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THE CANADA LUMBERMAN.

VOLUME VIII.
NUMBER II.

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THE CANADA LUMBERMAN

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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

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

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicuous position at the uniform price of ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

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

THE ocean rates to Europe have been considerably raised this season. Not only has this been the case, but vessels have been scarce at Quebec. Shipments being thus restricted, and there being little convenience for storing either at Quebec or Montreal, the yards at the Canadian capital have become crowded, they being also of limited capacity. This has necessarily caused considerable inconvenience to the firms that have made a feature of this branch of the trade.

ACCORDING to a London paper there seems a probability of Russia dealing largely with Canada in the lumber trade. Certain merchants of Batoum have, it is said, asked one of the largest firms in Ottawa for quotations for the shipment to the Black Sea of several million feet of pine annually. It certainly seems surprising that such a demand should be made on Canada from a country like Russia which has possessed such forest wealth, but if the report be true Canadian lumbermen will receive the news with much favor.

A DEMOCRATIC government official, an American paper says, is reported to have gone to Ontario to investigate the effect which the passage of the Mills bill would have upon lumber and timber prices in Canada, and to have come out strongly against the bill. He lately labored in the house to explain the situation. He was convinced that the expected passage of the bill had boomed timber limits immensely, and quoted a newspaper statement that R. Hurdman & Co., Ottawa, had given an option to the E. B. Eddy Manufacturing Company of their Mississippi limits at \$325,000, which would be a profit of \$75,000 for holding them three years. A refusal was given for six weeks to allow for the passage of the bill. If it did not pass, then the limits, inferentially, would not be desired. Other opinion had been offered at largely advanced prices, in anticipation of a great benefit, leading to the conclusion that the free lumber clause would not cheapen lumber to the consumer, as the advocates of the measure supposed.

A CASE affecting large interests and involving most of the law as to building dams and running logs on rivers, is now pending in the provincial courts of New Brunswick. Log owners claim that the annoying log jams that occur on the St. Croix river at Milltown are occasioned by the defective passage-way in the cotton mill dam. The cotton mill owners on the other hand claim that the lumbermen should keep the log roll clear, and they have obtained a temporary injunction against a lumber firm, restraining them from allowing logs to remain on their lands. The decision of the court will begin upon the motion to dissolve the injunction, and will be of interest to lumbermen generally.

We learn that the McArthur Bros. Co., of Toronto and Quebec in Canada, and East Saginaw, Mich., will handle 3,000,000 cubic feet of square timber for the European markets this season. The work of handling square timber is confined to comparatively few operators whose work is spread over the entire country. Timber of this kind is by no means plentiful and is usually found in small groups. As a result operators are placed at a great inconvenience and have to extend their operations in every direction. While the timber business of Canada is mainly carried on in the province of Quebec there is nevertheless a considerable business springing up in Ontario. Messrs. Platt & Bradley, of Hamilton, and Mr. J.M. Irwin, of Peterborough, are among those whose interests are closely identified with the square timber business.

THE perennial boundary dispute between the Government of the Dominion and the provincial government of Ontario crops up this time in relation to what is known as "the White Fish Lake Indian Reserve," in the District of Algoma, the advocates of the provincial view claiming that the Dominion Government has located an Indian Reserve around choice timber tracts and then sold the timber at private sale to its favorites. The provincial Government has brought an action against the Dominion licensees, and the case is now pending in the Chancery Court at Toronto. An interesting feature of this case has been the examination of a band of Indians as to the terms of their original treaty with the government, and in giving their evidence they are said to have evinced remarkable intelligence.

If the Ottawa district is to be taken as a criterion there is every prospect of a large cut the coming winter. In the space of 30 days it is estimated that 2,000 men were sent into the woods from the capital alone. From various quarters there come reports of extended operations. Though the results may be satisfactory it would be well to observe a conservative policy. Every year the limits increase in value, as many recent transfers have showed in the most practical manner, namely, the handing over of hard cash or its equivalent. This rise in values is steady, not at all of the nature of a "boom," and is almost certain to continue. Under such circumstances it would seem more judicious not to force property, always enhancing, into the market with too great eagerness either in the shape of standing timber or the manufactured article. Those who are able and willing to hold back somewhat will probably find that they have been the gainers by not going ahead too eagerly. Prices are likely to be satisfactory enough to repay operators, but not to warrant an exaggerated scale in the face of a continually increasing value.

AMERICANS seem to take it as a foregone conclusion that should the tariff on Canadian lumber be removed through the passage of the Mills bill, that the Canadian export duty of a like amount would be immediately taken off. Would it not be just as well for the advocates of free lumber to learn a little more concerning the views of the Canadian government on this question before making up their minds fully on the subject? We do not apprehend any serious opposition to such a step being taken, but as it is always wise to look before one leaps. A canvass of Canadian sentiment, would not be out of place. There is always two sides to a question, and in this case we find those who strongly endorse a free exchange of the products of the forest, from a pecuniary point of view, of course;

while there are also those—and the number is large—who look not only to the present but also to the future and realize the oft-repeated fact that free lumber into the United States means nothing less than the utter annihilation of our forest wealth for all time to come. The question is a serious one and demands thoughtful consideration.

INDICATIONS point to a somewhat diminished cut the coming winter, especially throughout the Western States. Every effort is being made by the larger operators to push their work forward as expeditiously as possible so as to avoid the inconveniences caused by heavy snow falls and other drawbacks. That the stock of standing timber is fast diminishing is patent to every one who takes any interest in the subject, and it is therefore not surprising that the output of lumber throughout many States in the Union will diminish from year to year. In the face of such an outlook operators in the Northern States are looking to the Southern States and Canada as the only available source of supply. During the past year or two a large amount of American capital has found investment in Canadian stumpage and new mills are being pushed forward rapidly. While we have as yet abundance of timber left for our own uses, nothing is more evident but that in a few years if the present extensive operations be continued, our forests will be remembered only as things of the past. But how to avert this inevitable result is a question that but few if any can answer.

ONE who is considered as an authority on the subject makes the statement that the Southern States contains an area of 239,837,611 acres of land, of which 50.3 per cent. is covered with valuable timber. Of this there is of pine alone 250,000,000,000 feet of merchantable timber. Every lumberman knows that a million feet makes a big pile. Just imagine 250,000 piles of lumber with a million feet in each pile! Well this is the amount of pine timber, we are told, yet standing in the South. And this is only one item of the timber resources of that much-wooded country. The amount of hard woods will greatly exceed in quantity and value that of pine. Eight years ago there were 6,481 saw and planing mills and woodworking establishments in the South, employing 42,873 hands, and turning out products to the value of \$48,319,963. According to the last count, there are now 11,242 establishments, employing 89,040 hands, and turning out products to the value of \$91,980,960. One thing is certain and that is that the Southern States are booming, and it is not surprising that while many Western lumbermen are looking towards Canada for their future supplies, a much larger percentage have turned their faces Southward with good chances for increased fortune.

THE fight between the Toronto wholesale dealers and the Grand Trunk railway, relative to the rules regulating the handling of lumber freight, is waxing warmer. A month or two ago THE LUMBERMAN took occasion to express itself on freight rates and the injustice which is being done the trade in the way of over-charges. What the lumbermen want is either a rate based on so much per thousand feet, or an honest and impartial system of weighing. Their contention that they have no right to pay for more than they receive is worthy the consideration of even such a monopoly as the G.T.R. The practice of charging for 30,000 lbs. on every car whether it contains that amount or not is an injustice which should not be tolerated. The suggestion previously made in these columns that weight scales be erected by the railway companies at all important shipping points has apparently been well received. If this was done the increased weight—caused by snow and rain—always added to a car of lumber in transit would not be charged up as lumber but would have to be met by the railway companies themselves. At the present time when cars are at a premium and locomotive power scarce, the movement of lumber is very slow, and as a result the difference in weight at the point of destination compared with the point of shipment means an important item, if such additional weight has to be paid by the consignee. The demands made by the lumbermen are only just, and considering the importance to the railways of the great industry they

represent, a refusal to meet their wishes in this particular, can only be taken as an evidence of unblushing selfishness, and a lordly intimation that the Grand Trunk Railway Co. rule the roost, and go elsewhere if you can.

COMMENCING with the present number we begin the publication of a series of practical articles from the pen of Mr. Anson A. Gard, a gentleman well known as a member of one of New York's largest lumber firms. Mr. Gard has passed through all the different stages of a lumberman, from wielding the axe in the forests of Ohio, up through the sawing of the lumber to its disposal, and therefore can claim a practical rather than a theoretical knowledge. The information contained in the article in the present issue of THE LUMBERMAN on "Walnut Logs and How to Prepare Them," will well repay the time taken up in its perusal, while the tables will serve as a permanent help to all loggers. The second article, which will appear in our next issue will be on the subject of Hardwood lumber and its manufacture.

MR. FLEMING has finished his examination of the Ottawa river in connection with the sawdust difficulty, but it is understood that the report will not be made public for some time to come. The investigation, it is said, will go to show that the sawdust is not injuring the river to the extent that has been stated. The intention is to lay the matter before the Government at its next session with a view to counteracting the effect of statements made before the Senate committee last session. The lumbermen say that should the Government undertake to deprive them of their exemptions under which they carry on their business at the Chaudiere, all the inducements they now possess for remaining in Ottawa will be removed. The lumbermen are evidently serious in their threat of withdrawing from Ottawa if the government should restrain them from throwing the sawdust into the river. The proposal to the government to compel mill owners to erect burners and burn all their sawdust has raised not only the mill owners but the whole city in arms against the suggestion, as they find that insurance rates will be raised from 50 to 100 per cent, according to locality, in all parts of the city, if the erection of burners is insisted upon.

MR. EDWARD JACK, a writer on subjects relating to the timber and lumber business, in a letter to an American exchange, charges that for years the Quebec government has been constantly and systematically defrauded in the matter of stumpage dues by the under-estimation of the quantity of timber cut on the various leases held by individuals under the government. The government of the province, this writer says, is about granting the sum of \$24,000 this year, in order to give effect to the modifications which they have made in the tariff of ground rents and timber dues, and which are going to produce a considerable increase in the revenues from woods and forests. In the course of a speech delivered in the Quebec legislature last session the crown lands commissioner stated that the investigations ordered by the government showed that the old system of accepting the declarations of the lumber merchants and their employees had led to the perpetration of fraud to the prejudice of the provincial revenue: that enormous quantities of timber cut on crown lands had paid no dues to the government, and that in certain sections of the province the pillaging of the crown forests has been systematically carried on without hindrance in any way from the officers of the department employed for the purpose. The new regulations have been framed to prevent these frauds in future.

THE LUMBERMAN is again called upon to report another heavy failure among the Toronto wholesale lumber trade. The firm who in this case have been compelled to succumb to the pressure of hard times is that of Manhard & Co. who are well known to the trade of both Canada and the United States, although they have only been located in Toronto but a few months, having moved to that city from the town of Brockville. At a recent meeting of the creditors of the insolvent firm a statement of their affairs was submitted, showing their liabilities to be \$53,000 and the assets purely nominal. A few unsecured creditors, whose accounts were incurred since the retirement of Mr. Doodridge, of Brockville, from Manhard & Co., and who have not Mr. Doodridge's name on their paper, made a request that he (Doodridge) should assign and join hands with the insolvent firm. This it is understood Mr. Doodridge refused to do. It was stated at the meeting that the nominal assets consisted of furniture and book debts, all of which amounted to less than \$10,000. It was further reported that \$26,000 of the liabilities were preferred and secured creditors. Everything went to show that the unsecured creditors' prospects were gloomy in the extreme. The meeting adjourned without arriving at any definite decision.

THERE are five saw mills between the summit of the Rocky Mountains and Revelstoke, B. C., a distance of 150 miles. The mill men complain that they are unable to run their mills to advantage, owing to the excessive freight rates charged on the C. P. R. The rate is \$135 per car to points east of Regina, which is about the same rate as is given the coast mills, though the haul in the latter case is much longer. West of Regina the country is not largely settled, and there is not much demand for lumber. In time as the western part of the territories gets settled up, the mountain mill men will have a good market for their lumber closer to their mill, but in the meantime the timber is undergoing great destruction every year from forest fires. The railway company has lately made a reduction in rates from the mountain mills to Calgary, but this will not greatly improve the position of the mill men.

Two interesting test cases will be argued before Judge Burbridge of the Exchequer court shortly concerning the importation of lumber into Canada. For some years past Messrs. McGome & Co., Toronto, and Messrs. Hazelton & Co., who have had contracts for constructing cars for the Canadian Pacific and Grand Trunk railways, have been importing into Canada quantities of manufactured oak lumber to be used in the construction of railway cars. This material it appears, has been invoiced as rough lumber and has been allowed to enter the Canadian Customs free of duty. The Customs department now contend that the lumber in question should have been entered as manufactured lumber on which a duty of 20 per cent. is chargeable, and they have accordingly entered actions against both of the above firms for an amount covering the duty chargeable on all the lumber entered by the firms in the past. The importations are spread over a period of several years, and the amounts involved are upwards of half a million dollars. The defendants claim that they can put in a strong defence. This case will be watched with the greatest interest, especially by importers.

FROM almost every lumber district in Canada we learn of unusually large numbers of men being sent to the woods. Such information furnishes a foresight into the probable cut for next year, which is evidently intended to be very large. It is evident that with each succeeding year the lumber cut is being largely augmented. Whether or not this wholesale slaughter of our forests is brought about by a clamorous spirit for hasty wealth or a fear of another increase in stumpage is a question of which those most directly interested are better capable of answering. This apprehension on the part of the lumbermen is certainly well founded, as when the last increase was put into force an effort was made to induce the Provincial Government to engage that a further increase would not be made for a specified number of years. This request, though a very reasonable one, was refused, and as a result lumbermen holding limits are inclined to make the most of their opportunities by cutting the timber as rapidly as possible. Although a lumber scribe but seldom drops into poetry a four-line stanza may briefly depict the situation.

O, woodman, cut that tree.
Leave not a single bough,
It will put five dollars in my inside pocket
Then why not cut it now.

How to keep a lumber camp free from noxious insects, says the *Lumberman*, is a matter of vital importance to the welfare of the men and their value in the hard labor required from them. If the men's rest is broken in upon, their work is rendered just so much the poorer. It is therefore a question of dollars and cents to the owner of a camp, that is to be kept free from fleas, bugs and lice. When these pests take possession of a bunk camp, it is almost impossible to get rid of them, and a word or two relative to the building of the sleeping arrangements for the men will not be out of place. It will pay to provide cedar boards with which to build the bunks. No vermin can stand cedar. In the bottom of each bunk, cedar boughs should be spread and oil of cedar plentifully sprinkled upon the bed clothes. This is far superior to all insect powder, and if occasionally renewed and applied will keep the bunk camp clean. Remember, that the sounder the rest obtained by the men the better they can labor, and these little non-essentials when attended to, will keep your men in a fit condition to give you a full return for the wages you pay them. This they cannot do, however willing, if their rest is broken. Now see that your foreman attends to this, and you will find the hints here given will be money in your pockets.

THE threatened retaliation would considerably interfere with the business of some in the trade who would have to seek fresh means of reaching their market. At present however there seems to be no great haste at Washington to take any decisive step, so there is no certainty whether the threat will be carried out or not. A subsidiary branch of the dis-

ussion that has arisen between the two countries is as to reciprocal equal use of their respective canals. It is certain that the free use by Canadians of the canals in the United States, notably in the State of New York, has not been permitted, and this having been pointed out as a contravention of the Treaty of Washington there is a possibility of the equal use being accorded if some amicable settlement should be arrived at. The forwarding of lumber by canal without transshipment would be very convenient for some Canadian lumbermen and would increase their profits. This, however, is another uncertainty. Most uncertain however is the tariff question. It would be hard to guess who may be elected President, and even then the tariff policy that might be adopted by either party in case of success is by no means certain. That and several other questions of moment are all postponed, that is their settlement, not their discussion, till the Presidential election, with all its excitement, is over. The day is not far distant now.

MR. HOTCHKISS, the United States consul at Ottawa, as was mentioned in our last issue, has supplied a very elaborate report to the State Department at Washington of the Canadian lumber industry. His chief object appears to be to consider what would be the effect of the remission of the \$2 per thousand duty on Canadian lumber imported into the United States. He comes very decidedly to the conclusion that the change would not have the effect desired by its advocate of cheapening lumber to the consumer. So far, he argues, the import of Canadian lumber has had no influence in fixing the price at other points, the quantity being too small in proportion to the total supply. He calculates, apparently with considerable care, that the increased import would not be sufficient to change this position. To his mind the importance of the influence of imports of lumber into the United States and the quantity of pine available has been over estimated. According to his view the figures show that if all the lumber sent into the United States from Canada was placed in the Chicago market it would supply but one-quarter of the requirements of that market alone and but one-half of the quantity handled in either Tonawanda or Buffalo. This quantity, even allowing for any probable increase, would be, he holds, too insignificant to fix the price. This, he says, is made by the United States manufacturer, and in so doing he is not influenced by the Canadian supply in any degree. If the duty of \$2 were removed it would not affect the price in the United States, because it has never been a factor and would still be unfelt, so no lower price would prevail in the United States than heretofore and no different net results would be experienced by their manufacturers. The Canadians, he thinks, on the other hand would lay down their lumber in the United States market at \$2 less per thousand and would obtain for it the same as the United States manufacturer, so the result would be a clear gain to them of the \$2 a thousand thus remitted. He does not think that the Canadian lumbermen would long retain this advantage. He explains at length the system of letting limits in Canada and dwells especially on the power the Provincial Governments have of augmenting the rentals and dues, instancing the recent increases. The conclusion he draws is that not a May pay day would elapse before a further increase in the dues by order-in-council would be announced in sums sufficient to absorb the \$2 per thousand into the Provincial treasuries. Thus, according to Mr. Hotchkiss, it is neither the United States consumers nor the Canadian lumbermen who would get the benefit of the \$2 remission but our Provincial Governments. As to another important point he assumes that free lumber implies free logs. He thinks however that only a few mill owners on Lakes Huron and Michigan who have exhausted their supply of logs would avail themselves of this by rafting across the lakes, believing that in most cases the mills would be transferred to a location nearer the timber in preference. Not only, in his opinion, would this be more economical, but it would give them a better chance of supplying the English market, which draws and would probably continue to draw, chiefly from Canada, and he gives figures showing the importance of this trade. Consul Hotchkiss seems to be very positive in his views as to the effect of the remission of the duty, but it is certain that he would not find everyone agree with his opinions. We notice that Mr. Blaine, in delivering addresses in regard to the Presidential election in several lumbering centres in Maine, when dwelling on the tariff question assumed positively that the free importation of Canadian lumber would reduce the price by the amount of the duty, which would thus not benefit the Canadian lumbermen but the United States consumers, while the United States lumbermen would also have to accept the lower price. This was not only the view of Mr. Blaine but it seemed also to be the opinion of the interested audiences whom he was addressing. There was also a manifestation of the same difference of opinion on this point in the debates in Congress on the Mills Tariff Bill.

THE NEWS.

ONTARIO.

—The Ottawa river has been exceedingly low but is now rising slowly.

—Timoth Nester & Co., will put in 50,000,000 feet of logs on the Thessalon river, this winter.

—It is feared that owing to the low water in the Severn River many of the mills will have to shut down.

—The Georgian Bay Lumber Co., of Waubaushene, have already sent nearly one thousand men to the woods.

—Owing to the plentiful supply of men for the shanties this fall wages have taken a drop during the past month.

—W. R. Thistle & Co., Pembroke, have put in a large steam pump in connection with their large saw mill there.

—Band saws 60 feet in length have taken the places of circulars in Edwards & Co.'s large saw mills at Rockland.

—Mr. Wm. Orr, of Shelburne, is calling for tenders for a new saw mill to be erected on the site of the mill recently destroyed by fire.

—It is said that throughout the Georgian Bay district the ensuing season is destined to witness exceptional activity in the lumber shanties.

—Some of the mills at Ottawa have been shut down for several days at a time lately for want of logs. An unfavorable wind has been keeping the drives lack.

—There are rumors of further large purchases of pine in the Spanish river region of the Georgian Bay country, by Americans who have already invested there.

—In the case of George Caswell, accused of appropriating saw logs owned by the Georgian Bay Lumber Co., of Waubaushene, the grand jury at the late assizes found no bill.

—The Superior Lumber Co., of Ashland, Wis., has sold 1,000,000 feet of green lumber to a Port Arthur firm for immediate shipment to be used in the construction of a large elevator.

—The 1,500,000 feet of green elevator lumber to go to Port Arthur, Ont., from the Superior Lumber Company's mills, Ashland, Wis., will be conveyed on scows taking 400,000 feet at a trip.

—Klock Bros., of Klock's Mills, upper Ottawa, Ont., have bought 88 square miles of timber limits on the Veuve river, Ont., from J. G. Ross, Quebec, for \$20,000, and will operate there this season.

—Two hundred and thirty-five car loads of lumber was shipped over the Canada Atlantic railway from Ottawa during a period of one week in October. Its destination was New York and Burlington.

—J. E. Bunswell, of Grand Haven, Mich., is interested in lumbering on the Spanish river. His firm has a yard on the Canada side at Sault Ste. Marie, Mich., and has just purchased additional water front.

—It is reported that a crew was lately taken from Alpena, Mich., to the Georgian Bay regions of Canada, to work in the woods, whereas in past years Canadians have been employed by lumbermen on the American side of the line.

—The saw mill owners at Norman, Keewatin and Rat Portage are reported as doing a large shipping business this season. They are all from 60 to 100 cars behind their orders, and in some cases they complain of being unable to get sufficient cars to fill their orders.

—The Railway Lake Lumber Company, which has been in the hands of the Bank of Montreal for some years, has been purchased by a company known as the Western Lumber Company with headquarters at Rat Portage. The president of this company is Mr. John A. McRae, formerly of Ross & McRae, large railway contractors of Quebec.

—Mr. Frank R. Weston, of French River, writes THE LUMBERMAN that he is about through with the work of superintending the manufacture and shipment of the five millions of lumber purchased from the Ontario Lumber Co. by Messrs. Shaw, of Forest, and Fraser, of Amherstburg. It has turned out a well manufactured and satisfactory lot. The mills at French River expect to shut down about Nov. 10th. The Ontario Lumber Co. will have cut about \$8,000,000 and McLean Bros. about 3,000,000 feet.

—One of the government surveyors who recently returned from the Ludbury district reports that lumber operations are being actively pushed in the northwestern section of that country. Francis Bros. have begun operations on their limits on the White Fish Indian reserve, and the Emery Lumber Company is getting a large quantity of timber on its Spanish river limits. It is understood that the Ontario government will shortly place a number of valuable timber limits, in the Ludbury district, on the market.

—That valuable milling property belonging to the estate of Hamilton Bros. at Hawkesbury, has been purchased by a wealthy syndicate, composed of Hiram Robinson, W. R. Thistle, H. K. Lagan and Robert Blackburn. They have purchased the entire plant, as well as a supply of about 150,000 ft. of logs. The new firm has already 250 men in the woods.

—E. D. Davidson & Son have shut down their lumber mills on Lahave River, throwing 300 or 400 men out of work. Cook & Co. have also shut down, throwing out of work another large number of men, and other lumbermen are preparing to do likewise. This action is on account of the enforcement of the law preventing saw dust from being dropped from the mills into the river.

—Lumber operations during the coming winter on the Ottawa promise to be the most extensive for several years. Reports from the Mattawan state that already 7,000 shantymen have passed through that place on their way to the Upper Ottawa districts. The men are compelled to walk several miles this year owing to the destruction by fire of the steamer which previously carried them.

—The land road from Mattawa to Lake Temiscamingue through Ontario is now open for traffic. Nine shanty teams went through from Mattawa to Opemican on Lake Temiscamingue in eighteen hours. The opening of this road will be a great boon to lumbermen and settlers on Lake Temiscamingue, who can forward horses and cattle with much greater dispatch, and at far less cost than by the old route.

—Mr. Gormully, of Gormully & Sinclair, has commenced an action in the Exchequer Court on behalf of a Michigan contractor, for some \$3,000 against the Government. Mr. Hazleton sent a lot of lumber under the description of dimension timber into the Dominion. Under this heading it would be admitted free. The Customs Department, however, insisted that it was manufactured and imposed duties accordingly.

—Port Arthur Sentinel.—The demand for lumber in this vicinity this season is something enormous, the new elevators requiring \$250,000 feet alone, for which Messrs. Graham, Horne & Co., have the contract. These gentlemen have also contracted for the delivery of over 2,000,000 feet of lumber to be used in new buildings here and at Fort William, and it is safe to say that other local dealers and builders will use about half as much more.

—Rejoicing over the advance in price of square timber during the present season, resulting in the clearing out of all rafts held at Quebec, the Perth *Expositor* has the following: Mr. Wm. Caldwell of Lanark was one of the lucky ones, selling three years' timber at Quebec and this year's raft on the way down, at prices varying from 25 to 32 cents per foot. The total was 560,000 feet, and it will realize about \$170,000, or an average of about 30 cents.

—The Department of Customs has been notified by Capt. Holmes, of the revenue cutter *Cruiser*, that lumbering operations are being conducted this fall on Fitzwilliam Island, Georgian Bay, by the Saginaw Salt and Lumber Company. It is estimated that 20,000,000 feet will be got out for export next spring, and Capt. Holmes advises that a landing waiter be sent to the Island early in the spring to estimate the cut, so that the proper duty may be charged.

—Lumbering operations at Algoma Mills are likely to be brisk the coming winter. John Rowan has five lumber camps in full blast, and still another is being established. John McLeod, of Pembroke, has arrived there with a gang of men for H. P. Shaw, whose camps are on the north shore of Lake Huron, in the Blind river district. His logs will be towed down Lake Huron to Algoma Mills, where they will be cut into lumber for the C.P.R.

—The immense water power of Sturgeon Falls, which has remained so long almost idle, is about to be utilized on a large scale. Mr. Baxter is about to erect a mill for grinding coarse grains for feed. Mr. Slinger is importing machinery for the erection of a door and sash factory, and a paper company is negotiating for the purchase of a site for the erection of a pulp factory, which will employ 100 men constantly. Should the latter industry be founded there, the poplar and spruce trees, which are so plentiful in the forests, will become a source of great profit.

—The Ottawa *Journal* says that the wages for shantymen are beginning to drop a notch lower than the figures readily given to the men some time ago. Then log cutters got \$22 a month and board, and some even as high as a dollar a day. Now men are hired in lowtown to cut logs at \$19 and \$20 a month, and none but good men will ever get this high. The big rush to the woods is practically over for the season, although many of the firms will continue sending up men to augment the force now engaged in the woods, but the bulk of the men who will go up are now in the bush, and as the demand has lessened the wages have dropped.

NEW BRUNSWICK.

—The shipments of deals to Europe from New Brunswick during the first seven months of the year amounted to 114,000,000 feet, against \$2,000,000 last year.

—A complete lumber camp outfit smuggled into Canada from the United States has been seized at St. Stephen by the Customs authorities.

—Importers of spruce will have noticed the different character of the wood shipped from St. John, N.B., and from the Nova Scotian ports. The prevailing timber tree of New Brunswick is the white spruce, the deals shipped from Nova Scotia being cut from the black spruce, which may explain the difference. For purposes where strength and durability are required the black spruce is preferred. The color refers to the bark. Large sized trees near the mouth of the St. John river are said to be getting scarce, and supplies are being drawn from the upper tributaries of the river.

—The recent very heavy rain falls resulted during the past month in the greatest freshet seen on the Miramichi since 1853. Not only was railway traffic between Miramichi and Fredericton interfered with, but the damage done by floods has extended to other parts of the province—railway and other bridges being swept away, logs set adrift, crops destroyed and other attendant injury sustained. Farley's Mill, and the bridge connected with it, were in danger of being carried away. They were saved by stones being carted to them and placed on their floors as ballast. The water rose over the mooring posts at Millerton wharf and a good deal of lumber that was lying rafted in that vicinity broke away and much of it went adrift. Hundreds of thousands of feet must have thus gone adrift. It was feared that Somers' and Bryanton's drives would go adrift, but when the Northwest sheer boom was partially broken away, the logs that went down stream were caught and saved by a temporary boom stretched across the Northwest at Sinclair's. The wharf connected with the Redbank mill was badly damaged and the mill boom just above it carried away. Between twenty and thirty thousand feet of logs ran out of Barnaby river and nearly all of them went to sea with those from the Southwest.

NOVA SCOTIA.

—Hugh Robertson, who built the Joggins raft, says there will be an end of business here if the export duty is levied and timber owners hold to the high prices. It cost a great deal more to get the raft torn apart than he supposed. He is going to British Columbia to build a timber raft for San Francisco and one for Chili.

—Last month it was reported that there would be no more Joggins rafts, but the latest information goes to show that such is not the case. Mr. Robertson, who, as previously reported, is leaving for the Pacific coast to take charge of a log raft there, has closed a contract with parties on the spot to supply timber at the Joggins for a raft six hundred feet long and containing twenty thousand sticks. This raft, it is expected, will be launched next July.

—A correspondent from Bridgewater writing to a contemporary says. The present season has been very favorable for the lumbermen of this part of our province. There has been a larger manufacture in our water mills than ever known before, as seasonable rains brought down the stock, and kept the rivers at a good sawing head all summer. Vessels have been scarce, and freight rates very much higher than for the last few years, therefore shippers have not been able to move lumber freely. Stocks are larger than usual. There is now piled at Bridgewater about 3,000,000 feet, at Port Medway, 4,000,000 and at Liverpool 2,000,000, which may have to remain over winter of serve for winter shipment when the demand from the West Indies reaches here. The logs in the rivers will likely remain there till next spring. This will enable the mills to start, as the timber has to come from the heads of the streams, and is late in reaching the mills. The subject now most engrossing the saw mill men is the sawdust question. By a late edict of our paternal government, they are required "to keep all sawdust from the streams in Nova Scotia." To enforce this will curtail the business very much, as most of the mills are direct action (the saw gate connected with the wheel), and there will be waste in any attempt to stop the sawdust; and as most of the timber lands are nearly exhausted there is not stock enough to warrant the large expense of removing the sawdust by machinery. We think there will be a general stoppage of business until the matter is adjusted, as we cannot see the justice of the large Canadian and New Brunswick mills throwing all their refuse into the rivers. At Ottawa where the greatest quantity is manufactured, they are allowed to grind up the edgings, etc., and dump that also into the river. Until the edict is removed there will not likely be much preparation for next year's work, as it will not do to cut timber and allow it to spoil in the log.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Oct. 29th, 1888.

CAR OR CARGO LOTS

Table listing various lumber products and their prices in Toronto, Ontario, including items like 1 1/2 inch clear pickets, 1 1/2 inch dressing, and various mill runs.

YARD QUOTATIONS

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

Ottawa, Ont.

OTTAWA, Oct. 27th, 1888.

Dimensions, Inches. Per M.

Table listing dimensions and prices for various lumber products in Ottawa, Ontario, including mill culls, cull strips, and various sizes of shingles and laths.

Hamilton, Ont.

HAMILTON, Oct. 29th, 1888.

Table listing various lumber products and their prices in Hamilton, Ontario, including dressing stocks, flooring, and various sizes of shingles and laths.

St. John, N. B.

ST. JOHN, Oct. 29th, 1888.

Deals, Boards, Scantling, etc.

Table listing various lumber products and their prices in St. John, New Brunswick, including spruce deals, pine, and various sizes of shingles and laths.

Goderich, Ont.

GODERICH, Oct. 27th, 1888.

PRICES IN CAR LOTS.

Table listing prices in car lots for various lumber products in Goderich, Ontario, including 1 inch mill culls, 1x6-8-10 & 12, and various sizes of shingles and laths.

Montreal, Que.

MONTREAL, Oct. 29th, 1888.

Table listing various lumber products and their prices in Montreal, Quebec, including pine, spruce, and various sizes of shingles and laths.

Saginaw, Mich.

SAGINAW, Oct. 29th, 1888.

CARGO LOTS.

Table listing cargo lots for various lumber products in Saginaw, Michigan, including uppers, common, and shipping culls.

YARD QUOTATIONS-CAR LOTS DRY.

Table listing yard quotations for various lumber products in Saginaw, Michigan, including drop siding, flooring, and various sizes of shingles and laths.

Philadelphia, Pa.

PHILADELPHIA, Oct. 29th 1888.

White Pine.

Table listing white pine products and their prices in Philadelphia, Pennsylvania, including uppers, barn quality, and various sizes of shingles and laths.

HARDWOOD.

Table listing various hardwood products and their prices in Philadelphia, Pennsylvania, including walnut, poplar, oak, and yellow pine.

New York City.

NEW YORK, Oct. 29th, 1888.

Black Walnut.

Table listing black walnut products and their prices in New York City, including 1/2 inch all clear, 1 and 1 1/2 inches, and various sizes of culls.

Poplar, or White Wood.

Table listing poplar or white wood products and their prices in New York City, including 1/2 inch to 10 inches and various sizes of culls.

Dressed Poplar.

Table listing dressed poplar products and their prices in New York City, including 1/2 inch panel, 3/4 inch panel, and various sizes of culls.

Ash.

Table listing ash products and their prices in New York City, including 1 inch white, 1 1/2 to 2 inch, and various sizes of culls.

Table listing oak products and their prices in New York City, including 1 inch plain sawed, 1 1/2 to 2 inch, and various sizes of culls.

Table listing cherry products and their prices in New York City, including 1/2 inch white & clear, 1 inch, and various sizes of culls.

Miscellaneous.

Table listing miscellaneous lumber products and their prices in New York City, including chestnut, basswood, maple, birch, and cottonwood.

Boston, Mass.

BOSTON, Oct. 29th, 1888.

Western Pine-by car load.

Table listing western pine products and their prices in Boston, Massachusetts, including uppers, 1 1/2 inch, 3 & 4 inch, and various sizes of culls.

Eastern Pine-Cargo or Car Load.

Table listing eastern pine products and their prices in Boston, Massachusetts, including nos. 1, 2 & 3, 4, and various sizes of culls.

Spruce-by Cargo.

Table listing spruce products and their prices in Boston, Massachusetts, including scantling and plank, yard orders, and clear floor boards.

Lath.

Table listing lath products and their prices in Boston, Massachusetts, including spruce, pine, and cypress.

Oswego, N. Y.

OSWEGO, Oct. 29th, 1888.

Pine.

Table listing various pine products and their prices in Oswego, New York, including 1 1/2, 1 1/2, 2 and thicker uppers, 1 inch selected sidings, and various sizes of culls.

RAMBLER'S PEREGRINATIONS.

I took a run up to Gravenhurst some days ago, and had the pleasure of visiting some of the large saw mills which form a circle around Muskoka Bay. Lumbermen are thick in this part of the country during the summer, but it is evident that the climate in winter is not to their liking as they nearly all seem to forsake their old haunts in the fall of the year and take up their abode in a more favored clime. This fact seemed to be particularly noticeable at the time of my visit, but perhaps it was a knowledge of my coming and not the aforesaid reason which accounted for their absence. However, I made myself familiar with the place during my brief sojourn, and can remember with pleasure the free and easy cordiality which I met with while visiting the dozen or more mills in the place.

Gravenhurst is a smart town of some 2,000 inhabitants, situated in the Muskoka district. It is certainly an oasis in a rocky, but picturesque, country, in which, so far as I could judge while passing through by rail, it would be difficult to find sufficient soil on which to build a house. Still, while this is the case, there is abundance of woodland, large and apparently healthy trees growing out of crevices in the rock in thousands. A gentleman travelling beside me, in answer to my query as to how such trees get their nutriment, gave it as his opinion that the air made up for the deficiency in soil, which as the best answer to a difficult problem I give for what it is worth and for the want of a better solution.

The Gravenhurst mills—12 in all—are still busy cutting, but will soon shut down for the winter. The output this season is fully up to, if not above, the average. Mickle, Dymont & Co. operate three saw and one shingle mill, the combined output being about 15,000,000 of lumber, 15,000,000 shingles, and 5,000,000 lath. They will have four camps in operation this winter, and in the neighborhood of 160 men in the woods. The average number of men employed in and around these mills is 130. All the lumber manufactured by this firm is handled by Messrs. Christie, Kerr & Co. of Toronto.

I did not think while viewing the fine mill belonging to Mr. Isaac Cockburn such a short time ago, that in these rambling notes I would be called upon to chronicle its destruction by fire; but such, unhappily, is made necessary. I am not aware how this fire originated, but while there it occurred to me that there might be danger of fire connecting with the mill from the burner when the wind was blowing in the right direction. The refuse from this mill was carried in the ordinary way to the high rocks some fifty yards distant, where it was burned. It certainly did not appear to me as the safest plan to adopt, but, of course, my calculations may have been wide of the mark. During the progress of the fire on the 26th ult. two of the four boilers exploded, part of one being thrown a distance of two hundred yards. Fortunately the huge piles of lumber adjacent were left uninjured, but by the destruction of the mill Mr. Cockburn will lose about \$20,000. He had, however, a fair insurance on the property which is certainly a matter of considerable satisfaction. This will not only be a severe drawback to the owner but also to the town, as about 60 men will be thrown out of work. Mr. Cockburn's cut this year, had the mill run a little longer, would have been 6,000,000 feet of lumber, 3,000,000 shingles and 3,000,000 lath. He has already got three camps established, and intends taking out an average cut. I learned that Mr. C. had serious thoughts of remodeling his mill the coming winter by introducing a rotary gang and other new machinery. Now that he finds himself minus even the old mill, I hope to hear of his carrying out his original intention of adding the latest improved machinery.

I failed to find either member of the firm of Thomson & Baker, but ran across the genial son of the latter gentleman, Mr. Thos. Baker, who has a good head for lumber, and I am glad to learn is making the most of his opportunities. In conversation with this gentleman I learned that Thomson & Baker own three single-circular mills at Gravenhurst and still another at Huntsville, a village some distance north. In their mills here they cut on an average of from five to six million feet of lumber, and from two to three million at Huntsville. Mr. Baker informed me that the lumber business here, as in many other places, was not by any means as profitable as in past years. Prices, however, appear firm and the demand fairly good.

I ran across Mr. Theodore W. Taylor, of the firm of G. W. Taylor & Co., but did not have an opportunity of interviewing him. This firm's operations are being carried on to about the same extent as in past years. They are cutting quite extensively for the Ontario Lumber Co. "Theo.," although getting on towards middle age, is one of the boys in Gravenhurst, and I would liked to have had an opportunity of getting better acquainted with him.

The McBurney & Laycock Lumber Co. are doing a profitable business here also, and lay claim to having one of the best equipped one-circular mills in the country. Their

cut this year will be about 5,000,000 feet of lumber and 3,000,000 lath. Their average cut per day is 38,000 feet. Mr. C. Ayre is manager of this business and evidently understands his business thoroughly. Donogh & Oliver, of Toronto, will handle the entire output of this mill this year.

I was unable to pick up much information concerning the other mills here, further than that they were all running and doing a profitable trade.

Nearly all the logs intended to be converted into lumber at the Gravenhurst mills are brought by water a distance of about fifty miles, the assorting ground being at the mouth of Brace-bridge river, eleven miles distant. All the mills are operated by steam, and the equipment is first class. The refuse is all disposed of by burners covered with sheet iron, each of which stands some 150 feet high. There is a complete net work of sidings connecting with the Grand Trunk Railway which renders the shipment of lumber easy. Speaking of the Grand Trunk railway reminds me that the one great grievance among the mill men of Gravenhurst is the scarcity of cars for shipping lumber. Perhaps the reader will say that this is an old complaint, and so it is, but being such it is none the less serious. This difficulty has hampered the trade too long, and it is quite time that a united effort should be made to remedy the evil. Millions of feet of lumber are lying in the piling grounds awaiting the convenience of the railway company to move it. The retailer blows up the wholesaler for not filling his orders in a reasonable time; the wholesaler looks to the manufacturer; and the manufacturer does as he will, has no other course open but await the pleasure of the G. T. R. company. Surely if an honest effort were made to cater to the wants of such an important industry the railway companies could provide sufficient cars to meet the demand. I hope soon to see this difficulty removed, but a firm and decisive stand must be taken by the lumbermen before such a turn in the wheel of fortune can be realized.

I could say much more concerning the lumber interests of Gravenhurst but I have already occupied enough space for one issue. On my way south I dropped into the Longford Lumber Co.'s wooden-ware factory at Orillia, and was much interested in an inspection of their new and well-equipped factory. This factory only commenced operations last July, but already an extensive business is being carried on, about 45 hands being employed in the manufacture of tubs, pails, and other wooden-ware. The factory has a capacity for turning out 2,500 pails and tubs per day, and the machinery, which is principally of American manufacture, has been selected from among the best in the market. By a novel and unique arrangement the whole premises including the private office, some distance away, are heated by the surplus hot air from the dry kiln. As THE LUMBERMAN has already published a full description of this factory I will not extend my remarks further. Mr. Geo. Thompson is the manager of this business, Mr. C. Wright, assistant office manager and shipper, while the mechanical department is under the supervision of Mr. D. A. Lundy.

Leaving Orillia I struck the little town of Waubushene which is situated on the Midland division of the G. T. R., at ten p.m. and was fortunate enough to enjoy the hospitality of one of its leading citizens and his good lady, until nearly the wee sma' hours of the morning. There was a large company of friends present enjoying one of those social gatherings which goes far to make life in a small country village endurable, if not pleasurable.

Waubushene is the home of the Georgian Bay Consolidated Lumber Co., of which Mr. A. M. Dodge the well-known millionaire is president. In fact, I understood, that every foot of land and every building in the village is owned by this company. My visit here also was rather inopportune as Mr. Dodge had but a few days previous forsaken his magnificent summer house here and returned with his family to his winter quarters in New York. It was my pleasure, however, to meet the courteous Secretary-treasurer of the company, Mr. Jas. Scott, who kindly gave himself up for an hour to discuss lumber lore, and from this gentleman I gleaned some useful information, which for want of space will have to be discussed in a future letter. The Georgian Bay Lumber Co.'s mill here is undoubtedly one of the finest in Canada, if not in America. The outfit consists in the main of two stock gangs, a slabbing gang, twin circulars and a large circular saw. The most modern equipments, have been introduced, and in point of cleanliness it is certainly conspicuous. But little material goes to waste here, for after the sorters for shingles and lath have done their work the burner receives but poor fuel. In a separate building adjoining the mill proper, is located the box factory, in which some 35 hands are employed. The machinery here is also of the best, and the factory has a capacity for turning out 5,000 standard size boxes per day. From 25 to 30 different sizes are manufactured, which all find a market in the United States. Stepping from the box factory, my escort, (who by the way, is an associate of my younger days), took me into still another building, in which are located the

machine shop, engine and boiler rooms. The motive power consists of a pair of independent cut-off engines of 550 h. p. and seven steel boilers, 5 feet 6 inches in diameter, the latter being fed entirely by sawdust carried from different parts of the mill. In addition to this mill, of which I have given but a casual glance, the same company own and operate two mills at Byng Inlet, one at Collingwood and one at Port Severn, the average annual production of all these mills being from fifty to sixty million feet. Of this from 20 to 23 million feet is usually shipped by water and the balance by rail, the better grades finding a market in New York and elsewhere. At the time of my visit about one thousand men had been sent to the woods, and the intention is to make a large surplus cut this year, which course, I understand, has been made necessary in consequence of the company's limits having been badly damaged by fire during the past summer. I had almost forgotten to mention that a thorough system of fire protection has just been introduced at the Waubushene mills, the outfit consisting of a large Northey pump and 800 feet of linen and rubber hose.

My very brief stay at Midland did not allow of my making a personal visit to the various mill in that town, but I picked up a little information here and there which will give the reader some idea of the extent of the trade carried on.

The Emery Lumber Co. in their two-circular and gang mill will cut from 11 to 12 million feet this year, and intend taking out of the woods fully as much if not more than in past years. They will have about 40,000 pieces left over for spring sawing next year. This is an American firm, and some two or three years ago they turned out about 15,000,000 feet of logs from their limits on the French River. They also constructed a monster boat with a capacity of 3,000,000 feet of logs, the object being to convey their stock cut on the Canadian limits to the extensive saw mills at Bay City. After these 15,000,000 logs were ready for shipment the Canadian Government placed a duty of \$2 a standard on all logs exported to the United States. The company could not ship the logs, which after lying a short time on the shores of the lake were sawn at Midland into lumber. The past summer the Shepherd & Morse Lumber Co. purchased the entire stock, and is now shipping it through Canada and the United States in bond for Buenos Ayres, South America, and Sydney, Australia.

Messrs. Chew Bros. in their one-circular mill have nearly finished a cut of 3,000,000 feet of lumber, together with 3,500,000 shingles and 2,000,000 lath. They ship all their lumber to Toronto and Hamilton.

The Ontario Lumber Co. have decided to cut nearly all their stock at Midland in the future, instead of Gravenhurst as heretofore. They own an excellent one-circular mill, capable of cutting from 35,000 to 40,000 feet per day. The cut this year, however, will not exceed 5,000,000, owing to having been shut a considerable portion of the season for want of logs. They intend operating largely in the woods the coming winter.

Messrs. Peters & Cain are also doing a good trade, and their cut this year will be about 3,000,000 feet.

The lumberman throughout the Georgian Bay complain that the past summer has been a very unfavorable one for them, owing to the prevailing high winds. Many logs have been lost, as many as five thousand pieces being scattered around the Bay at one time. Men for the woods in this locality are very plentiful, and as a result wages has been reduced considerably.

On my way through the Georgian Bay district I learned that the new Band mill recently erected by the William Hamilton Mfg. Co., of Peterborough, in Mr. Beck's new mill at Penetanguishene, was being tested, and I accordingly paid it a visit. The band saw is fast asserting its supremacy as a lumber producer as well as a timber saver, and the opposition to it which presented itself on its attempted practical introduction is dying out as its superiority becomes recognized. When the introduction of the band saw was seriously considered, and a few enterprising pine lumber manufacturers adopted the innovation, serious doubts existed as to whether the saving in timber would compensate for the loss of time or lack of speed as compared with the old reliable circular. But practical results have removed all doubts in that connection, and demonstrated that not only can the saving of nearly twenty per cent. in timber be accomplished but that the band saw is rapidly crowding toward the speed of the most vaunted and useful circular. The mill above referred to is no exception to the rule as the work so far done by it is of the most satisfactory kind. So far as I am a judge from seeing this new band mill in operation and the quality of lumber it is producing, I would say that the owner of the mill has reason to feel as proud of its work as the manufacturers who built it. Mr. Beck informed me that the cut this year in his two mills would be about 10,000,000 feet. His operations in the woods the coming winter will not be quite as extensive as they were last season.

PART I. WALNUT LOGS AND HOW TO PREPARE THEM.

BY ANSON A. GARD.

Few seem to know what an export log should be, but the number who think they know includes about all who have never before gotten out logs for export.

An export log must be straight, sound, free from large limb, or rotten knots, free from heart checks or wind shakes and should not be cut shorter than 10 feet and as few under 12 feet as possible.

When the tree is selected to be felled, a notch should be cut in on the side toward which you wish to "throw" it the centre of the notch should be cut in toward the heart much deeper than the sides.

When the tree has been felled, mark it off so that each log will be straight. This can usually be done even in crooked trees, unless the crook be a short one, in which case cut it out and use the piece for balusters.

Often when a tree is felled it may lie on a side hill, in which case care must be taken not to cut the logs slant ways, which you are sure to do if you let the saw "run."

Many a woodsman in order to save an inch, loses a foot. He measures his log exactly of the foot mark, which is all right (although a log should be an inch over) providing he can run his saw "true," but nine out of ten sawyers will run to the right or to the left, and the bottom of the log may lack just enough to lose a foot.

In some markets there is a duty on logs when they have been squared on the mill, while the same log will go duty free if hewn, besides a log looks better when properly dressed with the broad axe.

Too great care cannot be taken in selecting logs for shipping, as one or two questionable ones may reduce the value of a carload more than their value, while the freight on them is just as much as for the good ones, thus you lose both logs and freight.

When the logs are ready to ship, the ends should be painted with an inexpensive red paint. This not only prevents, to some extent, the logs cracking, but gives them a better appearance.

Just as soon as you have logs ready, load them at once: they will then come to the market looking fresh and will please the buyer far better than if they have been allowed to become weather-beaten and sun-cracked.

In a country where snow covers the ground during the long winter months no one need be told to use a sled or drag, but where snow is the exception, or where it is never seen, a wagon must be used.

Two men are required, as the high wheel and sometimes both wheels on one side must be taken off, and the axles propped up. After much bother the log is finally loaded, and if more than one is to be taken on the load, the same process must be gone through with, and when the mill yard is reached, the wheel or wheels must again be removed.

"Which will pay me better, to ship my Walnut in the log or saw it into lumber?" This question is the first one asked when the owner of Walnut timber is ready to make disposal of his wood.

The answer to the above will depend entirely on the given lot of trees. If they run large and smooth, it will pay to ship them in the log, but if they are but few large trees and many small ones, it will pay to saw them into lumber, as the large logs will enhance the value of the product more than can be realized from selling them in the log, even at the higher price

at which the logs would sell. There are many advantages in selling logs instead of sawing them—other things being equal. In the first place the tree can be cut down and the logs delivered in market almost as soon as it could be sawed into lumber, thus gaining all the time required for stacking up and drying, five months at least saved, which to one of moderate means is a long while to wait.

Again, every producer of lumber will always prefer to know how much his stock will bring as it runs. When sold in the log, there is but one price, while if sawed into lumber the same log is sold at three and in some markets at four prices, and the aggregate price governed by an inspector who may never have seen a walnut tree grow.

Don't write to a log buyer or lumber dealer and say, "I have some logs," or "some lumber; what will you pay for them?" or "it" as the case may be. The fact that "it is good stuff;" don't convey any notion of what it is, or what it is worth. Take for illustration of how you should write to inform a buyer that you have logs for sale:

Mr. A.—Dear Sir: I have, now ready to ship, two carloads of Walnut logs, fresh hewed and in good order. There 26 logs in the lot and they measure as follows: (Give lengths and diameters, being careful not to measure more than they contain). I will deliver these at (give point of destination) for \$— per M feet.—Yours, etc., J. S.

When the buyer receives this letter he knows that "J. S." has some logs; he knows how many, and what they contain; he knows that the writer means business, for he has put a price on his stock, and the result will be that J. S. will sell, and have the money invested in more trees, before the man who says: "I've got something, what will you give me for it?" will even get a reply to his letter.

One word of advice to J. S. and others who may write what they have to offer. Don't say that you have two cars of logs, that one will run twenty-four inches and larger, for which you will take \$— per M., and one car twenty to twenty-three inches at \$—, and in shipping them put some of the small ones in the higher priced car and expect to get the higher price for them, just because they were all together.

Poplar—or miscalled whitewood—logs are now being exported from localities where the rate of freight will warrant their shipment. The same rule for the preparation of Walnut logs will apply to Poplar. They must be evenly hewed on four sides and the wanes smoothly dressed.

I would call the attention of the hewer to one point in particular in preparing the log. Don't cut away too much of the wood i. e., don't square the log, as by measurements there is a great loss over Scribner. A point in question. Two cars of Poplar logs, measured here by Scribner, have just been rejected in a German market on account of being too much squared. Thus not only a loss of wood, but a sale lost.

Different from Walnut, Poplar, Gum and such other rough bark woods, Cherry is shipped round. This may also be said of what few Ash logs there are exported.

When the sap is at work building up new tissues, making new leaves and twigs, the tree when felled is most apt to "check" when made into logs. For this reason valuable timbers should be cut before the middle of March in this climate, and earlier in the far South, then in July or August, when the sap has done its work and is at rest, you may begin and continue till March again.

Much more could be said on the subject of logs, but it would not change the one important fact that only good ones are required, and poor ones will ever be a risk to a shipper. If you who have logs bear this in mind you will find that it will pay you a large per cent. in satisfaction and the buyer will never tell you; "He has enough of your stock."

LOGS REDUCED TO INCH BOARD MEASURE.—GARD'S RULE.

Table with columns for Length (L. Ft.), Diameter (Dia.), and Board Measure (Dia. 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8). It provides a grid for calculating board measure based on log dimensions.

Large table with multiple columns for Diameter (Dia.) and Length (L. Ft.), providing a detailed grid for log measurements and calculations.

ONE of the signs of the times is the extensive preparations that are being made to get out logs in Northwestern Ontario or rafting to mills on the other side of the international line. It is evident that their supply of standing timber at many points across the lakes is falling short and they are driven to have recourse to our forests.

THE LUMBER INDUSTRY OF THE OTTAWA VALLEY.

The following report, written by United States Consul Hotchkiss, a press edition of which was recently issued by government, is an able exposition of the subject on which it treats. At this juncture it will be read with profit by both Canadian and American operators who are interested in the question of free lumber. The report bears date February 2:

In previous annual reports the fact has been stated that the Ottawa district was a manufacturing and not an agricultural district. The exportations of agricultural products are merely nominal, deserving of little attention through their insignificance. The all-absorbing industry is that of lumber, which is, as a specialty, not equaled in its extent and value at any other point in the Dominion. Such being the situation, my report will be confined mainly to facts and figures which are incident to the prosecution of the lumber business, not only of this district, but of the locality of country known as the Ottawa valley, through which, by means of the Ottawa river, this locality is drained of its forest products, and which river also furnishes the magnificent power to operate the saws which reduce the logs to shapely lumber.

The business of the past year has moved steadily onward. No difficulty has been experienced in readily marketing the output, and at prices fully equal to that of any preceding year. All desirable lots, meaning those lots especially known for their desirable qualifications, either sawed American style, viz: boards and plank, or English style, three-inch "deal," were principally sold before any of the season's logs were sawed. In this connection I may add that probably 50 per cent. of all the stock which will be sawed at Ottawa and vicinity in the season of 1888 is already sold, even while the trees are yet standing in the forests. The yearly output of the Ottawa city lumber mills will approximate 350,000,000 feet. The product of mills tributary to Ottawa and its agency, Grenville, will aggregate 250,000,000 feet, making 600,000,000 feet for the Ottawa valley district.

These aggregate figures to those unacquainted with lumber, or unaccustomed to lumber figures, will appear enormous; but when I say that these figures, multiplied by three, will not represent the full sum of the yearly requirements of the lumber trade of Chicago alone, their insignificance will be apparent.

A false impression too generally prevails in regard to the importance and the influence on the American lumber markets of the pine lumber produced in Canada, as also the quantity of her available pine and the general quality thereof. In regard to the production of sawed pine lumber of a quality available for the United States market, and suitable for the demands of the English market, I firmly believe that the yearly aggregate will not exceed 1,000,000,000 feet. This quantity must be doubled to supply Chicago, and is but a fair supply for the little village of Tonawanda, N.Y., while Buffalo would simply view this quantity with complacency as bidding fair for her one year's necessities.

This quantity, however, must be divided between the United States and England with other foreign markets, while Canada, for her own requirements, must, of necessity, reserve a portion. As it is with the United States alone I have to deal in this report, I have made great efforts to obtain reliable figures, both in feet and values, of the trade of this section with the United States for the calendar year 1887. I have carefully compiled from the 2,875 certificates which have passed through this office for the year a table of the quantity of sawed lumber, with other forest products and the values thereof. Through the kindness and courtesy of the consuls at Prescott and Brockville, I am also enabled to give the amount in feet and value which has been declared through these consulates, which combined with Ottawa, embrace the total exports of forest products of the Ottawa valley. In my judgment the quantity indicated by the figures is a reasonable approximate to one-half of the amount of sawed pine lumber which is exported from Canada to the United States.

The unprecedented drouth of the past year, during the sawing season and until very late in the fall, undoubtedly curtailed the cutting capacities of the mills at Ottawa, specially and to a degree that of all the mills located on the Ottawa river, and which likewise extended to the log supply. The winter opened with a shortage of lumber on the docks for drying, estimated to be fully 50,000,000 feet. This shortage will be shown in the business of 1888, that of 1887 being merely nominally affected thereby.

The important question now so widely agitating the American people, that of free lumber, and I may add free logs—for free lumber to the Canadian should mean free logs to the American—is one on which I may not be expected to venture a personal opinion, but I may be permitted, from the standpoint of a lumberman of over 45 years active experience in the lumber business in Canada and the United States, to review the situation as it appears to exist, and permit others to draw such conclusions therefrom as may enlighten them toward reaching a just termination of a complicated question.

I think I am warranted in presupposing that the desired object to be attained in the remission of the duty on lumber is an anticipated benefit to the American consumer at large, both by cheapening the market price now, as well as tending to prolong the existence of American forests by the substitution of Canadian lumber and logs—the only other country which has white pine timber.

Will the remission of the \$2 duty have the desired effect? I think not, and will give my reasons for the conclusion that no appreciable benefit will transpire to the American consumer, and why and how the advantage will accrue to the Canadians. The control of the prices of lumber in the United States is certainly and absolutely in the hands of the timber owners and large mill men. The standing timber is held in large bodies by heavy capitalists, who, owning the mills, can govern the supply of manufactured lumber, and this element of first control is the chief factor in making yearly market values, it being influenced only by the probable demand, present or prospective.

I assert that in the making of prices the American lumber-

men have never been controlled or scarcely influenced in any degree by the competition of Canadian pine lumber. I confine my remarks to pine lumber, and have nothing to offer in respect to the spruce and hemlock of the eastern portion of Canada tributary to the eastern states, or to the lumber of the northwest provinces, tributary to the United States territories and far western states; but to the white pine sawed lumber, the produce of the middle part of the provinces of Quebec and Ontario, lying between Montreal on the east and Lake Superior on the west, within which bounds is produced the only quantities of white pine worthy of any consideration, and which embraces the Ottawa valley, the chief outlet of this immense district or pine belt lying north of the Ottawa river.

The fact that pine trees are not reproduced enters largely into the question of possibility of control of the timber. The question how, as well as by whom, are the pine forests of the United States and Canada owned and controlled is a factor in determining the future of prices and of the possible advantages to be derived by the proposed legislation.

The manner in which the United States Government has disposed of its timbered possessions is well understood, and that individual purchasers have come into possession of them in fee simple at a fixed price per acre; that having thus obtained absolute control and ownership they can and do manage their own business affairs in connection therewith without let or hindrance from the government as grantor, such lands, subsequent to purchase by individuals, being subject only to local and state taxation. The timber thereon is cut at will or left standing, as the necessities or inclinations of the owners may compel or induce.

Turning now to the Canadian timber we find a widely different practice. The forest possessions are not sold by the governments which are the owners. The lands in Quebec are controlled by the provincial government of Quebec, while those in Ontario are controlled by the provincial government of Ontario. The Dominion government owns and controls but a limited area in the northwest. The forest possessions are not sold in fee simple, but are leased for a term of one year, under certain conditions and regulations, the *modus* of doing which is by public auction. Whenever the government may deem it judicious or opportune to dispose of certain areas of timbered lands it gives public notice of the time and place, with a description of the lands to be disposed of, and the privilege of leasing is put up for the highest attainable sum, which sum is to be paid simply as a bonus for the privilege of being the lessee of the lands offered, under conditions of lease or license which are statutory, and, of course, well understood by the bidders. The chief conditions of the lease, termed a "timber license," are that the lessee shall *additional* to the first "bonus" paid, on the first day of May, pay into the crown land office a certain sum per square mile (640 acres), which sum was originally \$1; then it was advanced to \$2, and is now fixed at \$3. If any trees have been cut on lands covered by the license, such cutting shall be duly reported under oath, and crown dues paid therefor according to the tariff schedule, as given below:

	QUEBEC	ONTARIO
	\$0 04	\$0 03
Oak and walnut, per cubic foot	02	02
Maple, elm, ash and tamarack, per cu. ft.	02	02
Norway and white pine, birch, basswood, cedar and other square timber, per cubic foot	02	02
Pine saw logs, including culls, each	22	(*) 10
Spruce saw logs, 13 1/2 feet long, each	05 1/2	10
Hemlock saw logs, 13 1/2 feet long, each	09	10
Hardwood saw logs and tamarack, round	22	25
Balsam saw logs, 13 1/2 feet long, each	05	10
Pine staves, per 1,000	7 00	7 00
West India staves	2 25	2 25
Cordwood, hard, per cord of 128 feet	10	20
Cordwood, soft, per cord of 128 feet	08	12 1/2
Cedar rails, 10 to 12 feet long, per 100	25	01
Cedar pickets, per 100	18	01
Cedar or pine shingles, short, per 1,000	08	01
Cedar or pine shingles, long, per 1,000	15	01
Cedar telegraph poles, each	06	01
Cedar fence posts, per foot in length	20 1/2	01
Cedar hop poles, per 100	20	01
Pickets, other than cedar, per 100	10	01
Railway ties, any timber, each	02	(+) 01
Hemlock lath wood, per cord	15	30
Hemlock bark, per cord	32	01
Birch staves, 23 feet long, each	25 to 30c.	1c. per cu. ft.
Knees, according to size, each	5 to 25c.	(+) 1
Futtocks, according to size, each	10 to 25c.	10
Cedar for shingles, per cord	16	12 1/2
Pine for shingles, per cord	20	12 1/2
Boom timber, round spruce, per lineal ft.	05 1/2	0 1/2 cub.
Boom timber, pine or tamarac, per lineal ft.	01	0 1/2 cub.
Small round spruce spars, under ten feet, per lineal foot	00 1/2	30
Birch, per cord of 128 feet	30	
(*) \$1 per 100 feet. (+) 15 per cent <i>ad valorem</i>		

ADDITIONAL EXPORT DUTY CUSTOMS TARIFF	
Pine and Norway saw logs, per 1,000 feet, board measure	\$2 00
Spruce and hemlock saw logs, per 1,000 feet, board measure	1 00
Shingle bolts, per cord of 128 feet	1 50

By the character and sum of the annual land dues (\$300) and the nature and amount to be paid as timber dues (per tariff), a full appreciation of the position of the lessee will be had, while the lessor, the government, it will be also observed, continues its sole control over the timber. The only right which the lessee possesses is to cut the timber on his licensed lands and annually pay the government its demands, and when promptly paid the continued right to renew the license yearly.

It is likewise the right of the government to change the terms and conditions at will, taking effect after the first of May of the following year. I will refer to the last order making such changes, by which it will be seen how absolute is the government control and their disposition in the premises.

DEPARTMENT OF CROWN LANDS, TORONTO, April 29, 1887. Public notice is hereby given that, by order in council of 27th instant, the rate of ground rent on timber limits or berths is increased from \$2 to \$3 per square mile per annum, and the dues on square and waiving pine timber are increased from 1 1/2 to 2 cents per cubic foot; and the dues on pine saw logs are increased from 75 cents to \$1 per thousand feet, board measure.

The increased ground rent to be payable on licenses to cut timber granted and renewed on and after the first day of May, 1887; and the increased dues on pine timber and pine saw logs to be payable on such pine timber and saw logs as may be cut after the date last above mentioned. (Signed) F. B. PARDEE, Commissioner.

It will be observed that this order is dated April 29th, to take effect May 1st, and that without any prior notification of intention being given. This order means an additional tax upon limit holders varying in its effects upon licenses according to their holdings, but in sums ranging approximately from \$1,000 to \$80,000 individually on the annual dues to be paid on the lands, in addition to which comes the further advance on the timber cut.

I have been thus explicit in describing the systems of the two countries, for to my mind they are the key by which the situation and effect may be safely prejudged in case free lumber becomes a reality.

There is no dispute that the American manufacturer controls the making of prices. In doing this he is not influenced by the Canadian supply in any degree. If the duty of \$2 is removed it will not affect the American price, because it has never been a factor and will still be unfelt. No lower price will prevail in the United States than heretofore, and no different net results will be experienced by the manufacturer. The Canadian, on the contrary, will lay his timber down in the American market at \$2 less per thousand, and will obtain for it the same as the American does, so that the net result to the Canadian manufacturer will be a clear gain of the \$2 which the American government has remitted. This additional net result to the Canadian manufacturer will, however, be of very brief duration.

Having shown how the governments in Canada continue their control of the timber lands and their disposition to tax them to the utmost, I am confident that not a May pay-day will pass before a public notice will issue in effect that a further increase in annual and timber dues has been made an order in council, in sums sufficient to absorb the \$2 per thousand into the provincial treasuries.

Some may question the light treatment which I give the production of Canada lumber exported to the United States, but I believe the statement to be sound and reliable that the Canadian sawed pine lumber sent to the United States for consumption is not sufficient in volume to affect prices by being a factor in any degree.

The following table, showing in feet and value the declared exports of sawed lumber and value only of other forest products for the calendar year ending December 31st, 1887, will be proof positive to experienced lumbermen of the soundness of my conclusions. This table embraces the declared exports of pine at the ports of Ottawa, Grenville, Brockville and Prescott, and is a fully reliable statement of the exports to the United States of the Ottawa valley section.

Location.	For consumption	Value.	In bond for export	Value.	Value all other wood products.
	Feet.		Feet.		
Ottawa	150,199,285	\$2,017,648.47	33,698,348	\$610,795.71	\$155,459.36
Grenville	30,095,339	263,393.21			30,465.84
Prescott	9,497,893	117,513.25			4,191.60
Brockville	36,747,472	429,079.64			33,151.94
Total	227,139,999	\$2,827,234.55	33,698,348	\$610,795.71	\$235,298.74

The following shows the exports from Canada (customs returns) of pine boards and plank from all of Canada to the United States for the fiscal year ending June 30:

YEAR.	FEET.	VALUE.
1884	577,206,000	\$7,050,568
1885	522,542,000	6,936,248
1886	514,985,000	6,853,021
1887	508,391,000	6,209,023

The following shows the export of pine saw logs to the United States in the following years:

YEAR.	FEET.	VALUE.
1884	974,000	\$ 8.12
1885	230,000	2.50
1886	6,350,000	49.442
1887	2,869,000	24.452

By comparing the quantities shown in the first table, being the amount exported from the Ottawa valley with the amount shipped annually from all of Canada, it will be found that the first bears a percentage to the total exported in 1887 of 50 per cent., showing the important position which the Ottawa district holds in this industry.

The second table will show also the correctness of my statement that the volume of pine lumber exported to the United States from Canada is too insignificant to have any influence in the making of prices in the United States. The figures show that if all the lumber sent into the United States from Canada was placed in the Chicago market it would supply but one-quarter of the requirements of that market alone, and but one-half of the quantity handled in either Tonawanda or Buffalo.

Regarding the few logs shown to be exported to the United States, they are of no account whatever, nor do I believe that if "free lumber" were to prevail that any appreciable increase of log exports would be seen, for the logs would, to a large extent be manufactured into lumber at the place of growth or approximately so, as long as the lumber was admitted free. This course presents very many palpable advantages as against the expense of the transfer of the mill.

A few mill owners on the shores or adjacent to the shores of Lake Huron and Lake Michigan, having exhausted their available timber, would make a few spasmodic attempts to import lumber from Canada, but a very brief attempt to handle logs across the lakes would develop the superiority of the location nearer the timber. In addition to this, by operating their mills in Canada they would find the English markets open to them, for it is in Canada that the English buyer of pine lumber always has and undoubtedly will continue to look for his stock. This advantage to the manufacturer is one which will not be lost or disregarded, for the English market requires from Canada pine lumber (mainly cut into "deal") in volume about half as large as is sold to the States. The English demand also is gradually changing in the character of its requirements of "deals," sawed boards and plank.

That the character and volume of the English trade demand for sawed pine lumber from Canada may be appreciated, and its relative importance to the Canadian as compared to his trade with the United States, I append a

statement of the exports to Great Britain for the same years which I have heretofore given for that to the United States. This comparison shows that fully double the quantity is sent into the United States market in feet over that sent into the English market, but as that sawed for the English is 90 per cent "deals," sawed 3 inches thick, and is now accepted down in quality made from quite "commonstock," the greater advantage to the manufacturer lies in catering to the English requirements.

PINE BOARDS, PLANKS AND "DEALS" EXPORTED FROM CANADA TO GREAT BRITAIN IN THE FOLLOWING YEARS. (CANADIAN STATISTICS.)

	1884.		1885.	
	FEET.	VALUE.	FEET.	VALUE.
Plank and boards	24,481,000	\$ 297,781	19,116,000	\$ 251,270
Deals	700,760,000	7,610,812	148,393,250	2,670,670
Total	725,250,000	\$7,908,593	217,549,250	\$2,921,940

	1886.		1887.	
	FEET.	VALUE.	FEET.	VALUE.
Plank and boards	12,673,000	\$ 155,221	17,016,000	\$ 241,350
Deals	205,326,000	2,944,230	207,861,500	3,148,161
Total	217,999,000	\$3,099,451	224,877,500	\$3,389,511

The abnormal exports of the year 1884 will be specially observed, but cannot be explained.

This subject is a prolific one, and very many points of interest and commercial value could be entered into in connection therewith, but to do this would occupy more space than is allotted to this character of consular reports. If, however, from the statements, conclusions and statistics given I have assisted toward a clearer understanding of the free lumber problem the purpose in view will have been attained.

OTTAWA EXPORTS.

[Reported for THE LUMBERMAN by Geo. W. Hotchkiss U. S. Consul.]

The following statement gives the declared Exports to the United States, of forest products from Ottawa, Canada, for the quarter ending Sept. 30. '88.

	VALUE.
Lumber, feet	58,892,240
Lath, pcs.	15,732,050
Pickets, pcs.	2,425,283
Box Shooks, val.	6,000
Posts, val.	6,775
Poles, val.	508
Shingles, M.	1,463,000
R. R. Ties, pcs.	10,931
Hemlock Bark, cds.	1,059
Match Blocks, cds.	287
	\$864,010.85

Lumber shipments apportioned as follows:

By Water	36,284,340
By Rail	22,607,900

	FEET.	VALUE.
Total number of feet	58,892,240	\$772,323.28
For duty	53,794,780	687,124.07
In bond re-export	5,097,460	85,199.21
Total	58,892,240	\$772,323.28

OUR TIMBER EXPORTS TO BRITAIN.

Since our last issue the following cargoes of Canadian wood have been reported entered at the various United Kingdom ports:—

AT BRISTOL.—Ontario, from Montreal, 95 stds. deals. Aikine, from St. John, 13,596 deals, battens, scantlings, boards and ends. Norman, from Shediac, N. B., 15,587 deals, scantlings and ends. Quebec, from Montreal, 2,596 pine deals, 2,075 red pine deals, 7,554 spruce deals.

BELFAST.—Lothair, from Miramichi, N. B., 19,505 deals, 5,000 palings.

BARROW.—Habor, from Halifax, 6,855 deals.

CARDIFF.—Stella, from Shediac, N. B., 14,886 deals and ends. Odin, from Sheet Harbor, 14,019 deals and ends. J. H. McLaren, from St. John, 26,163 deals. Gettysburg, from St. John, 33,988 deals.

CARVARNUN.—Dusty Miller, from St. John, N. B., 509 birch logs, 2,891 birch planks, 4,461 deals, 3,387 deals and ends.

FLEETWOOD.—Doore, from Halifax, N. S., 11,431 deals.

GLASGOW.—Alcides, from Montreal, 9,603 deals, 163 pcs. waney board, 358 pcs. oak lumber, 62 pcs. birch, 136 pcs. ash. Chestina Redman, from Bangor, 42,238 blls. spool-wood. Siberian, from Montreal, 4,581 pine deals. Cynthia, from Montreal, 3,600 staves, 6,556 deals. Grecian, from Montreal, 1,200 deals. Cock o' the North, from St. John, N. B., 2,129 birch planks, 5,508 spruce deals and battens. Ella Moore, from Spencer's Island, 12,716 spruce deals. Colina, from Montreal, 2,295 deals. Carthaginian, from Montreal, 4,493 deals and ends. Circe, from Montreal, 674 deals, 2,680 deal ends, 322 pcs. oak lumber. Concordia, from Montreal, 1,260 pcs. oak lumber, 15,800 deals.

GLOUCESTER.—Estella, from Miramichi, N. B., 40,895 deals. Otto, from Miramichi, 16,598 deals. William Nordon, from New Mills, N. B., 24,419 deals. Vila, Chatham, N. B., 40,424 deals.

GREENOCK.—Gylfe, from Quebec, 175 pcs. oak, 120 pcs. red pine, 602 pcs. waney pine, 1,616 deals, 2,267 deal ends, 491 spruce deals. Alhild, from Quebec, 775 pcs. white pine, 16 pcs. oak, 487 pcs. ash, 159 pcs. red pine, 72 pcs. waney pine, 3,332 pine deal ends, 2,201 pine deals, 1,578 spruce deals. Norwood, from Quebec, 445 pcs. red pine, 206 pcs. oak, 109 pcs. elm, 44 pcs. ash, 13 pcs. maple, 339 pcs. white pine, 455 pcs. waney pine, 2,385 deals, 2,185 pipe staves, 4,800 W.O.W.I. staves, 2,020 deal ends, 3,063 spruce deals. Princess Alexander, from Quebec, 77 pcs. oak, 152 pcs. elm, 400 pcs. waney pine, 3,257 deals, 1,260 deal ends, 861 spruce deals, 3,338 pipe staves, 3,600 W.O.W.I. staves, 333 pcs. square pine, 223 pcs. red pine, 125 pcs. square pine.

LEITH.—Martin Luther, from Quebec, 440 pcs. hewn fir, 13 pcs. hewn oak, 78 pcs. hewn elm, 29 pcs. hewn ash, 72 pcs. hewn birch, 6,650 deals and ends, 59 pcs. hickory. Exalona, from Montreal, 3,308 deals, 307 deal ends.

LIVERPOOL.—Lake Ontario, from Montreal, 8,082 deals, 4,149 boards. Sardinian, from Montreal, 761 deals. Trust, from West Bay, N. S., 13,799 deals and battens, 1,405 deal ends, 86 scantlings, 468 deals. Toronto, from Montreal, 19,635 deals, 2,490 boards, 106 deal ends. Puertoriqueno, from St. John, 33,525 deals and battens, 4,313 boards, 1,023 birch planks. Parisian, from Quebec, 1,854 pine deals. Sariva, from Montreal, 7,274 pine deals, 789 spruce deals. Hugo, from St. John, 784 stds. deals, 44½ stds. ends. Valona, from Richibucto, N. B., 29,879 deals and ends. Lake Superior, from Montreal, 2,686 deals, quantity deals, boards and ends. Capulet, from Miramichi, 71,977 deals and battens. Valona, from Richibucto, 2,987 deals. Bertie Biglow, from St. John, 17,459 deals and battens, 414 scantlings, 8,077 deal ends, 473 boards, 863 pcs. birch Circassian, from Montreal, 2,377 sidings, 6,922 deals. Oregon from Montreal, 16,948 deals, 8,097 deal ends, 3,386 boards, 2,329 pcs. elm. Enrique, from St. John, 40,814 deals, 1,816 scantlings, 9,263 deal ends, 4,860 boards, 530 birch planks. Saturnina, from St. John, 53,963 deals and battens, 7,502 boards, 3,468 scantlings, 12,154 deal ends. Lennil, from St. John, 828 pcs. birch, 17,563 deals and battens, 76 scantlings, 3,714 ends, 2,933 deal ends. Lake Ontario, from Montreal, 5,001 deals, 14,181 pcs. lumber, 2,391 boards, 39 scantlings. Cassius, from Quebec, 14,322 spruce deals and ends, 1,127 pcs. waney white pine, 505 pcs. square white pine, 71 pcs. red hickory, 110 logs ash. Kanoma, from Richibucto, 35,399 fir deals and ends, 5,610 palings. Sardinian, from Montreal, 874 pine deals. Benan, from Chatham, N. B., 48,102 deals, boards and ends. Nikana, from St. John, 28,661 deals, 901 cantlings, 4,141 ends, 1,890 boards. Polynesian, from Montreal, 1,163 pine deals. Montreal, from Montreal, 6,957 deals and ends, 461 deals, 9,921 boards. Lake Nipigon, from Montreal, 3,328 boards, 4,423 deals. Lake Huron, from Montreal, 9,528 deals, 5,522 boards. Vestfold, from Chatham, N. B., 550 deals, 657,700 palings. Northumbria, from Quebec, 182 pcs. oak, 56 pcs. elm, 1,093 pcs. white pine, 4,505 spruce deals, 1,600 spruce ends. Vancouver, from Montreal, 11,035 deals, 12,250 boards, 7,575 deals and ends. Vanuora, from Quebec, 79 logs oak, 100 logs elm, 193 pcs. red pine, 1,329 pcs. white pine, 3,212 pine deals, 3,625 pine deals and ends. Canopus, from Montreal, 5,210 boards, 1,882 ends, 21,712 deals. Capenhurst, from Miramichi, 21,431 deals and ends, 10,000 fir palings.

LONDON.—Pomeranian, Montreal, 6,404 deals. Grassbrook, from Montreal, 11,731 deals, 399 ash planks, 5,766 staves, 1,215 deal ends. Nestorian, from Montreal, quantity lumber, 3 pcs. wood. Ulunda, from St. John, 11,594 deals, 40 stds. deals. Assyrian, from Montreal, 320 pcs. oak 179 pcs. lumber, 10,017 deals. Freidrich, from Quebec, 46,168 deals, 3,093 ends. Corin, from Quebec, 30,995 deals, 1,803 ends. Fremona, from Montreal, 818 pcs. lumber, quantity of bass-wood boards, 7,735 deals.

LONDONDERRY.—Semaria, from Quebec, 5 pcs. hewn oak, 30 pcs. hewn elm, 2 pcs. hewn ash, 10 pcs. hewn birch, 377 hewn fir, 15,599 deals. Ellida, from Quebec, 830 pcs. sawn fir.

LIAANELLY.—Camilla, from Pictou, N.S., 6,544 pcs. birch and sawn fir.

PLYMOUTH.—Valborg, from Quebec, 23 pcs. elm timber. Canova, from Quebec, 467 pcs. hewn oak, 1,087 pcs. hewn fir, 2,488 pcs. sawn fir.

SUNFERLAND.—Erminia, from Quebec, 577 pcs. hewn fir, 719 deals.

SWANSEA.—Spec and Fides, from Shediac, N. B., 10,305 pcs. sawn fir. Medusa, from Yarmouth N.S., 15,425 deals, 994 ends. Medusa, from Yarmouth, 5,160 sawn birch timber.

TRALEE.—Parima, from St. John, N.B., 10,800 deals. WESTPORT.—Egleden, from St. John, N.B., 8,504 deals. YARMOUTH.—Budstikken, from Montreal, 5,991 deals and ends, 5,726 deal boards. Lydia, from Quebec, 13,314 deals and ends.

THE NEWS.

QUEBEC.

—The E. B. Eddy Manufacturing Co., of Hull, is now manufacturing vessels from sawdust capable of resisting fire. Sawdust and mill refuse will soon become an important commodity.

—The bad feeling which has prevailed for some weeks past between the French and English-speaking workmen employed by Hurdman & Co., of Hull, culminated in a free fight a few nights ago among the hands. Over one hundred men participated in the fracas, and quite a number were injured by being struck with sticks and stones.

—The saw mills belonging to the E. B. Eddy Manufacturing Co., of Hull, have suspended operations owing to the want of logs. The transfer of Messrs. Hurdman & Co.'s Magnissippi limits to the above company has been made. The price paid as stated in the deed of transfer was \$320,000. The general impression among the lumbermen is that the Eddy company have secured one of the best pieces of pine country in the Ottawa valley. The company intend only working their new limit for logs. No square timber will be taken out.

MANITOBA AND THE NORTH-WEST.

—Mr. Morden has opened a lumber yard at McGregor.
—A. H. Van Etten has opened a lumber yard at Winnipeg.
—Walker's lumber yard at St. Boniface has been sold by the bailiff.

—Prominent Michigan lumbermen are exploring the timber limits to the north of Calgary, N. W. T.

—Mitchell has sold out his lumber business at Brandon, and contemplates starting a yard at Douglas.

—The traffic on the Selkirk branch of the C.P.R. is very heavy at present, largely owing to shipments of lumber from the Lake Winnipeg mills.

—The lumber cut on Lake Winnipeg this season is placed at about 7,000,000 feet, valued at \$13 per thousand feet. A considerable quantity of ties have also been cut on the lake.

—The Alberta Lumber Co., who have had their machinery on the ground for the past year, are now putting up their saw mill at Little Red Deer, and expect to commence operation soon.

—A patrol of mounted police will be placed along the south boundary of Manitoba to put a stop to the wholesale stealing of timber and evasions of Custom duties thereon by residents of Dakota.

—The demand for lumber throughout Manitoba still keeps up well, and manufacturers are generally behind with their orders. If the present movement continues long the mills will shut down for the winter with very light stocks, and by spring lumber will be a scarce article. Prices hold stiff at list quotations as follows: Dimension—2x4 to 12x12, 12 to 16 ft. long, \$15; do 10, 18, and 20 ft long, \$16. Fifty cents per M advance on each foot over the above length up to 24 feet long. One dollar per M advance on each foot over 24 feet long. \$1 per M advance on each inch over 12 inches surface. Surfacing, 50c. per M; Surfacing and sizing, \$1.00 per M. Boards—1st, common, rough, \$16.50, dressed, \$17.50; 2nd common, rough \$15, dressed, \$16; Culls, rough, \$11; dressed, \$12; 1st common, stock, 12 in, rough, \$19, dressed \$20; do, 8x10 inch, rough, \$18, dressed, \$19; 2nd common, 12 in, rough, \$17; dressed \$18; do, 8x10 inch, rough, \$16, dressed, \$17. Ten feet long and under, \$1 less per M. Shiplap—10 inch, \$17.50; 8 inch, \$17. 8 and 10 inch flooring and siding at \$1 per M advance. Siding, ceiling and flooring—1st 6 inch, \$29; 2nd, do, \$25; 3rd, do, \$21; 4th, do, \$18; 1st, 5 inch, \$29; 2nd, do, \$25; 3rd, do, \$20; 4th, do, \$17; 1st, 4 inch, \$29; 2nd, do, \$25; 3rd, do, \$19; 4th, do, \$16. \$1 per M advance for dressing on both sides. \$1 per M less for lengths 10 feet and under. Bevel siding—No. 1, 1st siding ½ in x 6 in, \$20; No. 2, do \$17. Stock—B, \$35; C, \$30; D, \$25. Clear, 1 inch—1st and 2nd, \$32; 3rd, \$28. 1½, 1½, and 2 inch—1st and 2nd, \$40; 3rd, \$35; selects, \$30; shop, \$25. Mouldings—Window Stops, per 100 feet lineal, 75 cts.; Parting Strips, do, 50 cts.; ¼ round and cove, per 100 feet lineal, 60 cts. Casing—¼ inch, O. G., per 100 feet lineal, \$1.50; 5 in, do, \$1.75; 6 in, do, \$2; 8 inch, O. G., base, \$3; 10 in, do, \$3.75. Lath, \$1.75. Shingles—1st quality, \$3; 2nd do, \$2.50; 3rd do, \$1.50; 4th do, \$1. Dealers are requested to order by number. No delivered prices.

BRITISH COLUMBIA.

—Messrs. Dunsmuir & Sons are building a large sawmill at Union Coal Mines, Comox, B. C.

—The first mill on the west coast of Vancouver Island will be erected by A. Broder & Co. of Morrisburg, Ont., who have purchased a large tract of timber land on Alberni Canal.

—Notwithstanding the recent death of Hon. J. G. Ross, of Quebec, the Ross-McLaren mill project will go on. It is understood that the construction of the big mill at Warminster, B. C. will be commenced at once.

—For some time the saw mills located on the Rocky Mountains, on the line of the C. P. R., have complained of the high rates which have been charged on lumber shipped to the only available market in the Territories to the east. The C. P. R. have now made the following reduction in lumber from points named to Calgary: Pallester, from \$18.50 to \$16.50; Golden, from \$20 to \$17; Donald, from \$22.50 to \$18; Beaver Mantle, from \$23 to \$18.50; Six Mile Creek, from \$23 to \$16; Roger's Pass, from \$24.50 to \$20.50; Illicillewaet, \$25.50 to \$22.

—The Vancouver *News-Advertiser* says:—One of the things which causes much surprise to strangers visiting the various saw mills here when a vessel is being loaded with lumber for China, is the enormous length and size of many of the sticks of timber composing the cargo. In answer to enquiries many different explanations are given of the special uses to which these large pieces are put in China. The alleged reasons, however, are seldom accepted as satisfactory by persons who have been in the Celestial Empire, and who while not observing any structures in which timber of such large dimensions is used, have seen these large pieces quickly sawn up on their arrival. The real explanation of the peculiar character of the orders for lumber received from China will probably be found in the fact the customs duty there is levied on the piece and not by the foot or any other ordinary measure or quantity. The larger the individual piece of timber, therefore, the lower will be the amount of duty payable on it in proportion to the quantity of lumber it contains.

NEW BRUNSWICK.

—The work of engineering a dam building scheme for the relief of lumbermen on the St. John river, has been undertaken by Mr. Pond, of Sheer-boom fame. Lumbermen have been very much troubled by delays in getting their logs through Grand Falls, where the recent big jam was formed. It is probable that an improvement Company will be formed and incorporated to carry on the work.

AMERICAN.

—Thirty million trees have been planted in Kansas this year.

—The tendency in the shingle market is towards greater firmness in prices.

—Bush fires have again been doing great damage throughout the state of Michigan.

—The total cut of Muskegon, Mich., shingle mills this season will be about 450,000,000.

—Scarcity of cars for transporting lumber are reported throughout the different Western States.

—It is estimated that there is in the forests of Arkansas from \$700,000,000 to \$1,000,000,000 worth of lumber.

—It is thought that wages may be a little lower than last season as more labor is offering than there is a demand for.

—There is a noticeable dullness in the demand for walnut lumber, but it is said that holders of large stocks of dry lumber are not at all disposed to make concessions.

—The Tonawanda lumbermen are going to have a joint debate on the effect of the tariff on lumber. We may therefore expect to hear some startling revelations at an early date.

—There has been an evident disposition among lumbermen this year to push work in the woods as fast as possible before the winter fairly sets in. It is surmised, however, that the cut of logs will fall short of previous years.

—The collector of customs at Suspension bridge has been informed that the provisions of schedule D. T. J. new 219, imposing a duty of 50c per 1,000 feet on boards "planed or finished" applies to the number of feet board measure, and not surface measure, as held by the department's decision of April 8, 1879.

—The Michigan and Wisconsin lumbermen who have held on to their hemlock timber, are in a fair way to realize handsomely as a reward for their persistence and faith in the future of this most despised wood. Already the demand for the timber as well as for the bark is presenting itself from the east.

—An official report has been made of the amount of lumber surveyed at the port of Bangor, Me., from January 1

to October 1, 1888, as compared with surveys for the same period in the two preceding years. There were 13,919,320 feet of dry pine surveyed for the nine months, as compared with 12,193,552 feet for 1887, and 13,527,414 for 1886. In green pine the figures are 8,921,256 feet for 1888, 5,902,792 for 1887, and 6,050,900 for 1886. The showing in spruce was 82,558,919 feet for 1888, 75,327,306 for 1887, and 72,333,570 for 1886. In hemlock it was 13,411,240 feet for 1888, 12,778,953 for 1887, and 11,765,369 for 1886. The totals are 118,810,735 feet for 1888, 106,202,608 feet for 1887, and 103,527,159 feet for 1886. The increase over 1887 is in detail as follows: Dry pine, 1,725,768 feet; green pine, 3,018,459 feet; spruce, 7,231,613 feet; hemlock, 632,287 feet, total, 12,608,127 feet. The total increase over the showing of 1886 is 15,283,576 feet.

EUROPEAN NOTES.

—An effort is being made in England to open up a market there for Australian hardwoods, and it will therefore not be welcome news to American lumbermen who are interested in the hardwood export trade.

—It is reported that an English company is in process of formation for the purpose of buying up several saw mills at Pensacola, Fla., and cutting yellow pine for the foreign market on a large scale.

—It is said that there is a shortage in stocks in Quebec pine timber in the English markets, and the prediction is freely made that the St. Lawrence river shippers will be practically masters of the situation during the rest of the season. A lack of vessel accommodation is likely to prevent the free shipment of stock, so that which is able to secure transportation will probably sell readily and bring good prices.

—An English journal states that timber rafts on the Rhine are often fully as large and valuable as the monster American log raft so much discussed of late. For instance, a raft went down the Rhine from Mayence to Holland which was 725 ft. long and 170 ft. broad. It carried a crew of 120 hands, housed in some dozen huts along the raft, and the timber was worth \$20,000.

PERSONAL.

Jonathan Francis, a lumber merchant of Pakenham, Ont., is dead. He was immensely wealthy.

Mr. Joseph Oliver, of the firm of Donogh & Oliver, wholesale lumbermen, of Toronto, has recently returned from a visit to the Pacific coast. He was very much impressed with the timber resources of British Columbia and Alberta.

Messrs. Tennant & Co., the well-known wholesale lumber firm of 9 Victoria street, Toronto, inform us that they have removed their business office to No. 3 Dock, foot of Bathurst street. Our readers should bear this in mind when anticipating a call.

Mr. Robert Moore, who has been representing Messrs. Christie, Kerr & Co. at Gravenhurst for some years past, has severed his connection with that firm and expects to leave for Carabell, Florida, the early part of this month. He has accepted a similar position with a lumber firm at that place. Mr. A. O. Symington, lately in the employ of Messrs. Thomson & Baker, is also about leaving for the same place. The LUMBERMAN extends to them its best wishes for their future success in the warmer clime to which they are going.

By the death of the Hon. James G. Ross Canada loses one of its wealthiest and best known lumbermen and merchants. He has been connected financially or otherwise with almost every business house in the timber trade, either as manufacturer, millman or merchant, exporter or lumberman, during the past two generations. His principal office was in Quebec, but his interests were very much scattered. He was president of the Quebec Bank, a member of the Senate of Canada, and held many other important offices. Owing to delay in securing an engraving of the Hon. gentleman which was intended for this issue, we will hold over our more extended notice until next month.

It is rumored in official circles that Mr. R. R. Dohell, Quebec's leading lumber exporter, and son-in-law of Sir David Macpherson, will receive the Senatorship left vacant by the death of the late Hon. J. G. Ross. The name of Mr. E. K. Price, the surviving head of the great firm of Price Brothers, is also mentioned as a possible candidate for the seat, as the division represented by the late Mr. Ross, the Laurentides, embraces the region from which the Prices have taken their title of "Kings of the Saguenay." Moreover, Mr. Price's brother, the late Hon. David Price, was Mr. Ross' immediate predecessor in the Senate.

We had the pleasure of a call some days ago from Mr. A. W. Spooner, of Port Hope, patentee and manufacturer of Spooner's celebrated Copperine for making journal bearings. By indefatigable energy and the assistance of an article which re-

commends itself wherever used, Mr. Spooner is rapidly placing his goods into almost every manufacturing establishment of the Dominion. No better evidence of the superiority of this habit metal could be found than the very flattering recommendation given it by Mr. John C. Ferguson, chief engineer of the Toronto Water Works, who has been using it on both pump bearings and crank pins. Two thousand pounds of this metal was used in connection with these pumps which are the largest in Canada. A testimonial of this kind speaks volumes, and no user of machinery should fail to avail himself of this invaluable composition. Enquire of your hardware dealer for Spooner's Copperine.

FIRE RECORD.

F. W. Beckman's lumber mill at Beaver Bank, N. S., was destroyed by fire recently, together with a large quantity of lumber.

A blaze took place on Oct. 12th in the sawmill and lumber yard belonging to John Ashcroft, at Warton, Ont. The loss was not very heavy.

The sawmill and machine shop belonging to Mr. H. A. Calvin, at Garden Island, near Kingston, Ont., were destroyed by fire the latter end of September. The loss amounts to about \$20,000 with small insurance.

On October 5th sixteen lumber piles belonging to Mr. J. R. Booth, were destroyed by fire at Rochesterville a suburb of Ottawa. The loss is variously estimated at between \$2,000 and \$3,000, with insurance distributed over a number of companies.

CASUALTIES.

Two men lost a thumb and finger respectively a few days ago in the Dickson company's saw mill at Peterborough, Ont.

John Taylor, an employee of the Rathbun Co., at Campbellford, was killed recently while shunting a car of coal.

Geo. Golding, 60 years of age, fell on a rotary saw in Jordan & Stetson's mill, St. John, N. B., and was almost cut in two. Death was instantaneous.

An employee of R. Hurdman & Co., at Ottawa was found some days ago lying unconscious, having, it is surmised, been almost beaten to death by some person or persons unknown.

During the early part of October a young man named Gauthier, from Vaudreuil, Que., was almost crushed to death by a falling pine tree in the bush at La Ferne des Pines, near Buckingham. The poor fellow had to be carried 32 miles on a litter before receiving medical aid.

A peculiar accident recently occurred at Ste Anne de la Perade, by which Louis Joseph Baribeau, a citizen of that place, lost his life. Mr. Baribeau, being in Mr. Lussseau's saw mill, was standing in front of a circular saw when a splinter violently projected struck him in the face. The fatal piece of wood not only destroyed one of his eyes, but sank deeply into his head, causing death in less than fifteen minutes after the accident. The deceased was a married man father of four children, and a brother to Mr. Baribeau, advocate, of Three Rivers.

ITEMS OF INTEREST.

"Three-fourths of the moss on trees grows on the north side; the heaviest boughs on spruce trees are always on the south side; and, thirdly, the topmost twig of every uninjured hemlock tips to the east."

A new industry started in Maine, if carried on here would mitigate our destructive forest fires. The tops of pine and spruce trees left by the lumbermen are utilised. After removing knots and other objectionable portions, and steaming the remainder to extract resin, it is ground to pulp for paper, pasteboard, and the many other forms of the material.

A statement that has been going the rounds of the papers would appear worthy of investigation before being accepted as a fact, viz., that "dry rot" in timber is contagious, and can be carried by saws and other tools which have been in contact with infected wood and thus vitiate sound timber such tools afterward come in contact with.

American yellow pine, laid upon a foundation of concrete, is considered one of the best street paving mediums at present used in Germany. Employed alone or in combination with cypress it has proved more durable than granite blocks laid at the same time and in like situations.

CROWDED OUT.

A large amount of interesting matter has been unavoidably crowded out of this issue. The size of the LUMBERMAN will be materially increased next issue to allow of a larger amount of reading matter. We trust our readers, and especially those who are particularly interested in some reports not appearing in this issue, will accept our excuses.

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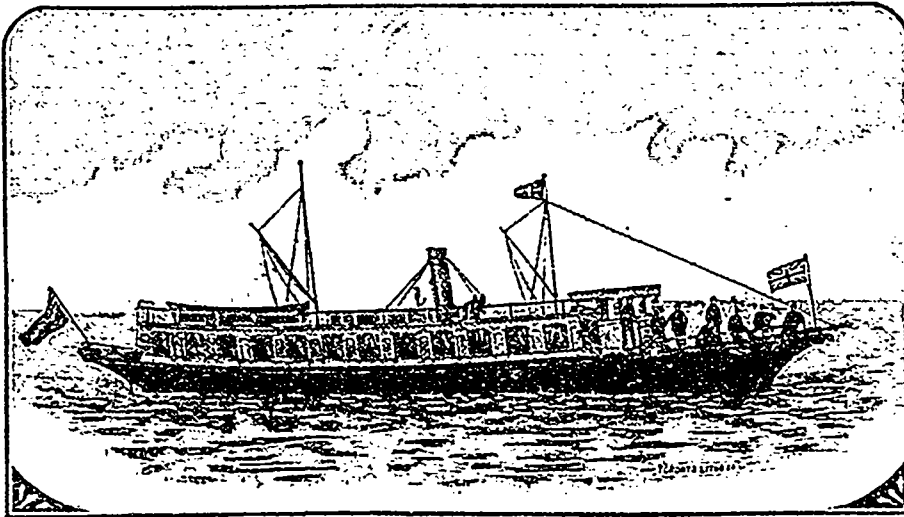
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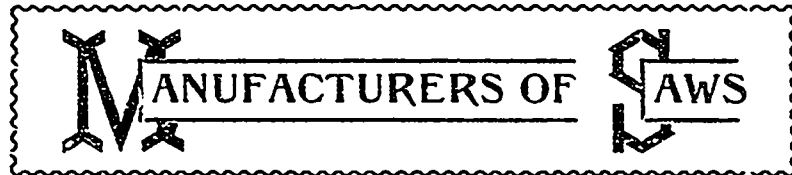
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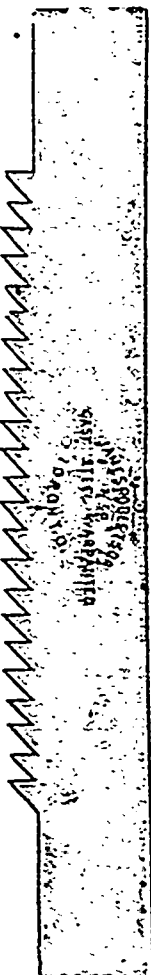
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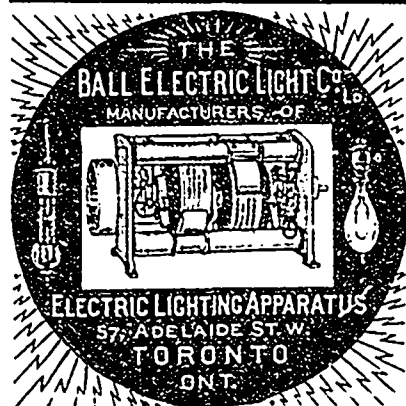
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 Years, between Lakehurst and Lakefield, Jermy
 and Lang, and Havelock and O Q Railway
 Station, from the 1st of January next.
 Conveyance to be made in a vehicle or other-
 wise.

Printed notices containing further information
 as to conditions of proposed Contract may be
 seen, and blank forms of Tender may be obtained
 at the Post Offices of Lakehurst, Lakefield, Jer-
 myn, Lang and Havelock; and also at this office.
GILBERT GRIFFIN,
 P. O. Inspector.

Post Office Inspector's Office,
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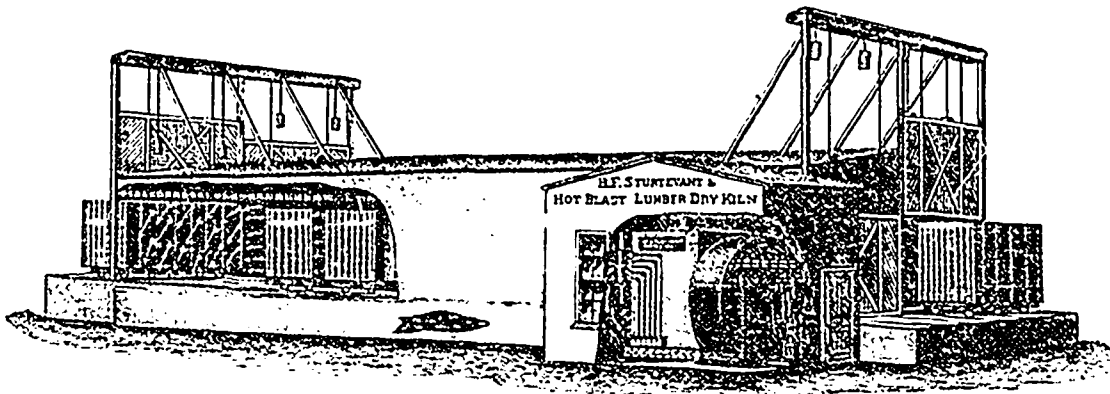
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ALL KINDS OF HARD and SOFT WOOD LUMBER.

WRITE FOR CATALOGUE.

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NO WARPING, CHECKING AND BLUEING WITH THE STURTEVANT Patent Hot Blast Steam Heating Apparatus.

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B. F. STURTEVANT, Patentee and Sole Manufacturer, BOSTON, MASS., U. S.

OLDIE & McCULLOCH

GALT SAFE WORKS

Fire and Burglar-Proof
Burglar Proof
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SAFES

Jewelers'
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Bank Vault Burglar Proof Linings, Burglar-Proof Vault Doors, Fire-Proof Vault Doors.

REGULAR AND SPECIAL SIZES IN STOCK AND TO ORDER.

WE MAKE ONLY THE BEST IN MATERIAL AND WORKMANSHIP.

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VICTORIA FOUNDRY, ORILLIA, ONT.

Manufacturer of Every Description of

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SAW, PLANING, SHINGLE AND SAWING MACHINES, ENGINES, BOILERS, &C.

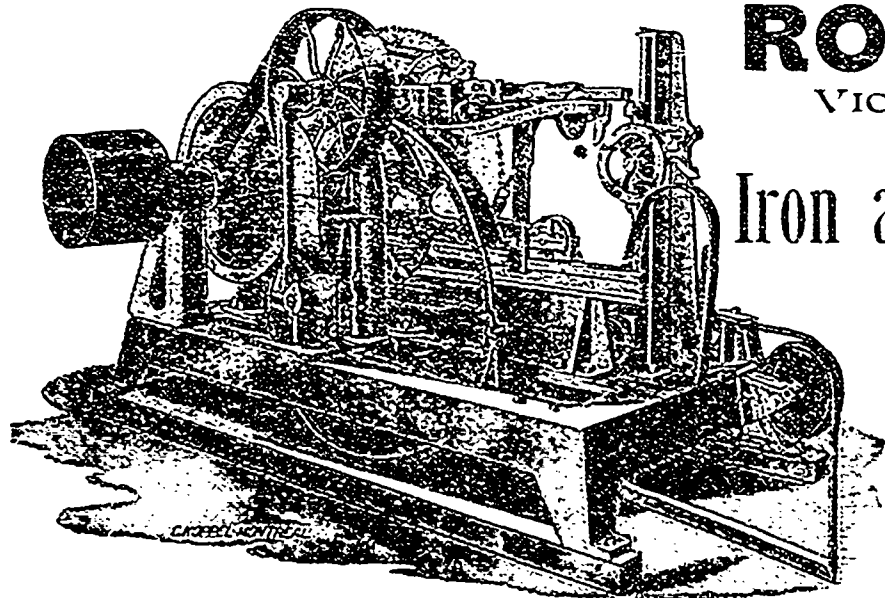
The special attention of lumbermen is directed to the accompanying illustration of

THE "CLIPPER" SHINGLE MACHINE

With all the Latest Improvements, and undoubtedly the best machine in the market

PRICE LIST: Shingle Machine, \$300.00, Drag Saw, complete, \$200.00, Joints, \$40, Knot Saw Machine, \$27.

These machines are now in use at the Langford Lumber Company's Mills, A. Tait's mill, Orillia, C. McArthur's Mill, Oro Station, Mickle, Diment & Co's mill, Gravenhurst, A. D. Myers Mill, Parry Sound, Thos. Johnston's mill, Evansville, and others. Send for circulars and mention this paper. We have on hand three second-hand Shingle Machines, all of which are in good working order and will be sold cheap. TELEPHONE COMMUNICATION.



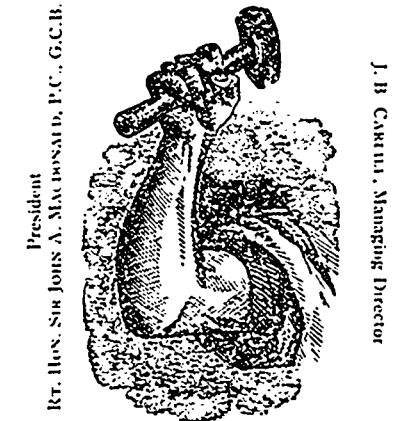
MACHINERY FOR SALE

H. W. PETRIE'S list of Sawmills and general wood-working machinery for sale.
 ONE new 2 or 3 block saw mill, with 6-inch saw.
 ONE sawmill, with timber limit in Parry Sound.
 ONE 2-block mill, Butterfield build.
 ONE 2-block mill, small portable size.
 ONE automatic sawing machine, Babby make.
 ONE 66-inch inserted and 64-inch solid saws.
 TWO stave cutters with parts-61.
 ONE gang lathe mill, new.
 ONE Waterous self-feed grist mill and bolter.
 ONE Goldie & McCulloch Hall self-acting shingle machine.
 ONE self-acting shingle machine, Green Bros. make.
 ONE Waterous self-acting shingle mill and cutter.
 ONE Eureka self-acting shingle machine and jointer, L. Frenchette, maker, St. Hyacinthe, P. Q.
 TWO Doherty hand swing machines.
 ONE upright swing, with 40-inch saw.
 EIGHT wheel jointers, various makers.
 THREE drag saw machines.
 ONE heavy 24-inch planer and matcher, Rogers' make.
 ONE new eclipse planer, matcher and moulder, Galt make.
 ONE 24-inch planer and matcher, Picton make.
 TWENTY-inch planer and matcher.
 EIGHTEEN-inch planer and matcher.
 LITTLE Giant pony planer and matcher.
 NEW Economist 24-inch planer and matcher.
 ONE 27-inch revolving bed double surfacer, Galt make.
 ONE 24-inch surfacer, McKechnie & Bertram.
 ONE 24-inch pony planer, Frank & Co. build.
 ONE 20-inch pony planer, Frank & Co. build.
 TWENTY-four-inch surfacer, Kennedy's make.
 TWENTY-four-inch surfacer, hardwood bed.
 TWENTY-two-inch surfacer, wood bed.
 EIGHTEEN-inch surfacer, all iron and steel.
 SIXTEEN-inch buzz planer, Galt make.
 THREE-side moulder, all brass heads, Rogers' make.
 THREE-side moulder No. 2, Cant, Gourlay make.
 TWO one-side moulders, McKechnie & Bertram make.
 ONE one-side moulder, wood frame.
 NEW 3-side moulder, Cant Bros. make, Galt.
 TENONING machine, double cope, Goldie & McCulloch.
 ONE J. A. Fay tenoner, small size.
 TWO Ross tenoners.
 ONE double cope tenoner, McKechnie & Bertram.
 BLIND slat tenoner, Cowan build.
 POWER mortiser, Goldie & McCulloch make.
 TWO power mortisers for heavy work.
 LARGE stock of foot mortisers, new at \$15 each.
 UPRIGHT boring machine with column.
 SIX power scroll saws, various makes.
 ONE 4-inch band saw, Hamilton Tool Co.
 TWO new band saws, Galt make.
 NEW 34-inch pedestal and 24-inch bracket band saws.
 ONE upright Goldie & McCulloch shaper.
 NEW iron Top shaper, Cowan make.
 SHAPER, heavy iron column, Cant Bros. make, Galt.
 ONE wood frame shaper and counter shott.
 ONE velocipede foot power shaper, Hornes.
 ONE automatic handle lathe, Sheldon Bros.
 ONE handle or gauge lathe, Bailey.
 ONE axe handle or spoke lathe, new.
 ONE Blanchard spoke lathe, Fay make.
 ONE broom handle lathe, wood frame.
 NEW wood splitting machine. Send for photo.
 BOBBIN lathe with cutters for cotton and woolen mills.
 SET of hoop machines, Goderich make.
 SET match machinery for round matches.
 LOT of lumber and log cars for sawmill use.
 FOUR pole road cars, 7 feet, 10 inches gauge.
 SANDPAPERER, new Galt make.
 FOOT mitering machine, Cant Bros. make.
 SIX saw benches, cut oil and tipping.
 TWO new wood turning lathes with rests, &c.
 LOT of moulding and matcher cutter heads.
 ONE iron bowl machine, American make.

ONE choir mortising and boring machine.
 ONE set spoke machines, Fay make, Cincinnati.
 ONE knife grinder, Galt make.
 ONE hand wiring machine.
 ONE beading and moulding attachment for planer and matcher.
 SEND for lists, 13 and 14, and mention wants. Address H. W. PETRIE, Brantford, and No. 9 York street, Toronto, opposite Union Station.

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FULL DEPOSIT WITH THE DOMINION GOVERNMENT.
 AUTHORIZED CAPITAL & OTHER ASSETS OVER \$2,000,000.



This Company's six months' business just terminated is the largest ever done by any Company in the Dominion.
 Accepted business over \$3,000,000, or over \$5,500,000 in the Ten Months since its organization.
 It has the LARGEST STOCK and PAID UP CAPITAL of any company in the Dominion.
 Its Plans, Rates and Policy Contract are unequalled.
 The business of the Manufacturers' Accident Co. (Capital over \$1,000,000) is also very large.

Agents wanted in unrepresented districts. Apply to MESSRS. WILSON & MORRISON, Managers for Eastern Ontario, Peterborough.

GRATEFUL-COMFORTING. EPPS'S COCOA. BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame." - *Cent. San. Gazette*
 Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus:
 JAS. EPPS & CO., Homeopathic Chemists, London, England.

THE MONARCH BOILER AND HERCULES ENGINE.



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

W. A. CARR & Co., MANUFACTURERS OF RUBBER STAMPS. STEEL STAMPS, DATING STAMPS, SEAL PRESSES, STENCILS, AND, IN FACT, EVERYTHING IN THE RUBBER STAMP LINE EVER INVENTED. AGENTS WANTED. 176 SIMCOE ST., PETERBOROUGH, ONT.

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WANZER SENSIBLE SASH IRONS. COLD HANDLE. Simple and Strong - - Cheapest Iron in the Market. SEND FOR CATALOGUE. R. M. WANZER & CO., HAMILTON, MANUFACTURERS, ONTARIO. THE RATHBUN COMPANY, DESERONTO, - - ONTARIO, MANUFACTURERS OF Doors, Sash, Blinds, Stairs AND ALL KINDS OF WOODEN HOUSE FINISHING MATERIALS. CEDAR OIL FOR PURGING BOILERS. CORRESPONDENCE SOLICITED

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LEWIS BROS. & CO., JOBBERS OF Lumbermen's Supplies. SPECIALITIES DISSTON'S CROSS CUT GANG AND CIRCULAR SAWS. CANT DOGS, RAFTSMEN'S CALKS, &c. WRITE FOR CATALOGUE AND QUOTATIONS 646 CRAIG ST., MONTREAL.

TO MILL OWNERS, MANUFACTURERS

AND ALL WHO ARE USING

LEATHER * BELTING

IF YOU WANT BELTING

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

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CELEBRATED PHOENIX OIL

The Only Perfect Belt Dressing.

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

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REFERENCES BY PERMISSION — Simeon Jones, Dominion Commissioner to the Argentine Republic, St. John N.B.; Nicol Kingsmill Consul to the Argentine Republic, Toronto; W. B. Hamilton of W. B. Hamilton, Son & Co.; Hon. Frank Smith of Frank Smith & Co.; W. R. Brock & Co., Wyld, Grasett & Darling; Smith & Keighley; E. W. Blain & Co., Toronto; Hon. James Turner of James Turner & Co.; Lieut.-Col. J. M. Gibson, M.P.P. Hamilton; Wm. Darling & Co., Montreal.

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— MANUFACTURERS OF —

Hydraulic Cement

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

ENDORSED BY LEADING RAILWAYS AND CONTRACTORS.

ROACH + LIME,

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

Galt * Machine * Knife * Works.



MACHINE KNIVES

OF EVERY DESCRIPTION FOR

Planing, Moulding & Stave Cutting.

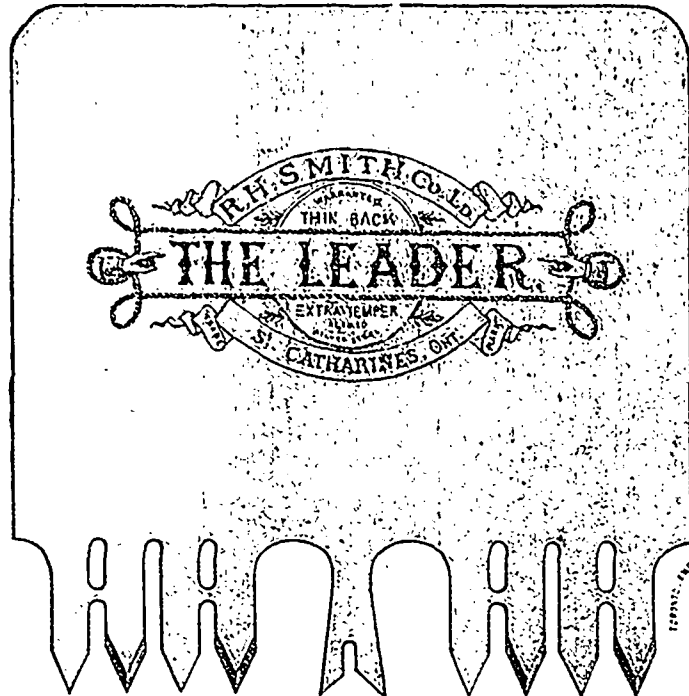
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PETER HAY, - - - GALT, ONT.

"THE LEADER" CROSS-CUT SAW.

Manufactured only by

R. H. SMITH CO. LTD.,
ST. CATHARINES, ONTARIO.



A Gauge is furnished with each Saw to regulate the Clearing Teeth.

Full directions for Setting and Filing are etched on every Saw.

The above Saws are made from the best Double Refined Silver Steel, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the front of the teeth to the back.

They are tempered by the Simonds Patent Process, insuring a perfect uniform temper throughout the plate, and stand without a rival as the best, fastest and easiest-cutting Saw known. For Sale by the Trade generally.

THE VERDICT

OF

Engineers and Saw Mill Owners, after using our Crown Lubricants the whole season, is fitly expressed by one of them as follows :-

"It's worth its weight in Gold."

"We couldn't do without it."

OUR NOTED SPECIALTIES.

CROWN LUBRICANTS.

CRANK PIN LUBRICANTS.

RED GIANT CYLINDER OIL (DARK.)

IMPERIAL VALVE (LIGHT.)

Correspondence solicited. Shafting and Engine Cups supplied. We Manufacture a full line of Oils for all purposes.

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Ontario Oil Co.,

SOLE CONSIGNEES OF SOUTHWICK'S OILS.

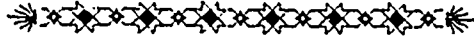
7 CHURCH ST., TORONTO.

A. GOODBY, Manager.

TRANSMITTING POWER

BY

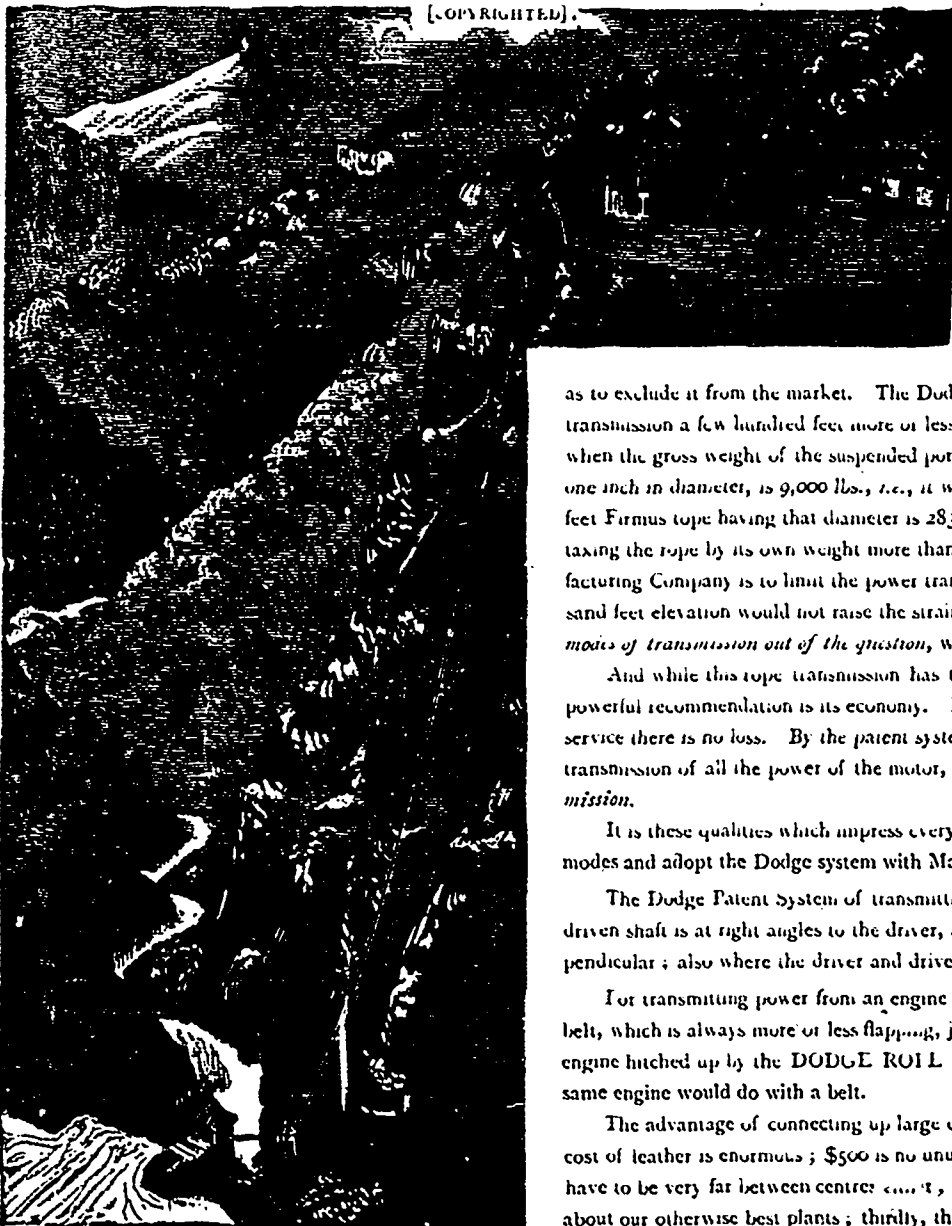
ROPES * GROOVED * WOOD * PULLEYS



The purpose of this cut is to illustrate the possibility of carrying power upwards to a great height by the

DODGE SYSTEM OF POWER TRANSMISSION BY MANILLA ROPES AND GROOVED WOOD PULLEYS

THIS SYSTEM WILL MAKE AVAILABLE MANY WATER POWERS NOW UNUTILIZED.



EVERY railroad which crosses a mountain divide avails itself of the precipitous sides of streams to find practicable grades to and from the summit levels. These streams often have considerable volume and rapid fall. The railroad is frequently at an elevation of several hundred feet above the water, with mountains behind, capable of furnishing inexhaustible supplies of raw material, mineral or vegetable.

Heretofore the utilization of such material near the place of supply has generally been impracticable, because of the impossibility to transmit the power of the stream up the mountain side to the neighborhood of the means for transportation. In such a case as that represented, however abundant may be the raw material, the cost of sending it down to the water level, and returning the manufactured article to the level of the railroad, might easily so handicap the product

as to exclude it from the market. The Dodge system, however, renders it possible to laugh at difficulties such as this. To this transmission a few hundred feet more or less is of no moment. A rope suspended in the air will break near the upper support when the gross weight of the suspended portion exceeds the tensile strength of the rope. The tensile strength of Firmus rope, one inch in diameter, is 9,000 lbs., i.e., it will break only when the suspended load amounts to 9,000 lbs. The weight of 1,000 feet Firmus rope having that diameter is 283 lbs., and therefore a vertical elevation of 1,000 feet might be overcome without taxing the rope by its own weight more than a trifle over 3 per cent. of its strength, and as the general practice of Dodge Manufacturing Company is to limit the power transmitted to about 5 per cent. of the breaking strain, it is evident that even a thousand feet elevation would not raise the strain to the vicinity of the danger limit, and an elevation which would put *all other modes of transmission out of the question*, would really not make a difference with *this* transmission worth noticing at all.

And while this rope transmission has the wonderful adaptability shown in the illustrations heretofore published, another powerful recommendation is its economy. Its first cost is a trifle of the cost of any other Transmission, and after being put to service there is no loss. By the patent system of Dodge Manufacturing Company, the rope runs *without slip*. This means a transmission of all the power of the motor, and from 20 to 25 per cent. more than can be secured by *any other system of transmission*.

It is these qualities which impress every power user, and which has caused many large establishments to discard all other modes and adopt the Dodge system with Manilla Rope.

The Dodge Patent System of transmitting power by ropes is cheaper and superior to belts in many cases, such as where the driven shaft is at right angles to the driver, also where the drive is perpendicular, particularly when it is quarter twist and perpendicular; also where the driver and driven are close together; also for long drives, such as across a street or a stream, etc.

For transmitting power from an engine to the line shaft, this system is unequalled. steady all the time, not like a heavy belt, which is always more or less flapping, jerking and stretching, then slipping and losing power. It is safe to say that an engine hitched up by the DODGE ROPE SYSTEM will do 25 per cent. more work on the same consumption of fuel than the same engine would do with a belt.

The advantage of connecting up large engines in this manner cannot be too highly recommended. In the first place, the cost of leather is enormous; \$500 is no unusual sum for an engine of three or four hundred horse power, and the pulleys do not have to be very far between center shafts, in the second place, the noise at high pressure is terrific, and is the worst feature about our otherwise best plants; thirdly, their weight is quite a factor; fourth, they require attention that a rope does not;

fifth, it requires a man in the business to put one on right, and sometimes they don't always do it right; sixth, any deviation out of line of the shafting affects the belt, while it has no effect on a rope.

The above points, to say nothing of the first cost, which would be about one-thirtieth part of leather, are enough to banish the leather belt for main driving into everlasting oblivion, especially in the minds of those that have had experience with large leather belts.

The fact alone that by raising the tension wheel the engine can be turned round by hand for repair or adjustment is enough to endorse it in the minds of those who have had to do a little pulling on a fly-wheel with the entire shop hitched on.

For estimates of cost and all information relating to this system of transmitting power by ropes, apply to the undersigned, who also manufacture the best belt pulleys in the world.

THE DODGE WOOD SPLIT PULLEY COMPANY,

89 Adelaide Street West, Toronto, Ont.