-seven different lots of lumber. Without advocating the expediency of dealers making shipments in this manner, the effort put forth to meet competition and supply the wants of the trade is worthy of notice. Our mill men on this side of the line might well emulate this painstaking effort to get and hold trade.

\* \* \*

I HAVE heard numerous opinions expressed regarding the effect which the probable change in the United States lumber tariff would have upon Canadian trade. The views of such well-known lumbermen as Mr. F. W. Avery, of the firm of Buell, Hurdman & Co., and Mr. J. R. Booth, of Ottawa, will no doubt be read with interest. "If the bill passes," says Mr. Booth, "and I believe it will, for the United States must increase their revenue, the lumber trade in this country will be seriously affected. These changes of tariff always injure our trade to a great extent. The new tariff will affect our coarse lumber trade the most." Mr. Avery does not take so pessimistic a view of the matter. "The new tariff would," he says, "be no steeper than that of the McKinley bill. If the lumber trade is dull the Canadian trade would suffer with a high American tariff in force; but if trade is good it will be the American buyer who will lose."

\* \* \*

HAVING heard that the firm of Robert Thompson & Co. were about to close their Toronto office, and prompted perhaps by curiosity, I dropped in at their office a fortnight ago. There I learned from Mr. Meaney that it was the intention of Mr. Robert Thompson to concentrate the firm's interests, and with that end in view the Toronto office had been closed. I was much pleased to be informed that the firm of Thomas Meaney & Co. had been established, and had secured the offices formerly occupied by Robert Thompson & Co. Some purchases of lumber had already been made, and the manager was on the eve of a visit to mills in the Georgian Bay district. The head of the new firm, Mr. Meaney, needs no introduction to the trade, having managed the Toronto office of Robert Thompson & Co., for a number of years. He is possessed of that geniality characteristic of lumbermen, and a visitor to his office is always assured of a cordial reception. I predict for the new firm a marked degree of success. During our conversation the CANADA LUMBERMAN came in for a few words of commendation, Mr. Meaney remarking that the cartoon in the last number had "struck the bull's-eye."

\* \* \*

"THAT article in your last issue was correct, and I hope you will keep right at it," was the

remark with which I was greeted a fortnight ago as I entered the office of a well-known wholesale lumberman in Toronto. The speaker referred to the article on "Sharp Practice by Buyers." Continuing, he said that his firm had always found the United States markets unsatisfactory, particularly those of New York and Boston, owing to the difficulty of obtaining proper inspection. The policy of some dealers across the line was to realize all they possibly could out of a cargo of lumber, regardless of the interests of the shipper or the trade in general. More than one instance was related of shipments either being refused altogether or graded so low that the shipper by accepting the inspection would lose money on the transaction. In the event of the refusal or low grading of the lumber, it was conjectured that the shipper would reduce the price as an inducement to the purchaser to take the lumber off his hands. This, however, did not work out satisfactorily in all cases, from the standpoint of the would-be purchaser. My informant had, on several occasions, at a sacrifice of time, found it to his advantage to make an examination of the stock himself, in the presence of the purchaser and the inspector who graded the lumber, both of whom were compelled to admit that it was exactly as represented and fully up to the desired inspection. I admitted that I had heard such complaints before, and queried why such unfair methods of business were allowed to exist. It was explained that in New York the inspectors were appointed by and receive their certificates of efficiency from the New England Lumbermen's Association. The number of such inspectors has of late increased more rapidly than the requirements of the market demand, and they find it impossible to obtain sufficient employment. This condition has resulted in some of the inspectors entering the employ of lumber concerns, while nominally continuing the business of inspectors. It can readily be understood that inspectors thus circumstanced would not be in a position to give an unbiased opinion of lumber supplied to the company upon whom they are dependent for their bread and butter. In Boston the inspectors are appointed by a Government official, which would seem to be the most satisfactory way. But even Government officials, it is feared, are not always beyond the reach of influence, and should the inspectors not grade the lumber to the entire satisfaction of the consignee, this influence would be likely to make itself felt at election time. I give the above facts to the readers of this column as nearly as possible as they were pointed out to me. I learn that several of our Toronto dealers are adopting the more honorable method of doing business only with reputable firms with whose standing they are fully acquainted, having a distinct understanding between shipper and buyer as to grading of shipments. This is proving the most satisfactory method. The subject of a national inspection is one which I may touch on at a later date; suffice it to say that if such was in force at the present time in the United States, many of the difficulties met by Canadian shippers would be avoided.

THE fifth annual meeting of the Western Retail Lumbermen's Association is announced to take place at Winnipeg, on Wednesday, 12th February, at 8 o'clock p.m.

#### COMPLIMENTARY OF "THE LUMBERMAN."

WE have received the following appreciative remarks of the CANADA LUMBERMAN:

S. Schreyer, Ridgeway: "Enclosed find one dollar for which please send me THE LUMBERMAN for another year. I like it very much."

Mr. Geo. Thomson, of Wingham, Ont.: "Enclosed find renewal subscription for LUMBERMAN for 1896. I may say I take great interest in reading both the monthly and weekly editions. I can't see how I could do without it. It is the first paper I read."

Mr. John Stanford, Chester: "Please find enclosed P.O. order for \$1.12 for renewal subscription to the CANADA LUMBERMAN and a copy of the 'The Lumberman Vest Pocket Inspection Book.' I am very much pleased with THE LUMBERMAN, and it always comes promptly to hand."

Messrs. J. W. Howry & Sons, Fenelon Falls, Ont.: "We are much pleased with your paper and feel that it has come to be a part of our office literature. It is not only bright and readable, but is very reliable, and we usually find that when we see it in the LUMBERMAN it is a fact."

Pembroke Lumber Co., Pembroke, Ont.: "We are pleased with the appearance of the January number of the CANADA LUMBERMAN. In our opinion, the J. W. Bengough cartoon is quite an improvement. We would, however, like very well to see some more Ottawa valley news in the journal, it being the great lumber centre of our province."

Messrs. H. H. Spicer & Co., Vancouver, B. C.: "We took particular notice of the new feature of the current month's issue of the LUMBERMAN as an entirely new thing in lumber literature, and we certainly think you are improving your journal all the time, and that your enterprise is most commendable, and should have the hearty support of the lumber trade of Canada in all its branches."

Hon. J. K. Ward, Montreal: "Having been a subscriber to the CANADA LUMBERMAN for many years, I look forward to reading each number with a good deal of pleasure, not only for the interesting biographical sketches usually found in it, but for the amount of information on the subjects of machinery, markets, etc., that must be of great use to those who are actively engaged in lumbering. The present number, either from a mechanical or artistic point of view, is a credit to the publisher."

Mr. J. E. Murphy, Hepworth Station, Ont.: "I am very much pleased with the January number of THE LUMBERMAN. The cartoon on the front page is a pleasing feature, and to my mind, hits the nail on the head in this particular instance. This additional feature indicates a desire on the part of the publisher of THE LUMBERMAN to make the paper a welcome visitor in the office of the trade. I wish you every success, and trust you will continue to devote more space and time to the interests of the hardwood manufacturer."

Macpherson & Schell, Alexandria, Ont.: "In renewing our subscription to THE LUMBERMAN, permit me to congratulate you upon the efficiency and progressiveness of your journal. As a Lumberman's Journal, we have always noted that it is a paper for mill men as well as a medium for dealers. Your editorials, Eli column, correspondence and comments, cover in each issue a wide field of information on trade and kindred subjects, making your paper a medium of information as well as price lists. I may be permitted to observe that if your correspondent in England would look into the trade conditions there he might find a subject that would interest many of your readers, if he reported upon the extent and uses to which maple is put there, such as for cotton and woolen machinery, print rolls, etc., also on the stave and heading trade, broom handles of basswood and spruce, furniture piece stock and many lines of trade in cut up-stock, besides the regular timber and lumber trade. For a mill man I consider your journal the best of its class I receive, and your new extension into the fields of illustrations and cartoons will add another pleasing feature to your already valuable and interesting paper."

Thos. Allen, a farmer residing on the shore of Chipewewa Bay, succeeded a fortnight ago in raising from the river at that point, a stick of oak timber 37 feet in length, and squaring about 20 inches. During the war of 1812 a large raft of oak timber is said to have been sunk, to which this stick is supposed to belong. The story is told that the raft was being taken down the river from Clayton when the news of the trouble between England and the United States was received, and, fearing that it would fall into the hands of the British, the raft was sunk.



THE LUMBER TRADE IN 1895.

Review of Operations throughout the Dominion.

GENERAL SURVEY.

LATE in the season of 1894 the Wilson tariff bill passed the United States congress, by which lumber, among other commodities, was placed on the schedule of free imports entering that country. The tariff was viewed with favor by Canadian lumbermen, and the year 1895 was ushered in with bright anticipations of improved conditions. A retrospective glance over the past year proves that these expectations were only partially realized. While the volume of trade done in 1895 was equal to or slightly in excess of that of the previous year, the margin of profit was smaller, and few dealers are to be found who succeeded in materially increasing their bank accounts. During the first six months of the year trade was extremely limited, but operators were hopeful, and during the latter portion of the year they experienced a much better demand. Several causes may be mentioned as operating to retard the progress of the past year and to reduce the profits accruing to lumbermen. The benefit to be derived by Canada from free lumber was scarcely felt, owing to the prevailing financial and commercial conditions in the United States. These conditions restricted trade generally, and consequently limited the demand for lumber. The dispute with the United States authorities regarding the definition of dressed lumber, and which as our readers know, resulted in the imposition of a duty of 25 per cent. ad valorem on a large portion of that class of lumber, proved a heavy blow to a number of our planing mill men, many of whom formerly shipped largely to the United States. Another reason is to be found in the decline in demand from foreign markets. While trade with some foreign countries improved slightly, exports to South America were considerably less than was anticipated.

The western provinces of the Dominion were, perhaps, the greatest sufferers during the past season, as, owing to the increased demand for spruce for pulp wood both at home and abroad, the maritime provinces succeeded in holding their own. The shipments from New Brunswick, Nova Scotia and Quebec compare favorably with those of 1894. From the port of Montreal, as shown by the Harbor Master's report, there were shipped to the United Kingdom and continental ports 168,672,028 feet board measure, and to River Plate 8,744,000 feet, making a total of 177,416,028 feet. This shows a decrease of 10,725,397 feet. During the year the situation in British Columbia and Manitoba improved slightly, and future prospects are good. From statistics received from mill men throughout the Dominion, we learn that the volume of trade done last year was about equal to that of 1894, but the amount of stocks on hand was too large for the demand. The stocks of lumber being carried over are heavier than those of the previous season. The greatest drag upon the market is shingles.

The year 1896 opens with prospects of an improvement in trade, notwithstanding the fact that the re-imposition of an import duty on lumber entering the United States is among the possibilities. With a hearty revival in trade the proposed duty of 60 cents would have but little bearing. To counteract the effect of this duty, should it become law, the opinion is held by many that an export duty on logs should be imposed by the Dominion Government. Our views on this question are given elsewhere. Our lumbermen are gradually finding new fields for their product, one of which may be mentioned as Germany, and viewing the situation from all sides, we predict for 1896 a year of prosperity and satisfactory monetary returns.

ONTARIO.

In Ontario, perhaps, more than in any other province, trade failed to show any decided

improvement in 1895. The effect of free lumber was to increase the output of logs during the season of 1894-95. Much of the lumber manufactured is, unfortunately, yet at the mills. The United States market, which is the greatest consumer of Canadian hardwoods, has been dull. Competition has also been keen from the Michigan and Minnesota mills.

To dealers in white pine the year just closed has been unprofitable, sales of importance being comparatively few. In the Georgian Bay district the stocks being carried over are heavy, and some of the mill men have a large portion of last year's cut still on their hands. One company inform us that they are carrying over 7,000,000 ft. Very little work in the woods is being done. In the Ottawa district the past season has proved more satisfactory to operators. The output there has been increased by the operations of the St. Anthony Lumber Co. at Whitney. The firm of Gilmour & Hughson closed operations earlier last fall than usual, consequently their cut will show a shortage. Many of the Ottawa lumbermen have closed contracts for their next season's cut, which is an encouraging feature.

The replies from mill men throughout Ontario indicate that the cut of lumber for the past two years has been about equal, but fewer shingles have been manufactured. Profits were smaller in 1895 than in the previous year, notwithstanding the fact that lumber was allowed to enter the United States free of duty. The enquiry, "Is trade with the United States increasing?" brought forth a negative reply from 65 per cent. of the mill men who responded to our solicitations. The same question regarding other countries received a corresponding reply, only in a more pronounced tone. Over 80 per cent. are in favor of free trade in lumber with the United States. In nearly every case the question regarding the volume of work in the woods this winter showed that the output of logs is likely to be greatly curtailed; at some points it is being reduced as much as 50 per cent. This will, eventually, prove beneficial to the trade. The season so far has been unsatisfactory for logging operations in Ontario, some operators having been obliged to withdraw their men from the woods.

The total output of lumber from the various mills on the Ottawa valley last year is estimated at 627,000,000 feet, being nearly one million feet in excess of that of the previous year. The amount is made up as follows:

	Feet.
J. R. Booth, Ottawa .....	100,000,000
Bronson & Weston, Ottawa .....	75,000,000
W. Mason & Son, Ottawa .....	15,000,000
Shepard & Morse, Ottawa .....	25,000,000
Buell, Hurdman & Co., Hull .....	50,000,000
Gilmour & Hughson, Hull .....	20,000,000
Carswell & Francis, Renfrew .....	10,000,000
Martin Russell, Renfrew .....	2,000,000
John Mackay, Renfrew .....	1,500,000
A. & P. White, Pembroke .....	5,000,000
Pembroke Lumber Co., Pembroke ..	15,000,000
R. W. Conroy, Aylmer .....	15,000,000
A. Lindsay, Aylmer .....	3,000,000
J. R. & J. Callies, Arnprior .....	5,000,000
McLac. Bros., Arnprior .....	55,000,000
W. C. Edwards, Rockland .....	45,000,000
Gillies Br., Branside .....	30,000,000
R. H. Klee, 's Mills .....	3,000,000
St. Anthony Co., Whitney .....	20,000,000
Gilmour & Hughson, Ironsides .....	20,000,000
A. Hagar & Co., Plantagenet .....	5,000,000
Ottawa Lumber Co., Calumet .....	10,000,000
McLaren Estate .....	15,000,000
Ross Bros. .....	10,000,000
Canada Lumber Co., Carleton Place	20,000,000
Hawkesbury Lumber Co. ....	57,000,000
Total .....	627,000,000

The following statement shows the declared exports from the consular district of Ottawa, Ont., to the United States, during the four quarters of the year ending December 31, 1895.

ARTICLE.	Qr ending March 31.	Qr ending June 30.	Qr ending Sept. 30.	Qr ending Dec. 31.
Bark .....			6,528.00	4,215.00
Lath and Shingles .....	6,477.70	28,102.29	24,908.55	23,027.84
Logs and Timber .....		150.95	1,587.26	1,717.25
Lumber .....	351,751.30	585,124.47	625,746.15	597,903.64
" in bond for exp't .....	3,535.69	17,232.95	35,341.07	47,046.93
Match Blocks .....	1,430.20			
Pulp, Sulphite .....	17,570.57	18,239.39	14,478.04	19,309.10
Pickets .....		3,690.73	3,406.72	6,254.64
Railroad Ties .....	450.00	5,950.10	3,307.30	4,838.40

The opinion prevails in Ontario that an improvement in trade will take place as spring approaches. Dealers are finding new markets for the best grades of hardwood lumber, which will result in less dependence being placed on the American market, but they must look to the United States, the nearest market, for the disposal of the greater portion of their coarse lumber.

QUEBEC.

The volume of business in the Province of Quebec during the past year has shown no improvement, but there is every indication of more activity during 1896. Judging from present indications a larger quantity of lumber will be manufactured, provided there is sufficient snow to permit of logging operations, from the lack of which, up to the present time, the trade has suffered. Should the American Government not impose an import duty on lumber, trade with the United States will no doubt greatly increase, and better prices are anticipated. South America is also affording a market for large quantities of Quebec spruce and other lumber, which is realizing a fair figure. The latest advices from England show a decided improvement; prices have advanced and stocks are decreasing. On the opening of navigation the demand for all sorts of lumber will advance considerably. In view of these facts, the outlook for 1896 is considered favorable.

The following particulars of the operations during 1895, are furnished by J. Bell Forsyth & Co.'s annual trade circular, which is recognized as a high authority on lumber matters in that province:

The general advance in value of all articles of produce and staple merchandise has at length affected wood goods in the markets of the United Kingdom, and the prospects are decidedly more hopeful in the United States.

A strike in connection with the shipbuilding trade of Belfast has unhappily spread to the Clyde, but now seems certain of early adjustment and settlement; and there is every prospect of a sufficiency of orders for the construction of steamers being shortly placed with the shipbuilders of the United Kingdom to keep yards busy for a long time to come.

The increased production of gold, consequent on the development of mines in South Africa, British Columbia and elsewhere, has given an impetus to trade like that which followed similar discoveries in California and Australia, and will certainly result in several years of good business prosperity.

WHITE PINE.—The supply shows little change as compared with last year, the increase in waney pine being counterbalanced by the diminution in the production of square wood. There is absolutely nothing wintering above Quebec—a most unusual position.

The wintering stock is very bare of first-class waney of the smaller averages, and square pine suitable for deck plank purposes.

	Supply.	Export.	Stock.
1895 { Square.. 273,771 }	2,838,080	1,090,892 Square	2,254,717 Waney
{ Waney.. 3,086,469 }			
1894 { Square.. 838,246 }	3,468,600	1,656,993 Square	1,610,571 Waney
{ Waney.. 2,288,663 }			

RED PINE—Seems to be neglected, being unable to compete in the markets of the United Kingdom with pitch pine from the Southern States. Fresh good wood is scarce. It is well to note that a marked advance has been established in the value of pitch pine on the other side of the Atlantic.

	Supply.	Export.	Stock.
1895 .....	108,661	326,080	154,120
1894 .....	59,835	146,120	282,084

OAK.—The supply has again been in excess of the export, but there is an active demand in Great Britain, which, with somewhat reduced prices on this side, may improve the tone of the market.

	Supply.	Export.	Stock.
1895 .....	1,006,139	869,560	790,486
1893 .....	1,276,869	937,840	699,205

**ELM**—Has been in good demand throughout the season. With active shipbuilding this will no doubt continue. Unless production is overdone, the market is promising.

	Supply.	Export.	Stock.
1895.....	596,137.....	537,120.....	218,871
1894.....	528,761.....	528,880.....	244,145

**ASH.** The stock is quite ample for any present demand. Large wood may sell to a moderate extent if of fine quality and color.

	Supply.	Export.	Stock.
1895.....	149,077.....	146,360.....	118,127
1894.....	183,626.....	134,920.....	99,659

**BIRCH** Throughout the season has sold slowly, having suffered from competition with cheap African mahogany. The prospects for this wood are now decidedly better, and unless too much is manufactured, birch should meet with a ready sale at fair prices.

	Supply.	Export.	Stock.
1895.....	240,818.....	200,160.....	156
1894.....	131,191.....	189,920.....	1,242

**STAVES.** The business has left Quebec, being diverted into other channels.

**PINE DEALS** Are now almost altogether produced above Montreal, and largely shipped from that port, though the business remains to a very great extent in the hands of Quebec houses. The opening of new railroad connection between western points and this port, and possibly some readjustment of cargo freight, may later on bring back a portion of the business to Quebec, if merchants and ship laborers both work with that end in view. The cuttings for next season have been eagerly secured by shipping merchants at about last year's prices, in expectation of an advance in value.

	Supply.	Export.	Stock.
1895.....	823,665.....	501,200.....	135,489
1894.....	647,408.....	479,700.....	63,624

**SPRUCE DEALS**—Have been throughout the season disappointing and unprofitable, but a great advance has recently taken place in value at the chief centres of consumption. As yet there has been no marked change in prices here, but that must certainly follow. The removal of the United States duty of equal to about sixteen shillings and sixpence per Petersburg Standard Hundred, the alteration in the French duties, equivalent to five shillings for same, and the extent to which spruce is now used for the great and growing industry of pulp manufacture, must shortly have a very marked effect on the value of this wood.

	Supply.	Export.	Stock.
1895.....	3,878,142.....	3,471,700.....	736,216
1894.....	3,447,856.....	3,462,800.....	579,774

In regard to the manufacture of pulp for paper and the many purposes for which it is now being adapted, it is generally admitted by those in the trade that spruce wood produces the best and strongest pulp, and the demand for paper manufactured exclusively from pulp wood is now very great. It is not a new industry we admit, for wood for many years has been converted into pulp, but the demand of late has enormously increased, more so than any other branch of the timber or wood business. We hear of mills being built or enlarged wherever good spruce is to be found. A large mill such as the one at Grand'Mere, St. Maurice River, will turn out about ten carloads of pulp per day. Most of the output of this extensive establishment is intended for paper mills in the United States. It looks, therefore, as if spruce is likely to be in the very near future a much more valuable wood than it has been in the past.

**SAWN LUMBER.** South American Lumber. The market this season has been very active in spruce, especially from the Saguenay and other Lower St. Lawrence ports, and from the Maritime Provinces, the shipments having aggregated 18,000,000 feet more this year than last. Prices have ruled from \$9.00 to \$11.00 for rails and \$13.50 for twelve-inch boards in the Maritime Provinces, and from \$11.50 to \$12.00 for rails and \$13.50 to \$14.00 for boards in the Province of Quebec.

Shipments of white pine have considerably fallen off on account of the change in the United States customs tariff, which reduced duties on pitch pine from \$10.50 to \$5.25, which reduction militated very strongly against the use of white pine.

Prices range about the same as last year, say \$17.50 for common shippers, \$27.50 for good shippers, \$37.50 for selected and \$45.00 to \$47.50 for clear.

**FREIGHTS** Have ruled without much change on last year's figures, being the bottom rates at which vessels can be sailed: Clyde, 16 shillings; Liverpool, 18 shillings, for timber cargoes by sail, with proportionate rates to other ports. By steam, 40 shillings for deals from Montreal to safe ports in United Kingdom, with 65 shillings for timber for Quebec, have been current rates. Liners from Montreal were obliged, during summer, to take lower rates for deals to fill up, though the difference was by no means so marked as previous seasons, and rates closed firm at an advance.

**COMPARATIVE STATEMENT OF SAILING VESSELS CLEARED AT THE PORT OF QUEBEC FOR SEA, LUMBER LADEN, 1880 TO 1895, FROM THE OPENING TO THE CLOSE OF NAVIGATION.**

(COMPILED BY MR. F. JOHNSTON, QUEBEC EXCHANGE.)

Year	Vessels	Tons
1880.....	634	555,451
1881.....	459	380,186
1882.....	426	359,025
1883.....	487	416,169
1884.....	366	291,398
1885.....	369	294,789
1886.....	325	250,035
1887.....	271	206,172
1888.....	227	195,928
1889.....	275	240,892
1890.....	250	238,162
1891.....	205	182,615
1892.....	244	225,008
1893.....	177	146,970
1894.....	136	115,639
1895.....	86	70,960

**OCEAN STEAMSHIPS.**

Year	Steamers	Tons
1894.....	51	72,531
1895.....	58	87,749

**STATEMENT SHOWING THE QUANTITY AND VALUE OF WOOD EXPORTED FROM THE PORTS OF MONTREAL, THREE RIVERS, BATISCAN AND SOREL, FROM MAY 1ST TO NOVEMBER 30TH, 1895.**

PORTS.	ARTICLES.	QUANTITY.	VALUE.
Montreal.....	Pine Deals.....	69,730 Std. H.	\$2,374,711
	Spruce Deals.....	3,526 "	85,748
	Deal Ends.....	5,422 "	269,383
	Planks, Boards, &c.....	11,970 M. ft.	311,717
	Other Headings.....		245,302
	Square Timber.....	7,820 Tons.	99,620
	Total value.....		\$3,385,981
Three Rivers and Batiscan.....	Pine Deals.....	31,755 Std. H.	\$ 127,516
	Spruce Deals.....	3,627 "	87,194
	Deal Ends.....	428 "	7,170
	Planks, Boards, &c.....	30,813 M. ft.	293,639
	Spruce Pulp-Wood.....		138,910
	Total value.....		\$ 654,435
Sorel.....	Deals.....	3,375 Std. H.	\$ 135,000
	Planks, Boards, &c.....	2,814 "	60,000
	Total value.....		\$ 295,000

**MARITIME PROVINCES.**

Trade in the maritime provinces has been helped to some extent by a free lumber tariff between the United States and Canada, and this fact, coupled with the increased demand at home and in Great Britain for spruce wood, enabled operators to hold their own during 1895. The early part of the year was quiet, but a brisk demand towards its close balanced matters up to a fair proportion. An advance in the European market came too late to be of much benefit, owing to the extra freight rates and fall insurance. A firmer feeling was evidenced at all spruce producing points as this year was ushered in, and stocks are held at advanced prices.

The following particulars, taken from the annual wood circular of Mr. J. B. Snowball, of Chatham, N. B., will show the prevailing conditions during 1895:

The winter, so far, has been the most unfavourable for logging for the past twenty years—a cold, wet, disagreeable fall followed an unusually dry summer; snow came without frost in the

ground, and low lands, which have been the stay of operations for the past few years, are not accessible, while late extensive thaws and the disappearance of snow, combine to make operations more difficult and expensive than for many years.

The export from Miramichi has been 82 millions superficial feet, against 96 millions in 1894, which is 5 millions below the average of the past twelve years; that from St. John, 126 millions against 153 in 1894, or 19 millions less than the average of the past twelve years. The total shipment from the Province of New Brunswick for the year was 291 millions superficial feet, against 326 millions superficial feet in 1894. The reductions were from St. John, Miramichi, Richibucto and Sackville.

The stock of merchantable spruce deals wintering here is 6,630 St. Petersburg standards, against 3,600 standards last year, and 7,000 standards in 1893, the average for the past 10 years being 8,580 St. Petersburg standards.

South American business has slightly increased this year, and results were satisfactory. There are several orders already in the market for next season's shipment, and this business will be largely increased as soon as our shippers understand it, and get over existing prejudices. The size of each cargo is from 350 to 450 standards, and the stock must be fairly weather-seasoned.

The export to France increased in anticipation of the import duty being reduced in that country. The minimum tariff on Canadian products only came into force on the 14th October of this year, so that the trade on this side has not benefitted much by it, but a more extended business is looked for next season.

Operators in the province of Nova Scotia, being exempt from crown land or stumpage tax, find more profit in their business than do the producers from the New Brunswick forests, and although the quality and specification of their exports are generally inferior to ours, still their stock finds a ready market at a price, and they, for years, had been forcing their production to its utmost limit.

**SHIPMENTS FROM MIRAMICHI FOR 12 YEARS, FROM 1884 TO 1895, INCLUSIVE.**

Year	Sup. Feet.	Year	Sup. Feet.	Year	Sup. Feet.
1884—	108 millions.	1888—	73 millions.	1892—	95 millions.
1885—	87 "	1889—	110 "	1893—	83 "
1886—	72 "	1890—	88 "	1894—	96 "
1887—	68 "	1891—	72 "	1895—	82 "

**SHIPPERS FROM PORT OF MIRAMICHI, SEASON OF 1895.**

Shippers.	No. Vessels.	Tons.	Sup. ft. Deals, Scantling, Ends and Boards.	Palings Per.
J. B. Snowball.....	38	28,781	26,727,735	160,910
W. M. McKay.....	29	27,397	28,049,169	46,000
D. & J. Ritchie.....	21	12,920	12,343,805	89,300
Ernest Hutchison.....	8	6,602	5,342,490	
F. E. Neale.....	11	6,499	5,917,376	
Geo. Burchill & Sons... 6	4,520	4,077,000	26,400	
Clark, Skillings & Co... 3	3,952			
Jas. Aiton.....	Part.			

\$ Shippers... 116 89,771 82,457,575 322,610

Laths—J. B. Snowball, 268,900. Spool wood—W. M. McKay, 653,146 sup. ft.; Clark, Skillings & Co., 2,577,137 sup. ft.; Jas. Aiton, 519,093 sup. ft.

**DISTRIBUTION OF MIRAMICHI SHIPMENTS.**

COUNTRY.	No. Vessels.	Tons.	Sup. ft. Deals, Scantling, Ends and Boards.	Palings Per.
Great Britain.....	55	47,753	42,540,813	145,950
Ireland.....	42	29,072	27,892,435	163,650
France.....	14	9,409	9,114,586	1,760
Spain.....	2	1,334	1,078,379	11,250
Africa.....	2	1,299	1,126,616	
Australia.....	1	991	794,746	

6 116 89,771 82,457,575 322,610

Spain, 268,900 laths; Great Britain, 3,749,376 sup. ft. spool wood.

**ST. JOHN, N. B., SHIPMENTS OF DEALS, &c., TO TRANS-ATLANTIC PORTS, DEC. 1ST, 1894, TO DEC. 1ST, 1895.**

Shippers.	No. of Vessels.	Tons reg.	Sup. ft. Deals, &c.	Timber (Tons) Pine Birch
Alex. Gibson.....	50½	65,249	67,047,435	1544
W. M. McKay.....	50½	65,914	50,262,501	324 6368
George McKeen... 9	10,005	6,640,461		
Others.....	7	8,058	2,499,310	462

Totals..... 117 149,226 126,449,707 324 8374

DISTRIBUTION OF ST. JOHN, N. B., SHIPMENTS, DEC. 1, 1894, TO DEC. 1, 1895.

Ports.	No. of Vessels.	Tons reg.	Sup. ft. Deals, &c.	Timber (Tons) Pine Birch
Australia.....	1	1,511	1,039,139	
Barrow.....	1	2,466	2,533,388	
Bristol.....	2	3,430	3,638,513	
Fleetwood.....	5	6,780	7,330,290	
Ireland.....	45	38,707	38,946,843	9
Liverpool.....	26	44,622	42,843,556	324 7,588
London.....	19	24,794	3,287,833	462
New Port, Mow.	3	3,590	3,520,904	
Penarth R'ds, f.o.	4	6,125	5,274,230	
Sharpness.....	4	6,835	7,040,158	
Scotland.....	4	7,198	8,018,353	127
Wales.....	2	2,632	2,359,307	188
Whitehaven.....	1	546	617,187	
Totals.....	117	149,226	126,449,707	324 8,374
Canary Islands..	6	982	1,512,000	

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 16 YEARS.

Year	Total Sup. ft. Deals, &c.	Timber (tons) Birch Pine
1880.....	215,485,000	16,035 2,441
1881.....	210,281,730	5,134 1,734
1882.....	201,413,717	7,576 3,332
1883.....	181,517,932	11,778 3,883
1884.....	164,829,825	14,006 3,836
1885.....	152,543,026	13,769 3,686
1886.....	138,934,392	7,354 4,313
1887.....	118,450,590	5,197 1,587
1888.....	153,184,187	4,721 457
1889.....	180,167,488	7,221 487
1890.....	132,608,516	1,311 4,317
1891.....	122,242,682	5,004 ---
1892.....	146,529,309	10,200 ---
1893.....	156,653,334	5,294 ---
1894.....	153,473,076	5,015 ---
1895.....	126,449,707	8,374 324

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK IN 1894 COMPARED WITH 1895.

—1894—				
Ports.	No. Vessels.	Tons.	Sup. ft. Deals, &c.	Tons Timber.
Miramichi.....	128	101,951	95,605,185	16
St. John.....	150	171,789	153,473,076	5,015
Bathurst.....	12	9,947	8,829,000	43
Dalhousie, (including Campbellton).....	39	24,444	20,451,756	203
Richibucto.....	13	6,130	5,936,920	
Shediac.....	20	10,331	9,806,100	
Sackville, (including Baie Verte).....	23	13,626	13,402,771	
Outports of (Hillsboro Harvey Alma) Moncton.....	20	19,081	18,675,813	
Totals.....	405	357,299	326,180,621	5,277
—1895—				
Ports.	No. Vessels.	Tons.	Sup. ft. Deals, &c.	Tons Timber.
Miramichi.....	116	89,771	82,457,575	
St. John.....	117	149,226	126,449,707	8,698
Bathurst.....	12	8,987	8,817,000	20
Dalhousie, (including Campbellton).....	42	30,264	25,568,030	164
Richibucto.....	9	4,561	4,420,210	
Shediac.....	23	11,456	11,250,269	
Sackville, (including Baie Verte).....	19	9,009	9,083,501	
Outports of (Hillsboro Harvey Alma) Moncton.....	22	22,532	23,336,282	434
Totals.....	360	325,806	291,382,574	9,316

The trans-Atlantic shipments from the Province of New Brunswick for the past ten years were:

Year	Sup. feet.	Year	Sup. feet.
1886	276 millions	1891	253 millions
1887	250 "	1892	325 "
1888	277 "	1893	312 "
1889	369 "	1894	326 "
1890	293 "	1895	291 "

SHIPMENTS FROM NOVA SCOTIA, 1895.

Port	No. Vessels.	Tons	Sup. ft. Deals, &c.	Tons Birch Pine
Outports of Amherst	31	27,188	21,302,000	
Halifax.....	50	35,517	29,353,192	158
Hubbard's Cove....	1	498	445,604	
Ship Harbour.....	4	2,191	2,087,833	
Sheet Harbour.....	2	1,526	1,457,712	
St. Margaret's Bay..	2	887	702,428	
Parsonsboro.....	37	45,274	42,701,549	
Pictou.....	8	6,170	3,683,000	2,370
Liscomb.....	6	7,672	7,293,181	
Shebrooke.....	1	350	297,834	
Totals.....	142	127,273	109,324,393	2,528

The shipment of deals from Nova Scotia to trans-Atlantic ports for the following years were:

1886.....	87,280,125	1891.....	78,603,722
1887.....	81,959,589	1892.....	87,861,398
1888.....	85,070,005	1893.....	109,252,930
1889.....	92,605,488	1894.....	106,327,250
1890.....	99,512,924	1895.....	109,324,393

BRITISH COLUMBIA.

The lumber trade of 1895 in British Columbia was of a satisfactory volume. The exports to foreign countries increased considerably, the largest shipments being made to South America and the United States. The shingle trade has shown little improvement, but dealers are looking forward to better conditions in 1896. The following figures will show the amount of shipments made to the different countries during the year:

United States.....	13,597,305
South America.....	13,430,970
South Africa.....	9,694,816
Australia.....	5,874,958
China.....	4,699,068
France.....	2,541,222
Belgium.....	838,515
Ireland.....	1,177,408
England.....	1,008,566
Halifax, N.S.....	673,900
Japan.....	169,086
Total Shipments.....	53,705,814

It will be observed from the total amount of shipments that a considerable trade was done. The largest shipments were made from Vancouver, from which port 44 vessels sailed. 15 sailed from New Westminster and 10 from Moodyville. No advance in prices has taken place, and the margin of profit has been small. The prospect for the lumbermen of British Columbia is good. An increased foreign trade is anticipated, and from China and Japan a large demand is probable as a result of improvements now being carried out in those countries. The lumber of the province is also to find a market along the borders of the Baltic sea—one of the greatest timber countries of the world—its strength and uniformity of size making it adaptable for many purposes for which no other woods are suitable. The improvement in the mining business will also create considerable local demand. The Central Lumber Company, of San Francisco, which has recently been formed, embraces nearly all the mills on the Pacific coast. Under the intended mode of conducting the business, it seems probable that a fair share of business will be secured by each individual mill, and that shortly better prices will be realized. All the available lumber steamers have been chartered by the combine, and outsiders will experience difficulty in securing vessels to carry lumber for export. An advance in prices would not, we think, affect the demand for British Columbia fir and red cedar, more especially where its qualities are known.

MANITOBA.

Operations throughout Manitoba and the Northwest Territories during the early part of the year were restricted, but large crops stimulated trade after the first six months had passed. The cut of the Lake of the Woods mill was small, as fewer logs were taken out during the winter of 1894-95, owing to the fact that stocks carried over were large. In Winnipeg considerable building has been done, which has resulted in a local demand. A number of grain elevators have also been built throughout the country. Prices have been well maintained, but lowered slightly towards the end of the year, as a result of the importation of Minnesota lumber and a supply of spruce from the Riding Mountains. The operations of the Western Retail Lumbermen's Association have been felt by the retail trade, and the prospects for 1896 are of a satisfactory character.

CORRECTION.

In the description of Messrs. Leischman, Maundrell & Co.'s works at Woodstock, Ont., which appeared in our last number, it was stated that they had three mills, turning out three million feet per year. This is incorrect, as they have only one mill, turning out one million feet per year. The firm control three yards, at which are handled from eight to ten million feet per year.

HON. J. W. LONGLEY, M.A.

COMMISSIONER OF CROWN LANDS FOR NOVA SCOTIA.

For the past ten years the position of Attorney-General of Nova Scotia has been held by the Hon. J. Wilberforce Longley, M. A. The extent of crown lands in that province is not sufficient to justify the maintenance of a Commissioner for that department alone. The duties of that position have therefore been looked after by Mr. Longley as Attorney-General.

Mr. Longley was born at Paradise, N. S., in the year 1847. He was educated at Acadia College, and graduated in June, 1871. Four years afterwards he was called to the bar of Nova Scotia.

While articled as a law student in the city of Halifax he became a frequent contributor to the press, and took an active interest in current political questions. In 1873 he became chief editorial writer for the Arcadian Reporter, and afterwards joined the staff of the Halifax Morning Chronicle, paying special attention to public affairs. In the year 1882 Mr. Longley



HON. J. W. LONGLEY, M.A.

was nominated by the Liberals of Annapolis County to contest the riding as a candidate for the Local House. The county was regarded as a Conservative stronghold, and few people were to be found who considered the election of the Liberal candidate probable. However, after an exciting campaign, Mr. Longley headed the polls by a majority of 79 votes. From the time he first took his seat in the House of Assembly he became a prominent and influential member of that body, and two years afterwards was chosen a member of the Executive Council. At the general elections of 1886 he again contested the County of Annapolis. As in the case of the previous contest, the election was very close, but Mr. Longley was successful by the narrow majority of sixteen. He immediately entered upon his duties as Attorney-General in the Government, a position which he has since maintained. He is considered one of the ablest orators of the House, is energetic and industrious, and one of the best informed men of the day. Since that time he has been the author of a large number of measures dealing with criminal procedure, town incorporation, the abolition of imprisonment for debt, the assessment law and other important subjects.

At the general elections in 1890 he was re-elected, and all hopes of defeating him have now been abandoned by his opponents.

## OTTAWA LETTER.

(Regular correspondence CANADA LUMBERMAN.)

THE lumbermen in the Ottawa valley view the operations of the past year as satisfactory, compared with those of other parts of the Dominion. The total cut was slightly in excess of that of 1894.

The trade and navigation returns for 1895 have been distributed, showing the total exports of forest products to be valued at \$24,129,199, against \$26,504,736 for the previous year.

For the quarter ending December 31st, the following items of export are reported: Lumber, \$481,775.60; sulphite, pulp, \$19,309.10; lath, \$17,351.56; shingles, \$5,678.58; ties, \$4,838.40; pickets, \$4,372.04.

Mr. W. C. Edwards, the well-known lumberman, is interested in the manufacture of acetylene gas. Ottawa is said to afford exceptional facilities for its manufacture, and many excellent sites and water powers are available.

## INDIFFERENT LENGTHS.

Mr. J. R. Booth, the well-known lumberman, has recently returned from a holiday trip in the Adirondacks.

The quantity of logs, ties and pulp wood being taken out on the Gatineau this winter is much less than usual.

It is the intention of Mr. J. R. Booth to erect a lath mill on the site of the mill burned last year. Machinery will be put in for cutting slabs and waste material into laths.

A project has been mooted for the establishment of a coffin manufactory here, which would result in the employment of a large number of men, and the consumption of considerable lumber.

OTTAWA, Can., Jan. 27, 1896.

## BRITISH COLUMBIA LETTER.

(Regular correspondence CANADA LUMBERMAN.)

THE ports of this province have recently presented a scene of activity, many lumber vessels being loaded for foreign countries. It is satisfactory to British Columbians to know that the lumber of the province is shortly to find a market along the borders of the Baltic sea. A shipment to Volgaster has recently been made from the Hastings mill.

The Burrard Inlet Red Cedar Mill Co. are refitting the mill at Port Moody, putting in new machinery, and making improvements throughout the buildings. They commence operations again the 1st of February, when they will employ about forty white men in the mill, besides those employed in the woods. They expect to cut 60,000 ft. of lumber and 200,000 shingles per day. They have sufficient orders ahead to keep the mill running constantly for a year.

As a result of the formation of the recent combine, British Columbia lumbermen are strong in the hope of a profitable year in 1896. The combine is said to be growing stronger every day, the latest acquisition being thirty-one redwood mills in California, with a capitalization of \$10,000,000. Mining operations are also likely to help the lumber business in this province.

The Brunette Saw Mill Co. have received a new edger from the Wm. Hamilton Mfg. Co., Peterboro.

The Pacific Coast Lumber Co. are equipping a new planing mill. The machinery is from McGregor, Gourlay & Co., of Galt, Ont.

The largest cargo of lumber ever carried out of Burrard Inlet was taken by the Norwegian steamer Florida, recently. It consisted of 2,453,158 feet, and was loaded at the Hastings saw mill for Australia.

NEW WESTMINSTER, B. C., Jan. 20, 1896.

## NEW BRUNSWICK LETTER.

(Regular correspondence CANADA LUMBERMAN.)

A SCHEME in which New Brunswick lumbermen are interested is being promoted by Messrs. H. C. Secord and F. R. Bossely, of Toronto, who propose constructing a colonization railway from Campbellton, on the I. C. R., across the counties of Restigouche, Victoria and Madawaska, and eventually giving a through line from Bay Chaleur to Bangor, Boston, etc. The road will be about 106 miles in length, and will result in stimulating the lumber industry.

Regular shipments of lumber are being made by the Beaver Line Steamship Company to Liverpool, England.

The steamers of this line will carry a certain portion of deals, not to exceed 25 per cent. of their cargo. This will affect the full cargo business to some extent. The Furness Line steamers running fortnightly to London also carry a part cargo of deals.

The season has been somewhat unfavorable for lumbering operations so far this winter, the lack of snow having prevented lumbermen from getting their logs out of the woods. At St. John, the quantity of logs in hand for winter sawing is much lighter than usual. The firm of Stetson, Cutler & Co. have by far the largest percentage of logs available for winter sawing. On the Tobique river about 24,000,000 feet will be taken out.

Since he went to the Nashwaak thirty odd years ago, Alex. Gibson has cut fully a thousand million feet of logs there and at Blackville. The cutting has been done judiciously, and all necessary waste avoided. This is a great record for one operator.

The news of the death of Mr. Edward Jack was received with profound regret throughout the province. His name was the first to suggest itself to lumbermen in search of information bearing on the lumber resources of the country.

## SELECTS.

Alex. Gibson has 5,000,000 feet of logs now in the booms at Marysville for sawing.

A new saw mill, with a capacity of 30,000 feet, is being erected at New Mills by Crandall Prescott.

Mr. Upham, of Woodstock, is erecting a large saw mill on the bank of the river opposite Andover.

The value of export from Fredericton during December was \$19,388, principal of which were shingles, hemlock and bark.

The Masterman pulp mill on the Miramichi, near Chatham, is almost completed. It will have a capacity of 80 cords of wood per day, and will turn out 30 tons of dry pulp.

ST. JOHN, N. B., Jan. 24, 1896.

## MICHIGAN LETTER.

(Regular correspondence CANADA LUMBERMAN.)

THE Saginaw Lumber Dealers' Association is evincing a deep interest in the proposal to impose an import duty on lumber. At a meeting of the Association held early in January, a resolution was passed urging Congress to impose duties as follows: "A fixed amount on sawed boards, planks, deals and other lumber rough; a fixed amount on all lumber merely surfaced on one or two sides; an ad valorem duty on lumber of any kind worked to any specified form; 20 per cent. ad valorem on shingles and lath, provided that where any country now imposes, or hereafter shall impose, an export duty on logs, on discriminating stumpage dues, the amount of such duty or dues shall be added to the duties named on articles enumerated above imported from such countries imposing such export duties or discriminating stumpage dues."

At a recent meeting of the North Michigan Hardwood Manufacturers' Association, held at Traverse City, it was decided to organize another association, to be known as the Michigan Maple Association. The object will be to handle all the maple cut by the members and fix the prices.

The trade here have received some encouragement by a reduction of freight rates on lumber to 1,500 different points in Pennsylvania, Ohio and Indiana. The reduction averages from 1 cent to 2½ cents per 100 pounds.

Wm. Rowe, of Columbus, Ohio, has been succeeded by the Michigan Lumber Co.

The two mills operated by Albert Pack, at Alpena, cut last season 24,000,000 feet of long lumber and 400,000 pieces of lath.

The Thunder Bay Boom Company, at Alpena, handled during the season of 1895, 50,678,573 feet of logs, 402,792 ties, 411,530 posts, and 22,570 poles.

The annual meeting of the National Wholesale Lumber Dealers' Association is announced to take place at East Saginaw the first Wednesday in March.

The shipment of lumber from the Saginaw valley for the past season is shown to be the smallest for over thirty years. The figures are: Lumber, 136,120,632 feet; shingles, 8,415,000 feet; lath, 2,002,000 feet.

SAGINAW, Mich., Jan. 25, 1896.

## OBITUARY.

MR. JOHN BRYSON, M. P.

THE death of Mr. John Bryson, M. P. for Pontiac, Que., and an extensive lumberman, took place at his residence, Fort Coulonge, on the 18th inst. About a week previous Mr. Bryson visited his timber limits on the Upper Ottawa, where he was attacked by heart disease, from which he had been a sufferer for years, and which resulted in his death. He was prominently known among the lumbermen of the Ottawa Valley, and the news of his death occasioned much regret.

Deceased was born at Fort Coulonge, Que., in 1849, being therefore 47 years of age.

Personally, he was an estimable man, and leaves a family which is greatly honored in the district in which they live.

MR. EDWARD JACK.

FEW men were better and more favorably known throughout the maritime provinces than Mr. Edward Jack, whose death took place at his home at Fredericton, N. B., on the 31st of December last. After an illness of ten days he succumbed to an attack of effusion of the brain. In his death the lumbermen of those provinces lose an esteemed friend, and one who took a deep interest in the timber resources of the country.

He knew the province of New Brunswick and its resources as a student knows his book, and was always willing to give any information required of him. His knowledge of the natural wealth of the province, coupled with the circumstance that he was naturally of a sanguine temperament, gave him great faith in the future of New Brunswick, especially the northern belt. Deceased had been for many years a contributor to the pages of the CANADA LUMBERMAN. In company with our readers we shall miss his kindly aid.

Mr. Jack was born in St. Andrews nearly seventy years ago. He studied law in the office of Mr. Geo. D. Street, then a prominent lawyer in his native town, and after practising for a short time gave it up, and was appointed a deputy surveyor of Crown lands, in which work his law knowledge served him in good stead. He soon after was made chief engineer for the contractors on the then-called St. Andrews and Quebec Railway. During his surveying work he took especial interest in the forest growth, and soon came to be recognized as an expert in choosing timber lands, and was appointed to take charge of the stumpage department of the Crown lands of his native province, which position he resigned about fifteen years ago. In 1884 he went to Edinburgh as commissioner to the Forestry Exhibition held at that place, and received a medal from the management in recognition of his services while there. He was a good Latin, Greek, German and French scholar. In fact he spoke the latter language with such fluency that he has been taken for a Parisian by Frenchmen with whom he has been conversing. He visited the Southern States to see to choose timber lands for parties purchasing there. His knowledge of geology and mineralogy was also extensive, and one of the best-producing gold tracts in Nova Scotia was selected by him. Whatever he undertook he "did with all his might," and was a thoroughly honest and God-fearing man. No one in trouble or distress ever applied to him in vain. Latterly his attention was much taken up with studying various uses to which the spanglum or moss litter might be put to, and had been experimenting largely in that direction.

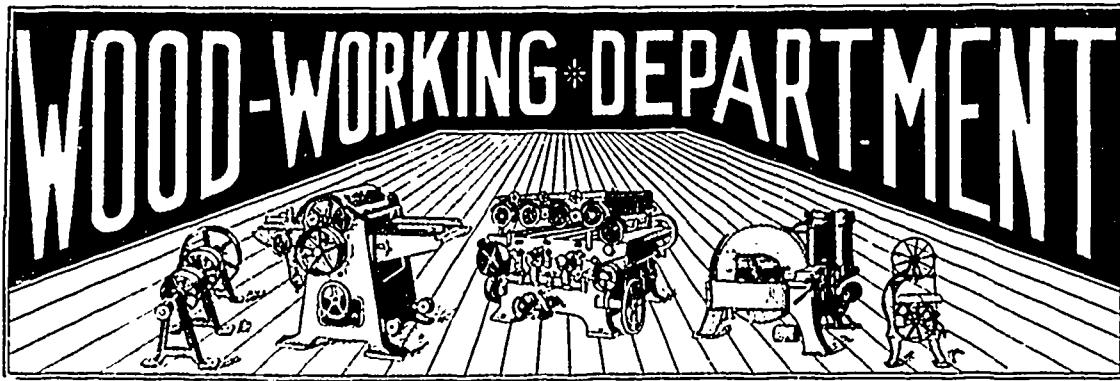
For a number of years past he also interested himself in the endeavor to secure the establishment of several enterprises, such as a pulp mill at Fredericton.

The deceased leaves two sisters and one brother, the latter being Mr. R. Melrose Jack, of St. Andrews, N. B.

Ten years ago the logs from the Menominee River, Wis., lumber region ran four or five to the 1,000 feet of lumber; in 1890 they averaged six to 1,000 feet, and now twelve, fifteen, and even twenty logs are required to furnish as much.

The receipts of lumber at Buffalo by lake last year, fell short of the previous year about 17,000,000 feet. Besides the lumber receipts there were 5,000,000 feet of timber. Lath receipts are 5,000,000 short, shingles 15,000,000, and ties 54,000 less.

Four hundred and eighty-two million feet represents the amount of timber manufactured in the Duluth, Minn., district, exclusive of lath or shingles, during the season just closed. In 1894 the production of lumber in the district amounted to 346,000,000 feet.



### SKILLFUL WOODWORKERS

A CORRESPONDENT writes to the Northeastern Lumberman as follows:

There is just as much room for the expansion and development of mechanical ideas in the wood-working trade as in that of metal working. It is a mistaken idea that any one can run a saw or a planer who knows enough to feed the material to the machine, and is sufficiently experienced to keep from losing his own limbs in doing the work.

Wood-working machinery as it has been perfected at the present time requires skill and a considerable degree of mechanical knowledge and ability to operate successfully and profitably. There is something more to be considered than the ability of the operator to crowd the stock through. The profits of a mill cannot be reckoned by the amount of work done in a single day.

Wood-working machinery, more than any other, needs the attention of a skilled mechanic, from the fact that, as a rule, it is run at a very high speed, bringing greater strain and wear upon the running parts than those of machinery run less rapidly. For this reason the operator should be a man with some knowledge of mechanics, capable of detecting the least sign of a defect or an injury to the machine, and able to set it right before a more serious injury occurs.

It only requires a visit to some of the wood-working plants, where the only idea is to get out stock, to show the necessity of more skilled mechanics in the operation of the machinery. Belts are patched up until they are unfit for use and require more time to look after and fix up than a new one would cost; the machines are allowed to become clogged with dust and sawdust, and poor stock is the rule rather than the exception.

There is no more reason why a man without mechanical ideas, skill and experience should be employed to run wood-working machinery than there is why such help should be employed in a machine shop or a factory. The quality of work, as well as the durability of the machinery and the profits from its operation, depend largely upon the skill with which it is operated.

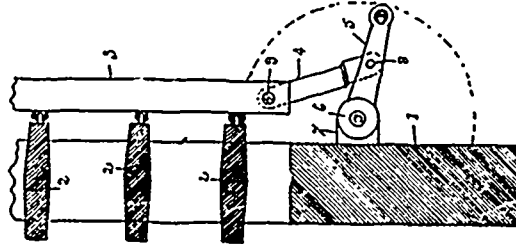
Main strength and ignorance are poor recommendations for any one employed about machinery. Good judgment, backed by skill and experience, will accomplish more, cost less and last longer.

The formation of a company is in progress to build a pulp mill at Greenfield, N. S.

A match-cutting machine is quite an automatic curiosity. It cuts 10,000,000 a day and then arranges them over a vat, where the heads are put on at a surprising rate of speed.

### NEW WOODWORKING PATENTS.

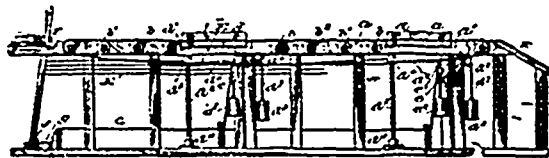
The following patents have recently been granted for Canada:



BLIND SLAT HOLDER AND FASTENER.

Patentee: Alfred Harley, Albany, N. Y., patented 4th November, 1895; 6 years.

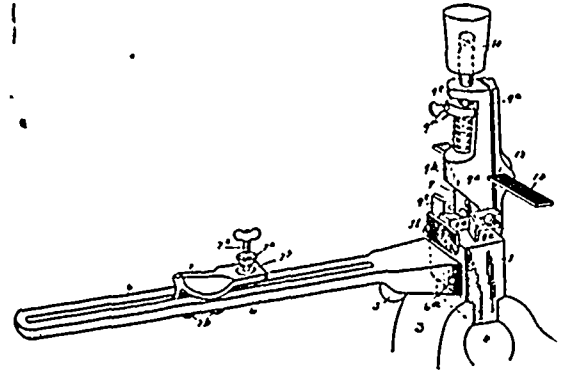
Claim. - 1st. A blind stop having a movable arm 5, pivoted to a base 7, said arm 5 being arranged to have an uninterrupted movement throughout its sweep, and a resilient device 10, 11, 12, 13, arranged within the chamber 6, to exert an unvarying automatically controlled resistance to movement of said arm 5, and a connecting rod 4, pivoted to the arm 5, and movably attached to the movable portion 3, of the blind, said connecting rod 4 having an offset therein arranged to allow the connecting rod to pass the base, as and for the purpose described. 2nd. A blind stop having a movable arm 5, pivoted to a base 7, the pivoted end being corrugated forming a plate spring and arranged to exert constant unvarying automatically controlled frictional resistance to movement of the said arm, and having a connecting rod 4, pivoted to the arm and movably attached to the movable portion 3, of said blind, substantially as described.



CONVEYOR AND ASSORTER FOR LUMBER.

Patentee: Wm. A. Leary, Norfolk, and John F. Hostetter, Suffolk, U. S. A., patented 19th November, 1895; 6 years.

Claim. - 1st. A conveyor and assorter having a passage-way, conveying means in said passage-way, one or more deflectors capable of being thrown across said passage-way, and operating means connected thereto and extended to one end of said passage-way. A conveyor and assorter having a passage-way, a series of rollers therein, means for rotating all of said rollers, a series of shunt-arm pivoted each at one end, a shaft therefor, a bell-crank lever on said shaft, a pivoted locking lever, means for returning said shunt arms to their normal positions when unlocked, and means for operating each of said shunt arms independently from a single point, substantially as set forth.



SAW SET AND JOINTER.

Patentee: Wm. I. Simmons, Northville, Mich., U. S. A., patented 19th November, 1895; 6 years.

Claim. - 1st. In a saw setting machine, the combination of an anvil and its support, with an upright arm adapted to carry a vertically moving setting punch, a track arm hinged to the anvil support and adjustable through a vertical angle with respect thereto, a saddle adjustable along the track arm and adjustable with respect thereto through an angle in the same plane with that of the angular adjustment of the track arm, a reversible setting punch provided with facets on each end, and a collar on said punch having one side flattened and adapted to bear against the upright to prevent the punch from turning in its bearings, substantially as described. 2nd. In a saw set and jointer, the combination of a main support, a jointing file secured thereto, an arm hinged to the main support, a bearing screw adapted to adjust the angularity of the hinged arm, a centring device comprising a saddle adapted to slide along the hinged arm and adjustable with respect thereto, and means for securing the saw to the tabular piece, substantially as described. 3rd. In a saw jointer, a centring and holding device comprising a saddle convex on its under side, an overhang projecting therefrom and provided with a socket and a conical fillet plug and means for clamping the ollet plug in the socket, substantially as described.

### FORESTRY AT THE EXPERIMENTAL.

Prof. C. S. Sargent, director of the Arnold Arboretum at Jamaica Plain, near Boston, Mass., visited the Experimental Farm at Ottawa during the past summer, and was so gratified with the progress which has been made in forestry that he asked Mr. W. T. Macoun, who is in charge, to go to the Arnold Arboretum and make a selection for the Ottawa station. These have been safely received, and include 179 varieties of trees and shrubs, and cuttings of 24 species of willows, nearly all of which are new to the collections here. Prof. Sargent's collection is especially rich in rare species from Northern Japan and China, countries which he has twice visited.

The Farm has also received recently from Siberia, from Prof. Max. Sivers, of Roemershof, six species of trees and shrubs from that country, also some tree seeds. Among the trees sent are specimens of the Siberian larch and the Siberian spruce, both new to the Farm collection.

When these additions are planted in the spring, the Arboretum will contain more than 1,000 varieties of trees and shrubs under test. Thus far a large proportion of those tried have been found hardy in this climate. The information gained in this branch of the work is proving of great value to the country generally, by showing the capabilities of the Canadian climate and by supplying valued information to lovers of trees and shrubs in all parts of the Dominion.

THE NEWS.

R. Hartman is erecting a saw mill at Albert, Ont.  
 A large saw mill is to be erected at Mono Mills, Ont.  
 M. Durham is building a box and basket factory at Grimshy, Ont.

P. Genelle & Co., Nakusp, B. C., will build a saw mill with a capacity of 70,000 ft.

James McCartney, South River, Ont., has sold his saw mill to McArthur & Moir.

The boom house of the Fredericton Boom Co., at Lincoln, N. B., was destroyed by fire recently.

W. T. Murray & Co., of Sarnia, Ont., are erecting a new saw mill. It will be ready for operations in May.

At North Bay, Ont., F. & F. Chadbourn have recently put in operation a saw mill. Principally birch lumber will be manufactured.

Thomas Marks has made a proposal to the town council of Port Arthur, Ont., to establish a large mill and woodenware establishment.

The storehouse and office of the Holland & Emery Lumber Co., at Wahnapiatae, Ont., were recently burned. Most of the stock was saved.

The city clerk of St. John, N. B., has been notified that the governor in council has approved of the new by-law relating to lumber surveyors.

The exports of deals from the port of Parrsboro, N. S., during last year amounted to 42,701,540 ft., carried in 37 vessels, aggregating 45,274 tons.

The Upper Canada Tract Society, of Ontario, have supplied a number of lumber camps on the Ottawa river and in Algoma, with religious literature.

Wm. Stuckey, of the Grand Valley, Ont., planing mills, proposes erecting a saw mill at Keldon. He will make a specialty of cutting soft elm, maple and birch lumber.

The suit of the Dominion government against E. D. Davidson & Sons, of Bridgewater, N. S., to restrain them from putting sawdust in the river, has been decided against the government.

The action brought by Mrs. Wm. Spence, to recover damages from Craig & Co., of Toronto, for the death of her husband, who was killed in their saw mill on Dundas street, has been dismissed for want of prosecution.

Le Syndicat du Lac Labelle is the title of a company now being formed, with head office in Montreal, for the operation of flour and saw mills. The capital stock will be \$50,000, and among the promoters are J. U. Emard and Ferdinand Bayard.

A new competitor in the saw mill business are the Sisters of the Bon Pasteur, who propose carrying on business in the parish of St. Martin, Que., under the firm name of F. Lavoie & Cie., running the saw, grist and carding mill known as "Moulin du Crochet."

Mr. John McAdam's mill on the Gibson Branch, N. B., is now completed and running. It is equipped by E. Leonard & Sons with one of their clipper engines, rotary saw and patent edger, and by the Small & Fisher Co., with one of their well known shingle machines.

Mr. John Simpson, superintendent of Algonquin Park, while in Toronto recently, submitted his report for the past year. Eight rangers are now employed. Their work in the winter consists in preventing trappers from hunting and lumbermen from blazing boundary lines.

Mr. J. F. Richardson has finished his mill located near the Gibson & Fredericton R. R. It is one of the best

small mills in the maritime provinces. The power is furnished by a Leonard boiler and engine of 60 h. p. The rotary is a new design, with steel rope feed, built by the Small & Fisher Co., of Woodstock, N. B., and is working satisfactorily.

Mr. Thomas Southworth, of the Bureau of Forestry for Ontario, has issued a circular to the township clerks, calling attention to the fact that some of the assessors fail to make any distinction between wood land and waste or pasture land which may be scantily timbered here and there. In consequence there are no accurate data obtainable as to the extent of forest covered land remaining in the settled parts of the province. They have been requested to enter as "wood land" only areas where the ground is well shaded with trees.

CASUALTIES.

John Brown, a well known mill man of Lower Gasperau, N. S., was recently killed by a train while walking on the track.

While working in Sergeants' planing mill at London, Ont., W. H. Edgecombe was seriously injured by the breaking of a belt.

A Canadian named Albert Abbaty, employed by William Perry, of West Somerset, N. Y., was killed while logging at that place recently.

Wm. Forbes, of Goshen, N. S., had his leg broken while chopping a tree in the woods. In endeavoring to save his horse the tree fell on him.

Norman Johnson, of Spry Lake, Ont., was felling a tree when it sprung back on him, almost severing his left leg, necessitating amputation below the knee.

A log maker in W. C. Edwards and Co.'s shanties, named Alphonse Renaud, died on the train a fortnight ago, while going from Mackay's Station to Renfrew. He belonged to Wendover, Ont.

A serious accident occurred in the lumber woods at Melrose, N. B., by which John Berry, fifteen year old son of Wm. Berry, lost his life. The unfortunate boy got tangled in the chains and the horses dragged him from the woods to his father's door.

TRADE NOTES.

Mr. Geo. F. Rich, of Preston, Ont., has recently placed new machinery for Joshua Oldham & Sons, New York.

The Robb Engineering Co., of Amherst, N. S., have supplied a portable saw mill to M. Mason & Son, Millstream, N. B.

B. R. Mowry & Sons, of Gravenhurst, Ont., have recently supplied seven tons of shafting to the J. B. Smith & Son's mill at Callender, which is being rebuilt.

The Robb Engineering Co., of Amherst, N. S., have supplied a portable saw mill to G. R. McDonough, St. Martins, N. B.

A copy of the Penberthy Injector Co.'s calendar for 1896 has reached us. It was issued from the "Penberthy Press," and is a creditable piece of work.

It is the intention of Mr. Charles Hofferberth, the well known importer of American hardwoods, Burdett Road, Eng., to retire from business, Mr. Arthur Dempsey assuming control.

The Bain Wagon Works Co. has been incorporated, with a capital stock of \$250,000, to manufacture lumber trucks, wagons, carriages, etc. The concern was formerly known as the Bain Bros. Mfg. Co.

The Waterous Engine Works Co., of Brantford, have

recently put in a new band saw for F. G. McMullen, Windsor, N. S. Mr. McMullen is putting in a system of rolls to carry the deals direct from the mill to the cars.

The Waterous Engine Works Co., through their eastern representative, have placed an Allis band mill at Bastian, Que., for parties in Elizabethtown, N. J. They have also put in improved wheels and machinery at Marysville, N. B., for Alex. Gibson.

A pretty hanger has been sent us by H. H. Speer & Co., the well known lumber dealers and manufacturers of red cedar shingles, Vancouver, B. C., showing several good views of their works. The capacity of their shingle mill is now one hundred million per year.

The well known New York firm of Young & Keeler Co., wholesale hardwood dealers and manufacturers, has been succeeded by Wm. B. Young, Mr. J. H. Keeler retiring. The business management of the late firm has for some years been in the hands of Mr. Young, and consequently the business will in no way be effected.

Mr. Thos. Pink, of Pembroke, has sent out a very handsome calendar for the current year. It is of large size, and presents a richly colored picture of a cavalry officer binding up the leg of his wounded charger. In a more subdued manner it also directs the attention of lumbermen to the fact that Mr. Pink manufactures an excellent variety of lumbermen's tools.

The largest order for yellow pine ever placed with a single firm is said to have been recently awarded to the Lutscher & Moore Lumber Co., of Orange, Tex. The order is for 8,500,000 feet of all heart yellow pine, and was placed by the North Western Elevated Railway Co., of Chicago. The lumber will be shipped by water to New York, and by rail from there to Chicago.

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The editor of the Review of Reviews, in the January number, ventures a brief forecast of the new year's developments, in which he predicts the settlement of the Cuban, Turkish and Chinese problems of nationality and government, the rapid industrial advancement of Japan, the still greater progress of European enterprise in Africa, the unprecedented hastening of railway-building in northern Asia, the laying of two Pacific cables, the practical use of horseless carriages in Europe, the replacing of steam by electricity on some important lines of railway, and valuable dis-

coveries in medical and sanitary science. On the whole, the Review looks forward to a "hopeful and interesting new year."

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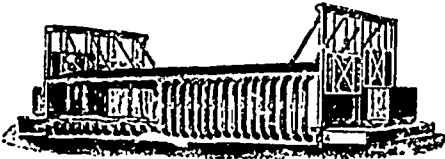
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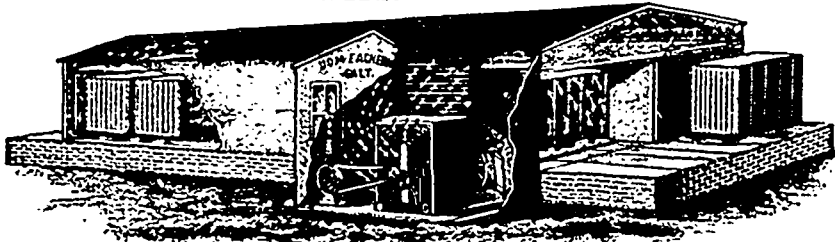
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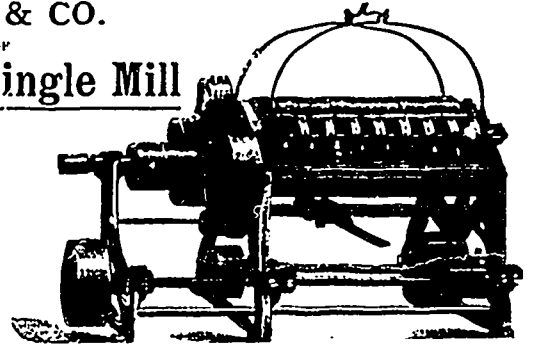
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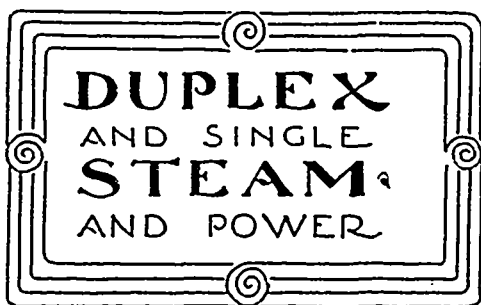
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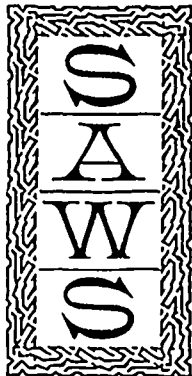
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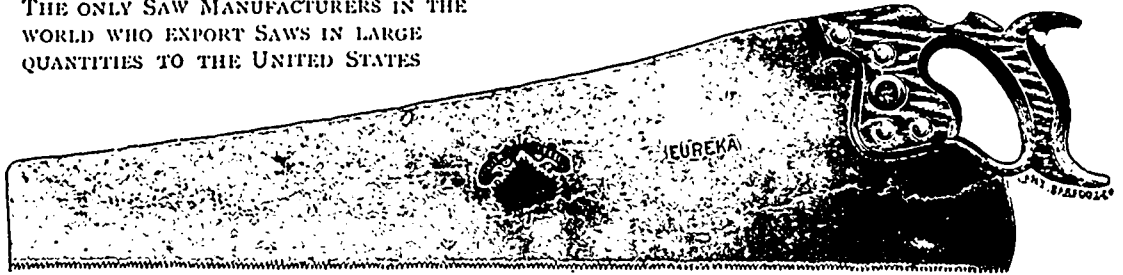
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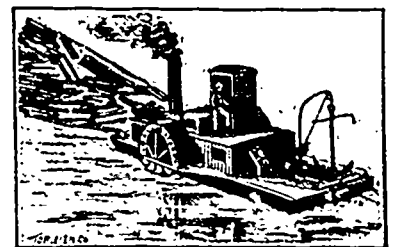
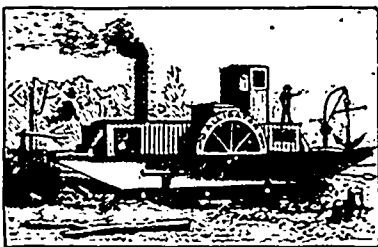
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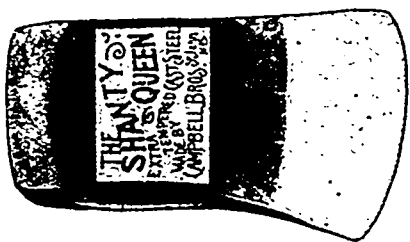
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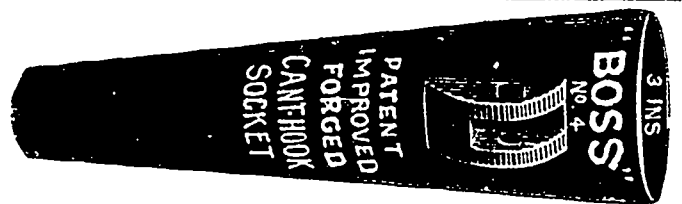
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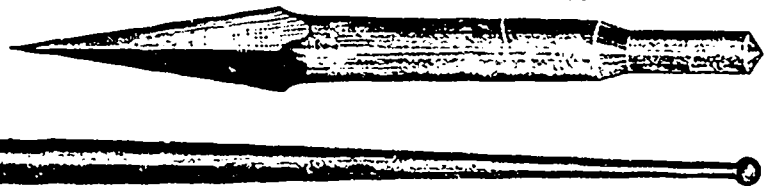
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This road traverses a section of Michigan with unrivalled advantages to settlers. Cheap lands, thriving villages and towns, well watered with streams in all directions: a market for every product of Forest and Field.  
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**WHY BAND SAWS BREAK**

SIXTEEN  
REASONS,  
AND HOW TO  
AVOID THEM



Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

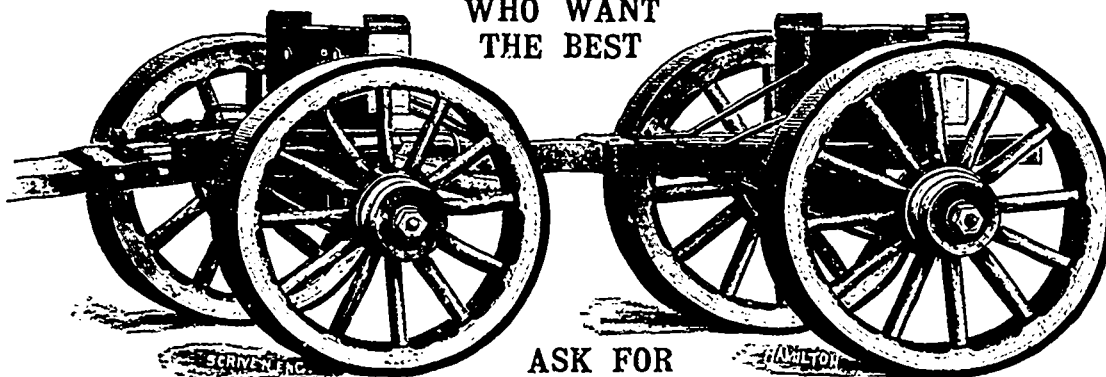
A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, **ONE DOLLAR.**

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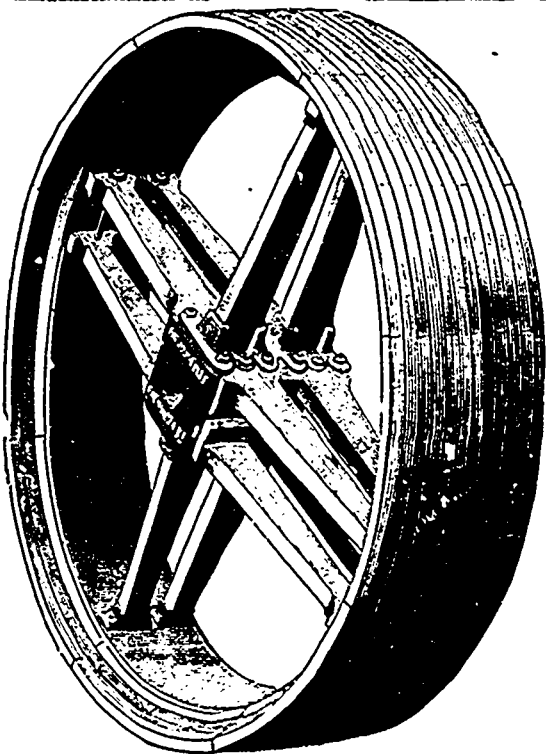


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Furnished with Steel or Cast Skeins, 3 1/4, 4, or 4 1/4 arms. Any width tire. Are well built of thoroughly seasoned timber, heavily ironed and well finished. Built of any capacity required. Are **STRONG, DURABLE, and LIGHT** running. A trial order will be most convincing. Satisfaction guaranteed. Write us for further information. Address all orders or inquiries to

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FOR MODERN SAW-MILLS

See What the Big Fellows say

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GENTLEMEN.—We take great pleasure in stating that we have a number of your wood split belt pulleys in our mills, and that they GIVE US EVERY SATISFACTION, and we CAN RECOMMEND THEM HEARTILY. Also, if any of our neighbors in this section would like to see them in operation, we should be PLEASED TO SHOW THEM AT ANY TIME.

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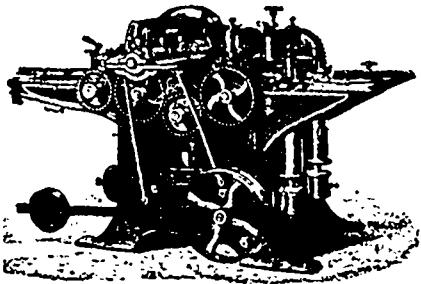
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With "ROSS" Attachment for Special Smooth Planing

Genuine SHIMER Matcher Heads  
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Supplies of Every  
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IMPROVED IRON FRAMES

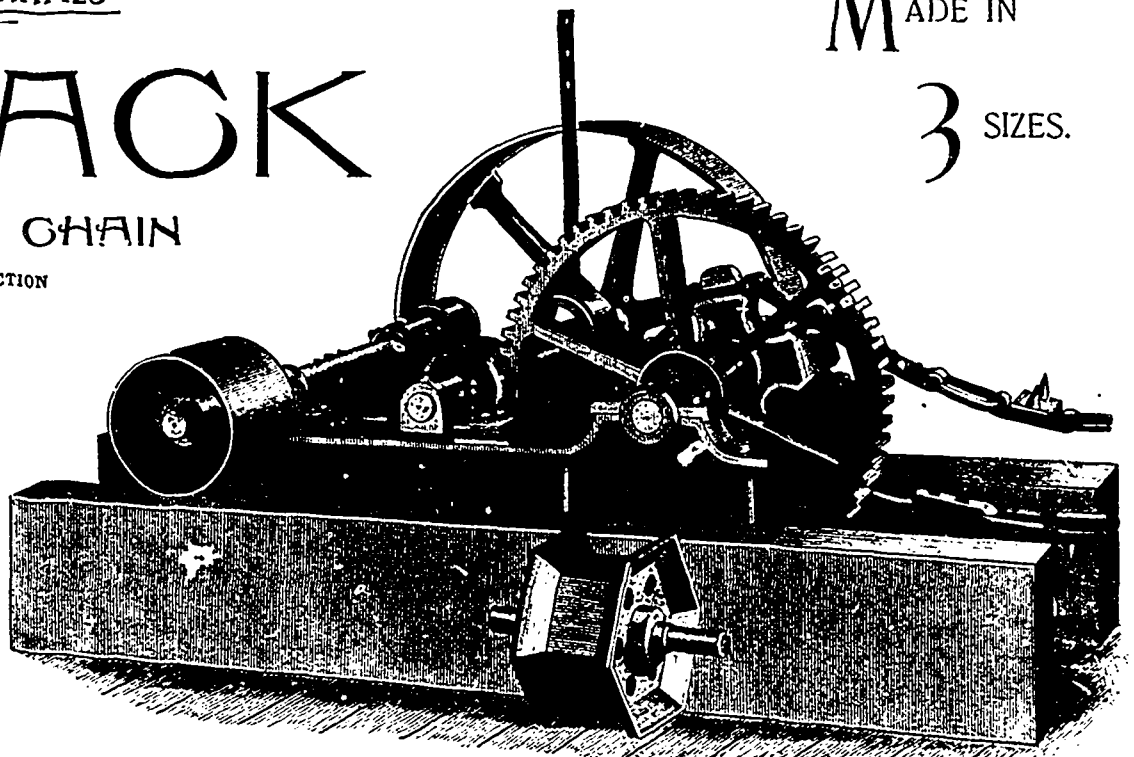
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## WITH ENDLESS CHAIN

DRIVEN BY INTERNAL FRICTION

MADE IN  
3 SIZES.

THE most powerful and smoothest-  
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Easy to place in mill.  
Can be placed on mill floor or on  
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No crossed belt is required.  
Can be stopped or started instantly,  
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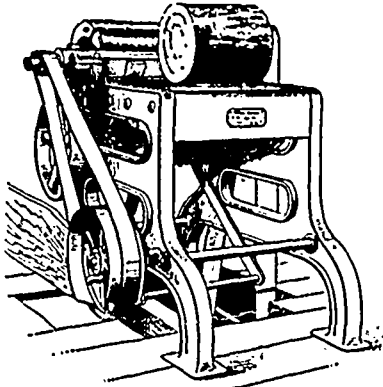
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**PINE AND HARDWOOD LUMBER  
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## Patent Rossing Machine

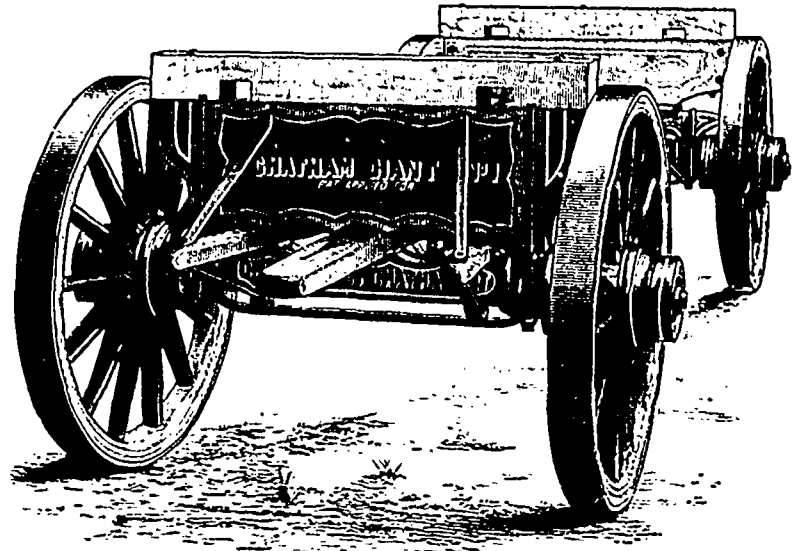


Why you should use this Rosser. . . .

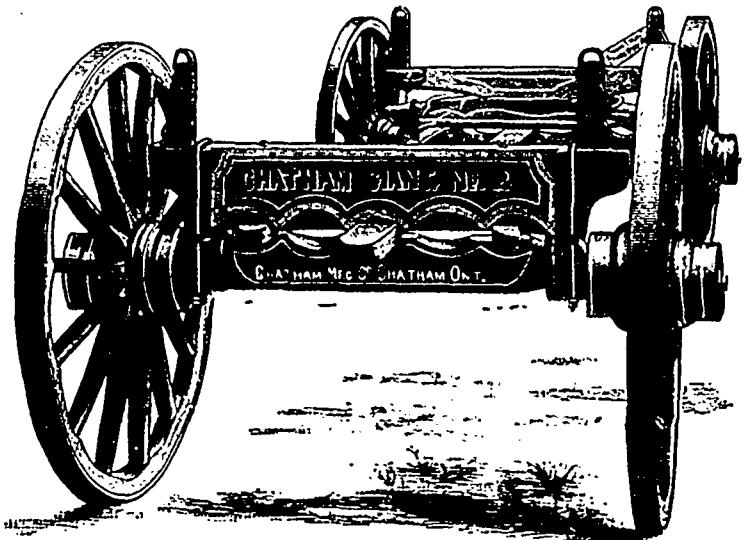
It will do double the work of any other.  
It is the only machine made that will peel Cedar Shingle Blocks.  
It will peel dirty blocks without taking the edge off the knives as they cut from the clean bark or block out.  
It is a self-feeder, and very easy to operate.  
It requires less power than a face wheel.  
All iron and steel, very simple and durable.  
It will ross knotty and uneven timber without waste.  
It occupies about the same space as an ordinary planer.  
You can have a chance to try a machine before buying it.

... MANUFACTURED BY ...  
**EASTMAN LUMBER CO.**  
EASTMAN, QUE.

# THE CHATHAM GIANT LOG TRUCK.

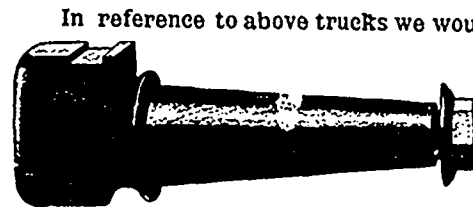


IT must be self-evident that our GIANT ARM LOG TRUCKS, of which the above is a faithful illustration, is the best log truck made; but if conclusive evidence of this is wanted we refer to every mill man and lumberman in the county of Essex, Ont., where millions upon millions of Elm logs are gotten out every year on them, and where these trucks sell readily, while those of other makes remain unsold at \$5 to \$10 less.



THE CHATHAM GIANT LOG AND LUMBER TRUCK

As seen above it is a Lumber Truck, but it is quickly converted into a Log Truck by bunks which are grooved at the ends to receive the stakes and slip down between them, and are perforated for side or lug poles. We build these trucks in all sizes from 2½ to 4 inch Malleable Giant Arms. Farmers all over are extensively adopting the lighter sizes as general purpose wagons.



In reference to above trucks we would call the attention of the reader to the accompanying illustration of VANALLEN'S PATENT GIANT ARM with which they are equipped.

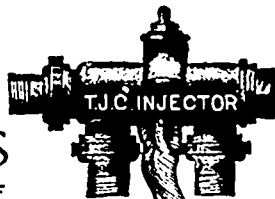
It will be seen that the hind bolster and sand-board are formed to rest upon the flat top of this arm, and being securely clipped to the axles forms a complete and solid truss and render the axles unbreakable and inflexible.

Our Malleable Giant Arm farm and teaming Wagons have no equals on this continent, of which the judges on vehicles at the World's Fair, Chicago, gave us an unqualified certificate in the shape of a GOLD MEDAL AND DIPLOMA.

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**The Chatham Mfg. Co., Ltd.**  
CHATHAM, ONT.

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COAL is money, why not save it by using the . . .

### T. J. C. INJECTOR

the most economical boiler feeder in the world.

20 per cent.

saved in coal over any other make. Absolutely automatic. Easily attached. Applicable to all kinds of boilers.

#### NOT EXPENSIVE

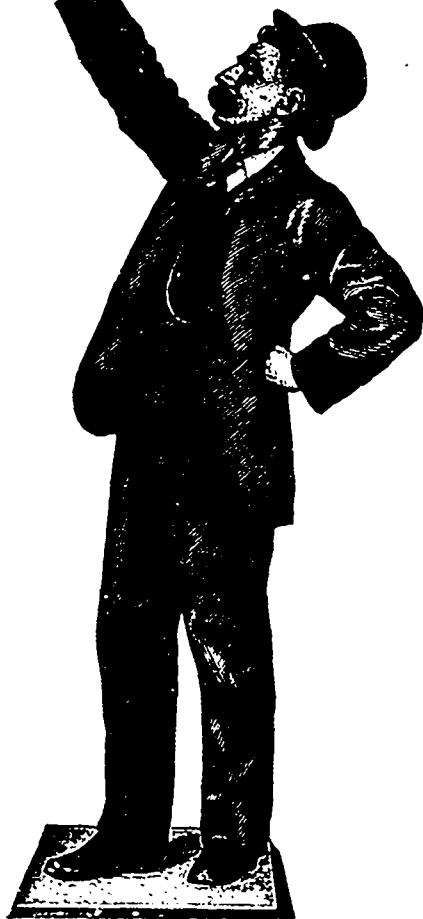
Will outwear any other make and is simple in construction. It is easy to operate, and is the most powerful feeder in the world.

## The T. J. C. Injector

is the best because you cannot possibly go wrong with it. With high or low steam the result is equally satisfactory. It combines the utmost simplicity with perfect efficiency, and any boy can operate it.

#### PRICE LIST

No.	PRICE.	HORSE POWER.
7	\$ 7 00	4 to 8
10	7 00	8 to 16
15	10 50	16 to 40
20	15 00	40 to 72
25	22 50	72 to 150
35	30 00	100 to 220
45	38 00	220 to 300



# Hamilton Brass Mfg. Co.

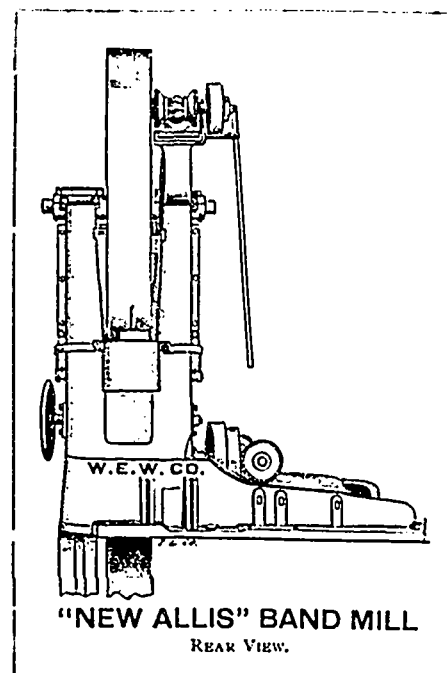
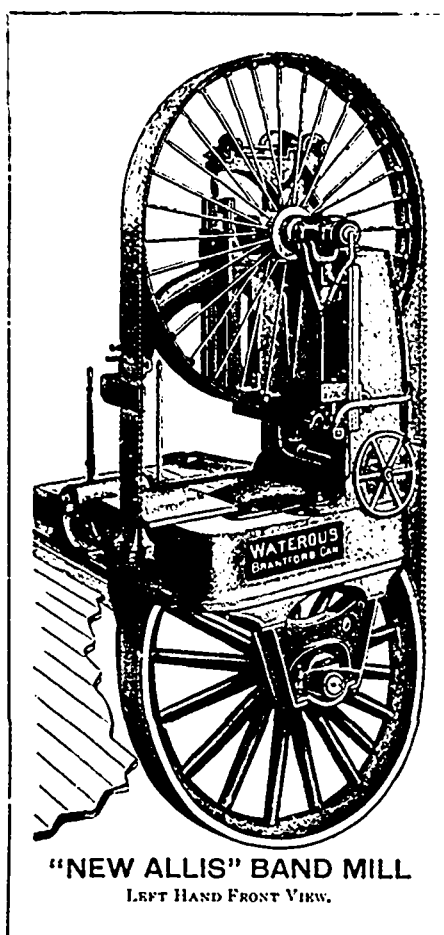
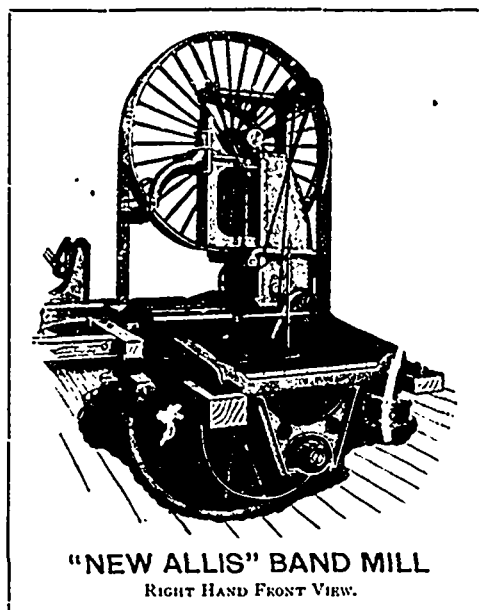
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# Profit in Business

Is the "Milk in the Coconut."

The coconut is a hard nut to crack. If you don't crack it right you spill the milk. So with Business. Business done in an improvident, not-up-to-date, unbusinesslike way, will soon spill the profits. Open the coconut properly, you save the milk. Equip your business properly, you save the profits.



The "New Allis" Band Mill will squeeze profitable returns from stocks which competition and antiquated machinery had apparently wrung out dry. The profit resulting from its use has been found by one lumberman to be actually 19%, and many have had a similar experience. Can **you** afford, in these days of slim profits, to waste this amount yearly?

WRITE US TO-DAY.

**Waterous, Brantford, Canada**

**27 Allis Band Mills sold in Canada in the last 23 months.**

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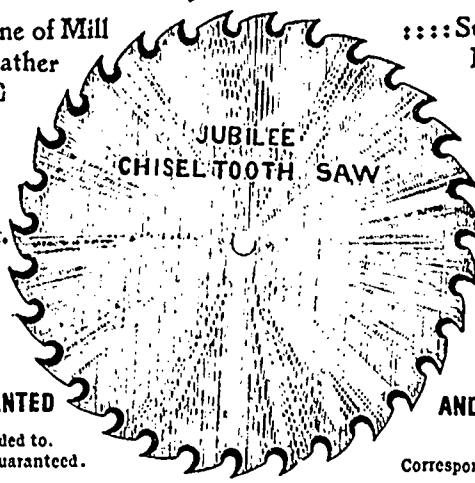
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.....: A full line of Mill Rubber and Leather Metal, &c., always)

.....: Supplies, including Belting, Babbit carried in stock.

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**The Montreal Car Wheel Co.**

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**RAILROAD WHEELS**

OFFICES:

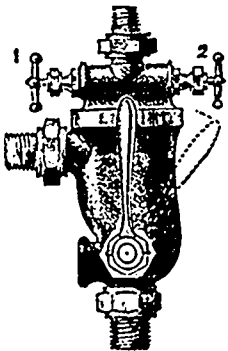
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WORKS: LACHINE, QUEBEC

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PRICE LIST



Size Number.	Price.	Suction and Feed.	Steam.	Gals. per hr. 60 lbs. Pressure.	Horse Power.
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10	6 75	1/2	1 1/2	120	10 to 20
12 1/2	8 40	1/2	1 1/2	220	15 to 30
15	9 36	3/4	1 1/2	300	20 to 40
17 1/2	12 00	1	3/4	420	30 to 50
20	13 50	1	3/4	540	40 to 60
25	20 00	1 1/2	1	900	70 to 120
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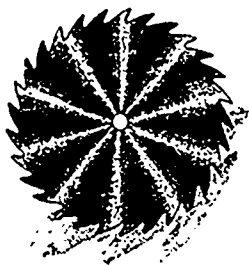
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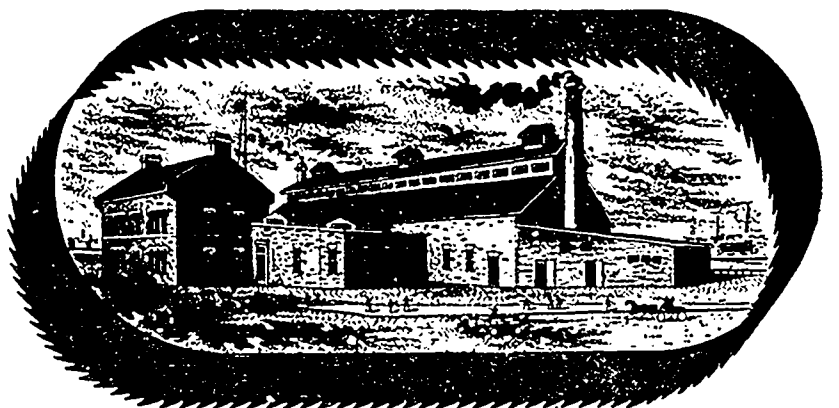
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