

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion  
along interior margin/  
La reliure serrée peut causer de l'ombre ou de la  
distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear  
within the text. Whenever possible, these have  
been omitted from filming/  
Il se peut que certaines pages blanches ajoutées  
lors d'une restauration apparaissent dans le texte,  
mais, lorsque cela était possible, ces pages n'ont  
pas été filmées.
- Additional comments:/  
Commentaires supplémentaires:

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Continuous pagination/  
Pagination continue
- Includes index(es)/  
Comprend un (des) index

Title on header taken from:/  
Le titre de l'en-tête provient:

- Title page of issue/  
Page de titre de la livraison
- Caption of issue/  
Titre de départ de la livraison
- Masthead/  
Générique (périodiques) de la livraison

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

# THE CANADA LUMBERMAN

VOLUME XV.  
NUMBER 11.

TORONTO, ONT., NOVEMBER, 1894

(TERMS, \$1.00 PER YEAR  
{ SING. LN COPIES, 10 CENTS

## BY THE WAY.

THERE are various sides to free trade in lumber. Only some three months have passed over since the Wilson Bill actually became law, and within that period, discussion and speculation on the question has sometimes waxed warm, and certainly has been voluminous. In other ways, and elsewhere in LUMBERMAN columns, we have within these three months, discussed the more serious and larger phases of the question. Let us, by the way, look at some of the side lights that reflect their rays upon the larger subject.

x x x x

When free lumber was a subject of agitation, but had not become law, our friends to the south of us, saw nothing but ruination to the lumber business, and perhaps it is that Canadian lumbermen were lop-sided in their vision, seeing only the benefits that would come to the trade here, not some of its drawbacks. Now things are commencing to work out practically, and we find there are two sides to the shield in this case, as there are in almost every case. Mr. Meaney, of Robt. Thompson & Co., states in the Eli page that his firm at the Windsor office, are bringing supplies from Michigan, in place of, as had been their custom, having the lumber forwarded to them, from their mills in the north. There is enough difference in freight rates to make it pay this firm better to get their supplies in this manner for their western Ontario trade, than to follow the old line. Business of this character is not being done alone by the one firm. Word reaches us, that a Bay City firm has made a sale of 1,000,000 feet of lumber for shipment to Canada, the logs from which this lumber was manufactured, having been cut in Michigan. Another Windsor concern, who have been buying in this manner, for their Canadian trade, is Piggott & Sons. Mr. Piggott was interviewed about the transaction, and made the following statement: "Heretofore, I have got all my lumber from the Canadian mills on the Georgian bay, but as the duty has been taken off I thought I could do better in Michigan, and I find that I can. We now have free trade in lumber. In my opinion this will be a splendid thing for both countries, as we dealers can now buy either logs or lumber in the cheapest market and sell in the dearest." There seems to be, no doubt, that a good deal of Michigan lumber will come into western Ontario in this manner.

x x x x

Again, lumber is coming into Canada from the Duluth territories. We are told of red pine from Duluth that is already on the market in competition with white pine from our own mills. At Grand Marais, 110 miles from Duluth, lumbering operations are more active this fall than usual. 3,000,000 feet of logs are being got out there by a local firm, and these are coming over to this country to Port Arthur mills. Since lumber and logs were made free into Canada, the Duluth people say there has grown up a business of no small importance in this direction, and not less than thirty-five million feet of logs have been towed across the lake from Ashland and other points in Duluth to Port Arthur mills. Manitoba has always drawn its supplies to some extent, from northern Minnesota, in many respects, this being their natural source of supply, and with free lumber, there is no doubt, but that there will be considerable lumber brought into this province in that manner. Quoting the Mississippi Valley Lumberman: "It is a fact, that Minnesota lumbermen are selling lumber in Manitoba this fall, since the removal of tariff on lumber. This seems to be a result of free trade, directly opposite of universal expectation."

x x x x

We go further west to British Columbia, and we find a sort of see saw business going on there. British Columbia mills are, in some cases, finding it an advant-

age to import their logs from Washington territory, and instances of the kind are recorded in our news columns this month. The shoe, on the other hand, if that is not a paradox, is pinching the lumbermen of San Francisco, as British Columbia mills find free trade is going to give them a good opportunity to do business in California. Three British Columbia mills have already established agencies in San Francisco, and they will push trade in that territory. The California market, is, according to the Puget Sound Lumberman, the most important the mill men of Washington and Oregon cater to. It took from the state of Washington in 1893, 195,874,060 feet of lumber, or 14,101,622 feet more than was shipped by rail and to foreign points combined. This market takes many of the commoner grades of lumber which cannot be shipped east or to foreign points, and which would be unsaleable but for the California demand. Puget Sound people accordingly are squealing at this turn in affairs. Contrariwise, it is among the possibilities, if free lumber is to be considered a fixture, that some time in the future United States lumbermen may cross over from Washington territory and elsewhere, and establish mills in British Columbia, just as Michigan men have come into Ontario.

x x x x

There is a phase of the tariff question, as effecting British Columbia, that is not very pleasant to the people there. Our correspondent from New Westminster notes the fact that a Customs officer has decided that Canadian cedar going into the United States is subject to a duty of 25 per cent. The particular clause on which this decision rests reads: "Except boards, plank, deals and other lumber of cedar, lignum-vitae, lance wood, ebony, box, grandilla, mahogany, rosewood, satin wood, and all other cabinet woods." So good an authority as the Timberman, of Chicago, says: "It is evident, of course, that the cedar referred to in this clause is, or should be the cabinet wood cedar and not the red cedar of the Pacific coast, which is a building wood of similar quality and value to white pine, spruce, fir, and not a cabinet wood at all; but the Custom house officials do not propose to exercise any such discretion in the interpretation of the paragraph, and take it literally, and therefore are imposing the duty." The funny part of the business is, and it gives strength to the view of the Timberman, that cedar lumber was formerly under the McKinley Act, dutiable at 15 per cent., while this new tariff interpretation increases instead of diminishes the duty. Both Washington and Ottawa are being communicated with in regard to the matter and in a little time the decision will be known. In the meantime the Puget Sound lumbermen are doing all they can to see that the present decision of a local Customs man shall be made final.

x x x x

THE item embodied in our Ottawa correspondence of this month, that the dues charged by the Quebec government on spruce logs are to be levied indiscriminately, whether for home use or for export, will be welcome news to the lumber trade as removing one possible cause of interference with the new United States tariff. It is in order for the Controller of Customs to arrange his part of the house so as to make things pleasant, and legislators at Washington will be doing the correct thing to make the tariff re. British Columbia cedar read as it was intended to read, applying only to the cabinet wood cedar, without reference to the red cedar of the Pacific Coast.

## PROBABLE CUT IN DULUTH.

ONE opinion given forth as to conditions in Duluth and Minnesota, the coming season, and their effect on Canada, is this: "There will be no lumbering of consequence done this coming winter in the territory

north of the height of land in this state for Canadian mills. Heretofore the quantity of timber cut and floated down the streams northward into Rainy River and across the Lake of the Woods to the mills at Rat Portage and vicinity has varied from 20,000,000 to 40,000,000 feet annually. This season the only work done in this region will be the cutting of 6,000,000 feet that is under contract made years ago, and so is forced on the market. It is stated that by reason of the low price of wheat and other products of the Canadian Northwest, the combined mills of Rat Portage and neighborhood, which cut from 60,000,000 to 80,000,000 feet a year, have marketed so far this season only about 22,000,000 feet. The timber in the district from which these Canadian mills got their supply is the best in Minnesota, and therefore it has gone only to them. The present dullness in the trade there, however, will have a direct influence in opening a permanent market for it in this state."

## A PIECE OF ANTIQUE OAK.

A SMALL block of white oak on the editor's desk, says Hardwood, suggests possibilities in the direction of added beauty and variety to this princely wood. The block in question is one and one-quarter inches thick, and three inches wide by six inches long with vertical grain. It is over 200 years old, and is a piece of a war ship built by King Christian IV, of Denmark, and named Trefoldigheden, (The Trinity). In the naval battle of Kolbejerheide, July 1, 1664, the Trinity was King Christian's flagship, he commanding the fleet. The king was a pugnacious, doughty old fighter and a terror on the sea. The fight was hot and the old sea dog forced it with all his usual vigor. During the hottest part he engaged two of the enemy's ships at once with the Trinity, and while on the deck bare headed and powder stained, urging on his gunners, a shot from the enemy tore off a splinter from the mainmast which struck him in the right eye, completely destroying the sight. Stunned for but a moment, he rallied, and binding a handkerchief over his torn and bleeding eye, he went on with the fight more ferociously than ever. The ship was finally badly damaged, and, setting the example our own Perry followed nearly two centuries later, he launched his boats and transferred his flag to another ship and won the battle and sailed to Copenhagen in triumph, taking the crippled ship Trinity with him. The ship was repaired and served in many a fight thereafter, and survived for more than a hundred years, when, in 1792 worn out and battered, the game old hulk was burned to the water's edge and sunk in the harbor of Copenhagen. There the stout oak timbers and planks remained in a fitting grave for such a gallant thing until in 1881 it was discovered while repairs were being made to the docks of the city, and it was raised and taken to pieces and portions preserved. One of these venerable relics is the piece of oak here referred to. It is as sound as when cut in the northern forest more than 250 years ago, and the grain and texture are as though cut but yesterday; but the color is as black as ebony, and the weight is fully one-half more than that of newly cut white oak. It is evidently susceptible of a very light polish, and ornamented with the monogram of the grim old king, it makes a handsome paper weight.

## KIND WORDS.

Knox Bros., Gladstone, Man.: "We consider the CANADA LUMBERMAN the best publication to which anyone engaged in the lumber trade can subscribe."

Jos. Bedford, Richmond, Que.: "I am pleased to tell you that the CANADA LUMBERMAN is improving every year. The subscription of \$1.00 is far too low for all the good information we get from it."

## A SUCCESSFUL MILL MAN.

BY JUNIUS IN "WOOD WORKER."

A MAN has much to learn after he can place the log on the carriage and gig it back and forth to the saw, before he is a sawyer. He must practice the three A's (alertness, activity, accuracy) for both himself and the saw; the saw will be accurate enough if the sawyer knows how to be on the lookout for it and make it do accurate work.

The saw should have nothing to do (that is, no force to overcome) but to saw lumber. I have been in mills where the saws would not make an accurate line for hours at a time, but the sawyer (?) seemed to think it was running all right. The lines might all be about parallel, but none were straight, the saw being subjected to hundreds of pounds side strain at every line. This is true more particularly of band saws, as the circular will generally make such vigorous protest if there is any considerable side friction, that some one about the mill must find the trouble if the sawyer does not know; but the band saw will stand it a while, until it cracks all to pieces or the planer foreman makes a "kick" against the "scoops" and lumps on the lumber. Then, as frequently happens, the filer gets "jacked up" by whoever is in authority, and he in turn lays the blame on the sawyer, and if the foreman is not capable of deciding who is at fault he says the saws are "no account" (and they cannot deny it); but it generally ends in the filer or the sawyer, or both, "taking a walk."

It seems to me an easy matter to fix the responsibility for bad sawing where it belongs. There need be no controversy about it. The sawyer and filer should both be able to tell by the kind of lines the saw makes whether it is properly fitted and tensioned or not, and by its behavior and the noise it makes while in the cut, whether it is the fault of the saw, track, guides, head-blocks, set-works, or from any other cause it makes uneven lines. It is the sawyer's duty to know how to put his track in line and level across, and to properly adjust the mill and guides and keep them in perfect condition, so that if a saw does not "saw wood and say nothing," he can say to his filer: "Here are the levers; if you will take hold and prove the fault is in the machine, or my handling of it, I will gladly admit it." The filer should be able to tell when his saws are all right, and be capable of taking hold of the mill and moving it.

If the sawyer and filer work in harmony they can aid each other very materially, as sometimes a difficulty comes up that is new to one or both of them, and if they are "at outs," each one laying the blame on the other, they are not likely to find the trouble very soon but if both are trying to locate the cause, there is a good chance of finding it.

Some time ago I called the sawyer's attention to some thick and thin lumber that I found on the truck, and suggested that the set-works were not correct, as each board was of even thickness from end to end and the lines straight, but some of the boards were of proper thickness and others too thin. I also spoke to the filer about it, although it was evidently not the fault of the saw. They were warm friends and both interested in having the lumber correct. One would saw while the other watched. The filer soon detected the offset in making the uneven lines. It was a poorly-devised affair connected by a belt, which, unless kept very tight, would slip at one time and not at another. The sawyer, being used to running a circular mill where the off-set is not used, did not think to look for the trouble there, but the filer, having had experience with off-sets on band mills, knew they sometimes did not work right, and readily found the cause of the uneven lines. My friends accuse me of making a hobby of this work of keeping the track and mill in perfect condition, but as I have hidden it to success on more than one occasion, I may be pardoned for believing it very essential.

I will relate my experience on one of these occasions, as it may help some poor filer out of difficulty, and the beginner may learn to avoid it. Some years ago I had some correspondence with a firm with a view to running its mill by the thousand, and finally went to see the firm and the mill. I found a band mill in a bad shape. It had been running about a year "off and on" (more "off" than on I would judge, from the looks of the saw book, which I afterwards looked over) and had "frozen out"

some dozen or more filers and half as many sawyers (that is, they recommended themselves as such to the firm). The building had been put up by contract and the machinery put in on a guarantee of 40,000 feet per day, but so far have failed to come up to it by 10,000 ft., and had resulted in a compromise price being paid for it.

The filer I found at work was about ready to "pack his kit," as he claimed the sawyer was trying to "down" him and that there was nothing fit to work with in the filing room—which was true, as he had it arranged. I told him I was something of a filer myself, but was not looking for work of that kind. He remarked that I or any other man could have his job, as he did not want to lose his reputation on the old trap. It was a question with me whether he would not have been better off without that article, such as it was, but as he was a large man and in a bad humor, I said nothing, as I was not looking for a sore head either. The superintendent was

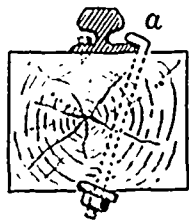


FIG. 1.

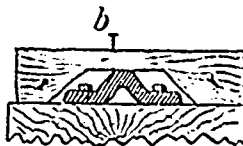


FIG. 2.

an excellent man (and is at present a personal friend of mine) and had been successful with circular mills for the company, but confessed to knowing nothing of band mills. We failed to agree on running the mill by the thousand. As I was leaving, the head of the firm asked me how I would like to take the filing room, stating that the man they had was then on trial and they wanted to give him a fair chance to show what he could do, but rather thought he would not stay long. I arranged with him to let me know if the filer quit and I would name a price that I would come for. In a few days the filer left and I engaged to take his place for one month.

I went out to the mill and found it shut down for want of saws, all of them being cracked more or less and only one good braze in the lot. I tentoned the one and brazed two others the first day, which gave me a "set" to work with. The superintendent came into the filing room the first evening and remarked that he supposed I "would want to change everything around in the filing room, as all the rest of the filers had done," to which I assented. He wanted to know if I had enough saws ready to start up in the morning. I replied that so far

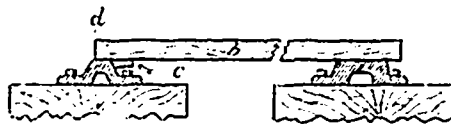


FIG. 3.

as the saws were concerned we might make a start, but I wanted to look over the mill and track before I put on a saw to start. He thought the mill and track were all right, as the millwright had lined them up a short time before, but I told him I preferred to see for myself and I would try and get ready to start Monday morning (this was Thursday evening).

They had just employed a new sawyer, who proved to be a competent man, and under my directions he went to work the next morning to put the mill in good shape. I found the track timbers were 6 x 12 inches, in spans of ten feet, so I put in 6 x 1 inch "shores" from the ground up to the middle of each timber, to prevent springing down from the weight of the carriage and log, and also put in side braces to prevent side spring. The steel T-rail track was so loose it was about ready to fall over, so I put in longer lag-bolts and in addition put in angle-head bolts through the timbers to help hold the rail solid (see a, Fig. 1).

I found the track crooked sideways from  $\frac{1}{4}$  inch to  $\frac{3}{8}$  inch and "in wind" up and down as much or more. The back end of the lower wheel shaft (eight feet long) was 14 inches farther away from the track than the front or wheel end, and to overcome this "lead" the guides were set straight with the track, causing the saw to run

in a twist; and as the guide liners were hardened steel, it was easy to account for the cracked saws and broken brazes. (I replaced the steel liners with brass ones in a short time). One who knows any thing about a band mill can imagine how this mill must have run, and there is no trouble to account for the frequent changes of filers and sawyers. I have no doubt that among the lot of filers there were some who knew how to tension and fit the saws, but they missed it sadly in not knowing the condition of the mill. The putting up of the mill frame was a shoddy piece of work—not a mortise or tenon, and the braces nailed in so that it was necessary to line up about every two weeks. I remained my mouth out and two more, as filer, when the company started a circular mill at another location, placing the superintendent of the band mill in charge of it. I took charge in his place, at his earnest solicitation, and run it satisfactorily for a year.

My success in this case was due as much to having the mill, guides and track in good shape, as it was in having properly-fitted saws. Do not be too hasty to lay the blame on the saw when it makes a bad line; be sure that your part of the work is all right before you condemn that of the filer. It is a simple job to put a track in line and level if it has been properly put down (I will give my plans for putting down a track in a chapter on millwrighting.) It is two straight lines, level across and parallel with each other, and square with the mill, if a band mill, or with the front of the saw a little nearer the track than the heel, if a circular mill. This is called "lead." The amount of "lead" necessary is a matter of opinion. Some successful sawyers run with  $\frac{1}{8}$ -inch in 20 feet, and others equally successful run without any.

In levelling up a track the "shims" or wedges used should be put in between the track timbers and the cross-sills, and should be the full width of the track timbers. I have found it a good plan to use wide shingles when it requires much of a raise, starting one in from each side, allowing them to meet or lap in the middle of the cross-sill. After the low places are all wedged up level, drive a six-penny nail into each wedge just outside of the cross-sill and up into the track timber, leaving it out  $\frac{1}{4}$ -inch so as to get a hold on it with a claw-hammer when necessary to again move the wedges. These nails prevent the wedges working loose and coming out.

To line the track, take a fine fishing line (a knitted silk or linen line is best) and stretch tightly from one end of the V track to the other, from nails placed in a cleat as shown at a, Fig. 2, the cleat toe-nailed to the track timber. If the iron does not extend to the end of the track timbers, a spike can be driven at the end of the iron to attach the line to, and the cleats will not be necessary. To the under side of the straight edge (b, Fig. 3) put a block to fit the bevel of the V track at c, the end of the straight-edge just even with the outside edge of the iron top, as shown at d, and just touching the line. It is evident if you adjust the track along so that the end of the straight edge just comes up to the line, that the track will be in perfect line. The end of the straight-edge should be tapered to almost an edge up and down, to adjust the line nicely. As I have said, this is all very simple, so much so indeed that I had almost concluded to not mention it in these papers, but I have seen such clumsy attempts at lining up tracks with coarse lines (twine strings and other botching contrivances) that perhaps this description of a neat and accurate way of doing it, will not be space misused.

## A BROKEN TOOTH.

TO mend a cast gear having a broken tooth the proper method is to dovetail in an iron, taking care not to sink the tooth into the rim deeper than can possibly be avoided, as it weakens the wheel very much. Cut the dovetail wedging from one side to the other to give a chance to fit the tooth and then coat it over with red lead and oil, and set it in solid with a hammer. Three rivets should be used in securing the tooth in place, as every form of a screw will work loose; then the tooth can be faced off with the wheel and brought to its true form by means of a template. But alas! how many are patched up by drilling three radial holes into the rim and setting in pins as tight as possible, and the wheel set going, after they have been pointed off a trifle.

## LUMBERING IN NEW BRUNSWICK.

[Special correspondence CANADA LUMBERMAN.]

WHEN New Brunswick people speak of the North Shore they generally have in their mind the north-eastern portion of the province, or, to be more exact, that portion contained in the counties of Restigouche, Gloucester and Northumberland. It is in these counties that the most extensive lumbering operations in the province are carried on, so that the expression "North Shore lumbermen" has come to be pretty well known throughout the maritime provinces. Along the Miramichi, the Restigouche and the Nepisiguit rivers, and their numerous tributaries, are situated a number of the largest and best-equipped saw mills in Eastern Canada. Then there is a large number of smaller mills scattered all over the country, some stationary, many portable, a number sawing boards and deals, others manufacturing shingles and laths exclusively. Every winter the owners of these mills send hundreds of men and teams into the woods. They are there from about the first of November until the last of March or the first of April. Many of them are never home during this time. Their supplies are brought by regular supply teams and the five months are given up to lumbering in the strictest sense of the word. So soon as the ice breaks up in the streams the men are re-engaged for the drives, and so eight or ten weeks are spent in getting the logs to the mills or into the booms or ponds, or wherever the owner desires them to be placed. Sawing generally begins along the latter part of May and continues until the supply of logs is exhausted, or until navigation closes. This year the larger number of the mills closed down early in the season, having no more stock on hand. The lumber cut last winter was much smaller than usual. All the old logs having been used, the booms and ponds are practically empty. This is an abnormal condition of affairs, and because of it the lumber cut along the North Shore will be larger this winter than it has been for several years. There is another reason why these operators will carry on a larger business this winter than they did last. The United States market now stands open to them. While the recent tariff changes will not benefit them directly they will indirectly. It is thought that the Quebec and Ontario lumbermen will take advantage of the new law respecting Canadian lumber and find a market for their product in the large American cities, instead of shipping to Great Britain as they have been doing. This action on the part of the Quebec and Ontario operators will give the North Shore lumbermen an opportunity to sell in the British market.

The North Shore mills can quite properly be grouped under three heads, viz: those on the Miramichi river and its tributaries, those on the Nepisiguit river, and the mills situated along the Restigouche river.

Probably the most extensive operations are carried on along the Miramichi. The greater number of mills are situated along this river, the annual cut is larger, and the amount of lumber shipped from than port is larger than that sent out from any other North Shore port. Wm. Richards is one of the largest operators in the province. He has a mill at Chatham on the Miramichi, another at Boisetown on a branch of this river and a third mill at Campbellton on the Restigouche. He ships about 30,000,000 feet annually.

Senator J. B. Snowball owns a large mill at Chatham. He gives employment to 650 men here. A short time ago he purchased the old Sweeney mill at Tracadie. The senator has had this mill thoroughly repaired and has cut some. He expects to cut 3,000,000 feet next year in this mill. It has been idle for several years.

Clarke, Skillings & Co. have a large spool factory at Newcastle on the Miramichi. This firm has shipped 1,000,000 feet of birch to Scotland this year. James Aiton owns a spool factory at Bartibogue on this river; he probably does about half as much business as the other firm.

There is at Chatham a sulphite fibre mill that has been running for five years. It has a capacity of 40 cords of wood or 20 tons of pulp daily. The wood is obtained near the factory. The pulp is sold in the United States. This factory employs 150 hands.

The old Stewart mill at Black Brook, six miles from Chatham, is owned by the Bank of Montreal. They

are trying to sell, and it is not known whether or not it will run next year. Some of the other mills on the Miramichi are Hutcheson's at Douglastown, Burchill, Flepp, and Sergeant at Nelson and D. & J. Ruchie and Hickson at Newcastle. These are all large operators. Alex. Gibson has extended the Canada Eastern Railway to Black Brook, so that the mills there can now ship by rail across the province to the United States or by water to England.

The bulk of the lumber cut on the Miramichi is shipped to the British market; a portion, however, goes to France, Africa, and a few odd cargoes to the Canary Islands. About the only thing shipped to the United States is laths.

At Bathurst, on the Nepisiguit river, are to be found the headquarters of the St. Lawrence Lumber Co., of which Senator K. F. Burns is the managing director. This company is registered in London under the English Joint Stock Companies Act. Besides its offices at Bathurst and at Bersimis on the St. Lawrence, it has others at London and Liverpool, and agencies at Paris, Marseilles and Bordeaux, France, and at Carthage, Spain. Its most important property is on the north shore of the St. Lawrence, near Bersimis. Here it controls 775 square miles of timber lands, including what Senator Burns declares is the largest and best spruce property in the world. The Company's New Brunswick property embraces some 300 square miles of timber lands, with a mill at Bathurst and another on the line of the Caraque Railway. The aggregate cut is about 12,000,000 feet in a season. It is shipped principally to the British Islands. About three-fourths of the Bathurst export is spruce and one-fourth pine. The pine is said to be the finest produced in the province.

This company's Bathurst mill has a capacity of 65,000 feet daily; as it runs both day and night the total output for the 24 hours is about 120,000 feet. The company employ here and at the Burnsville mill some 200 men. J. P. Burns is manager of this mill. There are first-class wharves near the mill and large three-masted schooners can load at the mill without any difficulty. On account of a bar square-rigged ships cannot get in to the wharf, and the lumber has to be scowed out to them. The cut of lumber in this county will be very little if any heavier than last season. The shingle makers have large stocks on hand and the demand is slow. O. F. Stacey has a shingle mill at Bathurst that cuts 5,000,000 annually.

A. E. Alexander, K. Shmes, David Richards, A. G. Wallace, Wm. Currie and J. P. Mowat are the largest operators on the Restigouche. The Ontario Lumber & Milling Company has purchased large tracts of timber limits in the Restigouche region and talk of building large mills at Campbellton. It is not yet determined whether or not they will proceed with this work.

By this article it will easily be seen that lumbering along the North Shore assumes large proportions, and is the chief industry in that part of the province. Hundreds of men and teams are employed the year round; many others are employed six or seven months out of the year. The land is not generally adapted for agriculture and it has not been carried on on anything like an extensive scale; in fact, agriculture has been neglected. The inhabitants depend upon the lumber industry almost exclusively.

There was a sale of crown lands at Fredericton the other day, when twelve berths were sold. The upset price is \$8 per square mile. A six mile berth was knocked down to F. Stanchiffe, Montreal, at \$53.50 a mile. F. B. Coleman purchased a 4½ mile berth on the Miramichi at \$56.50 a mile. A 4½ mile berth on the Restigouche was sold to Jas. H. Moores for \$30.50 per mile. From the above it will be seen that timber lands along the North Shore are rapidly increasing in value.

A. H. MCCREADY.

ST. JOHN, N. B.

A prominent buyer and handler of staves said not long ago that there was plenty of money lost to stave manufacturers by carelessness in putting the staves in shape for the market. He said that staves which were put up neatly and compactly in bundles sold for more and sold quicker than those which came into market loosely tied and lacking in tidy appearance.—Coopers' Journal.

## TALKS WITH WOOD-WORKERS.

HOW to treat the face of hardwood joinery, says a writer in Timber Trades Journal, frequently requires much consideration and deserves a passing notice. In the case of oak the action of the atmosphere would tone it down admirably; but this takes time and the first appearance of newness is often removed by the fumes of ammonia, which can be regulated to produce any desired shade, and the treatment is a good one when the work is not subject to much handling; where it is, however, beeswax and turpentine are generally applied afterwards, as otherwise the damp heat of the hands will leave dark marks; care must, however, be taken that as much of the wax is rubbed off as possible, or the work will very probably turn yellow in time. After this application the oak will cease to darken, as the wax fills up the pores and prevents any further action of the air. Beeswax and turpentine alone also produce good results on most hardwoods when well rubbed in and a pleasant surface is the result, much the same as the light polish seen on an egg-shell. This treatment is also particularly useful for floors. These, however, require periodical attention. Simple oiling is never satisfactory. French polishing is a very general treatment, but is too well known to need any description. It is of the most vital consequence to remember that damp plays havoc with seasoned woodwork, causing it to swell and warp. It is therefore fatal to put it against damp walls; when it is impossible for these to have time to dry, the wood should be well coated at the back with a damp-resisting preparation and not be fixed close against the wall.

x x x x

A good preparation for preserving tools from rusting is made by the slow melting together of six or eight parts of lard or one of resin, stirring until cool. This remains semi-fluid, ready for use, the resin preventing rancidity and preventing an air tight film. Rubbed on a bright surface ever so thinly, it protects and preserves the polish effectually, and it can be wiped off nearly clean if desired, as from a knife blade, or it may be thinned with coal oil or benzine.

x x x x

Only a born genius, says "Job" in London World, can put a fine edge on a woodcutting tool invariably. This truth is not known to many foremen and owners, most of whom take it for granted that, because an operator uses wood-cutting tools, he naturally and necessarily knows how to do all that is required to be done to keep them in the best possible condition for work. The owner or foreman who would like to know whether all such tools are properly and perfectly edged has an interesting bit of investigation before him. He may rest assured that a thorough examination of the edged tools in his plant will startle him.

x x x x

Embossing machines are jumping to the front in woodworking in a way that must surprise the moss-backs and old fogies, as well as those very remarkable faddists and high-industrial-art purists who contend that any change from the old, slow, irregular and expensive hand-carving is a degradation of art and should be frowned down. There will always be a demand for hand-carved woodwork of the finest sorts. Wealthy people can and will pay for such work, and there is no danger that fine carving will soon become a lost art. In that view of the situation it is not exactly plain that so fine and so cheap a substitute for carving as embossing really is should be called a "degradation of industrial art." On the other hand, embossing really is a movement upward for the majority of the people of this country. The people on the whole are beginning to admire and desire finer furniture and woodwork. Unable to buy the expensive hand carved work, they can satisfy their awakened and elevated tastes with the beautiful work done by the embossers. What possible "degradation of art" is there in this.

JAS.

Burnt boiler plates are due to "low water," to a deposit of sediment or scale, to continue impact of flame caused by leaks of air through the masonry, and when a seam is just back of a bridge wall; but sometimes it is caused from an incrustation, or soap formed from oily matter.—Power.



PUBLISHED ON THE FIRST OF EACH MONTH

C. H. MORTIMER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:

NEW YORK LIFE INSURANCE BUILDING, MONTREAL

TERMS OF SUBSCRIPTION:

One Copy One Year, in advance .....\$1.00
One Copy Six Months, in advance ..... 50
Foreign Subscriptions, \$1.50 a Year

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion...

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world...

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers...

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...

THE DUTY ON BOOM LOGS.

ATTENTION has been directed again to the question of the duty on boom logs, through a letter sent out by Mr. Wallace, Controller of Customs, instructing collectors to collect duty on boom logs and chains...

will render themselves liable to pay customs duty on the United States side, so that if they got rid of their American made booms to escape Canadian duty they would bring themselves under the dutiable list of the United States.

It is unfortunate, in connection with tariff affairs, that there should constantly be some trifling matter of this kind cropping up. Commerce at the best is tenderly sensitive and does not usually benefit by the application of irritating forces.

A similar view is taken of the present movement on the part of the Controller of Customs. At the most, the matter is not of any great moment, and the order having been withdrawn at the time, should have remained in that position for all time.

The temper of United States lumbermen, as reflected through the trade journals of that country, would indicate that at the next meeting of Congress efforts will be made to secure an amendment to the Wilson Bill, which would permit of retaliatory measures from Washington in the case of such action as has at present been taken by Controller of Customs Wallace.

LUMBER FREIGHT RATES.

THE reductions that have been made by the Canadian Pacific Railway in freight rates on lumber from Rat Portage and Keewatin to Winnipeg and other points will be acceptable to the lumbermen of that district.

Atlantic Railway, and other local lines built largely by lumber capital, the shipping trade there, would be handicapped even further than it is to-day. The complaint comes to the LUMBERMAN from one of the largest lumber shippers in the east, that it would be a sorry position for the lumber trade if they were dependent absolutely on our two great railways.

EDITORIAL NOTES.

THE adage is an old one that with the majority of men, the stable door is not usually locked until after the horse is stolen. After the number and extent of the losses suffered during the past summer through fire, the advice to lumbermen to keep well insured seems rather foolish.

A STRONG company is that which has been formed under the title of the New York and Canada Lumber Co., Ltd., with Mr. Geo. E. Dodge, president; Mr. Titus B. Meigs, vice-president; Mr. Robt. M. Cox, of Liverpool, Eng., director, and Mr. Guy E. Robinson, general manager and treasurer.

An Ottawa lumberman says: As much speculation has been indulged in as to the value of lumber piles, an expert's opinion might be given. Each complete lumber pile contains variously between from 16,000 to 20,000 feet, and the value of the contents ranges from \$7, the lowest grade, to \$30 per 1,000 feet of the very highest grade.





It is amusing to note how opinions vary regarding the probable outcome of tariff changes. Here is what a large manufacturer across the line has said: "The duty on pine and hemlock is only \$1 per thousand, and \$2 on spruce; but, even with this removal, the way prices are now, the Canadians cannot do anything here. Prices are \$3 below what they were a year ago, attributable to the business depression largely and the consequent falling off in the building trade. I do not think it will affect the car mills much, if any, at present at least. The Canadian people, you know, have been educated to deal in sawing. They have been catering largely to the export trade, which calls for certain lengths and widths of lumber. These are cut to different schedules from ours. Take one of our schedules into Canada, and they would go crazy, as we are used to cutting the exact measurements down to the inches. The Canadians may adapt themselves to this market, but it will take considerable time, and by that time the old tariff rate may be restored, and I do not believe, with that uncertainty, that capitalists will put their money into Canadian mills to cater to this market."

\* \* \* \*

In my travels the other day, I dropped into the office of Jas. Tennant. Mr. Tennant was, at that time, out of the city, but when talking to one of the "men of the road," I was told, that the trade was meeting some competition in lumber from the States. This representative of the grip sack, confirmed what Mr. Meaney has stated in another column, that considerable white pine was coming in from Michigan. He also said that a good deal of Red pine was being brought in from Lake Superior, and that it was cutting a larger figure in competition with white pine than many dealers might suppose. It cannot fill the place of white pine for the better classes of work, but it would, in his view, prove quite a rival to the commoner grades of pine.

\* \* \* \*

"We are just moving along quietly," said John Donogh, of Donogh & Oliver. "Business is more healthy in lumber than it was before the tariff was finally passed, but the volume of trade has not increased very much. I do not anticipate that there can be much activity in trade this side of spring. While it is the case that at some lumber centres stocks on hand are somewhat large yet among the trade this is not generally the case. The fact is that dealers have for some time been pursuing steadily a hand-to-mouth policy of buying and no one has large stocks. There is this about the tariff that it is just too soon yet to know how wide will be its benefits to Canadian lumber. None of us know exactly how things are going to turn out, and capitalists are cautious in investing in lumber. What the ultimate outcome will be I have no fears. The trade is going to mend, but this will only come about gradually."

\* \* \* \*

In the opinion of Mr. Page, of the firm of Page and Mallett, of Fort Kent, the cut on the American side, at the headwaters of the St. John, N. B., will be smaller than last year. There will be more lumber got out on the Canadian side, however. The stumpage in the province is cheaper, which accounts to a very considerable degree for the bigger cut on this side of the line. Mr. Page says the following will be the quantities of lumber got out on the American side this winter: Page & Mallett, two millions for Randolph & Baker; C. H. Dickey, a million and a half for Stentson, Cutler & Co.; John Sweeney, a million for S. T. King & Sons; Neil McLean, a million for Miller & Woodman; W. H. Cunniff, two and a half millions; J. A. Lavertie, a million for Randolph & Baker; A. Cushing & Co., two millions; J. L. Stevens, a million and a half for E. L. Jewett; J. A. Morrison, a million and a half for Hale & Murchie.

C. A. Nason reports Dunn Bros. & Co., will get out five millions on the Anrostock. Mr. Nason says the cut on the Penobscot, will be larger than it was at first thought it would be. Capt. J. R. Warner is authority for the statement that there were 5,000,000 feet of logs in the St. John river below the falls. There were about 3,000,000 feet in the booms which were being rafted and would be brought to Indiantown this autumn if the water rises sufficiently. An effort would also be made to get into the booms, the lumber which is lying in the river. G. G. King, of Chipman, Queens Co., was asked to state his opinion with reference to the recent regulations in the United States tariff as affecting Canadian lumbermen. Mr. King said, he was aware that a number of provincial lumbermen gave it as their opinion that these regulations would be of no benefit whatever to Canadian operators. He did not think they knew what they were talking about. Personally he felt certain that the benefit would be very great. North Shore lumbermen are making preparations for the woods. Several cars of horses have been imported from Prince Edward Island for the winter's work. The Albert county lumber operators are also preparing extensively for the winter's work. So much for lumber opinion down by the sea.

\* \* \* \*

"It is the case," said Mr. Thomas Meany, manager here for Robt. Thompson & Co., "that considerable white pine is being brought in from Michigan into Western Ontario. We have, as you know, an office at Windsor, and it pays us better to bring pine from Michigan than to freight it all the distance from our northern mills to Windsor. This is one of the amusing features of the tariff. In fact you know it has been said that we have been sending our pine to Michigan and that some of this very same pine is now coming back into our hands in the way that I indicate. How correct this statement is I am not prepared to say. We are, at least, getting pine from Michigan, wherever it may chance to have been grown. The man who expected that the new tariff was going to work only one way finds out his mistake. As Canadian lumbermen we are not at all alarmed at this form of competition. The markets of Canada and the States are now open to lumbermen of both countries and we are prepared to have the benefit of the markets of the eastern states even though a certain measure of local trade may be lost to us as a result of this privilege." Mr. Meany says trade this fall is slow. Whilst there is more confidence and a more hopeful outlook since the change in the tariff, he does not anticipate that there will be any great activity in the lumber business until spring. The question of the grading of lumber came up in our conversation. It is one of these questions that, so far as the Canadian trade is concerned, does not settle very easily. Mr. Meany says that there are very few dealers who make any pretense of buying lumber according to inspection. Every man practically inspects his own lumber. The stuff is placed before him; he can use his own eyes and exercise his own judgment as to the quality, and if the price asked is satisfactory and he has got the money to pay for it, that is an end of the transaction. At one point lumber may be offered for sale and called common. Some other man will have lumber equal in quality and he will call it by some other grade, a little better, perhaps, or a little worse. I remarked to Mr. Meany that this was a drawback to the trade and was suggestive of the necessity of lumbermen getting together and endeavoring to adopt a uniform system of inspection. As a careful lumberman he recognizes the need for this, but was not sure just how easily the matter could be handled.

\* \* \* \*

I have been interested as a fellow scribe in the impressions of Canadian lumbering as recorded recently by Mr. John E. Williams, of the Northwestern Lumberman. Brother Williams, of the Windy City, has been taking a trip through Ontario, visiting Toronto, Ottawa, and some other lumber points, with the object of ascertaining what has been, or is likely to be, the effect of the Wilson tariff in putting lumber on the free list. Mr. Williams is a Republican in politics, and of course has his own notions of how a tariff should be constructed, and it is fair to say these do not run parallel with the ideas of the Democratic party,

though it is not an easy matter to say where that party stands on the tariff. Mr. Williams also represents a journal, which is in strong sympathy with his own political views, and which lead the "On to Washington movement in the interest of 'American lumber for Americans,' when the tariff fight was at its hottest. Knowing these things, and remembering the big bugaboo that free lumber appeared to show itself to our Chicago friend—for the warning was oft and long repeated, "the goblins will catch you, if you don't watch out"—the goblins being none other than those naughty and greedy Canadian lumbermen. Knowing these things, I say, I was interested to see how Chicago opinion would shape after a representative of our contemporary had rubbed shoulders for a brief period with these people who had hitherto been best painted in hobgoblin picture. Well Mr. Williams has returned to his home carrying in his grip sack the assurance to United States lumbermen that they need not scare any more over Canadian lumber. He says in fact to any incoming Republican Congress that they might do worse than leave undisturbed the Wilson bill should power be again given Governor McKinley to formulate and direct tariff legislation. "I am of the belief, after the enquiries I have made," says Mr. Williams, "that we rather over-estimated the importance of the Ontario and Quebec contributions to our market. When you consider that the total export to the United States from these provinces in the year ending June 30, 1893, was only 747,710,000 feet and the total export something over a billion feet, while the Chicago market alone handles annually two billion feet, you will see that the effect upon the trade of the United States cannot be very disturbing." So far as dressed lumber is concerned, this opinion is expressed: "I inquired of some of the Ottawa lumbermen whether they were not looking for some trade in dressed lumber. But they seem to be in doubt as to the fate of the dressed lumber part of the new tariff if the Republicans win at the next election. In the meantime while the uncertainty lasts they do not care to incur the expense necessary to push that part of the trade. For myself I think there is good cause for caution, and that dressed lumber, as it was more than your lumbermen expected, will be found to be more than will meet the approval of the next Government in power at Washington. As for sawn lumber, it is a raw material, and in sympathy with the general feeling favorable to the free entry of raw products the Republicans would have put it on the free list, and now will leave it there." Mr. Williams views, however, are qualified to some extent when he writes of conditions in the Georgian Bay districts, as distinct from the Ottawa and Quebec region. The reduction of the duty on box shooks from 30 to 20 per cent, while it will serve, he thinks, to keep out manufactured shooks, it will not prevent the introduction of planing mills in the Georgian Bay region for the dressing of box lumber for export. The consequences to the Saginaw Valley, will, he argues, in this connection be serious. Mr. Williams goes so far as to say—as a sort of saw-off, perhaps, to his satisfaction with conditions elsewhere—that Canadians are so zealous in their efforts to secure the transfer of both saw and planing mills to the British side, "that customs appraisers are instructed to practically shut their eyes to all such imports notwithstanding that the duty is 35 per cent ad valorem. This circumstance discloses another phase of the insincerity of Canadian professions of indifference previously referred to in these articles. The average Canuck may not be as aggressive as his Yankee contemporary, but when it comes to a show-down of comparative guile, the latter is not the worst sufferer." Now Brother Williams there can be no doubt where you hail from. When it comes to a show-down of down-right unmitigated gall, recommend me to Mr. Yank. There is an abundance of contradiction, and not a small quantity of bare-faced impudence all through Mr. Williams' treatment of this free lumber enquiry, indicating that what has been written has not been in the shape of a fair, open enquiry into actual conditions, but is written for a particular constituency, and doubtless with a purpose. The quotation we have given in regard to Canadian customs officers winking at the duty on American saw and planing mill equipment coming into Canada is one sample.

## OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE anxiety in lumber circles for a time regarding the possible outcome of the Quebec regulations discriminating against pulp-wood operators, who might export out of the province, has been set at rest by the withdrawal of the obnoxious clause by the local government. The order-in-Council, of course, was aimed at United States importers of pulp-wood as a retaliation against the duty imposed on pulp-wood, mechanically ground, or chemical, when imported into the United States from Canada. Some day this phase of the tariff will, no doubt, be fought out, as pulp manufacturers feel that it is a great injustice to them. However, this is neither here or there, so far as present matters are concerned with lumbermen.

The exodus of shantymen from the vicinity of Ottawa is still at its height, and large numbers of young men are being sent up the Gatineau and Ottawa valley to do work in the lumber camps this winter. It looks, and this opinion is entertained by many, as though the cut the coming winter would extend beyond the average, but whether this will be the case it is hard yet to say. There may be a good deal of activity in the shanties in the early part of the season. Whether this will continue throughout the winter, will depend, no doubt, on developments later.

Large quantities of lumber are being sent out from here on the Canada Atlantic Railway, a result of the stimulus to trade through the change in the United States tariff.

Though practically out of the lumber business, everyone here is interested in the undertakings of E. B. Eddy, of Hull, and the preparations he is making for the extension of his paper manufacturing business are just now being watched with interest.

The last of the season's logs taken down by the Upper Ottawa sweep are now in Fort William boom. The towing season is said to have been the heaviest on record.

Two steamers have been chartered by the Export Lumber Co. to carry white pine to South America, each vessel having the capacity of 1,500,000 feet. The lumber is sent to Montreal for loading on the boats.

Thomas Murray, ex-M.P.P., of Pembroke, is having litigation with his former partner, John Loughrin, M.P.P., of Mattawa, regarding a timber limit on the Upper Ottawa. The query is, who owns the limit. In the meantime Mr. Murray has obtained an injunction against his old associate in business.

OTTAWA, CAN., Oct. 23, 1894.

## BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

SOME concern exists here in lumber circles over the ruling of the collector of customs at Port Townsend, that cedar in the log, squared by sawing, is dutiable at 25 per cent. ad val., and that other cedar lumber is dutiable at the same rate as other manufactures not specially provided for. There can be no doubt that this is the result of an oversight by Congress, but whether it can be repaired now is something that we will need to wait and see. When the bill was reported to the Senate a change appears to have been made, the paragraph reading as follows: "Sawed boards, planks, deals and other lumber, rough or dressed, except boards, plank, deals and other lumber of cedar, lignum vitae, lancewood, ebony, box, granadilla, mahogany, rosewood, satin and other cabinet woods." It is the intention of British Columbia lumbermen to test the question by sending a carload of cedar east, and if it shall be declared at the port of export, an appeal to the treasury department will be made. At the same time they will likely petition the government at Ottawa to have the United States withdraw the impost.

## COAST CHIEFS.

The Brunette Saw Mills expect to make a shipment to a southern port.

The death is recorded of John White, proprietor of the Sidney saw mill.

The firm of Hamilton & McLeod, sash and door factory, Armstrong, has been dissolved.

Julius Berger, a lumber merchant of Valparaiso, South America, has been here making purchases.

Several booms of logs are being brought along from the Brunette Saw Mills, Royal City Mills and others.

A purchase of 1,000,000 feet of spruce from a British Columbia mill has been made by a San Francisco firm.

The first cargo of lumber from British Columbia for San Francisco is about to leave here per the American schooner Sadie.

The British Columbia Logging Co., Ltd., is a new corporation. Capital stock \$50,000. Trustee: J. S. Taylor, J. Cook and E. Evans.

A shipment of lumber from the Hastings mill has gone to Calais, France, being the first shipment from a British Columbia port to that country.

A development in free lumber is indicated by the fact that three British Columbia mills have already established agencies at San Francisco, Cal., intending to make a vigorous push for this trade. The shingle business is as unsatisfactory as ever, stocks being heavy and the demand light.

James McKim, one of the best known loggers of the Pacific coast and a resident of this province for about 9 years, coming here from Nova Scotia, met with his death a week ago while superintending the running of some logs at Howe Sound. He was struck by a heavy log bounding from the chute.

Lumber freights from ports here are quoted as follows: Valparaiso for orders, 35s.; Sidney, 37s. 6d.; United Kingdom calling at Cork for orders, 45s.; Melbourne, Adelaide or Port Pirie, 36s. 6d. to 37s. 6d.; Shanghai, 42s. 6d.; Tientsin, 55s.; nominal South Africa, 60s.; Noumea, 40s.; Calais, 63s. 6d.

Lumber for foreign points is being loaded as follows: At Hastings mill—Italian bark Cavour, 1,389 tons, for Callao; British ship Lismore, 1,598 tons, for Buenos Ayres; American bark Ingard, 628 tons, for Iquiji; British bark Alexander, 1,297 tons, for Calais; American schr. Moodyville; British ship Ballachulish, 1,806 tons, for Valparaiso. Total, 6 vessels, 7,213 tons.

The Moodyville Saw Mill Co. have constructed a logging railroad at Grief Point. By this means some of the best timber limits in the province, yet untouched, will be opened out, among which is some fine Douglas fir, which it would be impossible to take out by the old method of ox teams. It is calculated that the limits cover about 8,000 acres, which will be represented by probably 300,000,000 feet of timber. The contract for logging the claim has been awarded to the Union Logging Co., of New Whatcom, Wash., at \$3.10 per 1000ft. for ten years. Perhaps 200,000,000 feet of cedar and spruce will be found on the claim. The step is an important one for the province, and if successful will likely lead to the building of other logging railroads and prove an important means of expanding the lumber trade of the province.

NEW WESTMINSTER, B.C., Oct. 18, 1894.

## NEW BRUNSWICK LETTER.

[Regular correspondence CANADA LUMBERMAN.]

A LUMBERMAN'S convention for the Provinces of New Brunswick and Nova Scotia has been called to meet at Moncton, N. B., Nov. 20. This is a new move for lumber men here, as it will mark the first convention of the kind, perhaps, that has ever been held.

Alexander Gibson lost \$3,300 a fortnight ago, through his store at Marysville being burglarized.

The mills are practically at the end of their season's work. Some firms, including Snowball, Richard and Hickson, are still cutting, but this will not last any great length of time. It is anticipated, if navigation remains open pretty well along into the season, that there will be very little in the shape of stocks carried over.

Steps were taken at a conference of delegates of the different boards of trade held here during the month to secure special freight rates on lumber on the Intercolonial Railway from North Shore points to St. John's in winter. It is argued, if the rates are made favorable the trade here will be in a good position to compete with the United States for business in the West Indies and South America. The harbor of St. John's is always open to navigation.

As a sequel to the control secured by the Dominion Coal Co. in the Cape Breton coal mines, it is likely that the lumber interests of Nova Scotia will pass largely into the hands of the same capitalists. Offers, it is understood, have been made, and just so soon as parties concerned can arrive exactly at terms the transfer will take place.

The business of E. D. Davidson & Sons, of Nova Scotia, has been transferred to a joint stock company.

ST. JOHN'S, N. B., Oct. 20, 1894.

## MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

LUMBERMEN here are not just sure where they stand as a result of the changes in the tariff. Speculation as to the ultimate outcome continues and the changes in conditions and individual experience as they develop from week to week are having their influence in shaping opinion. It is felt by some that Saginaw has seen its best days as a wholesale lumber centre, and the trade of the future will be done in the yards. Michigan is also feeling the effect of competition from the Duluth and Superior districts, where the stumpage rates are much

more favorable. It is stated that the average cost of stumpage of the lumber cut in the Saginaw district in the last ten years is about \$7.00, whereas \$3.00 would cover the Lake Superior stumpage. Lumbermen here are keeping up prices, and the fact, of course, is doing something to make trade slow, as lumber at other points is being sold at a lower figure. But our people here have confidence in the outcome of the trade, and are not disposed to break prices. The decision, it is recognized, is a wise one, if our people can hold on long enough.

## HITS OF LUMBER.

W. C. McClure, who has been up in the Duluth section, is one authority for the statement that prices are lower there than at Saginaw.

Large numbers of shantymen have left this state for work in the Canadian woods, which is something of a turn-about in conditions in this respect.

Shipments from Bay City for the first two weeks in October were 10,766,000 feet of lumber and 735,000 shingles. Lumber freights are showing a downward tendency.

It is stated that the cut of cedar in Michigan the coming winter will be very small, as cedar is a drug on the market just now, and large quantities are being shipped into the American markets.

Lumber freights have advanced 25c. per 1000 all round, and are now as follows: Bay City to Tonawanda, \$1.50; Saginaw to Tonawanda, \$1.62½; Bay City to Ohio, \$1.25; Saginaw to Ohio, \$1.37½.

The Emory mill at Midland, Ont., that has been purchased by James Playfair & Co., of Sturgeon Bay, Ont., is to be stocked by Arthur Hill & Co., of Saginaw, for seven years. It will have a capacity of 25,000,000 feet.

A sale of 7,000,000 feet of lumber cut from Canadian logs by the Green, Ring & Co. mill here is recorded, and the lumber is piled on the docks. It is thought that the price has ranged about \$15 to \$15.50. The sale was made by Merritt, Ring & Co.

S. O. Fisher, of Bay City, will, together with the other concerns with which he is associated, put in about 50,000,000 feet of logs in the Georgian Bay waters the coming season. Mr. Fisher, who is a candidate for governor, is stumping the state just now.

Among several important sales of lumber made during the month the following are reported: Merrill, Ring & Co., 7,000,000 feet to Chicago parties, representing a total of over \$100,000; Geo. B. Jackson, of Bay City, 2,500,000 feet, amounting to about \$35,000; W. L. Churchill, of Alpena, 1,000,000 feet, at \$12.50 straight; S. M. Gates, of Bay City, about 2,000,000 feet, and F. B. Bradley, about 1,000,000 feet. So that some lumber is selling here.

Ben Boulette, of the Saginaw Bay Towing Association, who has rafted 150,000,000 feet of logs from Canada during the season just closed says: "If the Dominion government insists on imposing the duty on boom sticks, its effect would be to put a stop to the towing of logs from Canada, and that would mean the closing down of nearly every saw mill along the Saginaw river. If such a duty was collected only once during the season it would not materially affect the business, but the intention of the Canadian government, as I understand it, is to tax the towing companies every time they place a boom stick in Canadian waters. This would involve an enormous expenditure during the course of the season, and it would be impossible for the owners of the logs to pay it, for towing rates would increase accordingly. We have thirteen sets of boom sticks at Spanse river now, although the season has ended, and if this rule is carried out we will be compelled to pay duty on them when we bring them across to this side."

SAGINAW, MICH., Oct. 19, 1894.

## DON'T.

DON'T wait till the grindstone only hits the tool three times in a revolution before you true it up again. Keep a piece of a half-inch gas pipe handy and show the boy how to turn it off as soon as it begins to show a low spot. Turning off a sixteenth may make it true, but if you wait until to-morrow it may take a quarter of an inch. It is economy to turn "little and often." Machinery.

## A THREE CENT STAMP DOES IT.

ON receipt of a three cent stamp we will mail free to any address a copy of our little hand-book entitled "Rules and Regulations for the inspection of pine and hardwood lumber," as adopted by the lumber section and sanctioned by the Council of the Board of Trade, of Toronto June 16, 1890. Address, CANADA LUMBERMAN, Toronto, Ont.

THE NEWS.

—John White, sawmill, Saanich, B. C., is dead.  
 —Francis Wood, lumber, Welsford, N. B., is dead.  
 —James Jestur, lumber, Icelandic River, Man., has assigned.  
 —James Langford has disposed of his saw mill at Lucan, Ont.  
 —Alfred W. Colley, lumber, Coldwater, Ont., has assigned to Thomas Lafferty.  
 —Second Brothers are erecting a new saw mill at Edgar Mills, Ont.  
 —The Keewatin Lumber Company's saw mill, at Keewatin, Ont., has been closed down.  
 —Price Bros. saw mill at St. Thomas, Que., has been rebuilt and has resumed operations.  
 —Leigh & Son, planing mill, Victoria, B. C., have been succeeded by Grey & Alley.  
 —Lemay & Kyle, lumbermen, Vancouver, B. C. are reported to have made an assignment.  
 —Shaw, Cassils & Co., of Huntsville, Ont., desire to purchase 100,000 feet of hemlock logs.  
 —A. W. Hepburn, Picton, Ont., is rebuilding his planing mill which was recently burned.  
 —The estate of A. A. Mabee & Co., planing mill, St. John, N. B., has been sold to A. A. Mabee.  
 —Eugene Lavigne, a dealer in hemlock bark, railway ties, etc., at Ste. Gertrude, Que., has assigned.  
 Capital stock of the Brunette Saw Mill Co., Victoria, B. C., has been increased from \$200,000 to \$300,000.  
 —Mr. Currie, of Portlock, has purchased machinery for a saw mill and will have it running in the early spring.  
 —A new saw mill has been started at Venosta, Que., on the lot of the Gatineau Valley railway, by John Holmes.  
 —D. Sprague, of the Winnipeg saw mills, has commenced cutting logs on his timber limits on the Roseau river.  
 —Thos. Conlon's saw mill at Little Current, Ont., is being rebuilt. It will have a capacity of 125,000 feet per day.  
 —The Emory Lumber Co. will get out upwards of seventy million feet of logs the coming winter in the vicinity of Orillia.  
 —Bateman & Chapin, lumber dealers, Hartney, Man., have dissolved partnership. The business will be continued by F. Chapin.  
 —The firm of Beland & Martineau, lumber merchants, Quebec, have assigned, with liabilities of \$115,000 and assets about \$70,000.  
 —The extensive saw mill of Moore & Macdonald, at Prince Albert, Sask., was closed down about the 1st of October for the season.  
 Chew Bros., of Midland, have disposed of their limit in the township of Wells to Mr. Maetty, of Saginaw, who will operate this winter.  
 —C. A. I. Prescott and Geo. D. Prescott have purchased the milling property in New Brunswick, of Kinney & Co., on Saw Mill Creek.  
 —Messrs. Davison have commenced the erection of a furnace for consuming sawdust at their lower mill, at Bridgewater, N. S. It will cost about \$6,000.  
 —Joseph Pariseau, of Plantagenet, Ont., who last fall built a saw mill at St. Jovite, Que., has been compelled to assign. He owes \$7,000, and claims a surplus of \$2,000.  
 —Andrew Somerville and Daniel Boyd, sash and door manufacturers, of Huntington, Que., are reported to have been committed to stand their trial for misrepresenting their financial position.  
 —Quebec takes the lead in the supply of timber, her output of sawlogs amounting to 5,000,000,000 feet board measure, and of square timber to three and a quarter million cubic feet.  
 —The Whitney Lumber Company, of Minneapolis, have begun the erection of a large saw mill at Barry's Bay, Ont. It is expected that the mill will be in readiness for next season's cutting.  
 —Graham, Horn & Co., of Fort William, Ont., will operate what is known as the Ontario Bank timber limits this winter. The logs will come out via Pine river. Supplies and outfit are being sent in.  
 —A log of mahogany weighing 15 tons was recently unloaded from the steamer Matadi at Liverpool, Eng. It was brought from the west coast of Africa, and is said to be the largest ever brought into that port.  
 —R. A. W. Conroy, of Duschene Mills, Que., have recently installed an electric plant, whereby the water power of their saw mill is transmitted to their farm buildings about one mile distant and utilized for cutting corn.

—The Montmagny Manufacturing and Electric Co. has been incorporated, with a capital of \$10,000, to manufacture lumber. The chief place of business will be Montmagny, Que. Mazaire Bernatchey, M. P. P. is one of the incorporators.  
 —We understand that the C. Beck Manufacturing Co., of Penetanguishene, are about to establish a new planing mill, and have purchased one of the largest planing mill plants in Tonawanda, which they will move over at once, and have ready for operations by next spring.  
 —The R. H. Smith Saw Manufacturing Co. are said to be considering the erection of a branch factory at Ottawa. Mr. Bingham, of Toronto, and Mr. Feemey, of Philadelphia, are also starting a factory at the same place for the manufacture of saws, and have announced the fact that they expect to be in operation about the 1st of November.  
 —G. Vandyke, a lumber king of Boston, Mass. recently purchased 5,000 acres of timber land in the vicinity of Weedon, Que., on the line of the Quebec Central Railway. The property was owned by P. M. Partridge, of Mento Park, California, the sale being made through W. A. Richardson, of Ottawa.  
 —Tyler Robinson and James Arnold were recently fined, in the Police Court at Windsor, Ont., for stealing timber from the property of Cameron & Curry, in Colchester South. It was claimed that the practice had been carried on quite extensively, and that the men were hired by mill-owners to cut the timber.  
 —The Fredericton, N. B. Boom Company has rafted 96,005,245 feet of logs and 262 tons of timber. The logs are divided as follows: Spruce, \$7,282,435 feet; pine, 4,441,120 feet; cedar, 4,271,240 feet; hemlock, 10,450 feet. There are 10,000,000 more to come in. Last year the company rafted 10,000,000 feet.  
 —W. Peter's mill at Parry Sound, Ont., has resumed operations. During the coming winter it is the intention of Mr. Peter to thoroughly overhaul the mill, put in a band saw and new machinery throughout. He has also made arrangements for putting in an electric light plant and will have the lumber cars operated by electricity.  
 —It is said that as the result of litigation between two of the principals of the Ontario and Minnesota Lumber Company, the appointment of a receiver has been asked for. The company own a saw mill at Rat Portage and extensive timber limits in Northern Minnesota. It has been stated that the affairs of the company are considerably involved.  
 —A suit to recover the sum of \$100,000 was recently commenced at Windsor, Ont. The action was brought by Hugh A. Holmes, lumberman, of Detroit, against the Blind River Lumber Company for the specific performance of an agreement, by the ignoring of which the plaintiff claims to have suffered a loss of the amount stated. Mr. Holmes claimed that he procured an option for the mills and timber limits belonging to the Blind River company, and before being given a chance to pay the purchase money, the sale was made to a company of Essex county lumbermen, who are now in possession. The mills of the Blind River Lumber Company are situated near North Bay, in Algoma, and the timber limits are said to be the finest in Ontario.

FIRES AND CASUALTIES.

FIRES.

—J. J. Wood, sash and door factory, Maville, Ont., has been burned out; no insurance.  
 —Roman Landry's saw mill at Upper Caraque, N. B., was destroyed by fire a fortnight ago. Mr. Landry will rebuild.  
 —A quantity of lumber and shingles at Collingwood, owned by Wilson Bros. and valued at \$600, was consumed by fire a fortnight ago.  
 —The saw mill of D. G. Cooper, at Collingwood, Ont., was visited by fire the early part of last month. Several hundred thousand feet of lumber and more than a quarter of a million shingles were destroyed, together with the lumber sheds. The loss will reach \$5,000, which is mostly covered by insurance.

CASUALTIES.

—J. F. Moorehead, of McNab, an employee of Gillies Bros., of Bracside, was killed in the woods by a log rolling over him.  
 —While working in a saw mill near Sudbury recently, Herbert Lankin was caught in a circular saw, which cut off his right arm.  
 —W. H. Barnes, foreman at the W. C. Edwards mill at New Edinburgh, died from the injuries received mentioned in our last issue.  
 —Wm. J. Berkinshaw, of Gravenhurst, was recently engaged by Mickle, Dymont & Co., to work in the lumber woods. After working about an hour he cut off an overhanging hemlock log, after which he tripped and fell in front of the log, which passed over him, instantly crushing him to death.

PERSONAL.

Mr. John E. Williams, of the editorial staff of the North-Western Lumberman, Chicago, recently paid a visit to Toronto and other Canadian cities.  
 The marriage is announced on the 17th of October, of Mr. Benjamin Langford, saw mill proprietor, of Lucan, Ont., to Miss Maggie Fairburn, of the same place.  
 On the 10th of October, Mr. A. A. Wright, secretary of the Victoria Harbor Lumber Co., was united in matrimony to Miss Lillian E. Miller, a popular young lady of Toronto. The LUMBERMAN extends its congratulations to Mr. and Mrs. Wright.  
 Mr. John A. Garvin, editorial writer on the Montreal Herald, and a former resident of Toronto, was united in marriage a fortnight ago to Miss Florence Cameron, daughter of Mr. John A. Cameron, the millionaire lumberman of Ottawa. The honeymoon was spent in New York and Washington.  
 We record with much regret a fatal accident which a fortnight ago befell the family of Mr. Scatcherd, the well-known lumberman, of Buffalo. The carriage in which Mr. Scatcherd's sister and two daughters were riding, was struck by a locomotive at an unguarded level crossing, and the occupants instantly killed. Mr. Scatcherd has the sympathy of his many friends in the great bereavement which has fallen upon him.

TRADE NOTES.

Maitland, Rixon & Co., of Owen Sound, have recently been given an order for 400,000 feet of cedar construction timber for the Grand Trunk Railway.  
 Darling Bros., of Montreal, have recently shipped twelve complete Morse valves to S. R. Gartman, London, Eng., and have an order for twelve more, to be shipped at an early date.  
 The F. E. Dixon Belting Co., Toronto, who have carried on business as manufacturers of belting for many years at 70 King street east, have removed to larger and more suitable premises at 39 Front street east.  
 The well-known leather belting manufacturers, Robin & Sadler, Montreal, and the Haworth Belting Co., of Toronto, have merged into one concern, and will carry on business in future under the firm name of Robin, Sadler & Haworth.

FACTS ABOUT TREES AND WOODS.

Sycamore is a favorite lumber for tobacco-boxes. The wood is not only strong and capable of holding nails firmly, but its character is such as to impart no woody taste or odor to the contents.  
 In the park of Tortworth Court, Gloucestershire, England, the seat of Lord Ducie, is the celebrated Spanish chesnut, which is said to have been the first tree that was ever planted in Great Britain by man. This chesnut is now over twelve feet in diameter and was an old tree in the reign of Stephen. The Darley yew of Derbyshire is about 1,350 years old, while the Ankerwyke yew, near which the Magna Charta was signed, is about 1,100 years old; the yews of Fountains Abbey existed at its founding, over 760 years ago; the yew tree of Fortigal churchyard is said to be the oldest tree of its kind in the world, and the Greendale oak of Welbeck, through which in 1724 a way was cut and a carriage and four horses were driven, is about 1,500 years old.  
 Here is an old English ryme, in which trees are made the prophets of either drouth or flood:

If the ash is out before the oak,  
 All Summer will be dust and smoke;  
 But if the oak before the ash,  
 In Summer their will be a splash.

The Japanese make false teeth, taking an impression of the mouth by means of a plate of wax, and then carving a plate of some hard wood. The plates are well made, frequently an exceedingly neat fit, but the substitutes for teeth are crude, being copper or brass-headed nails driven through the plate, the heads being left for masticating purposes. The apparatus is very rude, but it seems to answer the purpose well enough to suit the Japanese. A dentist ranks with a carpenter and is called "tooth carpenter."  
 In Ceylon the tree fere reaches the height of twenty feet, and on the highest ground the Rhododendron attains the size of timber trees. The Coral tree, Eurythrina Indica, is among the most magnificent of their flowery trees. There are estimated to be not less than 20,000,000 of the cocoa palms in Ceylon. Among their timber trees the satin wood holds the first rank.—Lumber World.



TRADE REVIEW.

Office of CANADA LUMBERMAN, } Oct. 25, 1894. }

THE GENERAL SURVEY.

PRUDENT and conservative survey of the lumber situation at the present time, whilst it does not reveal any large measure of activity, as compared with corresponding seasons of the past year or two, it yet shows many evidences of improvement.

In all the reports that come to the LUMBERMAN as to the conditions of trade, one uniform opinion is vouchsafed, that present trade continues dull, but the remark is made in an altogether different tone to that which has characterized a somewhat similar reply in the months that have passed.

So much for conditions generally. Immediate trade has improved during the month. Shipments of lumber from the Ottawa district are much more active than for some time and in fact are in some respects quite large.

It is difficult to say just what will be the size of the cut the coming winter, but this is apparent just now that shanties on no inconsiderable scale are being established and if the activity that will quite surely mark the commencement of operations in the woods this winter, be continued throughout the season, a good sized cut will be the result.

In Quebec and New Brunswick the season is drawing to a close with the evidence before us that trade has not been completely sapped of all energy, and with assurances that there, as in this province, the outlook for the future is encouraging.

The shingle business of all parts of Canada, and in the United States is a demoralized branch of the lumber business. Writing of conditions across the border a lumber contemporary has said: "If anyone be enquiring as to what is the matter with shingles, it is sufficient answer to say that there too many of them made."

UNITED STATES.

Viewing trade conditions in the United States as they have shown themselves from week to week throughout the month, the conclusion is reached that business is showing several accurate indications of revival.

is seen in the movement of lumber at Albany. The market is being lighted up with faces of well-known buyers, and shipments are being sent forward to New England points and into New York. The fact that the advance in spruce, which, when it occurred, was quite phenomenal, continues firm, is another evidence of bettered conditions.

FOREIGN.

A measure of sameness so marks the British lumber trade that it is a hard matter to say anything that has not already been said of conditions in the United Kingdom. If it is not a strike among one class of workmen in the mother land it is a strike among another class, that is constantly helping to retard commercial progress.

TORONTO, ONT.

TORONTO, October 25, 1894.

Table with columns for CAR OR CARGO LOTS and YARD QUOTATIONS. Lists various lumber types like 1-4 in. cut up and better, 1-2 in. flooring, etc. with prices.

Table with columns for HARDWOODS—PER M. FEET CAR LOTS. Lists lumber types like Elm, soft, Birch, sq., etc. with prices.

Table with columns for HARDWOODS—PER M. FEET CAR LOTS. Lists lumber types like Elm, soft, Birch, sq., etc. with prices.

OTTAWA, ONT.

OTTAWA, Oct. 25, 1894.

Table listing lumber prices in Ottawa, including Pine, good sidings, Pine, good strips, etc. with prices per M feet.

QUEBEC, QUE.

QUEBEC, October 25, 1894.

WHITE PINE—IN THE RAFT.

Table listing prices for White Pine in the Raft, including 'For inferior and ordinary according to average, quality etc.', 'For fair average quality, according to average, etc.', etc.

RED PINE—IN THE RAFT.

Table listing prices for Red Pine in the Raft, including 'Measured off, according to average and quality', 'In shipping order, 35 to 45 feet'.

OAK—MICHIGAN AND OHIO.

Table listing prices for Oak from Michigan and Ohio, including 'By the dram, according to average and quality'.

ELM.

Table listing prices for Elm, including 'By the dram, according to average and quality, 45 to 50 feet'.

ASH.

Table listing prices for Ash, including '14 inches and up, according to average and quality'.

BIRCH.

Table listing prices for Birch, including '16 inch average, according to average and quality'.

TAMARAC.

Table listing prices for Tamarac, including 'Square, according to size and quality', 'Flatted, according to size and quality'.

STAVES.

Table listing prices for Staves, including 'Merchantable Pipe, according to qual. and sp'c't'n—nominal', 'W. O. Puncture, Merchantable, according to quality'.

DEALS.

Table listing prices for Deals, including 'Bright, according to mill specification, \$115 to \$123 for 1st, \$78 to \$82 for 2nd, and \$37 to \$42 for 3rd quality'.

SAGINAW, MICH.

SAGINAW, MICH., Oct. 25.—More lumber is accumulating here than can be offset by what is going out. There is a feeling that there will be no remarkable change in conditions until the spring.

FINISHING LUMBER—ROUGH.

Table listing prices for Finishing Lumber—Rough, including 'Uppers, 1, 1 1/2 and 1 3/4', 'Selects, 1 in.', '1 1/2 and 1 3/4', '2 in.'.

SIDING.

Table listing prices for Siding, including 'Clear, 3/4 in.', '3/8 in.', 'Select, 1/2 in.', '1/4 in.', '1/2 in.', '3/4 in.'.

TIMBER, JOIST AND SCANTLING.

Table listing prices for Timber, Joist and Scantling, including '2x4 to 10x10, 12, 14 and 16 ft.', '18 ft.', 'For each additional 2 ft. add \$1; 12 in. plank and timber \$1 extra; extra for sizes above 12 in.'.

BOX.

Table listing prices for Box, including '1x10 and 12 in. (No 3 out)', '1x6 and 8 in. (No. 3 out)', '1x13 and wider'.

SHINGLES, 18-IN.

Table listing prices for Shingles, 18-in., including 'Fancy brands, XXXX', 'Clear Butts', 'Standard brands, river made, XXXX', 'Clear Butts'.

WHITE PINE LATH.

Table listing prices for White Pine Lath, including 'No. 1', 'No. 2', 'Hemlock'.

NEW YORK CITY.

NEW YORK, N. Y., Oct. 25.—The expected boom in lumber has not struck this market with any great force yet. Caution marks all transactions, and the stocks that will be carried throughout the winter will be by no means large.

WHITE PINE—WESTERN GRADES.

Table listing prices for White Pine—Western Grades, including 'Uppers, 1 in.', '1 1/2 and 2 in.', '3 and 4 in.', 'Selects, 1 in.', '1 in., all wide', '1 1/2, 1 3/4 and 2 in.', '3 and 4 in.', 'Fine common, 1 in.', '1 1/2, 1 3/4 and 2 in.', '3 and 4 in.', 'Cutting up, 1 in.', 'No. 1', 'Thick, No. 1', 'No. 2', 'Common, No. 1, 10 and 12 in.', 'No. 2', 'No. 3', 'Coffin boards', 'Box, in.', 'Thicker', 'Ceil'g, base, fig. No. 1', 'No. 2', 'No. 3', 'Shelving, No. 1', 'No. 2', 'Molding, No. 1', 'No. 2', 'Bevel sid'g, clear', 'No. 1', 'No. 2', 'No. 3', 'Norway, c'l, and No. 1', 'No. 2', 'Common', 'No. 1', 'No. 2'.

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., Oct. 25.—Stocks continue to row in size, and there is very little outgo of lumber. Some demand is reported for export and we hear of one considerable sale of pine to a point in the eastern part of the state. Prices are quite unsettled, in fact, in some respects, are demoralized. The remark has been made that some day somebody will be sorry for this cutting of prices. The Lumber Exchange, of Buffalo, will meet next month and the trade are hoping something will be done to fix prices.

Table with columns for 'WHITE PINE' and 'SHINGLES'. Lists various lumber types and their prices per unit.

BOSTON, MASS.

BOSTON, MASS., Oct. 25. No great rush, by any means, is to be remarked of the lumber trade here, but there is a fair activity that is encouraging. The advance made in car spruce a month ago is being well maintained, and this forms also an indication of a better feeling in the trade. Hemlock is slow. Shingles are slow.

Table titled 'EASTERN PINE—CARGO OR CAR LOAD.' Lists prices for various pine products.

Table titled 'WESTERN PINE—BY CAR LOAD.' Lists prices for various western pine products.

Table titled 'SPRUCE.' Lists prices for various spruce products.

Table titled 'HEMLOCK.' Lists prices for various hemlock products.

Table titled 'LATH.' Lists prices for various lath products.

ALBANY, N.Y.

ALBANY, N. Y., Oct. 25.—The activity in lumber at this point, noted last month, continues. Shipments are going forward to New England and other points in good order. The season for shipping by water is, of course, drawing to an end and this accounts, to some extent, for the increase in shipments, as many are anxious to wind up their transactions before navigation closes. The improvement generally in the market may not be as large as most people would like, but contrasted with the dullness that has prevailed for many months, it is hopeful.

Table titled 'PINE.' Lists prices for various pine products.

Table titled 'LATH.' Lists prices for various lath products.

Table titled 'SHINGLES.' Lists prices for various shingle products.

OSWEGO, N.Y.

OSWEGO, N. Y., Oct. 25.—The lumber trade here is not possessed of any features that call for particular mention. Shipping by water is probably improving in anticipation of the approach of closing navigation.

Table titled 'WHITE PINE.' Lists prices for various white pine products.

Table titled 'SHINGLES.' Lists prices for various shingle products.

Table titled '1X12 INCH.' Lists prices for various 1x12 inch lumber products.

Table titled '1X10 INCH.' Lists prices for various 1x10 inch lumber products.

Table titled '1X10 INCHES.' Lists prices for various 1x10 inch lumber products.

Table titled '1X4 INCHES.' Lists prices for various 1x4 inch lumber products.

Table titled '1X5 INCHES.' Lists prices for various 1x5 inch lumber products.

Table titled 'SHINGLES.' Lists prices for various shingle products.

Table titled 'LATH.' Lists prices for various lath products.

LUMBERMEN'S SUPPLIES

Table titled 'SUGAR.' Lists prices for various sugar products.

Table titled 'SYRUPS AND MOLASSES.' Lists prices for various syrups and molasses products.

Table titled 'MOLASSES.' Lists prices for various molasses products.

Table titled 'RICE, ETC.' Lists prices for various rice and other products.

Table titled 'FRUITS.' Lists prices for various fruit products.

Table titled 'PORKIN.' Lists prices for various porkin products.

Table titled 'FRUITS.' Lists prices for various fruit products.

Table titled 'FRUITS.' Lists prices for various fruit products.

Table titled 'FRUITS.' Lists prices for various fruit products.

Table titled 'FRUITS.' Lists prices for various fruit products.

Table titled 'FRUITS.' Lists prices for various fruit products.

Table titled 'FRUITS.' Lists prices for various fruit products.

The Toronto Machinery Supply Co. have recently commenced business at 164 King street west, Toronto, with A. J. Lindsay as manager. The new firm propose to deal in general machinery and supplies.

LUMBER POSSIBILITIES IN MANITOBA.

THE projectors of the Southwestern railway in Manitoba, which is planned to connect Winnipeg with the Lake of the Woods, are circulating a petition for signature, which is to be presented to Parliament, asking for government aids. This will not be the first attempt in this direction, a former effort having failed. In the petition the advantage of the proposed road to the lumber interest of the Prairie Province, is set forth in the following terms:

"A look at the situation proves that the lumber manufacturers between the red river and Lake Superior must seek a location within the prairie country where their only market exists, or they must soon be driven out of this market by competition from the United States. Honest intentions are always surest of being carried out when necessity compels them and such is the position of these lumber manufacturers at the present time. Further, now that free lumber has become law in the United States, lumber manufacturers on the Red river could open a valuable export market in northern Minnesota and North Dakota, which could never be supplied from the Canadian Lake of the Woods mills. To be plain in this matter, we consider your objections, doubts and fears in this projection are groundless in almost every point and we therefore humbly request that you reconsider the question of aid to the Manitoba Southwestern project as in our opinion it would prove one of the most valuable roads penetrating the province."

Continuing, the petition states that the completion of the road would insure for all time a lumber market in Manitoba where lumber could be purchased at prices close to those obtainable at other lumber points, instead of the excessive prices that have been charged, and that it would result in the locating within the province of a great industry. It would also give a supply of cheap fuel for Winnipeg. In conclusion, the point is made that Manitoba must choose between drawing its lumber supply from the United States and be as its people were twelve years ago, at the mercy of foreign railroads from the south, or the province can, by carrying out the building of the road, manufacture its own lumber and be in a position to export lumber to the United States.

STEAM NOT POWER.

IN selecting a boiler, the layman or manufacturer who has paid but ordinary attention to this feature of his business, is at a decided disadvantage. Upon information more or less reliable, he has made up his mind that he wants a certain horse power. A boiler produces steam, not power. With a given amount of steam one engine will produce four or five horse power, where another would produce one. Engineers have simplified the matter for themselves by adopting a certain amount of water evaporated into steam under given conditions per hour as the unit of a boiler's capacity, but our layman knows nothing of this, and cannot be expected to master all the complexities of equivalent evaporations, etc. Even if he did, the amount of water which a given boiler will evaporate will be widely different under different conditions. Some will advise him to buy twice as much boiler as he needs and just let them barely stew. Others will tell him that he can get better economy with a smaller investment by burning his fuel briskly, and parsimony may lead him to carry this advice to the extent of burning too little boiler surface and forcing it disastrously. In considering the claims of the various applicants for his patronage, it will be well for him to look well into what each man is offering for his money. One may offer him a horse power for ten dollars, where another man wants eighteen. But perhaps the cheaper man has only eight square feet of heating surface to a horse power, where the other man has fifteen. Suppose the heating surface to be equally efficient and the boilers equally desirable in other respects, how much does he gain by patronizing the cheaper man? Perhaps the low-priced boiler will produce a horse power with eight feet; many will, and with less, but the other would do proportionately more, and the man who has been generous in his rating is placed at an apparent disadvantage.—Power.

Bret Harte is writing a story of American life and incident for The Ladies' Home Journal.

## VIEWS AND INTERVIEWS.

## UNCONSIDERED USES OF WOOD.

**Creosote.** Creosote has for many years been known as a most effectual wood preservative. It was first introduced into England in 1838, and in America in 1865. It is extensively used in all parts of the world for this purpose. It is a product of coal tar, that wonderful and prolific source of so many useful and beautiful products. The distilling process gives us several grades of the article creosote, containing various hydro-carbons. The odor is unpleasant, pungent and strong, but soon disappears upon exposure to the fresh air. An idea of its remarkable penetrative power may easily be obtained by placing some of it upon a thin board. In a little while it may be detected upon the opposite side by its odor.

**Silk from Wood Pulp.** At Bradford, England, silk has been made from wood pulp so much like the real thing that it bids fair to occupy a like place in commerce and use. It is produced by subjecting vegetable fibre to the action of various acids, the result being a product said to be identical with the filament of the worm, having its lightness, lustre, and all its qualities including that of durability. Commercially speaking the importance of the discovery can hardly be over estimated, and it is possible that it will produce the most revolutionary consequences in the trade in that commodity everywhere. The world's stock of silk, both woven and raw, is immense, and has always held a stable value likely to be much shaken and disturbed by the intrusion of a new supply which can be cheaply and abundantly produced. Samples of yarn, fringe, braid, gimps, sewing silks, hankerchiefs, brocades and other fabrics, dyed in various colours, have been exhibited by the Bradford makers to the trade and pronounced all right and up to the commercial standard in all respects. With artificial silk and artificial diamonds and rubies such as are now being turned out in great abundance, modern society will doubtless take on a style of splendor hitherto unknown, outshining the courts of Solomon or the Queen of Sheba, or the retinues of Mahmond of Haroun Al Raschid.

**Bees as Woodworkers.** Woodworkers of the human stripe are not all aware that they have predecessors and superiors among woodworkers of the insect stripe. There are "carpenter bees" says a writer in the Lumber World, that do some neat jobs of carpentry regularly. Numbers of the members of this insect class are enormous and very beautiful. "Yolocopa violacia," whose generic name signifies a woodcutter, larger than the largest bumblebee, exhibits choice contrast of color in its brilliant, velvety black body and its rings of a rich violet. England has no specimens of these creatures. Their tasks are as interesting as themselves. They show partiality for old posts and palings, or the woodwork of houses, which is soft, because commencing to decay; but apparently they do not form fresh tunnels, save when old ones are not to be had. The bee usually begins boring obliquely across the grain of the wood, about two days being taken to make the workman's own length; but this may not be so easily done as the remainder, which runs parallel with the sides of the wood for from twelve to eighteen inches. Sometimes an excavation or two will suffice, which generally take opposite directions from the opening; sometimes the bee cuts extra galleries, one above the other, using the same opening. Sharp jaws, moved by powerful muscles, are its only tools; and, as it descends into the heart of the solid wood, the tunnel is swept clean and regular with stiff brushes of hair on the legs, and all raspings made in eating the burrow out are cast forth from the entrance. The sawdust expelled becomes of subsequent use. One by one successive partitions of the chippings, caused to adhere with some sticky fluid, probably saliva, are constructed, dividing the entire tunnel into cells somewhat less than an inch long. Each is supplied with an egg and a compound of pollen and honey; the door is closed; but before deserting her bevy finally, the bee forms a lateral opening from the outside to the bottom of the cells and chokes it with sawdust paste; and through this the young escape when the time for their emergence arrives.

THERE are countless ways in which wood is being consumed, besides the larger uses for fuel, building purposes and the like; and in the aggregate these unconsidered uses amount to a serious drain on the forests, while little or nothing is done to insure a supply for future demands. The enumeration of the special uses of wood in the arts forms a very interesting chapter. One of the principal uses of the wood of the holly, dyed black, is to be substituted for ebony in handles of metal teapots, etc., and the strong straight shoals, deprived of their bark, are made into whip handles and walking sticks. The limetree forms the best planks for shoemakers and glovers, upon which to cut their leather, and is extensively used in the manufacture of toys and Tunbridge ware, and by the turner for pill boxes, etc.; and the inner bark is made into rope and matting. The sycamore furnishes wood for cheese and cider presses, mangles, etc., and when the wooden dishes and spoons were in common use they were mostly made of this wood. It is now used in printing and bleaching works for beetling beams and in iron foundries for making patterns. The yew is used by the turner and made into vases, snuff boxes and musical instruments, and it is a common saying that a post of yew will outlast a post of iron. Where it is found in sufficient quantities to be employed for work underground, such as water pipes, pumps, etc., the yew will last longer than any other wood. Gate posts and stakes of yew are admirable to wear, and in France the wood makes the strongest of all wooden axletrees. Of beech are made planes, screws, wooden shovels, and common fowling pieces and muskets are also stocked with it, and beech staves for herring are not unknown. The sweet or Spanish chestnut furnishes gates and other posts, railing, barrel staves, hop poles, and other matters, such as strong and good charcoal, though scarcely equal to that of oak for domestic purposes, but considered superior to that of any other for forges.

Hornbeam is the best wood that can be used for cogs of wheels, excelling either the crab or the yew; but its application in this manner is about at an end. As a fuel it stands in the highest rank, emitting much heat, burning long, and with a bright, clear flame. In charcoal, it is highly prized, not only for culinary purposes and the forge, but also for the manufacture of gunpowder, into which, on the continent, it enters in large proportions.

In Russia, many of the roads are formed of the trunks of Scotch pine, trees from six inches to one foot in diameter at the larger end being selected for the purpose. These are laid down side by side across the intended road, the thick of one alternately with the narrow end of the other, and the branches being left at the end to form a sort of hedge on each side of the road. When thus laid, the hollows are filled up with earth, and the road is finished, being analogous to the corduroy roads of North America. In Germany, many casks are made of larch, which is almost indestructible, and they allow of no evaporation of the spirituous particles of the wine contained in them. In Switzerland larch poles are much used for vine crops; they are never taken up, and see crop after crop of vines spring up, bear their fruit, and perish at their feet without showing symptoms of decay. The uninjured state in which larch remains when buried in the earth or immersed in the water, renders it an excellent material for water pipes, to which purpose it is largely applied in many parts of France. The butternut is esteemed for the posts and rails of rural fences in America, for troughs for the use of cattle, for corn shovels and wooden dishes.

Shell-bark hickory provides caskets, whip-handles and the backbows of Windsor chairs. The pignut hickory is preferred to any other for axletrees and axe handles. The sugar maple is used by wheelwrights for axletrees and spokes, and for lining the runners of common sleds. Dogwood is used for the handles of light tools such as mallets, small vises, etc. In the country it sometimes furnishes harrow teeth to the American farmer, also lining for the runners of sledges. The mountain laurel is selected for the handles of light tools, small screws, boxes, etc. It most resembles boxwood, and is most proper to supply its place. Bowls and trays are made of red birch, and when saplings of hickory or white oak are not to be found, hoops, particularly, those of rice

casks, are made of the young stocks and branches not exceeding one inch in diameter. Its twigs are exclusively chosen for the brooms with which the streets and country yards are swept. The twigs of the other species of both being less supple and more brittle, are not proper for this use. Shoe lasts are made from birch, but they are less esteemed than those of beech.

Immense quantities of wooden shoes are made in France from the wood of the European alder, which are seasoned by fire before they are sold. The wood of the locust is substituted for box by the turners in many species of light work, such as salt cellars, sugar-bowls, candlesticks, spoons, and forks for salads, boxes, and many other trifling objects, which are carefully wrought into pleasant shapes and sold at low prices. The olive is used to form light ornamental articles, such as dressing cases, tobacco boxes, etc. The wood of the rooib, which is more agreeably marbled, is preferred, and for inlaying it is invaluable. Of persimmon, turners make large screws and turners' mallets. Also shoemakers' lasts are made of it equal to beech, and for the shafts of carriages it has been found preferable to ash, and to every species of wood except lancewood. The common European elm is used for the carriages of cannon and for the gunwale, the blocks, etc., of ships. It is everywhere preferred by wheelwrights for the naves and felloes of wheels, and for other objects. White cedar serves many subsidiary purposes. From it are fabricated pails, washtubs, and churns of different forms. The ware is cheap, light, and neatly made, and instead of becoming dull, like that of other woods, it grows whiter and smoother by use. The hoops are made of young cedar stripped off the bark and split into two parts. The wood also supplies good charcoal. The red cedar furnishes staves, cigar boxes, stop-cocks, stakes, and is also used for coffins.

A few special applications of wood in this country are mentioned, separated into trades—namely, sieves, usually of black or water ash for the bottom, and oak or hickory for the circle; whipstocks, white oak; baskets, willow, white oak and shellbark hickory; picture frames, white pine and sweet gum; saddletrees, red maple and sugar maple; screws for bookbinders' presses, hickory or dogwood; hatters' blocks, sour gum; corn shovels, butternut; shoe lass, beech and black or yellow birch.—Illustrated Carpenter and Builder, Eng.

## ANGLE SHAFTING.

A GRINDER working at a bench that ran along both sides of the room and across the end, was much puzzled to learn how the shafting beneath the bench from which all the grinders were driven was connected in the two corners of the room. Being well housed in beneath the benches, and boxed up tightly where the connections were made, no one at the benches had the slightest idea of this angular transmission till it was one day overhauled for repairs, when it was noticed that belts had been made use of in about as close a position as it was possible to run them. There were six wheels and to separate belts in each corner, besides a short countershaft, and yet this arrangement had run quietly for a long time without making trouble or even given the oiler occasion to look after them. What a belt can stand is astonishing. The first belt ran from the driving to the countershaft overhead, that came so close together that the belt wheels nearly rested on each other. The four-wheel method was then made use of for the second belt, where one of the wheels has to run loose on each shaft to transmit power by this method. In this fashion the shaft was taken beneath a bench around on three sides of a room without gears or any other noisy fixtures.

## WOOD WITH THE QUALITIES OF IRON.

THE vermilion tree, says an exchange, grows in India, and is the property of the government exclusively. It is cut by convicts, so much each year. When in its natural state it has the peculiar quality of reflecting light, and is so hard you cannot penetrate it without boring. Its durability is well known. It was used for the main stairway at the great exposition in London in 1851. At the World's Fair, the Pullman Car Company had a car handsomely fitted up, the inside of which was finished in this wood. It has marvelous weight and strength and is really wood with the qualities of iron.

DRYING HARD WOODS.

THERE is still a good deal for hard wood lumbermen to learn about drying different species of lumber. Consumers find more or less fault continually with the present methods, or rather with some of them. It is drawing upon their minds that lumber of all kinds can be dried thoroughly and without injuring it in strength or texture; that there is no need of case hardening it on the outside while leaving the sap inside to sour and ferment and ultimately work its way to the surface to discolor and ruin fine finish or to destroy the strength of the interior fibers by fungoid growths like dry rot, and that it need not be scorched and carbonized till the life is almost out of it and the cohesion of its fibre destroyed. The art of artificially drying lumber is rising into the domain of science, and lumbermen are learning that not every dunderhead who has blundered on to the fact that heat increases the absorbing power of air, can build a successful dry-kiln. Millions of feet of hard wood lumber are annually ruined for fine use by improper artificial seasoning, while the men who do the drying are totally oblivious of the fact and the consumers do not know what the matter with it. They realize that something prevents it from taking the finish it should and that they cannot use it; but they do not know why. This subject needs continual agitating until it is better understood all around.—Hardwood.

"Can any little boy here," asked the visitor, "give me an example of the expansion of substances by heat?" "I can," said Tommy, "our dogs tongue is twice as long as it was last winter."

J. F. EBY.

H. BLAIN.

# Before Close of Navigation

Call on us or send us your Orders for your CAMPS. We can give you specially low prices in Currants, Valencia Raisins, Baking Powders, Spices, Dried and Evaporated Apples. Don't fail to write or call.

## EBY, BLAIN & GO.

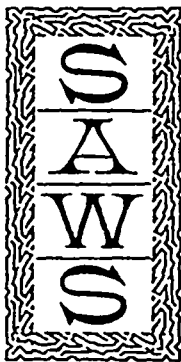
WHOLESALE GROCERS

- TORONTO, ONT.

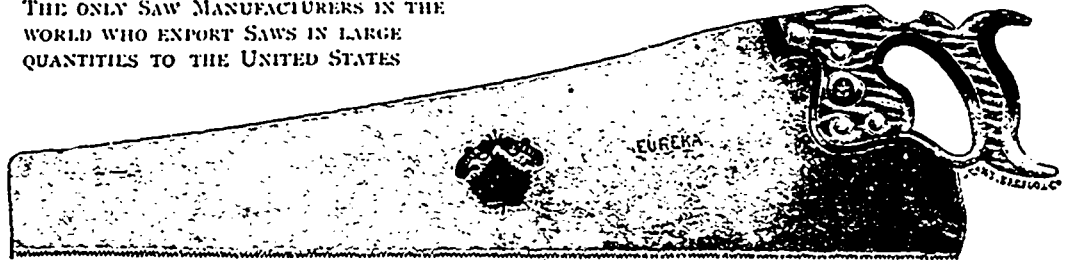
# SHURLY & DIETRICH

GALT, ONT.

MANUFACTURERS OF



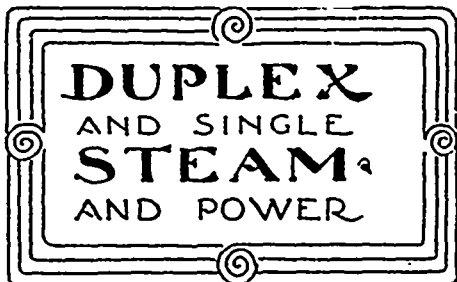
THE ONLY SAW MANUFACTURERS IN THE WORLD WHO EXPORT SAWS IN LARGE QUANTITIES TO THE UNITED STATES



SOLE PROPRIETORS OF THE SECRET CHEMICAL PROCESS OF TEMPERING :: Our Silver Steel Saws are Unequaled

# Pumps

& HYDRAULIC MACHINERY



NORTHEY, LD.  
TORONTO



BIG CANADIAN MILLS.

FOLLOWING up a discussion in the Timberman on the largest saw mills of the country, a correspondent, evidently from the Ottawa district, sends to our contemporary the following particulars of large Canadian mills:—

“Until John R. Booth’s mill at Ottawa burned a few weeks ago, it was the largest mill on this continent. There were fourteen band mills, four gang and four twin circulars in the mill. The capacity was about 1,200,000 feet per day, but owing to the cramped position and bad arrangement of machinery it never cut 1,000,000 feet per day. This was not the largest mill in the world, however, as I understand there is now running in Sweden a mill cutting every twelve hours over 3,000,000 feet of lumber. I am inclined to think that W. J. Young, of Clinton, Ia., has now the largest on the continent.

I will give you the capacity of the leading mills in Canada for comparison: J. R. Booth, of Ottawa, has now four band saw mills, two gangs, and a twin circular. Runs day and night, and cuts about 100,000,000 feet a season. Buell, Hurdman & Co., Hull, Quebec, have in one mill three band saw mills and a gang. In the other mill, five gangs and one twin circular. These gangs in this last mill are, however, all old

style, and two are slabbing gangs. In both mills, running only day time, they cut about 70,000,000 feet a season.

Gilmour & Hughson have two band saw mills, a twin circular and a gang. They run only nights and cut 50,000,000 feet last year. This is their new mill. Their old mill up river has several old style gangs and cuts about 40,000,000. W. C. Edwards has three bands and a gang at New Edinboro, at Rockland three band saw mills, a gang and twin circular and cuts all told about 60,000,000.

Gilmour & Company, Trenton, Ont., have three band saw mills, a twin circular and two gangs and cut about 75,000,000 a season.

These are the largest concerns in Canada. All are backed by ample capital and own large quantities of white pine. J. R. Booth is estimated to own nearly three billion feet of standing pine, both white and Norway (or, as it is called here, red pine). Buell & Hurdman own about one billion. I am not capable at this time of giving an estimate of the other holdings.

There are other large manufacturers, of course, but those I have named are representative and stand at the head. I am personally acquainted with all of them and have these figures from their own lips.”

PAPER PULP WATER PIPES.

THE experience with the new paper pulp pipes, which are made on pretty much the same principle as the fiber pail, have demonstrated that the idea will eventually prove successful. As it now stands, the hand-made pipes, formed from crudely worked and irregularly subduced pulp, are well enough made to warrant that they will stand the wear and tear to which street water pipes are subjected. With each new test of the proposed pipes, a step in advance is made, and this would seem to indicate that after a few more trials perfection will have been attained. The matter as it now stands is about as follows: Paper pulp, in which there is a fairly good fiber, is agitated with water and run into molds and cast into the form of the ordinary water pipe. The same molds that are used in connection with casting iron pipes are employed. The mode of procedure is substantially the same. Of course there are various strengthening materials compounded with the pulp, otherwise it would not stand a great pressure. The inventors report that these ingredients are inexpensive and simple.

Subscribe for THE CANADA LUMBERMAN, only \$1.00 per year.

# H. P. ECKARDT & CO.

## WHOLESALE GROCERS

### Lumbermen's Supplies a Specialty

...Correspondence solicited...

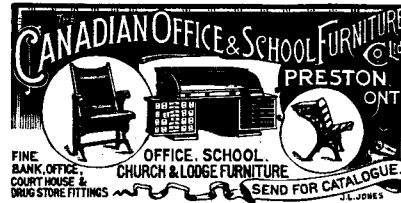
H. P. ECKARDT & CO. - 3 Front St. East, TORONTO

### SCRIBNER'S LUMBER AND LOG BOOK



Has had a sale of over one million copies, and is the most complete book of its kind ever published. Gives measurements of all kinds of Lumber, Logs, Planks, Timber; hints to lumber dealers, wood measure, speed of circular saws, care of saws, cord-wood tables, felling trees, growth of trees, land measure, wages, rent, board, interest, stave heading bolts, etc.

... PRICE, 35c., POST PAID ...  
Orders have been received for this book from nearly all parts of the civilized world, viz.: United States, Canada, Australia, Cuba, Nova Scotia, South America, West Indies, South Africa, England, Germany, and France.  
G. W. FISHER, Box 238, Rochester, N. Y.



J. D. SHIER

MANUFACTURER OF

## Lumber, Lath & Shingles

BRACEBRIDGE, ONT.

# Scatcherd & Son

105 SENECA ST.,

BUFFALO, N. Y.

WE want to contract with mill men for their winter's cut of SOFT ELM, BLACK ASH, BIRCH, BASSWOOD and ROCK ELM, to be sawed to our order. Our saw-bill will get as much good lumber out of the log as any ...

## WRITE US

# ROBIN, SADLER & HAWORTH

MANUFACTURERS OF

# OAK TANNED LEATHER BELTING

MONTREAL AND TORONTO

# OAK TANNED BELTING

TORONTO  
20 FRONT ST EAST  
TELEPHONE 475

## THE J. C. Mc LAREN BELTING CO

MONTREAL