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THE CANADIAN LUMBERMAN



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NO. 11.

At the American Forestry Congress a resolution was adopted favoring the establishment of experimental stations of forestry throughout the United States, similar to the Gorman plan, and urging that Agricultural Colleges should take an active part in the work.

A factory for the manufacture of furniture veneering from gum wood, so abundant in almost all sections of the southwest, has been erected at Poplar Bluff, Mo., on the line of the St. Louis & Iron Mountain railroad. The grain of this wood is said to be very fine, and when polished, remarkably beautiful.

COMMENDABLE zeal for tree planting was shown in Ohio, among other states. It took the novel form of proclamation by the governor, in accordance with a resolution adopted by the legislature, advising people to turn out on April 27 to plant saplings by the roadsides, around their houses, or, when practicable, in groves.

WILLIAMS, JEROME & BROWN are surveying for the purpose of ascertaining the feasibility of constructing a canal from the east branch of the Au Gres, above the bar, to Canada Creek, in order to facilitate the getting out of logs on the east Branch, and also surveying with a view, if the canal is not feasible, of building a railroad from the east branch to the bay.

THE *Northwestern Lumberman* says about 100,000 rolling-pins were lately corded up on Bear river, at the foot of Mitchell street, Petoskey, Mich. That amount of rolling-pins means a vast development of woman's muscle before the 100,000 dough mashers are worn out. Besides, it means a utilization of northern Michigan timber in one of the many peculiar ways.

THE Thorold pulp mill have added many additions to their mill to meet the large demand for its commodity. Among the additions is another water wheel 12 feet in diameter, which will give 20 feet head additional water, and two sets of stones have to be put in, to take the place of two which were recently broken. These improvements are calculated to double the capacity of the mill.

THERE are probably no more valuable forests in the world than those of Oregon, Washington Territory, and British Columbia. The yellow fir, which grows there to a great height and luxuriance, scarcely has an equal for shipbuilding. The supply at present is very abundant, accessible; but there is danger that waste will change the present abundance into scarcity before many years. The rule is: "Let those who live nearest have their timber furthest, and in seeking the best now, much that is really good and valuable is ruthlessly destroyed."

QUEBEC FORESTS.

We find in the annual report of the Commissioner of Crown Lands for the Province of Quebec the following interesting information.—

On comparing the receipts of the present year—especially those from the Crown Lands, Woods and Forests, Mines, etc.—with those of the preceding years, it will be perceived that a very considerable increase has been derived from the same sources. Since confederation, the woods and forests have not yielded so large an income, the mean revenue having been \$393,910 (and the annual revenue since 1875 having been even below the average.) The same may be said of the Crown Lands.

The main cause of increase in revenue is due, not only to the present prosperous state of the province, but also to the more strict attention on the part of the department, and the adoption of more efficacious measures for the protection of our woods and forests, and the collection of the revenues derived therefrom, as well as those arising from the sale of lands. Competent bushrangers have been appointed in every part of the Province where they were most needed; and I am happy to state that their services have been very useful from all points of view.

The Act for the protection of forests from fire has received my particular attention, and with a view to prevent the recurrence of fires such as have at times laid our forests waste, I have taken measures to have the provisions of the law better known, and have instructed all timber and land agents, all forest-rangers and game-overseers, to see that it is strictly enforced. The Province of Quebec has been happily preserved from such conflagrations as have lately destroyed vast timber limits in the Province of Ontario and the United States. This protection of our woods and forests is undoubtedly one of vital importance to the Province, not merely from economic and climatic points of view, but also with regard to the revenue. I have, therefore, been careful to give particular attention to this part of the duties devolving upon me.

Another question of importance directly connected with the preceding is that of restoring and keeping up our forests.

We have not yet, as in parts of Europe, especially France, adopted any system of tree culture. This question was brought before the American Government, by whom Mr. Franklin B. Hough was commissioned to obtain all the information that could be procured on the subject; and in 1877 this gentleman submitted an elaborate and very interesting report. The United States Government has not yet, to my knowledge, adopted any general system of forest restoration. There have only been a few attempts made in that direction on the western prairies, in accordance with laws passed in 1873 and 1874.

The Legislaturo of the Province of Quebec,

decreed in 1875 that it should be lawful for the Lieutenant-Governor in Council, upon the recommendation of the Commissioner of Crown Lands, to set aside certain portions of the forest lands of the Crown, vacant at the time, to remain forest. This law further adds:—"The territories so set apart shall be reserved for the production and culture of timber, and shall be worked and managed, and the timber thereon be cut, as shall be ordered from time to time by regulations made by the Lieutenant-Governor in Council.

Up to the present time, the Department of Crown Lands has not deemed it necessary to give practical effect to the provisions of this law, but its importance is likely to become evident at no distant date.

There can be no doubt that the value of our woods and forests must increase year by year; and I do not hesitate to say that the greatest care and prudence should be exercised in the sale of our timber lands. It is true that two sales have been held since I have been in charge of the department, but in both cases there were strong reasons for such action, which was also in the public interest. A comparison of the average price obtained at these two sales with those obtained in former years is sufficient to convince anyone that the value of our forest lands must increase annually.

It is proper to remark that the receipts from woods and forests for the year embraced in this report were not affected by the change or slight increase of the timber dues lately made. The effect of this change will only be felt in the fiscal year ending 30th June next.

THE FORESTS OF RUSSIA.

The United States consulate-general, of St. Petersburg, has prepared a report upon the timber trade of Russia which is replete with facts and figures. The wood trade of the northern regions of Russia, and particularly the basin of the White Sea and its affluents, is pronounced excessively slight in comparison with that of the neighbouring countries of Norway and Sweden. The radius of the forests of Vologda and Archangel has a superficial area of 197,100,000 acres, it is estimated.

The wooded regions of Sweden cover an area of some 40,500,000 acres, and those of Norway 16,200,000 acres. Notwithstanding the fact that the figures show Russia to have considerably over twice the estimated radius of area, the wood exports of these countries differ to the extent that the two Russian governments export 124,000,000 cubic feet, and Sweden and Norway export 1,200,000,000 cubic feet. Only a minor portion of this wood is exported abroad, the amount being:—From White Sea ports, 10,775,000 cubic feet, Swedish, 200,000,000, Norwegian, 82,891,000 cubic feet. The export of the Northern ports of Russia, is accordingly 94

times less than that of the Norwegian ports, and 88 times less than that of the Swedish ports, in face of the fact that the Russian governments possess nearly five times as much now land as Sweden, and 12½ times as much as Norway. The export of forest products from Sweden is even superior to that of all Russia, which is but 637,000,000 cubic feet. The revenues of Sweden from this source, largely increased each year during the past decade, now amount to 220,000,000 francs.

The most striking fact in the Russian wood export trade is that the largest export comes from the less-wooded districts, for while these districts export 122,715 cubic feet per acre, the northern governments export but 8,451 cubic feet per acre. With Russia there has been an immense falling off in export during the last seven years.

In order to increase the revenues to be derived from wood, it is unnecessary that the raw material should be worked up on the spot. In Sweden, in 1871, there were only seven manufacturing factories of wooden articles, but five years thence the number was increased to 29. The governments of Valogda and Archangel possess but 11 saw mills, whereas in Sweden there are 1,350. The great majority of the imperial forests of Russia are concentrated in the northern and northeastern at the north of the Volga and Kama, and on the right bank of the Volga, in the Government of Ljmbirsk. The governments richest in forests yield the least average income.—*Northwestern Lumberman.*

FOREST PRESERVATION.

Senator Sherman, of Ohio, has introduced into the senate a bill for the preservation of the woods and forests of the national domain adjacent to the sources of the navigable rivers and their affluents in the United States. It provides that all the public timbered lands adjacent to the sources of the navigable rivers and their affluents be withdrawn from public sale and entry, that Major General Wright, chief of the corps of engineers, United States army, Major General William B. Hazen, commanding the signal corps, Dr. George B. Loring, commissioner of agriculture, and Professor Spencer F. Baird, secretary of the Smithsonian Institution, shall form a commission for the examination of the subject of the preservation and cultivation of woods and forests adjoining the sources of the navigable rivers and their affluents, for the purpose of preserving the same and increasing their growth by planting there, and along the source of these rivers where land is timberless, so that the rivers may be kept in a navigable condition by promoting a continuous supply from their sources and affluents, the fact having become universally known that the destruction of the woods causes all countries to become arid and unprofitable deserts.—*Northwestern Lumberman.*

ALGOMA FORESTS.

The *Thunder Bay Sentinel* writes as follows: During the past winter a number of our enterprising citizens formed themselves into a company or rather joined together in an informal manner, and formed a fund for the purpose of paying the expenses of sending out a number of exploring parties, whose mission it was to hunt up tracts of timber land.

Three separate parties were made up, and spent the winter in the woods, in different directions, returning towards spring with good news. One of the exploring parties reported the discovery of a pine forest, covering 4,000 acres of land, and a number of smaller tracts of valuable timber lands. Another party made a discovery of an immense tract of land which was not very far from the coast, and well timbered throughout. A survey of a portion of this has been forwarded to the Crown Land Office to secure it, and we understand further surveys will be made, and larger tracts of it secured at once.

The third party were also successful in finding a number of small tracts of pine lands and other tracts well wooded with tamarack, birch, poplar, maple and cedar, all of which will come in useful in various ways.

These discoveries have been made within a radius of 50 or 60 miles of Prince Arthur's Landing, which is but a small area in a district of over 400 miles in extent. It is of sufficient importance to the country to prove that all who claim to know so much of the barren wilderness of Algoma, know but very little of it, in fact know nothing of it whatever, and have merely surmised from seeing a rocky and apparently barren coast, that such is the nature of the country inland.

The *Sentinel* has always refuted any statement regarding the barren nature of the district. Many explorers have met with tracts of excellent land, suitable for farming purposes. In the regions of Black Bay and Nopigon there are large tracts of as fertile land as can be met with in the richest portions of Ontario, while in the neighbourhood of P. A. Landing, in the townships of Oliver, McIntyre and Neobing there are lands (Free Grant some of them) which are unequalled for strength of soil, and also to the west in the townships of Blake, Crooks and Pardee, are found large tracts of pine lands, which were mostly taken up years ago by speculators, and some are now being used for the lumber supply of this region. The inland portion of Algoma is but little known, but enough is known of the country within a radius of say 75 miles of P. A. Landing to prove that its forest wealth is no small item of value to the district, and with continued explorations, we may look for further important discoveries in this direction.

A NEW FIELD.

The importance of the immense demand for lumber that is springing up, and will continue to expand, in the new Northwest that lies on both sides of the British line, stretching westward from the Red River to the north 500 to 600 miles, through almost a timberless region, cannot be overestimated. Pertinent to this conclusion, it is well to note the progress that is being made in the construction of the Canadian Pacific railway. There is now under contract, and to be completed by September 1 next, sections of the line as follows:

From Thunder Bay to Winnipeg	Miles.	425
Pembina branch, from St. Vincent to Stone Fort.	55	
Pembina mountain branch	100	
From Winnipeg to present end of track	150	
Under contract for completion this season to Calgary	600	
Total		1,290

Calgary is at the foot of the Rocky mountains, 600 miles west of Winnipeg. The country from the Red River to the mountains is almost unbroken prairie. As fast as the road is completed a tide of emigration will flow along its entire length, the rich wheat lands of the prairie region will be settled, towns and cities will spring up, every stage of development calling for increased supplies of lumber. Not only this, but numerous lines of branch road have already been projected, and others will be, until every county between the Canadian Pacific and the Northern Pacific will be banded with iron,

which will be studded with villages and cities. It does not require a stretch of imagination to see how this settlement of a vast timberless area of rich agricultural and grazing lands will call for lumber. Is it any wonder that the northern lumber manufacturers are in such a blissful state of satisfaction now-a-days?—*North-western Lumberman.*

SIX MONTHS' EXPORTS.

In February last a return was requested by the House of Commons of the quantity and value of the exports and imports of the Dominion (by Provinces) for the six months ended 31st December, 1881.

The following are the exports of forest products returned for the six months in question:—

QUEBEC EXPORTS.		
	Quantity.	Value.
Tanbark	34,327 cords	\$ 174,401
Deals	70,707 s. hund.	2,010,153
Deal ends	440	97,334
Planks and boards	64,010 M. ft.	680,375
Staves and headings	440	32,300
Standards and staves	230 M.	18,925
R. R. Ties, &c	93,310 pcs.	60,480
Birch timber	172 tons	52,372
Elna	15,003 "	17,379
Maple "	842 "	11,214
Oak "	33,032 "	651,014
White Pine lumber	105,067 "	1,890,438
Red Pine "	8,022 "	169,406
Maple sugar	272,095 lbs.	20,368
Pot and pearl ashes	7,057 brls.	194,620

ONTARIO EXPORTS.		
	Quantity.	Value.
Firewood	78,470 cords	\$140,717
Hop and other poles		73,917
Oak logs	4,003 M. ft.	64,415
Other logs	17,358 "	51,770
Laths and palings	45,600 "	49,055
Planks and boards	324,341 "	3,859,355
Staves and stave bolts		119,280
Shingles	32,355 "	75,257
R. R. Ties, etc	6,217 pcs	203,954
Sugar Box Shooks	54,053 "	19,553

NOVA SCOTIA EXPORTS.		
	Quantity.	Value.
Firewood	26,072 cords	\$ 87,200
Deals	95,485 s. hund.	518,790
Planks and boards	28,803 M. ft.	60,705
Birch Timber	6,094 tons	22,451

NEW BRUNSWICK EXPORTS.		
	Quantity.	Value.
Tanbark	8,280 cords	\$ 43,105
Deals	95,485 s. hund.	2,419,871
Deal ends	4,570 "	78,734
Laths and pickets	60,711 M. ft.	60,705
Planks and boards	16,722 "	133,107
Scantling	7,625 "	51,815
R. R. Ties and sleepers	377,691 "	39,449
Sugar-box shooks	49,972 "	27,216
Birch Timber	6,217 tons	39,107
White Pine Timber	2,500 "	20,947

PRINCE EDWARD ISLAND EXPORTS.		
	Quantity.	Value.
Deals and deal ends	923 s. hund.	\$14,315

BRITISH COLUMBIA EXPORTS.		
	Quantity.	Value.
Planks and boards	16,362 M. ft.	\$187,059
Laths and pickets	1,636 M.	4,374

Recapitulation of six months' exports of Canadian forest products for the latter half of 1881:—

	Value
Ontario	\$4,812,408
Quebec	7,663,715
N. Brunswick	2,058,973
Nova Scotia	983,002
British Columbia	197,033
P. E. Island	16,095
Total	\$15,632,216

PRESERVE THE FORESTS.

In discussing the recent forestry congress at Cincinnati, the *American Engineer*, after giving the names of the officers of the association then formed, says:—It is to be hoped and expected, from the array of names presented above, that something more than the mere formation of the association will result, for it is high time that laws were created, and means perfected for executing them, to prevent the wholesale and ruthless destruction of our woods and forests, which a profitable product in the hands of unscrupulous individuals and corporations has hitherto induced. No considerations whatever, whether on sanitary, meteorological or aesthetic grounds have as yet hindered this persistent denudation of our timber lands, a denudation not carried on in the light of an economy which an ultimate failure of supply would suggest, but in a careless wantonness, displaying an utter lack of principle in the operations connected with the trade. It may be partially true that lumbering operations involve waste, it is none the less true that care should be taken that this waste be reduced to a minimum, a matter which the most careless observer of our great lumber trade will aver is far from being realized. The possibility of regulating the operations of the lumber men being a difficult one, and the industry so extended, it would seem that the best remedy is an effort to continue the supply, and this the forestry congress proposes to do, among its

other worthy propositions. The lumber trade is not the great end in view, however, for the efforts of scientific research for tell truth, hygienic and meteorologic principles are involved bearing largely upon the welfare of our growing population, and while it may be well to support a great industry, it is surely better to provide for the good of the people generally, which we believe will be promoted by prompt and energetic attention to the forestry claims of this vast continent.

QUEBEC TIMBER LANDS.

The *Quebec Chronicle*, in an article on the resolutions granting land to railway companies, has the following:—

"The public domain of this province may be roughly classed under two heads—lands fit for agricultural or colonization purposes, and held for that object, and lands generally not well adapted for colonization, but valuable for mercantile purposes from the timber with which they are clothed. Both classes, in a sense, belong to the Crown, which, in the former case, holds them as absolute property, and in the latter case, subject to the tenure or rights of the licentiates or holders of the timber licenses. And these rights have been carefully defined by statute, by orders-in-council establishing regulations for the Crown Land Department, and by judicial interpretation in the courts of both provinces. Without going into detail, it may be asserted without fear of contradiction, that the limit-holder, so long as he pays the ground rent for his limits and the stumpage on the timber cut by him, is entitled, as the law now stands, to the yearly renewal of his license in perpetuity with the single exception of the case of lots included in his license, being taken up by bona fide resident settlers, for colonization purposes, which lots the Government are properly enough bound to exclude on next renewing his license. And this risk, the risk of bona fide settlement by families taking up lots of say 200 acres each, the limit-holder by the term of his contract agrees and is content to run. That this is the true view of the law on the question, no one at all conversant with the subject can for a moment doubt. The licentiates of timber berths in this province, therefore, at the present moment, hold property in these berths—valuable property, for the security of their tenure to which the faith of the Crown has been pledged in a hundred different ways, and which in many instances they have bought at large prices from the Crown Land Department itself, at public auction sales held in its very offices. To give one instance out of many of Government recognition of the licentiates property in limits, the regulations of the Crown Land Department provide that they may be pledged in their books for advances, and as a matter of fact this provision is daily made use of to a large extent. On the faith of this tenure, not only have immense sums been paid for limits both to the Crown at public sales and to private individuals, but the holders have further gone to great expense in improving creeks and rivers, constructing slides, building roads, opening up farms, to enable the lumber to be got out and brought to market, and in building mills for its manufacture when got out. It is needless to state here what lumberers and the lumber trade have done for the development of this country, but we may say that, setting apart the Dominion subsidy and confining ourselves to local revenue, derived purely from local sources, the lumber trade, in ground rents, stumpage, Crown dues, etc., etc., contributes between one-third and one-half of the total income of the Province."

EVIDENCES OF A FIRMNESS.

The following circular issued by Gardner, Spry & Co., lumber dealers at Chicago, is a pretty reliable index of the future of the lumber market, and will interest lumber manufacturers:—

Herewith we hand you our revised price list, based upon the recent bear movement in this market. We desire to say, in connection herewith, that this decline is a repetition of the old song—"no stock and hence low prices." It will be obvious to you that a dealer with nothing to lose has everything to gain—per se, parties with no stock on hand or bought "to arrive," are perfectly safe in forcing a decline, because,

under such circumstances, they desire the benefit of a falling market to buy on, if the wholesale market declines in sympathy with the yard movement.

That little word "if" is what breaks their hearts. To a disinterested person, the present situation would indicate anything but a decline. The well known shortage of the log crop, together with the disastrous and prolonged strike at Muskegon (the largest lumber manufacturing point in the world), will surely curtail the supply 40 per cent. over last year. This, in connection with good crop prospects, and up to date, the largest demand ever known, cannot fail to make a firm or advancing market.

BOARD OF TRADE RETURNS.

MONTH ENDING 30TH APRIL, 1882.		
	Quantity.	Value.
Timber (Hewn).		
Russia	11,509	22,080
Sweden and Norway	104,177	153,479
Germany	62,017	170,765
United States	14,874	52,071
British India	7,033	95,827
British North America	203	640
Other Countries	32,232	33,452
Total	222,065	533,313
Timber (Sawn or Split, Planed or Dressed).		
Russia	16,082	33,459
Sweden and Norway	160,335	403,353
British North America	0,700	22,659
Other Countries	39,483	121,408
Total	236,600	670,909
Staves (all sizes)	10,512	76,003
Mahogany (tons)	3,399	33,963
Total of Hewn and Sawn	448,265	1,204,312

FOUR MONTHS ENDING 30TH APRIL, 1882.		
	Quantity.	Value.
Timber (Hewn).		
Russia	18,673	43,600
Sweden and Norway	184,543	277,702
Germany	62,192	202,734
United States	48,974	165,008
British India	23,105	292,010
British North America	1,175	3,877
Other Countries	121,923	140,735
Total	460,566	1,120,584
Timber (Sawn or Split, Planed or Dressed).		
Russia	34,603	76,750
Sweden and Norway	276,034	604,572
British North America	51,703	128,217
Other Countries	88,970	282,408
Total	452,210	1,292,157
Staves (all sizes)	29,705	160,103
Mahogany (tons)	9,873	91,789
Total of Hewn and Sawn	912,776	2,418,721

FOREST DEVASTATION.

The *Sentinel*, of Prince Arthur's landing, Ont., in its issue of May 13th, says:—

The annual devastation of our forests has commenced. The fire mentioned in the columns of the *Sentinel* has assumed immense proportions and is emitting volumes of black smoke, which is settling like a pall over the north end of Thunder Bay. Another fire is also raging on the west side of the town, apparently on the borders of the Townships of McIntyre and Neobing.

In view of this annual destruction of timber, would it not be well for the Dominion Government to cause a searching enquiry to be made into the cause of such conflagrations. These fires must have an origin other than spontaneous combustion, for the frost is hardly out of the ground, and the weather has been anything but warm even this spring, and until within the past day or two there has not been what could be called anything but cold weather.

A punishment ought to be meted out to those who willfully or carelessly cause such great destruction to our timber, for at the present it is of very great value, and in the near future will be worth to Algoma almost as much as her mineral resources.

\$200.00 Reward:

Will be paid for the detection and conviction of any person selling or dealing in any bogus, counterfeit or imitation Hop Bitters, especially Bitters or preparations with the word Hop or Hops in their name or connected therewith, that is intended to mislead and cheat the public, or for any preparation put in any form, pretending to be the same as Hop Bitters. The genuine have a cluster of Green Hops (notice this) printed on the white label, and are the purest and best medicine on earth, for Kidney, Liver and Nervous Diseases. Beware of all others, and of all pretended formulas or recipes of Hop Bitter published in papers or for sale as they are frauds and swindles. Whoever deals in any but the genuine will be prosecuted. Hop Bitters Mfg. Co., Rochester, N. Y.

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TREES FOR THE STREETS.

At the Montgomery, Ohio, Horticultural society, a late discussion turned on the varieties of trees most suitable for planting in the streets, and in the monthly report was the following:—"The trees which were particularly recommended were the American and the European linden, the Norway silver and sugar maples, elms, horse-chestnut, and the hardy catalpa. The silver maple and white elm had been found to make a quick growth on strong soils. The most common error in street planting was in placing the trees too near together, often even less than a rod apart, when they should never be nearer than three rods apart. When thus crowded they were drawn up and distorted in form, and could not develop their full luxuriance. Mr. Steele quoted a letter from Charles Downing, in which he said: "This city (Nowburg) has the same fault as Dayton—trees 15 to 20 feet apart—unsightly when grown, and keeping the street wet and muddy after each rain storm. Maples should be 50 to 60 feet apart, and elms 70 to 80. There is one street in this city where elms are 70 feet apart on each side of the street, and yet the branches touch each other. Some of our readers will remember the wide streets in New Haven, Conn., where the long lines of American elm meet over the centre of the street and suggest the arch-work and tracery of a gothic cathedral, the resemblance to the interior of which is quite striking."

DESTRUCTION OF TREES IN SCOTLAND.

The indignation of the people of Ayrshire when they heard that Baron Lyndon was about to cut down the Hacton woods, was mild in comparison with the rage and grief with which the news of the sale of Lord Huntley's famous Glen Tanar woods has been received in Aberdeenshire. There are considerably over 100,000 trees in these woods, and they are reported to have been sold to a Glasgow firm of timber merchants. Their destruction will considerably interfere with the "amenities" of Glen Tanar deer forest, which is let to Cunliffe-Brooks, M. P. Scotland can ill-afford to lose any more trees at present, for several places have been well-nigh devastated by last winter's gales. At Tynningham and Dunse Castle, the destruction has been prodigious, and at Luss, Sir James Colquhoun's place on the shores of Loch Lomond, some 6,000 trees fell. The Queen will find that her "policies" at Balmoral have lost some of their greatest ornaments and nearly 2,000 trees have been blown down in Her Majesty's forest at Ballochbuie. The havoc produced in Mar forest is almost incredible, especially on the north side of the Dee, where the oldest trees were; indeed, the scenery of the river has been pretty well destroyed, and there has been a heavy fall in Invercauld Forest.

The Quebec Chronicle says that the two barges *Parad*, Capt. Francois Desmarais, and *Alice*, Capt. Joseph Paul, both laden with lumber for the United States, while on their way up the St. Lawrence, under sail, struck the wreck of the steamer *Utara* near Cap la Rouge, at 2 a.m. on the 11th of May. The captains state that there was no light on the wreck at the time of the accident, and they arrived in Quebec and made their protests. The two barges have become waterlogged.

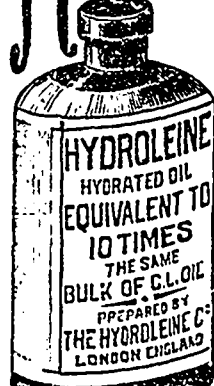
CHARCOAL.

Mr. J. A. Mathieu, of Detroit, reports to the *Northwestern Lumberman* that the mill men are showing some interest in the manufacture of charcoal, a subject in which Mr. Mathieu is interested. He will soon erect sixteen retorts at Luther, Lake County, Mich., where the slabs of the mill of Waterman, Panoy & Co. will be reduced to coal. A cord of pine slabs makes sixty bushels of charcoal, that is worth at least 6 cents per bushel at point of shipment, and as the slabs can be put through the retorts at as small expense as they can be consumed in a saw-mill hell, it is plain that there is a saving worth mentioning. The *Lumberman* has had a claim on fyle for years that there is too much needless waste of wood in this country, and it considers it a matter of public interest when a method or process is discovered whereby this wood, which has been burned in order to get it out of the way, can be utilized. The more charcoal there is, the better iron our furnaces will turn out, and if, in connection with this important fact, the refuse of the mills is a source of considerable profit to the mill men, it takes no arguments to show the value of charcoal manufacture. Mr. Mathieu is also erecting retorts at Portland, Oregon.

Sawdust Fuel.

George F. Brott, of Louisiana, and Platt B. Walker, of Minneapolis, have undertaken to solve the sawdust problem by means of a process for utilizing sawdust as a portable fuel, for which they have secured a patent. The process consists simply in mixing the sawdust with peat, the latter forming a cohesive paste, which when dry, results in a solid compound, that cannot be easily fractured, and can be as easily transported as wood or coal. Mr. Brott is now superintending the construction at Philadelphia of the necessary machinery for the purpose.

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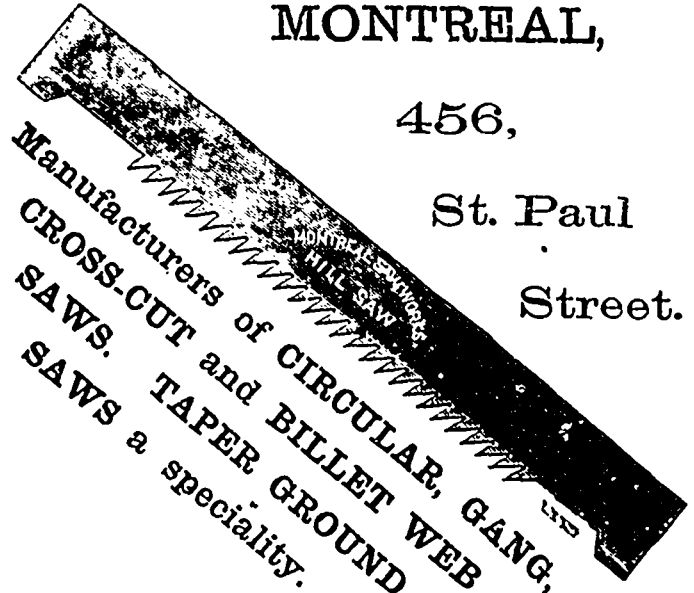
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OUR PENCILS.

WHERE THE MANUFACTURERS, FABER & CO., GET THEIR CEDAR.

Cedar Keys is altogether a very lovely group of islands, numbering between thirty and forty isles, often very minute, and the largest not over a mile long. The principal ones are Atsena Otie, Cedar, Piney Point, and Way, Snake and Seahorse Keys, which inclose the port. Seahorse Key lies at the entrance, and is ninety feet high, the loftiest land between Key West and Pensacola. It seems placed there as a breakwater, and a pedestal for the lighthouse which crowns it. It is encircled by a beautiful beach of soft, creamy sand, and is haunted by various legends. Lafite, the smuggler, is said, with some reason, to have made this islet one of his haunts in the days of his power.

Atsena Otie, which is an Indian name, was originally inhabited by the Indians, and was the first of the group occupied by the whites. The wigwams vanished when Mr. Parsons, then a quartermaster in the army, caused a house to be erected there during the Seminole war. The timbers were brought there already fitted, as he told me. They began to erect the building in the morning, and at night he slept in it, and on the following day filled it with Government stores. A charming beach, fringed with cabbage palms and palmettoes, encircles the isle, and some picturesque residences are grouped in the centre. But Atsena Otie is also the site of the cedar mills of Faber & Co., the famous pencil manufacturer.

This firm was established in 1761, and the present head of the house, A. W. von Faber—ho has been ennobled—is the great-grandson of the founder. The manufactory is at Stein, in Bavaria; agencies also exist at Vienna, Paris and London, and a very important branch establishment was founded in New York over twenty years ago, which not only manufactures the cheaper grades of pencil, but also, more recently, gold pens and pen handles of excellent quality. Five hundred different kinds of pencils are manufactured by the Fabers. Most of these depend on two materials for their construction—the lead, or graphite, which comes from the celebrated mine of Aibert, in Siberia, and the wood of the cedar tree. To many it will be a surprise to learn that all the cedar employed in pencil making comes from the State of Florida, and is shipped at Cedar Keys. The requisites in wood used for this purpose are a very fine grain, and what is rare with such wood, softness. Red cedar of the best quality possesses these conditions. There are many varieties of cedar, of which two are common in the United States. Of these the white cedar, mistakenly called the cypress, is very common in Florida, and grows to a great height. The red cedar grows almost everywhere, North and South, but it is only that which is found in Florida that is available for pencil making, that which grows elsewhere being coarser, more fibrous, and more full of knots. In Florida the red cedar reaches a height of twenty five to thirty five feet, and is divided into the poor quality which can be made into cigar boxes and the like, and the superior sort adapted for pencils. The supply is obtained in the regions watered by the Withlacoochee, the Suwanee, and several other streams emptying into the Gulf of Mexico north and south of Cedar Keys. But as they are all too shallow for ships of large size, the cedar, after being felled in the forests, is hewn into square logs, somewhat larger than railroad ties, and taken to Cedar Keys in flat-bottomed schooner rigged droghers, decked over, and of light draught. At Cedar Keys the logs are made into rafts, and floated out to ships which anchor off Seahorse Key when drawing too much water to enter the port. The Fabers control over half the supply, and ship all the pencil boards which go to Europe, whether for their own or other pencil factories. These boards are all sawn at the mill of Atsena Otie by a very delicate process. They are the exact length of the pencil, and of two thicknesses—one for the groove into which the graphite is laid, and the other to lay over it and complete the pencil. The amount shipped annually averages one million cubic feet, trimmed and ready to be made into pencils and boxes.

It is evident that this traffic gives a bustling air of thrift to Cedar Keys, quite unusual in a

Southern sea-board town. The negroes employed in it are a shrewd, comical class. I was particularly interested in one old fellow who was mending his mainsail, and singing Methodist hymns to himself on a pleasant spring morning. His children played in the sand and chatted to him the while, and his nondescript hut near by on the beach was more picturesque than elegant.

Besides the cedar traffic, Cedar Keys is every year gaining in importance as a distributing port for the turtles, the oysters, the oranges, and the vegetables found on the west coast, or grown at Tampa or Silver Spring. The turtles alone are worth \$10,000 annually. As a railroad and steamboat terminus, and the starting point of a proposed fast mail line to Cuba, which would meet a certain demand, it seems to have the promise of a wing prosperity. A few good hotels would also make it an attractive resort in winter, as it is healthy at that season. The Indian or shell mounds of Cedar Keys should also be mentioned as objects of much scientific interest. Composed entirely of oyster shells, and containing remains of pottery, rising to a height of from thirty to sixty feet, and overgrown by live-oaks or vines and palmettoes, the question of their origin will long continue a problem to the geologist or archaeologist.

FINE FINISHING.

More attention is now being given throughout the country to the artistic finishing of houses and fine business structures, and more expert carving is done for the purposes named. The appearances indicate, than in the manufacture of furniture, which industry for a long time laid claim upon the greater share of this class of mechanical talent. The reasons for this may not be fully self-evident or patent, but it would seem that it is largely because the real value of hardwood in this direction had never been fully realized or understood in this country, and because, also, the real high art in decorative architecture is scarcely native to American ingenuity and talent, which is famous in other ways, since there are oriental splendors in building and interior display in the palace-like habitations of many a pagan, or uncivilized native, which would never have been deemed possible of execution by our own designers, however artistic their eye, or however deft their touch. Processes and appliances for producing excellent results are known to many European workmen, in whose breasts the secret of such achievements is firmly locked. During the past few years many of these expert operatives in wood-carving have been forced to the shores of America, as it were, through the unsatisfactory state of affairs in their own countries, and their superior abilities have begun manifesting themselves in the wood manufacturing industry of this country, and, latterly, to a very marked extent, so that a renaissance in wood-carving may be fairly said to have resulted. The importation and employment of this class of talent led to a responsive sentiment in the community, or such channels of it as evidenced a sufficiently refined or artistic taste to appreciate and encourage a sensible and utilitarian form of art, which was experiencing an important enhancement of its excellence, and now quite a pronounced stimulus has been given the industry of wood-carving, more particularly for house finishing.

The *Scientific American* says regarding wood-carving in New York, that a marked and rapid increase has been made during the past 10 years in the demand for fine wood-carving, and with it a corresponding increase in the number of skilled workmen employed. Ten years ago the 100 skilled wood-carvers in the city were almost wholly engaged upon fine furniture. Now nearly 600 carvers are at work for two firms, and as many as a 1,000 accomplished artists find employment in the city, the larger part of them upon the interior decoration of houses.

A writer for the *Evening Post*, who has lately investigated this (for them) new industry, says that the rapid immigration of skilled carvers from Europe has had the effect of reducing wages considerably, yet they are still good. The very finest workmen, especially those in possession of some secret processes of doing difficult work, receive wages as high as \$8 a day. The average pay of good wood-carvers is from \$4 to \$5 a day. The process of ebonizing cherry

wood, for instance, used by one of the firms visited, is a secret known only to the workman who does it. Even the members of the firm have no right to ask what his secret is. The fact that he can get a finer, more ebony-like surface than any other man gives him a high value at once. Although the use of mechanical devices for carving wood are so much disliked by the best workmen that sandpaper is forbidden, machinery is now used to cut away the rough parts of a bit of carving. A peculiar tool driven by steam power cuts out the wood wherever it goes, and thus a skillful man blocks out in a rough way as much work in a day as 20 men could have done formerly.

The delicacy and lightness of wood-carving, and the pay which good workmen receive for it, have already attracted many American apprentices, who, untrammelled by union rules, are making rapid headway, and promise to surpass the foreigners. *Northwestern Lumberman.*

LOGGING RAILROADS.

The *Northwestern Lumberman*, in answer to a correspondent, gives the following information regarding logging railroads:—

It is now conceded that the primitive method of logging with sleds on snow or ice tracks is too costly and inconvenient for modern views. Sledging, necessarily practicable only in the winter months, is liable to failure with the increasing changeableness of the seasons, and is interrupted at times by a scarcity of snow and at others by an over-abundance. Other devices have been used for hauling logs, and on a small scale it is practicable to use pole-roads and animal power; there have also been constructed for use on wooden or iron rails various steam machines of different degrees of badness, which, by reason of defective design or construction, go to pieces after one or two years of patching and tinkering, and then give place to properly built light locomotives.

The best gauge of track for logging railroads is 36 inches, unless connection is to be made with a main line. The standard 56½ inches gauge is entirely practicable and costs very little more to build, except when heavier cars and rails are needed. In the south the 60 inch gauge is used. Old gauges are to be avoided, as the rolling stock is almost unsalable. The gauge is the space in the clear between the rails.

The best rail is T iron, of the weight demanded by the amount of business to be done. Rails from sixteen to thirty pounds weight are commonly used. The best pattern of rail has a wide head. A lighter weight of rail may be used if laid on a stringer, in which case reversed point spikes are used, and the stringers should be tied across by flat pieces let in on their top faces to prevent rolling or spreading. Wooden rails can be used, and if the labor of keeping them renewed is not objected to, are desirable because cheap, but are only fit for a small business, or for temporary use on branches. A locomotive can only haul about half as much on wood as on iron, and snow and ice are hard to clear off a wood rail.

The cost of track for a logging railroad depends very much on the location and the character of the country traversed. The following estimate may serve as a guide for the cost per mile of a light road with 16-pound rail, suitable for a six-ton locomotive on four driving wheels:—

Rails, 16 lbs per yard, 25 and one-seventh tons, at \$55	\$2,008.84
Cross-ties, two feet between centres, 2,640 at 10 cents	264.00
Spikes, four to each tie, 3 x ½, 1,710 lbs at 4 cents	68.40
Splices, allowing rails 24 feet long, 440 joints, at 25 cents	110.00
Allow for clearing, grubbing, track-laying, timber for cribbing, &c., \$500 to \$1,000 say	750.00
Total	\$2,700.97
For a road with 24-pound rail, suitable for an eight-ton locomotive on four drivers:—	
Rails, 24 lbs per yard, 35 and one-fifty-sixth tons, at \$55	\$2,095.84
Cross-ties, two feet between centre, 2,640 at 10 cents	264.00
Spikes, four to each tie, 4 x ½, 3,520 lbs, at 3½ cents	123.20
Splices, allowing rails 24 feet long, 378 joints, at 28 cents	105.84
Allow for clearing, grubbing, track-laying, etc	\$2,691.88
Total	\$3,447.88
For a road with 30-pound rail, suitable for a	

locomotive weighing about twelve tons, on four drivers:—	
Rails, 30 lbs per yard, 47 and one-seventh tons at \$55	\$2,602.80
Cross-ties, two feet between centres, 2,640 at 12 cents	316.80
Spikes, 4½ x ½, 3,500 pounds at 3½ cents	133.60
Splices, allowing rails 24 feet long, 378 joints, at 30 cents	113.40
Allow for clearing, grubbing, track-laying, etc.	\$3,161.60
Total	\$4,161.60

The cost of hauling logs by light locomotive on iron rail, including interest and depreciation and all expenses, varies from about 30 cents to 60 cents per 1,000 feet, according to the length and general character of the road, and the amount of business. The daily cost of operating one locomotive, including the wages of an engineer and the cost of fuel, oil and repairs, is not far from \$5 per day. No fireman is required on most logging railroads. The cars used may have four or eight wheels, the latter being preferable, and for hauling long timber, two four wheel truck, with an extension bar, are used for each length of logs. There should be enough cars for two trains, one to be loading while the other is on the road, so that the locomotive need not wait for cars to be loaded. The unloading can be done so quickly as to cause no delay.

A logging railroad often pays for itself in less than a year. In case of a failure in sledging or of windfall or fire, a logging railroad can be put in and the logs saved. When prices are high the output can be doubled without additional investment by running 24 hours per day; or when prices are low and operations suspended, all expenses are stopped. The entire outlay for a steam logging railway with iron rails, is generally about 50 cents for each 1,000 feet of lumber readily reached by it. When the tract is cut off the road may be moved to another tract at slight expense. Tracts that were considered of little value and inaccessible under the old style of logging, are utilized and made a more profitable investment than lands nearer streams that are held at higher figures. Logging railroads solve the problem also of the profitable production of lumber where the cost of moving logs as the haul increases in length with each season's cut, since logs can be hauled 10 to 15 miles by locomotives cheaper than they can be sledged for short distances. This low cost of transportation enables poorer grades, which would otherwise be left to rot in the woods, to be marketed at a good margin.

The best locomotive for logging roads must be of simple design; strongly and durably made with a liberal use of steel and wrought iron, and of such construction as to be quickly and cheaply repaired, which is attained only by a thorough system of duplicate parts requiring a heavy outlay by the builder. There is no service requiring reliable, well-constructed and properly designed locomotives, more than is required for the severe work of logging railroads, and no place where a cheap locomotive is a more costly investment. It needs no argument to demonstrate the folly of saving a few hundred dollars in a motive power, and by so doing run a constant risk of breakdowns and of enforced idleness of a camp of men, and of failure to fill contracts.

A Paper House.

In the Sydney Exhibition there is a house built and furnished throughout from paper. The structure is one storey high, and its skeleton is made of wood. The exterior is moulded in cartonpierre, whilst the exterior is covered with the same material, being plain on the floor forming splendid arabesques on the walls, and moulded in imitation of plaster on the ceilings. The doors, cupboards, and shelves are of the same material, whilst the entire furniture, including chandeliers and a stove, in which a fire can be lighted, is made of papier-mache. The carpets and curtains are of paper, and there is a bedroom in which there is not only a large bed made of papier-mache, but there are also blankets, sheets, quilts, and female underclothing, dresses, and bonnets, in the latest styles, composed solely of cartonpierre. It is proposed to give a series of banquets in this building, in which the plates, dishes, knives, forks, and glasses will all be of paper.

TEABERRY whitens the teeth like chastened pearls. A five cent sample settles it.

PROFIT OF TREE PLANTING.

Professor Sargent, of the Harvard arbor-tum, probably the best authority in this country on the subject, estimates that the profit on a plantation of 10 acres of larch trees, at the end of 50 years, will average 12 per cent. per annum for the whole time on the capital expended. The philosophy of this is apparent. There is little outlay upon a tree crop beyond the first cost of planting, while day by day the silent forces of nature go on adding to its value, whether the owner works or idles. Enough is positively known to furnish the strongest incentive to tree planting from the practical point of view as well as from physical and sanitary considerations. The west and northwest need more attention to this enterprise, often as its advantages have been urged upon them. Such a want ought not to continue, now that it is an assured fact that no other crop is so remunerative, secured with so little trouble, and subject to so few risks from destructive agencies, as the tree crop. The industry is scarcely yet out of its infancy. With due care given to its development by the state, the interest of individual farmers will become more active and more intelligent. A school of forestry will educate the people by that iteration of precept upon precept, which is necessary to the acceptance of the plainest truth. But when once it is thoroughly understood that tree planting is not a matter of sentimental care for the future only, but of hard cash for the present, it will be welcomed and recognized as one of the legitimate branches of husbandry.

WASTE NOT, WANT NOT.

We have on many occasions advocated the establishment of a Bureau of Forestry, and as time goes on the necessity for such a Government department becomes more apparent. Canada is wasting her forest resources to such an extent that in a few years they will be exhausted. Living in the midst of the forest operations—surrounded as we are by logs, posts and lumber—we know more of the forest resources of Canada than those journals published in localities where lumbering is extinct, and we say deliberately that the waste now going on is criminal. To one matter we wish to draw particular attention. A demand has arisen in England for Canadian hemlock bark, and efforts are being made to supply the demand. Now it must be noted that the present supply of hemlock bark is very limited, and is not more than sufficient to supply our own purposes. It takes about 150 years to replace a tree of its bark. Up in the north country, about 4 years ago, an insect pest passed through the woods and killed every hemlock tree in a district extending over a hundred townships. The only hemlock there now has grown since that visitation, and is just large enough for railway ties. Therefore it is clear that any additional demand for hemlock trees would speedily make the hemlock an extinct tree in the northern district. "Protection" might very properly be applied in this direct and a department of forestry would do important national service.—*Bobaycon Independent.*

Nothing New Under the Sun.

Mr. James Bell, of Ullin, Ill., writes in the *Northwestern Lumberman* of March 27, I notice that logging roads and locomotives for hauling logs are put down as recent inventions. In the winter of 1856 there was built here a tram road on which mules and oxen were used. In 1862 a locomotive was put on which was worn out, and the discarded machine was replaced by another, which was nearly worn out in the service.

A New Catechism in Drayton.

Q.—What is rheumatism?

A.—Rheumatism is a humorous sensation that causes men to rub their joints with St. Jacobs Oil, play practical jokes, throw things around, wear crutches and stay indoors, swathed in red flannel.—*Drayton (C.) New Era.*

Q.—What is St. Jacobs Oil?

A.—A peculiar substance of a very penetrating nature, which causes rheumatism to leave the system astonishingly quick,—insuring evenness of temper thereby, and ability to do one's work satisfactorily. It banishes crutches, red tires flannels, produces happiness, and brings us down to a serene old age without the martyrdom of pain.—*Exchange.*

BLACK BIRCH.

Black birch is one of the woods which is crowding into the shoes of walnut, which are sure to be vacated before many more years of consumption. It is coming rapidly into favor, and is an excellent substitute for walnut. It is clear grained and handsome, and can be readily given an exact walnut stain. It is easily worked and suitable to nearly all the purposes to which black walnut is at present applied. Birch is about the same color as cherry, but it is immensely cheaper and far more plentiful. Besides the fact of its staining so as to resemble walnut, it is susceptible of a beautiful polish equal to any wood now used in the manufacture of furniture. In the forests throughout Ontario birch grows in abundance, especially if the soil is not too boggy. There is a great difference in the wood of different sections. Where the land is high the wood is firm and clear, but if the land is low and wet the wood has a tendency to be soft and of a bluish color. In all the northern regions it can be found in great abundance, and as the trees grow to such great size, little trouble is experienced in procuring large quantities.—*Northwestern Lumberman.*

ARBOR DAY.

Mr. Joly has given notice in the Legislative Assembly of Quebec that he will move that, whereas the rewooding of denuded lands is one of the questions of the day, not only in the old countries of Europe but also in the United States of America, and in a great portion of the British and French Colonies, and is worthy of the serious consideration of this House. Whereas without incurring any expense whatever, there is an easy means of awakening public interest, and gradually attracting the attention of the people to the importance of rewooding our country, a means which has already been productive of extraordinary results in the neighboring States—that is to set apart one day in the year fixed by proclamation of the Governor for planting forest trees, which day is called in the United States "Arbor day," be it resolved that it would be desirable to follow this example, thereby making the rewooding of our lands an undertaking of public utility, and, being invested with the sanction of authority, would cause it to gradually become one of our national institutions.

E. HALL, of Detroit, Mich., is going extensively into lumber operations in this vicinity. His intentions are to construct a railway and put in some 30,000,000 feet of logs on the Tobacco River, some four miles south of Farwell. A dam is being constructed for the purpose of floating out the log. Extensive arrangements are likewise being made through many parts of the lumber woods north for summer logging.

BRIGHT'S DISEASE, DIABETES.—Beware of the stuff that pretends to cure these diseases or other serious Kidney, Urinary or Liver diseases, as they only relieve for a time and make you ten times worse afterwards, but rely on Hop Bitters, the only remedy that will surely and permanently cure you. It destroys and removes the cause of disease so effectually that it never returns.

A healthy man never thinks of his stomach. The dyspeptic thinks of nothing else. Indigestion is a constant reminder. The wise man who finds himself suffering will spend a few cents for a bottle of Zepesa, from Brazil, the new and remarkable compound for cleansing and toning the system, for assisting the digestive apparatus and the liver to properly perform their duties in assimilating the food. Get a ten cent sample of Zepesa, the new remedy, of your druggist. A few doses will surprise you.

WHY ARE WE BILIOUS?—Why do we have sick headache? Why do we feel weak and tired with little or no appetite? Why that coating of the tongue and that bad taste of the mouth? Your liver is out of order, and does not do its work as nature designs. *Baxter Mandrake Bitters* act directly on the liver, stomach and bowels, and will relieve you at once. They are the best medicine known for constiveness, which is the starting point of nervous cases out of a hundred of all the complaints that human flesh is heir to.

THE VITAL FORCES are speedily renewed by Mack's Magnetic Medicine, the great brain and nerve food, it is the best and cheapest medicine ever discovered. See advertisement in another column.

The first triumvirate, formed 59 B. C. consisted of Cæsar, Pompey and Crassus, and the three leading business pens of Eastbrook's make are the Falcon, Bank and Easy Writer.


Simcoe House,
CORNER FRONT and SIMCOE STS
TORONTO, ONT.
Best accommodation in the City. TERMS \$1.00 and \$1.50 per day, according to Location of Rooms.
The Most Convenient House to all Trains.
1121 GREEN & SON, Proprietor

The American Hotel,
BARRIE, ONT.
Collier Street, Adjoining the Market.
RATES REASONABLE, CENTRAL LOCATION,
FREE BUS TO AND FROM ALL TRAINS.
Every accommodation for Commercial and LUMBERMEN.
W. D. McDONALD, Proprietor.

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

CHOPPING AXES
(Made to Order and on hand.)
MILL PICKS DRESSED in a first-class style. Those shipped by rail will be returned promptly.
Lance Tooth Saws Gummed. AXES WARRANTED.
W. HERLIHEY, Lindsay.

MACK'S MAGNETIC MEDICINE.



Is a Sure, Prompt and Effectual Remedy for Nervousness in ALL its stages, Weak Memory, Loss of Brain Power, Sexual Prostration, Night Sweats, Supermatorrhea, Seminal Weakness, and General Loss of Power. It repairs Nervous Waste, Rejuvenates the Jaded Intellect, Strengthens the Enfeebled Brain and Restores Surprising Tone and Vigor to the Exhausted Generative Organs. The experience of thousands proves it an INVALUABLE REMEDY. The medicine is pleasant to the taste, and each box contains sufficient for two week's medication, and is the cheapest and best. Full particulars in our pamphlet, which we desire to mail free to any address.
Mack's Magnetic Medicine is sold by Druggists at 50 cts. per box, or 42 for \$5, or will be mailed free of postage, on receipt of the money, by addressing MACK'S MAGNETIC MEDICINE CO., Windsor, Ont., Sold by all Druggists in Canada.

N. H. DOWNS'
Vegetable Balsamic
ELIXIR!

This valuable medicine is purely vegetable, the discovery of which was the result of many years' close study, in order to discover the cause, the symptoms and the cure—viz.:
Consumption, Coughs, Colds, Catarrh, Croup, Asthma, Influenza, Pleurisy, Hoarseness, Spitting Blood, Bronchitis, and every species of oppression of the Chest and Lungs. In all cases where this Elixir has been duly administered its efficacy has been invariably manifested, convincing the most incredulous that
CONSUMPTION is not incurable, if properly attended to.—Consumption, at its commencement, is but a slight irritation of the membrane which covers the lungs; then an inflammation when the cough is more observable, but rather dry than becoming a fever, and the patient more frequent, the cheeks flushed and a dull more common. This Elixir curing the above complaints, operates so as to remove all morbid irritations and inflammation from the lungs to the surface, and finally expel them from the system. It facilitates expectoration,
IT HEALS THE ULCERATED SURFACES and relieves the cough and makes the breathing easy. It supports the strength and at the same time reduces the fever. It is free from strong opiate and astringent articles, which are so drying a nature as to be in great danger of destroying the patient; whereas this medicine never dries or stops the cough, but, by removing the cause, generally destroys the habit before the cough is entirely gone. Consequently, when the cough is cured the patient's will. Send address for pamphlet giving full directions for cure of pulmonary diseases. Price 25 cts. and \$1 per bottle. Sold every where.
HENRY, JOHNSON & LORD, Props,
MONTREAL, P. Q.

E. S. VINDIN,
Commission, Shipping, Forwarding and General Agent.
LUMBER MERCHANT
Office, Tompest's Block, Port Hope. 111

J. DAVIES & Co.
46 Church Street, Toronto.
Sells all sort of Lumber on Commission. Advances on consignments. Prices given on application. Whole Stocks disposed on very low Commission. 1111

J. & F. N. TENNANT
Dealers in all kinds of
Lumber, Lath & Shingles,
Office, Union Loan Building,
Toronto Street, Toronto. 1111

17 YEARS' EXPERIENCE.
HOWIE'S DETECTIVE AGENCY
OFFICE, 32 KING STREET EAST,
TORONTO, ONT.
All legitimate Detective business attended to for Banks, Fire and Life Insurance Co's, also for private parties. This agency does not operate for reward. 1115

WISDOM & FISH
IMPORTERS AND DEALERS IN
Rubber and Leather Belting
RUBBER HOSE, STEAM PACKING,
LUBRICATING OILS, COTTON WASTE
Wrought Iron Pipe and Fittings,
And all Articles used in the Application of Steam to Machinery.
No. 41 Dock Street, St. John, N. B.
(SMALL'S BLOCK.)
N.B.—Estimates for Steam and Hot Water Heating Apparatus furnished on application. All work Warranted. 1115

PORTLAND FOUNDRY.
JOSEPH McAFEE,
(LATE ANON'S McAFEE.)
Warehouse, Main St., St. John, N.B.
AGRICULTURAL IMPLEMENTS.

MANUFACTURER OF
Cooking, Ship, Parlor & Office Stoves
MILL CASTINGS
Ship Windlasses, Capstans, and
Ship Castings of all kinds,
(MADE TO ORDER.)
Power Capstans, Patent Ship Pumps
With Copper Chambers. 1115
Lead Scuppers & Water Closets & all
goods in my line for Ships' use.
Work done to Order with Quick Despatch.

GRATEFUL—COMFORTING.
EPPS'S COCOA
BREAKFAST.
"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a deliciously flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*
Made simply with boiling water or milk. Sold in packets and tins only (4-lb. and 1-lb.) labelled
JAMES EPPS & CO., Homoeopathic Chemists,
London England. 1114

THE CANADA LUMBERMAN

DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

PUBLISHED SEMI-MONTHLY BY
TOKER & Co. PETERBOROUGH.

Terms of Subscription:

One copy, one year, in advance..... \$2 00
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Per line, for three months..... 30
Per line, for first insertion..... 10
Per line, for each subsequent insertion to 3 mo's..... 05
Cards not occupying more than 12 lines (1 inch) per annum..... 8 00
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Cards not occupying more than 6 lines per annum..... 5 00
Cards not occupying more than 6 lines, for 6 mo's..... 3 00

Special rates will be made for page, half page and column advertisements.

Advertisements intended for insertion in any particular issue should reach the office of publication at least four clear days before the day of publication, to insure insertion.

All communications, orders and remittances should be addressed and made payable to TOKER & Co., Peterborough, Ont.

Communications intended for insertion in the CANADA LUMBERMAN, must be accompanied by the name of the writer, not necessarily for publication, but as a guarantee of good faith. Communications to insure insertion (if accepted) in the following number, should be in the hands of the publishers a week before the date of the next issue.

PETERBOROUGH, Ont. JUNE 1, 1882.

THERE was a sale of 1,000,000 feet of lumber made in Bay City, Mich., lately, to eastern parties at \$25 per M straight measure.

IN the United States there are 1,912 establishments for the manufacture of agricultural implements. They use \$3,791,916 worth of timber a year.

THE extensive Peterborough lumbering firm of Irwin & Boyd has been dissolved by mutual consent, Mr. G. Boyd retiring and Mr. J. M. Irwin continuing the business.

RATHBUN & Sons' mill and lumber yard, Deseronto, is now lighted by electricity. One light, 75 feet high, is a splendid beacon for mariners navigating the Bay of Quinte.

ALEX. MOLAREN, of Osceola, has ordered a complete outfit of machinery, from Morrison Bros., of Toronto, for his new stove and heading factory now in course of erection at that place.

A TELEGRAM from Sprinlake, Mich., dated May 26th, says Sisson & Tilley's mill yard was burned yesterday. It contained seven million feet of lumber, valued at \$100,000, belonging to Rathbun & Co., of Chicago. This firm lost nine million feet here last fall.

THE *Monteur du Commerce* gives a long description of the manufacture of hats, bonnets and other articles from woven wood, as carried on at Ehrenberg, in Austria, where it has acquired large proportions. It strongly advocates the introduction of this industry in Canada.

Two ash knots, weighing 1,150 and 1,490 pounds, were recently shipped to New York. They are steamed, which softens them and develops their color, and then used in exceptionally fine veneering. Persons who are experts in judging what knots are of value, make considerable by going about looking for them. These two were from Caledonia, N.Y.

THE *Northwestern Lumberman*, of Chicago, appears in a new dress and generally improved appearance. The headings are especially well designed. As if to show that there is no limit to its enterprise, the *Northwestern Lumberman* has just published a special Chicago number, which is replete with information for the trade. When we state that it extends to 85 pages, and that some of the full page advertisements are printed in three colours, it may be imagined that this is a feat in journalism.

CAPT. McDONALD, superintendent of the Northern Pacific docks, writes that Duluth will be a second Saginaw in the lumber trade. There are now eight mills in construction, which will cut about one hundred million feet a year. He prophesies that this cut will be doubled next year.

IN 1864 an Indiana man bought a black walnut tree for \$1, and in a few years sold it for \$65 to a man who let it go to a Cincinnati lumber dealer for \$700. A New Yorker took it off the Cincinnati's hands for \$2,200, and shaved it into \$27,000 worth of veneering, for which he took the cash.

THE value of shingles exported from Brockville, Kingston and Prescott last year was \$23,840, against \$10,440 in 1880 and \$3,152 in 1879. The value of the different kinds of lumber exported from the same ports in the same period was as follows: In 1879, \$262,517, in 1880, \$474,436, and in 1881, \$722,236.

THE Eau Claire, Wis., Lumber Company, it is stated, has contracted to furnish to Close Brothers & Co. lumber for the building of 100 houses, an equal number of barns, and an equal number of granaries, all to be put up in Iowa, where the company is establishing a colony on a large tract of land owned by it in that state.

THE *Northwestern Lumberman* says:—"It is true that a portion of the immigration wave is tending toward Manitoba and other parts of the Canadian dominion, but as that section is forced to draw mainly upon the lumber resources of the Northwest, the result largely affects commerce and industry through the North and West."

A COMPANY is talked of at East Saginaw, Mich., with a capital of \$50,000, for the purpose of erecting and operating a manufactory of patent panels, to be made of Michigan basswood. The same parties run a factory of the same kind at Dehance, Ohio, and it is proposed to remove to East Saginaw. The panels are used for carriages, cutters and cars, etc.

THE extract works at Trout Run, Lycoming county, Pa., consume 5,000 to 6,000 cords of hemlock bark annually, and produce nearly 5,000 barrels of extract. Much of this extract is shipped to Europe for tanning leather. Large orders are now being filled for Liverpool and Glasgow. The company now pay \$6 a cord for bark, an advance of \$1 a cord over last year's price.

S. BABCOCK & Co. are putting in a large Curran & Wolff dry kiln at Manistee, Mich., for the purpose of drying siding. It will be the first dry kiln in the place, and will hold 110,000 feet, and turn out from 20,000 to 40,000 feet a day. This undertaking leads to the question, Why cannot all boards and strips be dried at the place of manufacture? The fuel is on the spot in the form of refuse, and is often sacrificed in the fire that is unquenchable, to no purpose.

BLACK walnut can now be manufactured very cheaply. One part of walnut peel extract is mixed with six parts of water, and the wood is coated with the solution. When the material is about half dry a solution of bichromate of potash with water is rubbed on it, and then your walnut is ready. Furniture dealers have been known to make excellent walnut out of very poor pine, but the difference was slightly perceptible, however, this method is said to defy detection.

THE *Timber Trades Journal*, of May 13th, says:—"Caution seems still to govern the import timber trade of London, if the arrivals of wood laden vessels are any index of the spirit of the trade, as only 36 vessels were reported since our last number up to the 10th inst. inclusive, 16 were steamers, mostly from Northern Europe, two only were from America, with general cargoes, and only part of timber, chiefly in the shape of staves, hoops and joinery, with some furniture woods. Altogether the import trade seems rather subsiding in this market for the moment."

THE *Lumberman's Gazette* says that Duluth is fast gaining prominence as one of the leading lumber manufacturing towns, and several new mills are going up. Something like 110,000,000 feet of logs will be cut into lumber at that point the present season. At several shore towns east of Duluth there are mills in course of erection or contemplated, and at no distant day the amount of lumber cut in the Lake Superior district will be no minor factor of the entire lumber business of the northwest.

THE Canton, N.Y., University is among the most vigorously interested educational institute giving attention to the subject of tree-planting. Lately 100 trees were planted on the grounds of the institution, and within the 12 years of its existence, about 1,000 trees have been set out, a fair proportion of which are yet living. In fact the ladies of the University were so zealous and enterprising in their laudable cause that they stole a march on their sleepy masculine co-workers and planted their proportion of the trees before the male members had finished digging out their eyes.

ROBERT HENRY, a prominent lumberman, formerly of the township of King, and latterly of Mulmur and Manitoulin Island, lost his life through the burning of the steamer *Manitoulin*, near Manitowaning, on Thursday, 18th inst. Deceased, who was in the forty-first year of his age, was cut down in the prime of his manhood and earnest usefulness, and his death has added another to the many victims of oft-recurring steamboat disasters. He was a pioneer in the settlement of the island, where he had extensive lumbering and milling interests. Mr. Henry's body has been recovered, and will be brought to his late residence, No. 99 Bloor street, Toronto. Should it arrive, as is expected, to-day, the funeral will take place from the above address on Tuesday, 23rd inst., at two o'clock in the afternoon.

PRESERVATION OF WOOD.

Dr. Joseph Jones, of New Orleans, has, after an extended series of experiments, inaugurated eighteen years ago, in 1864, succeeded in developing a method of preserving wood from decay for great periods of time, and even for centuries. The first series of experiments related to the preservation of animal structures, and in the museum of the medical department of the University of Louisiana are preserved in the open air the most delicate and destructible animal tissues, and entire animals, apparently as fresh as at the moment of death.

The second series of experiments related to the arrest of decomposition in diseased and gangrenous ulcers, cancers, and gunshot wounds, and the results were none the less striking and satisfactory.

The third series of experiments related to the preservation of wood from decay and the destructive action of marine animals.

The process, as finally developed and perfected by Prof. Jones, consists in saturating wood with certain bituminous, resinous, and antiseptic substances and compounds. The sap and moisture of the wood are transformed into steam, and the albuminous constituents coagulated by heat, and the wood thus treated is immediately plunged into a boiling solution, the most important ingredients of which are asphalt or solid bitumen and carbolic acid. The combination may be varied according to the age and density of the wood. As the preservative liquid and wood cools the vapor is condensed and the solution of asphalt is driven into the pores and also penetrates the wood by imbibition. The solvent of the asphalt rapidly evaporates from the surface of the wood after it is removed from the preservative fluid, leaving a smooth, polished surface, impervious to moisture and water. The antiseptic substances are thus locked up within the fibres of the wood. Thus, if it be desired to subject a railroad bridge to this process, the individual portions, after they have been completed, are first heated in order to drive out all the moisture, and then plunged into the solution of asphalt; and after remaining from two to twelve hours, are removed, and each individual part is protected by a complete coating of asphalt, impervious to

water, and itself one of the most powerful of wood preservers. When the bridge is erected every portion of it presents a coated surface, and the whole structure presents the appearance of having been carefully painted by hand with durable black varnish.

The saving of expense alone in this mode of painting an entire bridge simply by plunging its component parts into a preservative fluid, it is claimed, will more than equal the expense of the materials used. Wood may be subjected to the hot solution of asphalt without preliminary heating.

A drying room for the wood and a tank heated by steam for the preservative liquid are the only forms of apparatus needed. Solid bitumen or asphalt is found in most countries of the globe; but it is to the West Indies that the United States must look for inexhaustible supplies.—*New Orleans Democrat*.

ECONOMIZING OUR FORESTS.

At the meeting of the Royal Canadian Society, in the scientific section, a paper was read by Mr. Wm. Saunders, of London, Ont., on "The Importance of Economizing and Preserving our Forests," in which he referred to the importance of forests in providing shelter from storms, regulating the temperature, equalizing violent alternations of heat and cold, and on the manner in which the humidity of the atmosphere is equalized and conserved. Reference was also made to the importance of forests in influencing the rainfall and purifying the soil and atmosphere. He alluded also to the forest policy of Germany as showing the possibility of a country, by proper forest regulations and sufficient forest area, growing a sufficient supply of timber for the use of the people. He also called attention to the needless waste of timber from the carelessness of the lumberer and the wanton destruction of vast quantities by forest fires. In conclusion, he suggested that more stringent rules were needed to remedy these evils, urging also that more attention should be given to the replanting of the denuded districts.

The President called the attention of the meeting to the importance of the subjects, and remarks in connection with the paper were made by Professor Macoun and Dr. Lawson.

It was afterwards moved by Principal Dawson, seconded by Dr. Lawson, that at the general session to-morrow the attention of the society be directed to the subject of the preservation and planting of forests by public and private means as an important object to be promoted in connection with this society and with the International Forestry Association.

LUMBERING ON THE PENOBSCOT.

THE *Portland Commercial* says the Penobscot lumbermen are anxious for rain. At some points driving has been abandoned on account of low water. The first Mattawamkeag drives of 15,000,000 feet will be in the boom, it is thought, in a few days. Mr. J. W. Palmer's cut, made in the vicinity of the "Gulf," amounts to about 10,000,000 feet, but the two drives, forward and rear, contain over 13,000,000 feet, the extra three millions being other operators' logs, which Mr. Palmer has undertaken to drive. There are on Pleasant river four large dams, and Mr. Palmer has so utilized the water from their ponds that the forward drive of 7,000,000 feet of his own and other logs will reach the Penobscot on Thursday. The rear drive consists of about 6,000,000 feet, and the logs are now being sluiced through the Gulf, with a good prospect of getting them through the main river, and almost a surety of getting 2,000,000 feet of them to market. There is a crew of fifty men on the forward drive, while 150 red shirts are trying to get the rear through.

IMPROVEMENTS AT DESERONTO.

THE *Kingston Whig* has the following from Deseronto, formerly Mill Point:—"The Bay of Quinte R. Co. are extending their line at Deseronto eastward to Unger's Island, along the bay shore. We understand the company intend to start some new industries at the terminus. The company entered into an agreement with the G. T. R. Co. to furnish 200 carloads of freight the first year, but this contract

has been already filled. The above amount was furnished in less than three months, a really encouraging fact to the stockholders of the road. The cedar mill at Deseronto will be a gigantic structure when completed. The building is 80x100 feet, part of it being two storeys in height. On the upper flat there are two saws for the manufacture of ties and field posts. The lower flat will be principally used for cutting large timber and shingle bolts. Adjoining this building is the shingle mill, which is being supplied with two double and two single machines, and has a capacity of about 75,000 per day. It will be in operation by the first of June.

CUTTING A CANAL.

A lease has been given to Monroe, Clay & Co., of Bainbridge, Ga., for land on Dog Island, Franklin county, near Carabelle, where they propose building wharves where foreign vessels chartered by them can unload their ballast. This company is engaged in cutting and hewing square timber on Flint river, in Georgia, where they have a large force at work. This timber is rafted down the Flint and Apalachicola rivers, through St. George's Sound, to the cove in Carabelle harbor, where it goes on board the ships. Most of it is sold on European account. The contractors labor under great disadvantage in bringing their rafts through the sound. This, they think, can be avoided by a cut off from the Apalachicola river between Iola and Bristol, striking the headwaters of Carabelle, Now river, or Toloyo creek. That a canal in that direction will ultimately be cut is a fixed fact, and when opened it will be of great advantage to the Carabelle people.

LARGE ARRIVALS OF LUMBER.

The Montreal Gazette, of May 20th, says:—The arrivals of lumber and deals from Ottawa during the past week have been considerable, and from ports between here and Quebec the receipts of spruce and common pine have been quite liberal. The demand from the States, referred to by us last week, continues, several lots of hardwood having been purchased for New Hampshire and Massachusetts, at current prices. Among the sales were one or two lots of ash at \$20 to \$25, and a lot of cherry at \$60 per M feet, f. o. c. at Point St. Charles. Yesterday several carloads of thin pine were purchased for Winnipeg at from \$12 up to \$25 per M feet, as to grade. There is also a good local demand. Advices from the Ottawa district state that rain is sadly needed in order to get out the logs in some of the small streams tributary to the Ottawa River.

Russian Trade With Australia.

A statement has appeared in St. Petersburg papers, speaking in jubilant terms of the fact that the well-known mercantile firm of Carl Graap has chartered two foreign sailing vessels to carry sawn timber from Cronstadt to Australia. The event is considered to be the more important as the vessel will be the first to sail direct from Cronstadt to Australia. The St. Petersburg Herald regards this beginning as of "enormous importance" to the commercial world of the north of Russia. At the same time, whilst it may not be of such great importance, it is a new departure on a small scale. —*Newcastle Chronicle.*

Timber Limits for Sale.

I offer Timber Limits Nos 94, 102, 144, 145, 157, 163, 176 and 182 on the North Shore of Georgian Bay, for sale either en bloc or in single Townships of 36 square miles each.

GEORGE J. THOMPSON,

617 Winnipeg, Manitoba.

LUMBER

Shingles, Doors, Sash, Flooring, &c.,

WANTED,

STATE QUANTITIES AND PRICE TO

SHORE & DAVIS,

Head Office, 514 Main Street, Winnipeg, Man.

FOR SALE!

SASH, DOOR & FURNITURE FACTORY,

Situate on CANAL BASIN, OTTAWA.

Apply to **PINHEY & CHRISTIE,** Barristers, Ottawa.

J. T. LAMBERT,

Lumber and Commission Agent.

ORDERS FOR DIMENSIONS AND ALL OTHER KINDS AND GRADES OF

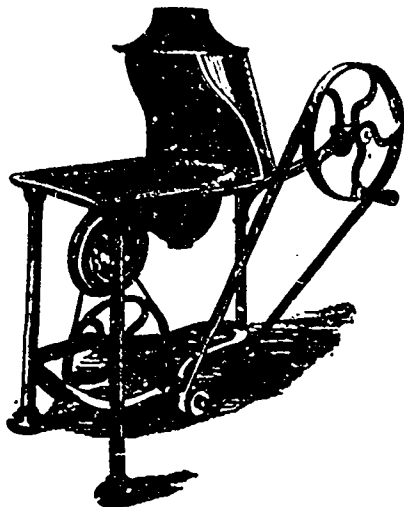
American Lumber

PROMPTLY ATTENDED TO.

Timber Limits and the Square Timber Trade a Specialty.

Office, Wellington Street, OTTAWA. 1117

PORTABLE FORGES



Send for Circulars and Prices to

H. R. IVES & Co., Montreal



TRENT NAVIGATION.

FENELON FALLS, BUCKHORN RAPIDS AND BURLEIGH CANALS.

NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Trent Navigation," will be received at this office until the arrival of the Eastern and Western Mails on WEDNESDAY, THE FIFTH DAY OF JULY NEXT, for the construction of two Lift Locks, Bridge Piers and other works at Fenelon Falls, also, the construction of a Lock at Buckhorn Rapids, and for the construction of three Locks, a Dam and Bridge Piers at Burleigh Falls. The works at each of these places will be let separately.

Maps of the respective localities, together with plans and specifications of the works, can be seen at this office on and after WEDNESDAY, THE TWENTY FIRST DAY OF JUNE NEXT, where printed forms of Tender can be obtained. A like class of information relative to the works at Fenelon Falls will be furnished at that place, and for those at Buckhorn and Burleigh, information may be obtained at the resident Engineer's office, Peterborough. Contractors are requested to bear in mind that Tenders for the different works must be accompanied by an accepted bank cheque, as follows:—

- For the Fenelon Falls work.....\$1,000
- " Buckhorn Rapids work..... 600
- " Burleigh Falls work..... 1,600

And that these respective amounts shall be forfeited if the party tendering declines entering into contract for the works at the rates and prices submitted, subject to the conditions and terms stated in the specifications. The cheques thus sent in will be returned to the different parties whose tenders are not accepted. This Department does not, however, bind itself to accept the lowest or any tender.

By order, **F. BRAUN,** Secretary.

Department of Railways and Canals, Ottawa, 22nd May, 1882. d127-3211

CURRIE BOILER WORKS

ESTABLISHED 1862

MANUFACTURERS OF

STEAM BOILERS.

NEW and SECOND HAND ENGINES and other Machinery on Hand and for Sale.

CURRIE, MARTIN & Co.

1117

BARRIE SAW WORKS

JAMES HAGUE.

Circular, Cross-Cut & Machine Saws

Gunned and Hammered on Short Notice.

8124

Shop in Sowrey's Foundry, BARRIE, Ont.

D. S. BRIGGS,

9 TORONTO STREET, TORONTO.

WHOLESALE DEALER IN

Clear, Pickings, Common and Hardwood Lumber, Lath, Shingles, &c.

BILL STUFF CUT TO ORDER. 1117

A. L. UNDERWOOD

WHOLESALE DEALER IN

White Pine, Basswood & Hardwood, 82 King Street East,

TORONTO, ONT. 1117

S. S. MUTTON & Co.,

Wholesale Lumber Dealers TORONTO.

We have for Sale a large quantity of PINE, OAK, WHITEWOOD, ASH, CHESTNUT, CHERRY, BUTTERNUT, BASSWOOD, &c.

SET'S. A SET OF TUB MACHINERY FOR SALE, CHEAP—OR EXCHANGE FOR LUMBER. 1117

CANADA TRUSS FACTORY

(ESTABLISHED 1856.)

F. GROSS,

Manufacturer of SURGICAL and ORTHOPEDICAL INSTRUMENTS. ARTIFICIAL LIMBS made to order. INDIA RUBBER GOODS of every description. 1114

688 and 690 Craig Street, Montreal.



MURRAY CANAL.

NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for the MURRAY CANAL," will be received at this office until the arrival of the eastern and western mails on TUESDAY, THE TWENTY SEVENTH DAY OF JUNE NEXT, for the formation of a Canal to connect the head waters of the Bay of Quinte with Presqu'ile Harbour, Lake Ontario.

A map of the locality, together with the plans and specifications of the works, can be seen at this office and at Brighton, on and after THURSDAY, THE EIGHTH DAY OF JUNE NEXT, where printed forms of tender can be obtained.

Contractors are requested to bear in mind that an accepted bank cheque for the sum of \$3,000 must accompany each tender, which sum shall be forfeited, if the party tendering declines to enter into contract for the execution of the works at the rates and prices submitted, subject to the conditions and on the terms stated in the specification.

The cheque thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest or any tender.

By order, **F. BRAUN,** Secretary.

Dept. of Railways and Canals, Ottawa, May 22nd, 1882. } d125-2aw

VALUABLE

Mill Property

FOR SALE.

The subscriber offers for sale the

Steam Saw & Shingle Mill

known as the "Super" Mill, now rented to James Leishman, situated in front of the Bracebridge Wharf, Muskoka River, and within a short distance of the proposed railway.

This Mill is in first-rate order, the machinery new, and is capable of cutting 25,000 feet of lumber per day. For further particulars apply to

FREDERIC HAMMET, BRACEBRIDGE P. O.

ROBERT SMALLWOOD

MANUFACTURER OF

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THE SPRING MOVEMENT OF LUMBER AT CHICAGO.

A query has arisen in the minds of many as to why the receipt of lumber at this port has been so much greater this spring than last, while the mills at Muskegon have been forced to remain idle on account of the strike. Of the total amount of lumber received at this port from the east shore considerably more than one-third comes from Muskegon. It can be plainly seen that a cutting off of the usual supply at that point would make a vast difference in the receipts at this market under ordinary conditions. That the failure of the mills there to start up this spring has not apparently diminished arrivals since the opening of navigation is a circumstance that may well be enquired into. The bears in this market are handling the problem as if it were a matter of great significance, somehow, though how it should affect their interest, when the reason for the large receipts this season is really known, it is not so very plain to see. If the large spring receipts meant an over supply the season through, or if the bear element could make it appear that it meant that, of course such a view would tend to weaken values, and that is what the bears want to do, though they would hardly be willing to have it proved that there would be a glut of lumber in this market through the season, for that would take the starch out of the values of the stocks that they have in the yards, which was bought at pretty round figures. But it can be shown quite clearly that the supply of logs and lumber is not greater than the demand requires, unless it should unaccountably fall off during the present season. The history of the trade since last spring proves this plainly enough. We have seen that while the supply on January 1 last was 560,416,842 feet, as compared to 497,940,073 in 1881, trade was so large during the winter that the pile had been diminished on May 1 to the tune of 557,883,000, showing an increase of shipments during the four months since January 1 of 219,345,000 over the same period of the previous year. The amount of logs put in during the last winter certainly does not warrant the conclusion that there is an overstock of such vast proportions as to threaten a dangerous glut of output in the various markets during the year. So we are led to the conclusion that the heavy receipts at this port thus far during the spring do not indicate an enormous rush of an overburdened supply seeking to get into the market before the accumulating volume becomes so overwhelming that values will be crushed to a ruinous minimum. On the other hand, we can safely conclude that there is no more lumber at primary points, in stick or stack, than can be devoured by the demand, provided there is no untoward event that shall intervene to stop industry and progress, and greatly reduce the demand. Any city of a rush of stock, and a probable accumulation in excess of the demand is but a speculative shout, designed to temporarily unhorse values, so that they can be mounted again to suit those who wish to buy in a season's supply.

What, then, is the real cause for the extraordinary receipts of lumber at this port since March 15? On May 1 they amounted to 232,934,000 feet, since January, as compared to 91,508,000 the year before the same period, an increase of 141,426,000. An explanation is primarily indicated by the fact that sales and shipments have shown proportionately as large an increase, which indicates that the rapidly depleting supply throughout the winter had stimulated early and liberal receipts. Never in the history of the trade at this point had the winter out-movement of lumber been so great. This drew down the amount on hand in the yards, and broke up assortments. Naturally there was an industrious looking around all winter for new supplies. Just as soon as a vessel could be sent out in March it was done, and lumber began to arrive. There was almost daily receipts by lake after March 15, and the stream increased in steadiness and volume from April 1 through that month.

The contrast of this year and last in regard to receipts by lake was very striking. The first arrival of a cargo in the spring of 1881 was on April 15, and on that day and the day following nine cargoes reached this port. But few came in after that till April 26, when the total re-

ceipts of lumber had reached 8,008,000 feet, the arrivals the year before on that date having aggregated 63,827,000.

Naturally, after having such a flourishing trade all winter, which reduced stocks remarkably, and broke up assortments, wholesale yard dealers here took the opportunity of an early opening of navigation to bring over the lumber they had bought during the winter for the purpose of stocking up their yards for the spring trade. The large early receipts that cut such a figure in the totals did not go to the market, but directly to the docks of the purchasers. This is always the case for a period after the opening of navigation, but it was peculiarly so this spring, because of the large amounts that had been purchased on the east shore, transactions that had been unwontedly stimulated by the heavy demand. It is, noteworthy, too, that a large proportion of such lumber arrived from Muskegon, the wintered-over stock there of over 100,000,000 feet having been largely purchased late in the fall or early in the winter by Chicago dealers, and of course was brought forward as early as possible to replenish broken and depleted stocks, so that really Muskegon has contributed this spring as much to Chicago receipts as ever, and more, considering the early opening of navigation.

Another cause for unusually heavy receipts is the fact that the general boom in the lumber business, and the high figures that manufacturers have placed on their stocks, giving the cargo market here a dizzy altitude at the opening, prompted everybody on the lake who had held over any lumber to crowd canvass for this port as soon as possible. This has brought in early a large amount of lumber that ordinarily would have come a little later. It has been noticed that several cargoes have arrived from Saginaw, an unusual event for so early in the season.

Some might be inclined to think that because the stock on hand at initial points has been rushed forward early that later receipts would proportionately diminish. But that is an unsafe conclusion. The mills this season will be run for all there is in them—and there is more in them than usual, for the reason that repairing and improving the past winter has been extensive. It is said, with truth, that when a saw mill owner has had a successful year, he is seized with a consuming desire to overhaul and repair his mill. That is what has aided him during the past winter, and the result is that the mill capacity of 1882 is much greater than ever before, not only on account of improvements in old mills, but because of a large number of new mills that have been built. We shall have to conclude that the cut of the present year will be pushed quite to the extent of the log supply, and that the output will come forward more voluminously than ever. Of course the continuance of the strike at Muskegon must be taken into account, as well as like labor disturbances elsewhere, which involves a vast possible difference in the season's results. *Northwestern Lumberman.*

GOVERNMENT PROTECTION.

We are glad to perceive that action is being taken by the national legislature for the protection of timber on government land and on the Indian reservations, and to prevent the wholesale and wanton destruction of the same, which has heretofore been prevalent. Senator Cameron, of Wisconsin, has been especially urgent in this matter, and if he is successful will be deserving of the gratitude not only of his own constituency, but the country at large. The proposed law provides that "every person who unlawfully acts or aids, or is employed in unlawfully cutting, or wantonly destroys or procures to be destroyed, any timber standing upon lands of the United States, which, in pursuance of law, may be reserved or purchased for military purposes, shall pay a fine of not more than \$500, and be imprisoned not more than twelve months."

Secretary Kirkwood also has taken advanced ground in this same direction, and has been importing congress for the enactment of such laws as will prevent depredations upon the timber lands in the Indian reservations. The commissioner of Indian affairs also shows his interest in the protection of the forests, and in a later letter says: "I cannot too strongly urge upon

the department the importance of early action by congress upon this subject. In the Indian territory, especially, spoliation of valuable walnut timber has been for a long time past, and is still being carried on, and unless some stringent and effective measures are devised to stop it, that whole country will be devastated of timber. Moreover, it is apprehended by those competent to judge, that this wholesale stripping of lumber will result in disastrous climatic effect.

The indications from all directions, in fact, are of the most gratifying and reassuring character. The representatives in both branches of the national legislature are becoming thoroughly awakened to the importance of this question, and are evidently ripe for the adoption of such a policy as shall not only protect the timber already standing, but for the inauguration of measures with the object in view of replacing the timber of which our forests are being rapidly and in many cases unnecessarily denuded, and also for the establishment of a system of forestry culture as shall supply the future demands of the industries of the nation based on wood for their chief staple. —*Lumberman's Gazette.*

MONTREAL NOTES.

The Montreal *Gazette*, of May 13th, has the following remarks upon the trade there:—There are already signs of an active export movement in lumber, as large quantities are arriving by barges and rail from Ottawa. Considerable deals for the United Kingdom and lumber for South America are being piled on the wharf at Hochelaga ready for shipment as soon as vessels arrive. The first shipment of deals to Great Britain was made on the steamship *Manitoba*. We have no further charters to report, having previously quoted all that have been made this season at \$14@16 per M. feet by sailing vessels, according to size, to the River Plate, and at 55s to 60s by steamer to the direct ports in the United Kingdom. We understand that American orders have been received at Ottawa, and that orders are about being filled both by rail and boat. In this market we hear of no transactions on export account as they are generally negotiated at a certain price at the mills, but we hear of one or two sales of shipping culis on the basis of about \$13@13.50 laid down here. There is a good local enquiry, consumptive wants being larger than at this time last year. American buyers are looking for certain kinds of hardwood, but we have not heard of any business yet. Advice just at hand state that owing to low water in some of the tributary streams of the Ottawa very few logs have been got out this season, and that rain is much wanted to move them. In the larger streams, however, the supply has moved forward freely, and as the cut was generally large, there will, in no event, it is thought, be a dearth of product.

OUR PINE FORESTS.

The first paper read at the recent Forestry Congress at Cincinnati was that of Mr. James Little, of Montreal, on "The Pine Woods of Canada." The writer expressed regret that his advanced age prevented his attending the Congress. His paper related to the White Pine forests of Canada and the serious commercial loss that would arise from a total loss of the woodlands. Laboring for years almost single-handed to bring his own people to a proper knowledge of the subject, he expressed gratification that the papers of this country had so generally taken up the question of forestry. He claimed that the black walnut, once so abundant, and oak and ash, for long a great source of revenue to the country, were nearly all gone, white pine, spruce, birch and tamarac were following so fast that soon none would be left of commercial value. He corrected the error of considering the timberland of Canada as practically exhaustless. He thought ten thousand millions of feet, board measure, would comprise the merchantable pine of Canada, Ontario, New Brunswick and Nova Scotia, which might be exhausted in less than ten years. The stock in Newfoundland and the area adjoining Hudson's Bay was still satisfactory in amount. He quoted the remark of Mr. Charles Gibbs that "our native white pine may yet be peddled in some parts of our country as a rare exotic, so scarce has it become. Britain, which was supposed to

need timber only for repairs, being built up, paid seventy-five to one hundred million dollars yearly for her timber, paying the cheapest rates. Mr. Little thought that if the waste of forests was not checked it would yet cost more than all our exports of grain and cotton, and require more than the combined sailing tonnage of the whole world to procure timber for the use of the United States from other countries. The effect of the dearth of timber now threatened upon the industries of the United States and Canada was one which may well cause apprehension.

PORT HOPE.

About six o'clock on Friday, May 19, a pile of lumber was discovered on fire at one of the centre docks of the harbor. A stiff east wind was blowing at the time and the flames spread rapidly. The alarm was quickly given, and a great crowd of citizens hurried to the scene. The Millard Railway hands were alerted, the configuration, and they soon had all the neighbouring piles of lumber flaking in the harbor. By that time the flames had reached the docks, and three or four hours had to be spent in extinguishing them, but not until nearly one hundred feet of wharfe had been burned or destroyed. The lumber that was burnt, about 30,000 feet, belonged to C. Kanaday, purchased from Irwin & Boyd Peterborough, on which there was no insurance. It will probably cost two or three thousand dollars to replace the pier that has been destroyed. But for the tremendous exertions of the fire brigade and the assistance rendered by the steam pumps on the tugs, and the steamer *No-seman*, the fire would have swept the whole of the centre piers. None of the loss is covered by insurance.

Weights of Timber.

Weights of logs and lumber are given as follows in a book recently issued by H. K. Porter & Co., Pittsburgh, Pa.:—Weight of green logs to scale 1,000 feet, board measure—Yellow pine (southern), 8,000 to 10,000 pounds; Norway pine (Michigan), 7,000 to 8,000 lbs.; white pine (Mich.) off of stump, 6,000 to 7,000 lbs.; white pine (Mich.) out of water, 7,000 to 8,000 lbs.; white pine (Penn.) bark off, 5,000 to 6,000 lbs.; hemlock (Penn.) bark off, 6,000 to 7,000 lbs. Weight of 1,000 feet of lumber, board measure Yellow or Norway pine, dry, 3,000 lbs.; green, 5,000 lbs.; white pine, dry, 2,500 lbs.; green, 4,000 lbs. Weight of one cord of seasoned wood, 128 cubic feet per cord—Hickory or sugar maple, 4,500 lbs.; white oak, 3,850 lbs.; poplar, chestnut or elm, 2,250 lbs.; pine, white, or Norway, 2,000 lbs.; hemlock bark, dry, 2,200 lbs. (One cord bark got from 1,000 feet logs.)

Adirondack Timber.

The Saginaw *Courier* says the sale of a large tract of timber land in the Adirondack, N. Y. region is as good as made to a party of Michigan lumbermen and Hartford, Ct., capitalists. The purchase price is to be about \$250,000, and on the tract there is said to be a quarter of a billion feet of white pine timber, besides spruce and hemlock. The timber has hitherto been considered inaccessible, as a down-caster would never think of constructing a railroad to haul logs on. To reach the heart of the tract it will require the construction of 11 miles of road, over an expensive route, but the timber will well repay the undertaking. A mill and planing mill to work the timber up are also contemplated. There is no reason why a bonanza is not concealed in this project, since experienced Michigan land lookers have estimated the quantity of timber as I have stated.

KEEP this idea in your mind, if you have a dam to build at all, it pays to build it well; and if you do not understand how to do it, get some one who has had experience and whom you know does understand, and pay him well to do a good job.

THERE was lately a great jam of logs in the Hudson River at Palmer Falls, Corinth, which increased rapidly. It extended three-quarters of a mile above the dam of the Hudson River Pulp and Paper Company, and it is estimated that fully 1,500,000 pieces of timber were lodged there.

Chips.

R. M. WANZER & Co., of Hamilton, are about to build a large woodwork factory.

THE Menominee River and Manufacturing Company had, on May 1, cut and delivered 19,000,000 feet more logs than on the same date last year.

THE two Japanese paper mills turn out about 9,000 lbs of paper per day. The paper mills are importing pulp—pulp from Thorold, Quebec and Niagara Falls.

THE New Brunswick chair factory, at St. John, is to commence work early next month. Mr. D. L. Richards has gone to Boston to purchase machinery for it.

THE Kirby-Carpenter Company's two mills, at Monominee, Mich., turned out 329,000 feet of lumber in one day recently. The Company's new mill will average 200,000 feet daily.

MERRILL BROTHERS, Williamsport, Pa., are to build a railway, four miles long, up Anderson Creek for the purpose of running in their logs. They propose hereafter to be independent of snow.

JAMES STEWART, of Saginaw, has closed a contract with Stockwell & Belknap, whose mill is on the Harrison branch, for 20,000,000 shingles, the entire cut of the mill for the ensuing year.

It has been decided to see relief for the Oshkosh and Fond du Lac, Wis., water powers, from difficulty by high water in Winnobago Lake and Fox River, by widening the point of overflow in the lake.

THE statement of business at the Erie canal collector's office, at Buffalo, N. Y., for the month of April, give the total exports in lumber, etc., as follows:—Lumber, 3,689,813 feet, shingles, 1,322,000, staves, 4,139,542.

THE New York Central and Erie Railroad Companies intend to build a bridge across Tonawanda creek, at Tonawanda, N. Y., for the purpose of reaching the Export Lumber Company's docks and planing mills.

THE firm of James Hay & Co., Woodstock, Ont., has just received from the manufacturers, Messrs. Haggart & Co., Brampton, a traction engine which will be used for drawing logs from the bush to the factory. It works nicely.

JOHN MARKS and others, of Detroit, are putting in about 12,000,000 feet of pine on a logging railroad seven miles in length. The logs are banked on the south branch of the Chippewa River. They expect to have the timber in oak, in September, and the road will then be shifted to another point where the firm own a large tract of pine.

THE New York Sun says Chicago is the greatest lumber market in the world. The single item of sawed lumber received there in 1881 would lay an inch flooring 14 feet wide round the earth, at the equator. The amount of lumber manufactured in the three states of Michigan, Wisconsin and Minnesota during 1881 would lay such a floor 50 feet wide.

THE Chronicle says Messrs. McLachlin Bros., Arnprior, are making arrangements to have their mills and lumber yard lighted by electricity this season. They also intend building water-works, with hydrants at convenient distances, all through their lumber yard, for the purpose of acquiring more efficient protection against fire. The forethought and enterprise in this direction is worthy of emulation.

THE Northwestern Lumberman says that of over 700,000 square miles of timber in the United States, the South owns 460,000, or nearly two-thirds of the whole. In a very few years this will busy over 50,000 laborers in cutting, rafting, sawing and shipping. Already parties are making large purchases of these lands, locating mills, opening turpentine farms, and building railroads into the timbered regions.

THE prospectus of a large carriage factory, to be established at St. Catharines, has been issued. It is intended to manufacture street cars, railway cars, wagons, and huggies, and the concern will be called the St. Catharines Manufacturing Company. It will employ between 80 and 100 men at the start. Capital, \$75,000, in shares of \$100 each. The stock books are opened, and a large amount of stock has already been subscribed.

TIMBER and Lumber to the amount of 400,000,000 superficial feet is annually supplied by the forests of New Zealand, valued at about \$8,000,000.

DURING the month of April, 6,173,000 feet of yellow pine were shipped from the port of Jacksonville, Fla., as against 3,330,000 feet for the same month last year, and 2,569,835 for April of 1880, an increase of 2,843,000 feet in 1881, and of 3,603,465 over 1880. The shipment of lumber from that port increases every month, and it is believed that the shipments in 1882 will double those of any previous year. The figures given do not include the shipments over one of the roads.

THE white pine is the most valuable tree in Newfoundland. In the section known as the Gaudu country it is estimated there are 800 square miles of land thus timbered, which is easily accessible by small boats on the Gaudu river. The yellow or red pine is also largely found, while there is no beech, elm or cedar. Pine forests exist about St. George's Bay, and in the valley of the Humber. No revenue, however, is derived by the colony from these forests, which are cut at will by the property owners.

THE Northwestern Lumberman says that in Michigan the color that maple lumber assumes when cut, stucc and seasoned, as it ordinarily is, has seemed to answer every purpose. But in the eastern markets, where the wood has been longer in use, very white lumber has been in demand, and at all times the whiter the better. To secure as light shade as possible the timber is both cut and sawed when frozen. It is then stucc, the boards slanting to such an extent that the sap, when thawed, will drain off as much as possible.

THE Lumberman's Gazette says that while the supply of lumber in the United States is fully equal to present demands, it is difficult to foresee what may be the increased requirements, domestic and foreign, in the early future. It is very certain that due provision is not made for planting, and while some states have shown commendable care and energy in that respect, others have been singularly negligent. What, in the course of a few years, will become of the lumber trade of Pensacola, Mobile and other southern ports, with the present rate of clearing?

THE Timber Trades Journal of May 6th says three-and-twenty timber laden vessels into London, to represent a whole week's importation, is by no means such an alarming number as to create a panic among the holders of any considerable quantity in the docks, and thereupon to cause them to hurry their goods into the public sales, and let them go without reserve for what they will fetch; were the trade a little brisker, this very moderate week of importation would be very encouraging, but with such a heavy stock already stored here prices would hardly rise if the importation were to cease for a month or so altogether.

ACCORDING to the Timber Trades Journal of May 6th, the reports from Sweden are rather more encouraging as regards the supply of logs from the interior; these were hung up for want of snow, but a very heavy fall of that necessary commodity, which prevailed throughout the north of Sweden about Easter time, will enable a greater portion of the timber to be floated down to the mills, and the fears entertained about an insufficiency of logs will be greatly relieved. This will be welcome to those mill-owners who were short of their usual quantity, and make them easy on the score of carrying out the contracts already entered into for later shipments.

THE Monetary Times says that the manufacture of wooden houses, in sections which can be taken apart and readily transported to our prairie lands, or to northwestern villages, is an important and likely industry. Such houses have been made in Chicago and St. Paul, for Dakota and Minnesota, and we believe they are made in Ottawa for Manitoba. We are glad to notice the formation of a company with a capital of \$120,000 for the manufacture of prairie houses. The principals are stated to be Robt. Hay, M.P., Mr. Colby, M.P., Hon. Dr. Schultz, Messrs. Dawson, E. A. Pew, of Welland, and Hilaire, of Montreal. The factory will be situated at Welland.

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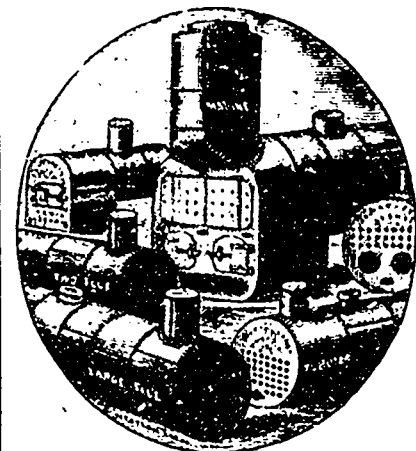
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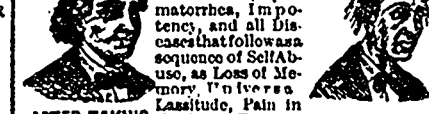
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Market Reports.

MONTREAL.

From our own Correspondent.

MAY 23rd.—The heavy rain which this region has been visited with during the past 24 hours seems to have put new life into all kinds of business, and will help the movement of logs in some of the streams running into the Ottawa, which it was feared would not be got out on account of the lowness of the water. The consumptive demand in our local market has been moderately active and considerably larger than last year at this time. Prices are well sustained, as dry seasoned stocks are not by any means in over supply. The cut in the lumber districts this season has been pretty large, and stocks are expected to be fully maintained here. We quote prices steady as follows for sound lots, ex yard:—

Pine, 1st quality, P M	22 00@24 00
Pine, 2nd " " " "	14 00@15 00
Pine, shipping culls, P M	8 00@12 00
Pine, cull deals, P M	8 00@10 00
Pine, mill culls, P M	10 00@11 00
Spruce, P M	9 00@11 00
Hemlock, P M	10 00@18 00
Ash, run of long culls out, P M	16 00@17 00
Bass, P M	35 00@45 00
Oak, P M	17 00@20 00
Birch, P M	18 00@25 00
Hard Maple, P M	1 50@ 0 00
Lath, P M	3 00@ 0 00
Shingles, 1st, P M	2 00@ 0 00
Shingles, 2nd, P M	2 00@ 0 00

SHIPPING

Large quantities of lumber are arriving awaiting shipment by the first chartered vessels. The delay caused to shipping by so much ice in the Gulf has kept vessels back, although not much later than last year, when the first vessel to the River Plate sailed on the 9th of June. As there are a large number of vessels to load, shippers will soon be very busy. No rafts have as yet passed the city.

FREIGHTS.

There has been several engagements of ships for lumber to South America since the date of our last report, at \$14, while steamships for direct ports in the United Kingdom get from 55s. to 60s.

LORDWOOD.

Wood is plentiful just now, but as little wood was got out this season in Upper Canada, the prospects are that it will be scarce and prices at this moment are very firm, but the demand is poor, as is usually the case at this season of the year. We advance some of our quotations this week for wood on the wharf, ex cartage:—

Long Maple	\$7 00
Short " "	6 50
Long Birch	6 50
Short " "	6 00
Long Beech	5 50
Short " "	5 00
Tamarack	4 50@5 00

TORONTO.

From our own Correspondent.

MAY 22nd.—Sales have assumed a brisker aspect since I last wrote you, and most of the yards are now fairly active and prices remain firm, with a decided scarcity of dry lumber, in fact 1 1/2 in. dry picks and cut up cannot be got in any quantity, factory men being the only ones possessed of any stock of this description; but the quantity of building material to be used in this city this season will be far below the two preceding years, as speculative building has been most effectually choked off, and is now being carried on by only two or three individuals whose credit remains as yet unimpaired, and lumber dealers have now come to the conclusion that if they undertake to deliver a bill of lumber they have a clear right to know when and by whom they are to be paid. Heretofore in numerous instances the lumber has been delivered and used in the buildings, the bricklayer and carpenter, and in fact all tradesmen whose labour had gone into the buildings, made themselves secure by lien, and if the speculator failed to complete his contracts, the mortgagee steps in and takes possession, and the lumber dealer may whistle for his money. This, I venture to say, is a state of things that has no right to exist in any country. The lumber has gone into the buildings, and the mortgagee has value, if not, the fault is his own, but in any case the one who delivers any material that goes into the construction of any building should be able to collect from someone for that material.

Shipping over the docks is still fairly active, but a prevalence of east winds during the last two weeks has somewhat retarded vessels from making speedy trips, and one noticeable feature in present shipments is the small quantity of good lumber going forward, which may be particularly accounted for by the fact that owing to the good prices offered last fall, nearly all the good lumber fit for shipment went forward before the close of the season, and some by rail during the winter months, so that we need not look for much clear and picks to go forward until this season's cut is fit for removal, and the percentage of good lumber obtained from a season's operations is far below that formerly obtained from stocks cut on the frontier to-morrow.

QUOTATIONS, FROM YARDS.

Mill cull boards and scantling	\$10 00
Shipping cull boards, promiscuous widths	12 00
stocks	14 00
Scantling and joist, up to 10 ft.	14 00
" " " " 18 ft.	14 50
" " " " 22 ft.	15 50
" " " " 24 ft.	16 00
" " " " 26 ft.	16 00
Scantling and joist, up to 25 ft.	17 00
" " " " 30 ft.	18 00
" " " " 32 ft.	20 00
" " " " 34 ft.	22 50
" " " " 36 ft.	25 00
" " " " 38 ft.	30 00
" " " " 40 to 44 ft.	30 00
Cutting up planks to dry boards	22 50
Sound dressing stocks	20 00
Picks Am. inspection	26 00
Three uppers, Am. inspection	35 00
B. M.	
1 1/2-inch flooring, dressed	30 00
1 1/2 " " " " rough	18 00
1 1/2 " " " " dressed	28 00
1 1/2 " " " " undressed	16 00
1 " " " " dressed	23 00
1 " " " " undressed	17 00
1 Beaded Sheeting, dressed	22 50
Clapboarding, dressed	12 50
XXX sawn shingles, P M	2 50@3 00
XX sawn shingles	2 75
Sawn Lath	2 50

OTTAWA.

From our own Correspondent.

MAY 24th.—Everything herabouts is practically "booming," and the lumbering industry presents a hopeful outlook. Already a number of the season's cut have been disposed of. Very little lumber remains on hand unsold, and there is none of last year's cut but what is sold and is being shipped. Lumber is in good demand and mills are in full operation. Mr. Huntley, the obliging agent in this city for the New York & Lake Champlain Transportation Company, informs me that shipping just now is exceedingly lively, but there is a scarcity of boats.

SHIPPING RATES

at present are as follows:—

To New York, stocks and sidings	\$3 50
To Albany, " " "	3 25
To Whitehall, " " "	3 25
To New York, strips and shorts	3 75
To Albany, " " "	3 50
To Whitehall, " " "	2 50

MILL RUNS.

For season's mill run, including all that a fair average quality of logs will make (mill culls out), are selling at from \$15 to \$17 per M.

1 x 12 good stocks, 12 to 16 feet	\$20@22 per M
1 x 12 " cull	13@16 "
1 x 10 good stocks, " "	18@20 "
1 x 10 " cull	12@14 "
1 in. good stocks	30@35 "
1 1/2 and 2 in. cull	30@35 "
1 in. cull sidings	10@11 "
1 1/2 and 2 in. cull sidings	12@13 "
1 1/2 and 2 in. good strips	12@23 "
Cull strips	7@9 "
Good strips, 6 to 11 feet long	10@18 "
Cull strips	7@9 "

The above mentioned prices vary as regards the quality and width.

DIMENSION LUMBER.

Size.	Length.	Price.
12 in.	12 to 16 feet	\$13 per M.
" "	16 " 19 "	14 "
" "	20 " 24 "	15 "
" "	25 " 29 "	17 "
" "	30 " 34 "	19 "
" "	35 " 39 "	21 "
" "	40 " 44 "	25 "
" "	45 " 49 "	30 "

In larger sizes the prices increase in proportion.

RUNNING THE SLIDES.

Square timber rafts have already commenced running the slides at this city. Mr. O. Latour's is now being brought down. It is a splendid looking raft, some of the timber having a prime appearance. Considerable improvements have been made to the slides, which will be a great saving to the lumbermen in preventing accidents, which in the past were numerous.

A NEW ADVENTURE.

Heretofore the idea of navigating the lakes

above the Ottawa was not even thought of, but the remarkable progress of the day has brought a wonderful change, and this summer witness steamboats plying on Lakes Temiscamingue and Kippewa. This gratifying innovation is due to the enterprising spirit of Mr. Oliver Latour, who has constructed two crafts to navigate those large bodies of water. These boats will prove a great boon to the limit owners in that part of the country, who will save three week's time in bringing the timber to the mills and markets. One remarkable incident connected with this enterprise is worthy of notice. The two engines and boilers and other machinery of one of these boats had to be transported a distance of seventy miles over a very mountainous country. The task was considered as almost impossible, but the energy of Mr. Latour overcame all obstacles, and the work was completed satisfactorily.

SEASON OF LOW WATER.

Local millowners again this year fear a repetition of last spring's low water, and consequent impossibility of navigating the logs cut the past winter on the limits, and also those stuck last year, down to the mills. In some cases it is reported that certain jobbers had to drag the logs over the ground a considerable distance, the creeks having dried up. This will entail an extra expense. If heavy rains do not soon fall, things generally will have a rather blue outlook. The timber that has reached the main stream will reach its destination all right. Nearly every bay on the Temiscamingue from the Kippewa up to the Fort is full of logs or timber, sometimes both. Mr. Latour, Captain Young, and Mr. Sireney occupy the east shore, and Mr. Hickey the west.

CANADA'S PINE WOODS.

Mr. James Little, of Montreal, well known as having devoted many years' services in regard to forestry, was in the city a few days ago on business with the government. Mr. Little was one of the invited delegates to the American Forestry Congress, which was held some time ago at Cincinnati, O., and the next session of which will be held in Montreal in August next, about the same time as the meeting of the American Association for the Advancement of Science. During a conversation with Mr. Little, that gentleman expressed gratification that the papers of this country had so generally taken up the question of forestry, and dwelt upon the rapid consumption of our supply of pine timber.

LONDON, ONT.

From our own Correspondent.

MAY 23rd.—There is nothing of great interest to report in the lumber business of this city since my last letter. You will remember that some weeks ago the merchants held a meeting and entered into a compact to sell only at uniform figures. This would appear to have been the most equitable and reasonable method of self-protection and protection to the lumber business of the city generally, but it has been elicited that parties to the compact made have broken their obligations, and have succumbed to the tempting tenders of cash down. These cases, however, mostly apply to small lots purchased by farmers and carried out to their farms in their own wagons. The principle, however, is a dead letter, so far as any agreement in prices is concerned, and some of the honorable dealers who have striven hard to maintain the integrity of this agreement, have resolved to pay little or no attention in the future to these explosive consolidations.

Stock boards which were firm at \$16 are known to have been sold at \$15 and \$15.50.

Shingles also show an easier tendency, though at the mills prices are actually hardening.

The block pavement is progressing satisfactorily. There is no waiting for blocks, they are coming in by the train about twice each day, and are discharged into the very hands of the workmen. Mr. Cathro, the contractor, seems to understand his business.

Building here is very dull, there being nothing of importance going forward with the exception of Birrell's new wholesale warehouse; other properties will, however, be proceeded with as soon as ever brick begins to come in.

Though prices may be said to be somewhat easier, I could not, with any certainty of being

correct, make any change from those last given.

QUOTATIONS.

Mill cull boards and scantling	\$12 00
Shipping cull boards, promiscuous widths	13 00
" " " " 10 and 12 in. stocks	15 00
Common boards, promiscuous widths	16 00
Scantling and joist, up to 16 ft.	16 00
" " " " 18 ft.	17 50
" " " " 20 ft.	18 00
" " " " 22 ft.	18 00
" " " " 24 ft.	20 00
Common stocks	18 00
Common 2 in. plank	15 00
Cutting up plank and boards	20 00
Sound dressing stock	17 00
Clear and picks	23 00
Three uppers, Am. inspe. on	35 00
1/2 inch dressed and match'd flooring	23 00
" " " " " "	23 00
" " " " " "	23 00
XXX sawn shingles, P M	3 50
Lath per 1000 feet	5 00

ST JOHN, N. B.

From our own Correspondent.

MAY 20th.—Since last report very little of special interest has occurred in connection with the wood trade. The continued cold, dry weather keeps the freshets in the rivers and streams at a moderate pitch, and the driving and rafting of logs are in steady progress.

DEALS.

There is no change in the deal market. The demand shows no signs of abatement, and prices are firm at our last quotations. There is no accumulation of stock, shippers keeping pace with the production.

STEAMSHIPS.

With regard to steamships, the cry is, "still they come." The following steamers have arrived since the date of last report, and several others are chartered to arrive:—

Victoria, 2,031,	Rhinwinda, 1,329,
Panama, 1,357,	Stanmore, 1,369,
Juliet, 1,364,	Italia, 1,451,
Cid, 976,	Coronella, 875.

FREIGHTS.

The freight market is still controlled by steam. Rates have fluctuated between 47c. 6d. and 50s.; we quote 49s. as about the market rate to-day. We hear of no exclusively deal charters by sailing ships.

SHIPMENTS.

The shipments of deals and other sawn lumber are as follows:—

For Europe	12,554,000 Sup feet
" United States	2,848,000 "
" West Indies	164,000 "

SHIPPING.

The following is a list of the vessels in port, with their tonnage and destinations:—

Antwerp, 873, E. C. Ireland or W. C. England.
Serrano, 594, Waterford.
Orontes, 740, W. C. England.
Henry, 1,064, Liverpool.
Rurik, 831, United Kingdom.
Minnie Swift, 1,150, Liverpool.
Low Wood, 1,091, W. C. England.
Crown Jewel, 716, W. C. England.
Melbourne, 621, Limerick.
Maori, 656, discharging.
Berle Biglow, 1,142, Liverpool.
Syringa, 605, Galway.
Nordcap, 475, United Kingdom.
Panama, (s), 1,357, France.
Juliet, (s), 1,364, Liverpool.
Cid, (s), 976, United Kingdom.
Frisk, 619, United Kingdom.
Rhinwinda, (s), 1,329, Bristol Channel.
Anna P. Odell, 379, —
Doret Dubrovnicki, 640, Liverpool.
Stanmore, (s), 1,369, Bristol Channel.
Italia, (s), 1,451, Glasgow.
Coronella, (s), 875, United Kingdom.
Kate Barrie, 691, W. C. Ireland.

ALBANY.

The *Argus* says dealers in pine lumber report a steady trade throughout the week at unchanged prices. New York dealers, with whom stocks of all kinds of lumber are very light, are not as yet free buyers in our market, yet they cannot go to the mills in Michigan or Canada and buy stock at the price they can obtain it here. The moderate receipts by canal are to be ascribed to the advanced freights at Buffalo and Tonawanda to \$2.50 per M. feet to Albany; but few boats are to be had at that figure, and a still further advance is looked for by some houses here.

Very little, if any, dry lumber is to be had in Michigan or Canada; large sales of new cut are being made.

Hardwoods are firm in price and in steady demand.

Coarse lumber receivers report no change in

prices with a good demand; the receipts have been fair, giving the trade a well assorted stock. Any increase in stock would lead to the piling up thereof instead of accepting lower prices. It is now ascertained that the logs which were floated over the Millar dam will not furnish a supply to exceed three weeks, even should the mills resume full work, which has to some extent been suspended by a strike threat. The present prospect is that owing to lack of water and bad management the number of logs "jammed" at Millar's will be largely increased.

Freights are \$1.50 per M. feet from Bay City to Tonawanda, and \$1.75 from Saginaw to Tonawanda, from Tonawanda to Albany, \$2.50 Lake Ontario freights, \$1.20 from Toronto, and from Bay Quinte to Oswego, 90c. from Port Hope to Oswego. From Ottawa to Albany, \$3.25 to \$3.50.

Receipts of lumber at Chicago from January 1st to May 20th were 371,015,000 feet, against 220,000,000 feet for a corresponding period in 1881.

The receipts of lumber at Buffalo for the week reported are 10,250,000; at Oswego, 9,352,000 feet.

Quotations at the yards are as follows:—

Pine, clear, 4 M.	55 00@63 00
Pine, fourths.	50 00@60 00
Pine, select.	45 00@55 00
Pine, good box.	32 00@35 00
Pine, 10-in plank, each.	00 38@00 41
Pine, 10-in plank, culls, each.	00 19@00 22
Pine boards, 10-in.	00 20@00 22
Pine, 10-in. boards, culls.	00 18@00 19
Pine, 10-in. boards, 16 ft., 4 M.	25 00@30 00
Pine, 12-in. boards, 16 ft.	25 00@30 00
Pine, 12-in. boards, 13 ft.	25 00@28 00
Pine, 1 1/2-in. siding, select.	33 00@40 00
Pine, 1 1/2-in. siding, common.	15 00@19 00
Pine, 1-in. siding, select.	40 00@42 00
Pine, 1-in. siding, common.	18 00@19 00
Spruce, boards, each.	00 00@00 10
Spruce, plank, 1 1/2-in., each.	00 00@00 20
Spruce, plank, 2-in., each.	00 00@00 30
Spruce, wall strips, each.	00 11@00 12
Hemlock, boards, each.	00 00@00 13
Hemlock, joist, 4x6, each.	00 00@00 31
Hemlock, joist, 2 1/2x4, each.	00 00@00 13
Hemlock, wall strips, 2x4, each.	00 00@00 10
Ash, good, 4 M.	35 00@40 00
Ash, second quality, 4 M.	25 00@30 00
Cherry, good, 4 M.	60 00@70 00
Cherry, common, 4 M.	50 00@55 00
Oak, good, 4 M.	38 00@43 00
Oak, second quality, 4 M.	29 00@25 00
Basswood, 4 M.	22 00@25 00
Hickory, 4 M.	36 00@40 00
Maple, Canada, 4 M.	26 00@30 00
Maple, American, per M.	25 00@28 00
Chestnut, 4 M.	35 00@40 00
Shingles, shavod, pine, 4 M.	0 00@ 0 00
2nd quality	0 00@ 4 50
extra, sawed, pine	0 00@ 4 40
clear	0 00@ 3 40
cedar, mixed	0 00@ 3 25
cedar, XXX	0 00@ 4 00
hemlock	0 00@ 2 25
Lath, hemlock, 4 M.	0 00@ 1 02
Lath, spruce	0 00@ 1 87
Lath, pine	0 00@ 2 70

CHICAGO.

MAY 20.—The *Northwestern Lumberman* says the receipts of lumber at Chicago during the past week show a material reduction from those of the corresponding week of last season, and nearly as great a falling off from those of the previous week of the current season, the proportionate decrease following the item of shingles. The falling off may be attributed to two or three causes, each of which have exercised a considerable influence. The labor strikes, and consequent shutting off of the manufacture at so important a point as Muskegon, could have but the natural effect of reducing the receipts of Chicago, which looks upon Muskegon as its most important and extensive source of supply.

The Monday offerings were large, aggregating 32 vessels, while Tuesday brought but a light fleet. Wednesday found not a single vessel at the docks, and Thursday's offerings consisted of but one cargo—a load of shingles. The bulk of the week's receipts arrived at this port in the three or four days following the date of our last report, and the tendency of the market during those days was towards a weakness, especially on coarser grades of lumber and dimension stuff, which were but in light demand at a positive concession.

Short lengths of green piece stuff sold at from \$11 to \$11.50, and coarse boards and strips were sold at the same figures. Better quality and grade were firm at higher figures, ranging from \$11.50 to \$12.50, according to quality, length and condition of sawing. The better grades of lumber were, and at this writing are, firm at former quotations, good No. 2 log run of boards and strips ranging from \$14 to \$17, with No. 1 log run bringing from \$17.50 to \$22.

The state of the shingle market is one of firmness, prices as previously quoted being still unchanged, with a good demand and sales. Standards hold at \$2.70 to \$2.80, and "A" at \$2.85@2.95. Clears are not in the market, while much wanted, as are all the better and more favorite brands of other grades.

The total receipts of lumber have now reached 367,440,000 feet, and of shingles, 146,267,000. An excess over last season to the same date of 154,218,000 feet of lumber and 42,164,000 shingles, while the excess of shipments representing the increased trade of the season have reached 261,870,000 feet of lumber and 132,150,000 shingles.

CARGO QUOTATIONS.

Short dimension, green	\$11 00@12 00
Drj	12 00@12 50
Long dimension	19 00@17 00
Boards and strips, No. 2 stock	11 00@11 00
No. 1 stock	17 00@22 00
No. 1 log run, culls out	18 00@22 00
Standard shingles	2 70@ 2 80
"A"	2 85@ 2 95
Lath	2 40

Receipts and shipments of lumber and shingles for the week ending May 17, as reported by the Lumberman's Exchange—

RECEIPTS.		SHIPMENTS.	
Lumber	Shingles	Lumber	Shingles
1882... 46,128,000	20,470,000	36,373,000	33,500,000
1881... 50,902,000	25,755,000	22,870,000	14,495,000

Receipts and shipments of lumber and shingles from January 1, to and including May 17th:—

RECEIPTS.		SHIPMENTS.	
Lumber	Shingles	Lumber	Shingles
1882... 367,440,000	146,267,000	661,695,000	278,470,000
1881... 213,222,000	104,103,000	529,825,000	169,520,000

Inc. 154,218,000 42,164,000 201,870,000 132,150,000

LAKE RECEIPTS TO MAY 18.

1882.....	266,271,000	120,821,000
1881.....	129,754,000	70,660,000

Increase..... 136,517,000 50,161,000

STOCK ON HAND MAY 1.

1882.		1881.	
Lumber	294,244,311	223,250,644	238,483,874
Shingles	104,027,395	73,095,575	115,116,909
Lath	10,011,535	21,038,750	23,738,360
Pickets	1,877,093	2,693,844	70,259
Cedar posts	159,937	550,027	75,725

BOSTON.

MAY 20.—The *Journal of Commerce* says the market during the week has shown no special change since our last. As far as can be learned, the demand is very far for most grades of stock. Everything is running smoothly in this market. In New York and some of the other large cities, it is reported that trade has fallen off somewhat, owing to the opposing views of capital and labor. Of course, if this dissatisfaction continues, the feeling will spread and we will be just as badly off as the worst. It is to be hoped, however, that the trouble will be settled ere long. Until then the future of the market must of necessity be very uncertain. It is reported that concessions have been made on some large lots in New York, but this is not substantiated by any real change in quotations. Most of the yards hereabouts have a very fair assortment on hand, and are really better prepared to meet the wants of customers than was anticipated. At present buyers in all the principal markets are taking hold very cautiously. Regarding hardwoods, it is sufficient to say that the better grades are in fair demand, while culls and the like are slow. We give quotations for car load lots:—

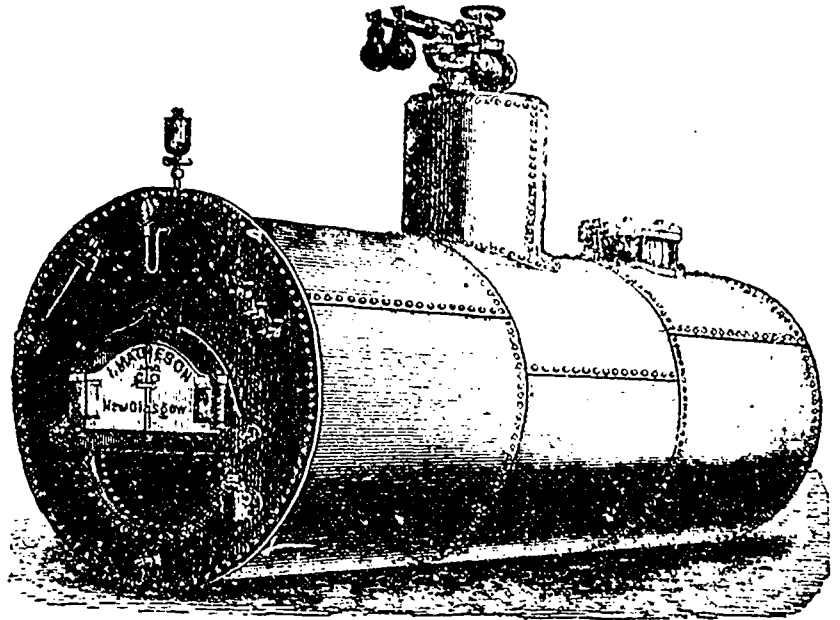
CANADA PINE.

Selects, dressed	\$45 00@50 00
Shelving, Dressed, 1st	40 00@42 00
2nd	33 00@35 00
Dressed Shippers	27 00@29 00
Dressed Box	0 00@20 00
Sheathing, 1st quality	42 00@ 45 00
2nd	34 00@35 00

OSWEGO, N.Y.

We change quotations on some grades. Prices are still firm, though the market is filling up rapidly. Assortments are good, and trade has been only fair during the past two weeks.

Three uppers	\$42 00@46 00
Pickings	32 00@36 00
Fine, common	20 00@23 00
Common	14 00@17 00
Culls	11 00@14 00
Mill run lots	18 00@25 00
Sidings, selected, 1 inch	23 00@40 00
1 1/2 in.	34 00@40 00
Mill run, 1 1/2, 1 3/4 to 16 feet	17 00@25 00
selected	25 00@35 00
Strips, 1 and 1 1/2 inch mill run	14 00@20 00
culls	11 00@14 00
1 1/2 selected for clapboards	25 00@35 00
Shingles, XXX, 18 inch, pine	4 00@ 4 50
XXX, 18 inch, cedar	3 00@ 3 50
Lath	1 50@ 1 80



ACADIA FOUNDRY
J. MATHESON & Co. ENGINEERS & BOILER MAKERS, NEW GLASGOW, N.S.

BUFFALO.

We quote cargo lots:—

Uppers	\$46 00@48 00
Common	18 00@19 00
Culls	13 00@14 00

TONAWANDA.

CARGO LOTS SAGINAW INSPECTION.

Three uppers	\$43 00@48 00
Common	20 00@22 00
Culls	14 00@15 00

LIVERPOOL.

The *Timber Trades Journal*, of May 13th, says.—There does not appear to be any signs of a more lively tone of business setting in, as, with the exception of a few good orders, there has been very little done during the past week. The feeling of uncertainty as to the future course of trade during the approaching import season, which for some time past has been predominant in the minds of those engaged in the timber trade, has been intensified by the lamentable occurrences in Ireland, and the unsettled position of politics.

On Friday last, the 5th May, Messrs. Farnworth & Jardine offered at their sale sheds, Regent Road, one cargo of spruce deals in store and several parcels of Quebec pine deals. The attendance, like at most of the recent sales of whitewood, was composed chiefly of the local merchants, the country buyers being very scantily represented. There did not seem to be much spirit of competition shown, but the sellers, though willing to meet the market in some degree, were yet moderately firm, and withdrew several lots rather than take the bids offered. The Quebec pine deals were apparently not wanted, as there was scarcely a bid for any of the lots, and all were withdrawn unsold.

GLASGOW.

The *Timber Trades Journal*, of May 13th, says.—Wood imports to Clyde during the past week show about 4,000 loads in all, consisting of one cargo of pitch pine, two cargoes of St. John, N. B., deals, and miscellaneous parcels of American and Austrian oak planks and billets, also staves, etc. There is a marked increase in the number of staves (New York, etc.) imported this year so far compared with last, and a new feature in connection with this is the parcels of American dressed staves that have been arriving within the past few months. A large consumption has evidently been going on, the stock of staves at present in first hands here being quite moderate.

Of New Brunswick deals the quantity imported is considerably under the number for corresponding period last year. One of the arrivals from St. John, N. B., above referred to was per steamer. The bulk of the wood import-

ed to Clyde since the beginning of the year has consisted of pitch pine, the arrivals of which have been sufficiently large considering stock held, although under last year's import at corresponding date to the extent of about 9,000 logs.

At the auction sale noted below the demand was quiet, consumers apparently buying only for immediate wants, but prices are being pretty well maintained, and as trade generally is not seriously depressed at present, and stocks comparatively moderate, a hopeful view of the timber trade here may reasonably be entertained.

On the 4th of May, at Greenock, Messrs. Wright & Breckenridge, brokers.—

Quebec Wassy boards—
60 c ft. average per logs 2c per c ft.

Do. elm— 50 " " " 1s. 9 1/2d. "

Quebec 4th pine deals—
13 ft. 11x3 11 1/2d. "
13 & 14 " 3/4x3 11 1/2d. "
13 " 7/10x3 11d. "
10 & 11 " 7/10x3 11d. "

Quebec 3rd pine deals—
12 ft. 11x3 1s. 2 1/2d. "

IF NEARLY DEAD after taking some highly puffed up stuff, with long testimonials, turn to Hop Bitters, and have no fear of any Kidney or Urinary Troubles, Bright's Disease, Diabetes or Liver Complaint. These diseases cannot resist the curative power of Hop Bitters; besides it is the best family medicine on earth.

"AND fools who came to scoff remained to pray."—We receive many letters from those having tried while doubting, yet were entirely cured of dyspepsia and liver troubles with Zepes, Clergymen write us earnestly of its wonderful effects.

LEATHER BELTING.

Chipman, Renaud & Co.
MANUFACTURERS OF
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FIRE ENGINE HOSE
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STEAM BOILERS.
SHIPS' WATER-TANKS. Repairing Punctually Attended to.
1115 NORTH SLIP, ST. JOHN, NEW BRUNSWICK.

Drake Brothers' Box Mill,
Provost Street Extension, New Glasgow, Pictou County, N. S.
SPRUCE, PINE AND HEMLOCK SHINGLES
F. H. DRAKE. 1117 N. H. DRAKE.

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Have your Boilers thoroughly Inspected and Insured against Explosion by
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MANUFACTURER OF
Edge Tools, Axles, Springs,
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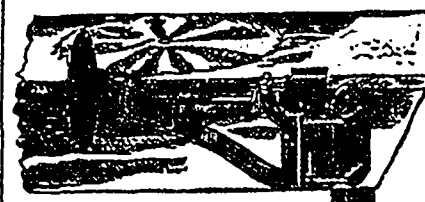


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SAINT JOHN, N.B.
Saws of all kinds manufactured from the BEST CAST STEEL that can be procured in any Market.
EVERY SAW WARRANTED.
SAWS REPAIRED in the best manner and on Short Notice.
Send Address for Price List, Terms, &c.
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Wholesale Lumber & Timber Dealers
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Oak, Ash, Cherry, Black Walnut, Poplar, Butternut
And all other Kinds of HARDWOOD LUMBER.
White and Yellow Pine Lumber and Timber.
Oak Ship Plank and Timber. Pine Deck Plank and Ship Stock Generally.
17

ADAM MCKAY,
MANUFACTURER OF
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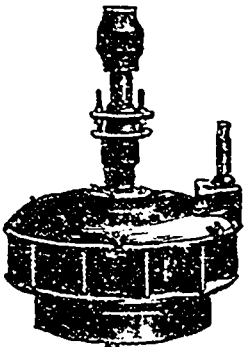
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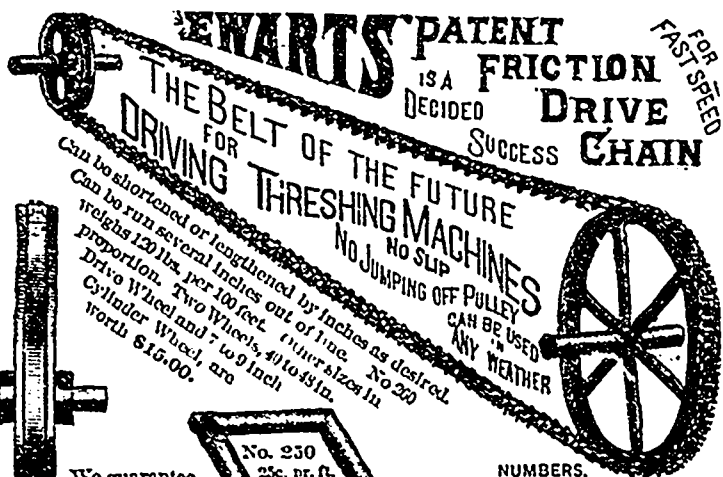
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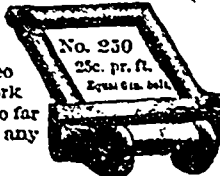


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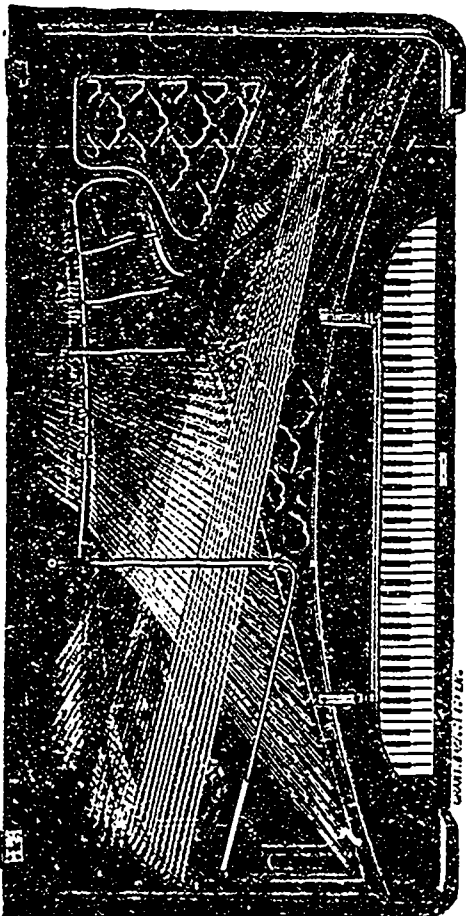
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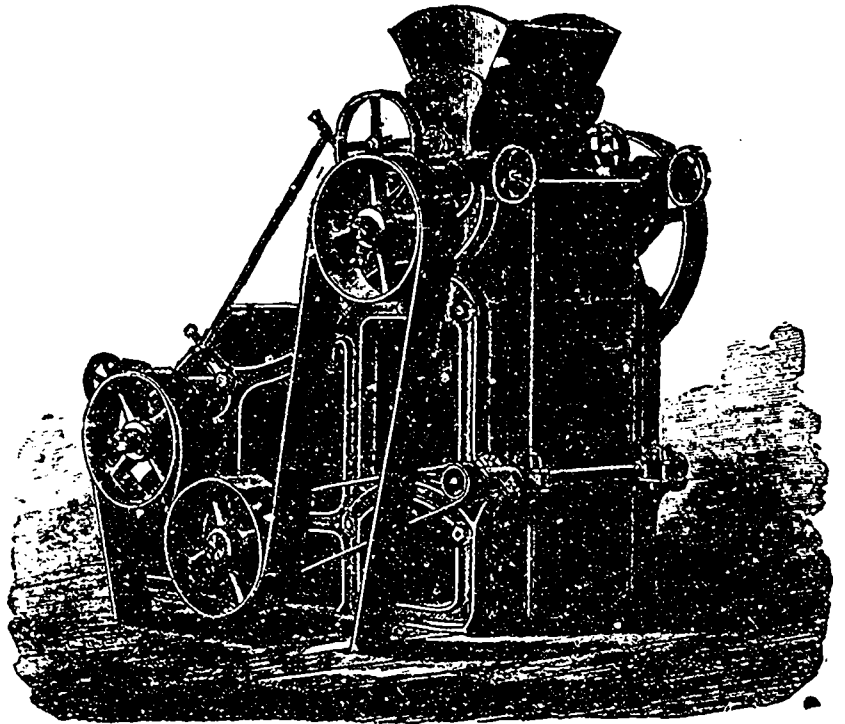
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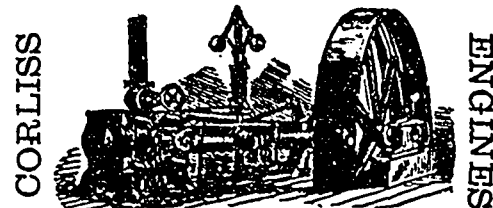
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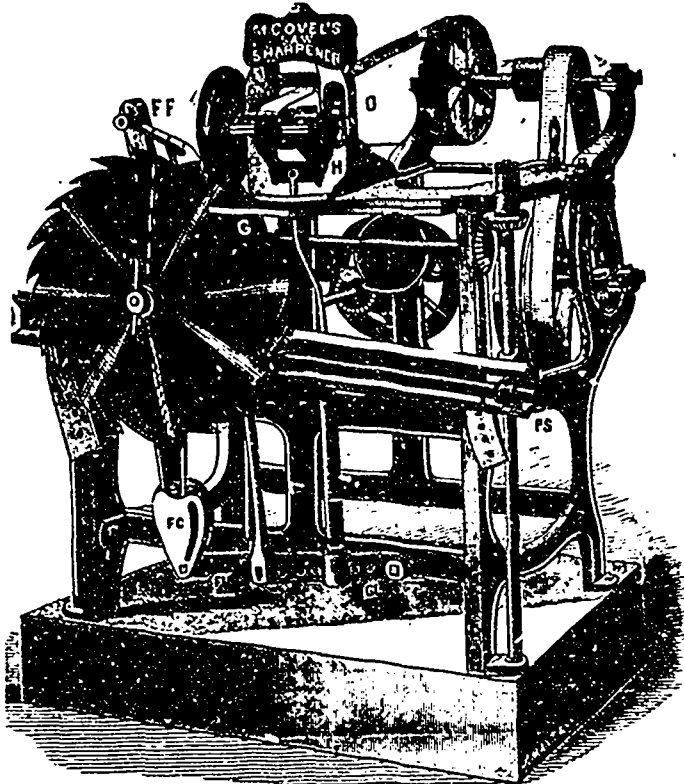
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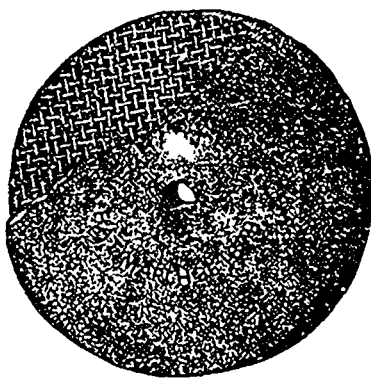
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