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# THE CANADA LUMBERMAN.

VOLUME VII.  
NUMBER II.

PETERBOROUGH, ONT., NOVEMBER, 1887.

TERMS, \$1.00 PER YEAR.  
SINGLE COPIES, 10 CENTS.

## THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER,

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### TERMS OF SUBSCRIPTION:

One Copy one Year, in Advance, \$1.00  
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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

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

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

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

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

**B**OTH from Great Britain and Quebec the reports as to square timber show some improvements. Prices are a little better and the market is by no means glutted, especially when the revival of trade in Great Britain is taken into consideration.

**N**EW news comes from New Westminster, B.C., of a large shipment of timber from that port for Shanghai, China. This is only one instance of the possibilities of the trade on our Pacific coast. There are extensive markets that can be served from that quarter and are susceptible of being developed with a little shrewdness and energy.

**O**WING to the scarcity of ship building timber in San Francisco and the dearth of Oregon pine, yellow fur from British Columbia is in demand in that city and seems to be well appreciated. The lumbermen of the Canadian Pacific coast seem to have excellent prospects before them. For the important Australian market they have every advantage over competitors.

**W**E learn from the *Northwestern Lumberman* that in the Southern States there is a feeling of hostility to the efforts that are being made by the Northern lumbermen to obtain sawlogs and square timber from Canada to supply their mills. For the same reason it is likely that the South will be opposed to a repeal of the duty on Canadian lumber. They do not want competition.

**A**CCORDING to the opinion of Mr. Durant of the Timber Manufacturers' Association of the Northwest, the lumbermen of the northwestern States are limiting the output of their mills so as to avoid overproduction and are carefully husbanding their standing timber. Canadian lumbermen should note this tendency and be cautious how they play into the hands of their competitors.

**S**OME of the lumbermen of the Upper Ottawa, amongst others Messrs. Timmins and Gorman, who hold limits bordering on Georgian Bay, are not going to ship their winter cut by rail to Quebec. They propose utilizing the water route, by way of Georgian Bay and Lake Huron for reaching the market. It is said there will be a great deal more square timber business done next season than last.

**I**T appears that in the Boston market the pine of Canada and the Northwestern States is being in a large measure supplanted by poplar and cypress from the South. This is one of the indications that our lumbermen should be active in securing new markets and developing those that may be more fully supplied from the Dominion. There is much trade that can thus be done by us directly, which is now in the hands of foreign middlemen, who reap an unduly large share of the profit.

**T**HE British Board of Trade returns for September and the first nine months of this year are not unsatisfactory. There seems to be some revival in trade and the lumber interests have participated in the general improvement. Importations have not been very heavy, in square timber less than last year, and the immediate prospect is brighter. There has been no sudden advance but the situation is improved with every prospect of its maintenance.

**R**EPORT states that Sir Alexander Galt, who is the moving spirit in the construction of the Port Arthur & Duluth railway, has been successful in his financial negotiations and that the road will be constructed. This is the line which is to be built from a connection at Port Arthur on the Canadian Pacific to a connection in Minnesota with the Duluth & Iron Range. Ore and lumber are the things which the line would make accessible and at the same time afford a very direct and available connection between Duluth and the Canadian Pacific.

**W**E make the same offer to new subscribers this fall that we did a year since, namely, that any one remitting us a dollar now will be entered for the twelve numbers of the CANADA LUMBERMAN for 1888, and, in addition, for the remaining issues of this year free. As the great majority of readers prefer to have their subscriptions commence and end with the year this is one of the most attractive premiums that can be offered. The paper is still growing in popularity, and, we believe, our subscribers will bear us out in usefulness and influence also. We shall be glad to have a large addition to our list based upon this offer.

**A** NUMBER of Canadian capitalists have purchased a mill and a large tract of timber land on the St. John River, Florida, and having formed the Satsuma Lumber Company, recently incorporated, with a paid up capital of \$150,000, will manufacture Cypress lumber extensively. Vessels that can cross the St. John River bar can load full cargoes at the mill. The officers of the new Company are: F. C. McIndoe, president; F. Vaughan, treasurer; Samuel Hatt, secretary; E. A. Bates, manager and L. O. Parsons, superintendent. John W. Russel, of 200 Broadway, will be the New York agent.

**T**HERE has been revived at Ottawa the project of forming a Lumber Board of Trade, or Exchange. In the past each firm has made sales independently, has acquired its own information as to the markets, and so forth, as best it could, and has been shy about communicating any knowledge it possessed to the others. Far from anything being gained by such secrecy and isolation, the system, if it could be so termed, has been neither convenient nor advantageous. It is proposed to have a building where the latest market quotations from various points will be received and where sale can be made without inconvenient and expensive journeys. By this means much unnecessary expense will be saved, sales can be made with fuller knowledge and therefore more advantageously, and the necessity will be obviated for duplicated trouble by each firm. When it is well started the lumbermen of the Chaudiere will have no inclination to go back to the old plan with its waste of labor and money.

**T**HE commission that has been appointed to make enquiries regarding the Trent Valley Canal has a considerable interest from the lumber trade. There are extensive limits in the counties of Peterborough, Victoria, Hastings, Haliburton, Simcoe and others that are served by these waters, and there are very large mills operated by its water power. Much lumber and timber is already carried by means of barges on the Trent, the Otonabee and the chain of lakes on this route, and the quantity would be greatly augmented if this cheap means of carriage were extended. The opening of the locks at Fenelon Falls, Buckhorn and Burleigh, which will be open for navigation next spring, will in itself be of considerable service to several large mills.

**D**UN, WIMAN & CO. state that in the quarter ending with September, 308 failures occurred, a considerable increase over the corresponding period last year. The liabilities were \$2,996,000, considerably over those of last year. Keen competition and the long existence of declining prices, are said to have affected the stability of trading firms. The following are the totals of the failures in the Dominion of Canada and Newfoundland for three quarters of 1887: Ontario, \$3,906,225; Quebec, \$3,341,359; New Brunswick, \$5,253,515; Nova Scotia, \$527,160; Prince Edward Island, \$115,600; Manitoba, \$213,505; Victoria, \$160,900; Total for the provinces, \$13,458,264; Newfoundland, \$232,250; Grand total, \$13,690,514.

**I**T is only in a very general way that the common law makes it a larceny to take a newspaper and refuse to pay for it. Just how the law is enforced is something with which people generally are not very well acquainted. According to an exchange the publishers of a paper in Illinois, a short time since, brought suit against forty-three men who would not pay their subscriptions, with the result that it obtained judgment in every case for the amount of the claim. Of these judgment debtors, twenty-eight made affidavit that they owned no more than the law allowed, and accordingly, attachments were avoided. This, however, did not end the case. Under a decision of the Supreme Court, our contemporary continues, they were arrested for petty larceny and bound over in the sum of three hundred dollars each. In Canada the law provides that anyone taking a newspaper or other periodical from the post office three times in succession is held liable to subscription to the same whether he has subscribed or not. We regret to say that quite a number have been regular readers of THE LUMBERMAN for some years, and when billed for their account either do not respond at all, or when they do endeavor to evade payment. We have no desire to follow the course adopted by our American contemporary, but must gently hint to those to whom this matter applies that it takes money to run a paper, and the same must be forthcoming, otherwise we may have to adopt stringent measures to secure our rights. How many will take the hint?

**I**T is with satisfaction, not unattended with a little modest pride, that we present the current number of the CANADA LUMBERMAN in new attire and thoroughly remodeled in every way. Improvements have steadily been going on for upwards of a year, and no better indication of the appreciation of our efforts could be found than the rapidly increasing support given it, not only by the lumbermen and wood-workers of the country, but also the advertising public. Something over one month ago an order was placed in the hands of Mr. J. I. Johnston, of the Toronto Type Foundry, for a carefully selected and complete new printing outfit. Possessing the best of facilities, we have spared no pains to give THE LUMBERMAN as handsome a typographical effect as any trade journal on the continent. Whether or not we have succeeded our readers are left to judge. Whilst transforming the mechanical appearance of the paper we have also endeavored to elevate it in a literary sense, and while yet open for many improvements, we hope to make it more and more valuable to the trade throughout the Dominion. Though we have to thank many of our readers for their efforts in the past towards furnishing information, we think that more interest should be taken by the trade in the matter of correspondence on relevant topics, and

the furnishing of news regarding operations. A journal of this nature, which is supposed to furnish the news of the trade throughout the Dominion, must of necessity seek the co-operation of all interested parties towards this end. As has often been stated in the past, the columns of THE LUMBERMAN are always open for the free and fair discussion of all matters relating to the lumber and kindred trades. Will not those who have ideas and opinions to express endeavor to pay more attention to this department, and by so doing assist us in making the CANADA LUMBERMAN on a par with any similar publication? We cordially invite criticism and suggestions from all regarding matter for publication, and will try to benefit by such and allow our readers to do likewise. Those not already subscribers who may receive a copy of this issue, will be kind enough to give it a careful reading, and if they think it worth the price of subscription—\$1 per year—a remittance of that amount will do us more good than any amount of praise.

THE project of forming at Toronto a Provincial Lumbermen's Association, or a special division of the Board of Trade, seemed to be regarded with favor, and there was some movement towards carrying out the idea. But the matter has been allowed to sleep and no progress has been made, to our knowledge. It would be unfortunate if the attempt should be allowed to fall through, for such an organization would be very beneficial to the timber trade of the country. Union is strength, and such an important industry has many interests that might be furthered by concerted action. Individual lumbermen, however influential, when acting separately and without union, cannot have the same weight as their claims would possess if pressed on behalf of the whole trade by those speaking authoritatively in their name. There are also many points as to which they would do well to develop a common policy after consultation and discussion. The matter should not be permitted to remain dormant, but now that some interest has been excited practical steps should be taken without delay for the permanent organization of the timber trades.

THE rain that fell early last month had the good effect of extinguishing the forest fires that were being vainly combated. Unfortunately before the ravages were stayed there had been much destruction of our forest wealth. Not only did the owners of standing timber see much of their property thus destroyed, but there has been another bad result. On some limits where the destruction was not total the trees have been killed by the scorching to which they were exposed. These lifeless trees must be cut at once or they will be rendered valueless by the various boring worms. By this necessity the plan of operations of many lumbermen will be disarranged, they will be driven to cut prematurely with a tendency to glut the market. Though greater precautions have been taken lately to preserve the forest from destruction by fire the damage that has been done this year shows that still more is required in the way of prevention. It is true that the season was exceptional with its prolonged drought, but there are few years when there is not a period of danger. The lesson should be learned that even greater precautions are not only desirable but would be profitable.

SINCE our last issue the Mercier Administration has come to a decision regarding the ground rents for timber limits in the Province of Quebec. They have decided not to carry out their proposed increase from \$2 to \$5, but to make it \$3, being an increase of \$1 a square mile over the old rental. But while thus seeming to yield to the protest of the lumbermen, the relief thus given is deceptive. Since they have adopted the expedient of drawing larger sums from the trade in another way. The regulation for collecting the dues has been changed, and in future the charge, instead of being by the log, will be by the thousand feet board measure, \$1.30 for pine and 65 cents for spruce. It is calculated that the receipts from this source will thus be increased by 20 per cent., the total increase being altogether more than the additional \$135,000 estimated by the Provincial Treasurer from the increase of the rental to \$5. It appears that the Quebec Government is determined to exact by some means a heavy contribution from this important industry, which was by no means so remunerative as to warrant this addition to its burdens. Another new regulation will be even more obnoxious to many lumbermen and others interested in timber limits. In future the leases are only to be for one year and the tariff is to be subject to annual revision. This will not only reduce the value of such property, but what is of even greater consequence it will deprive the value of stability. One effect of this will be to render it of less credit as a security, so it may be more difficult and will certainly be more costly to obtain advances. This will have a tendency to cripple operations and curtail these operations to the loss not only of themselves but of the whole community. The only mitigating circumstance attending this change of base, is that the smaller

advance of the ground rent, will obviate the pressure that would have been put upon the lumbermen to strip part of their limits prematurely in order to relieve themselves of so much of their ground rent. Thus, however, is partially counteracted by the instability of the tenure. Altogether the new regulations are for the benefit neither of the trade nor of the community.

AN official report has been presented to the Secretary of the Interior at Washington by his own request, which, if adopted, will effect a complete revolution in the management of the forests of the United States, and by the force of example very possibly of those of Canada. The head of the Forestry Division of the Department of Agriculture, having been requested to prepare a scheme for the organization of a forestry department, has done so in a very thorough manner. Having graduated in a German forestry university, he adopts the scientific system of forest culture and management in that country with such modifications as his long experience on the continent suggests as suited to local requirements. He lays stress upon the principal that no more timber should be cut from a forest that is replaced by growth, that renewal by planting should at once follow, and that the enormous devastation by fires should be checked. To attain the objects he suggests, that the forests should be withdrawn from sale and settlement, that the forest reserves should be divided into great blocks, further subdivided into districts. Over these he would place trained inspectors with a staff of foresters, a bureau of commissioners having the general control. There would then be no further leasing of limits, but the right to fell the trees selected by the inspectors would be sold. This is a modified form of the system in vogue in the countries of the continent of Europe where the management of forests is a science. It would be a total change from the system that prevails in North America with minor variations in different portions. It is obvious that such a system adopted in the United States, and this is far from improbable, would have important effects upon the lumber industry of Canada. For a time the cut in the United States would be likely to be diminished, and there would be a greater demand which might be supplied from Canada. But when the system was fully established among our neighbors there would be a steady supply and that prolonged in a manner which does not seem hopeful under present circumstances. If the system should prove successful in the United States there would no doubt be a strong tendency to imitate it in Canada. In our country we differ from our neighbor, the forests not being controlled by the central authority but by the Provinces. This, however, would not prevent the change being made piece meal, for if one Province moved in this direction the others would be likely to follow. The rights of private holders would undoubtedly be respected, but European experience goes to show that individual proprietors would be led to follow the public system. The lumbermen of Canada and others connected with our forest wealth, will watch with interest to see what action is taken by the Washington cabinet and by Congress in regard to this very important report.

#### BRITISH COLUMBIA TIMBER LANDS.

In the *Canada Gazette* of Oct. 15th is to be found the amended regulations for the survey, administration and disposal of Dominion Lands within the forty-mile railway belt, in the Province of British Columbia. Among other changes which have taken place we find that sub-clauses 4, 5, 6 and 7 of clause 13 are new, and are intended to facilitate the settlement of timbered lands, which would not otherwise be opened for homestead entry. The regulations are copied from the Timber Regulations of the Province of Ontario, and the object is, while permitting such lands as contain merchantable timber to be taken up and cleared for agricultural purposes, to prevent persons who merely desire to obtain the timber, from getting possession of land under cover of a homestead entry, stripping the land of its timber without paying any dues, and then leaving the land much less valuable for all natural purposes, than if it had remained in its natural state. The sub-clauses referred to above read as follows:—

(4) All merchantable timber growing or being upon any land entered or sold within the limits of Dominion lands in British Columbia, and all gold, silver, copper, lead, iron, petroleum, coal or other mines or minerals shall be considered reserved from the said land, and shall be the property of Her Majesty, except that the homesteader or purchaser, or those claiming under him, may cut and use such merchantable timber as may be necessary for the purpose of building, fencing or road-making on the land so entered or sold, and may also, under the authority of the Crown Timber Agent, cut and dispose of all timber required to be removed in the actual clearing of the said land for cultivation, but no merchantable timber (except for the necessary building, fencing or road making as aforesaid) shall be cut beyond the limit of such actual clearing, and all merchantable timber cut in the process of clearing and disposed of, shall be subject to the same dues as are at the time payable by the holders of licenses to cut timber.

(5) The patents on all lands, hereafter entered or sold as aforesaid, shall contain a reservation of all merchantable timber growing or being on the said lands, which merchantable timber shall continue

to be the property of Her Majesty; and any person or persons now or hereafter holding a license to cut timber on such land, may at all times during the continuance of such license enter upon the uncleared portion of such lands, and cut and remove such timber, and make all necessary roads or water-ways for that purpose, and for the purpose of hauling in supplies, doing no unnecessary damage thereon, but the patentees or those claiming under them may cut and use such timber as may be necessary for the purpose of building, fencing or road-making on the lands so patented, and may also, under the authority of the Crown Timber Agent, cut and dispose of such timber to be removed in actually clearing the said land for cultivation, but no merchantable timber (except for the necessary building, fencing or road-making as aforesaid) shall be cut beyond the limit of such actual clearing, and all merchantable timber so cut and disposed of shall be subject to the payment of the same dues as are at the time payable by the holders of licenses to cut timber.

(6) Holders of timber licenses, their servants and agents, shall have the right to haul their timber over the uncleared portion of any land entered as a homestead or purchased as hereinbefore provided, and to make such roads or waterways thereon as may be necessary for that purpose, doing no unnecessary damage, and to use all slides, portages, roads, waterways, or other works previously constructed or existing on any land so entered, sold or leased, and the right of access to, and free use of all streams and lakes theretofore used, or that may be necessary for the passage of timber; and all land necessary for such work is hereby reserved.

(7) All merchantable timber growing or being upon any land hereafter entered as a homestead or sold under these Regulations, shall be subject to any timber license in force at the time of such entry or sale, and may, at any time during the currency of any license or licenses to be issued during such period be cut and removed under the authority thereof.

#### RAILWAYS AND FORESTS.

The report of the Forestry Division of the United States Department of Agriculture gives information respecting "The relation of Railroads to Forest Supply and Forestry," which should be of much value to the people of Canada.

The total length of railroads in the United States was at close of

1840.....	2,795 miles.
1850.....	9,021 "
1860.....	30,635 "
1870.....	52,914 "
1880.....	93,349 "
1886.....	137,615 "

It is estimated that about 12,000 miles will be completed in 1887.

The quantity of timber required for ties, bridges, station buildings and other structures over these roads is much greater than most persons suppose. It may, indeed, be justly called enormous. In many of the districts in which railroads have been built timber was so abundant that it was used for every conceivable purpose, as being the cheapest of all materials.

The length of track, it will be understood, considerably exceeds the length of road. The report assumes that it is 187,500 miles. Allowing 2,640 ties for each mile, the whole number would be 495 millions, and as each contains three cubic feet of timber on the average, the whole quantity embedded under the entire mileage is 1,485,000,000 cubic feet.

It is difficult to ascertain the quantity used in bridges, trestles and piles; 2,000 feet per mile is considered a fair average. The total at that estimate is 375 million cubic feet.

Telegraph poles number 30 to the mile and in all about five million. At an average of ten cubic feet for each they require 50 million feet more.

But for every cubic foot ready for use in ties, bridges, etc., 1 2/3 feet of round timber is used.

The total quantity cut is therefore 3,150,000,000 cubic feet. It is almost impossible to conceive what these figures mean.

The average life of ties is about seven years; the average life of bridge timber and poles about ten years. To maintain the present roads requires therefore 70,714,286 new ties every year. Allowing for renewals of bridges, trestles, etc., the total quantity required is nearly 255 million cubic feet per year.

Then putting the construction of new roads at the low average of 5,000 miles each year, 13,200,000 new ties and ten million feet of timber, bridges, etc., are required for this purpose.

The total annual demand is now 305,712,858 cubic feet. The demand must increase every year if nothing be done to prevent it. The waste in getting out ties and railway timber is very great. The railroad managers require the best material. When wood is so abundant that much is burned in order to clear the land, the farmers who generally get out ties and timber do not feel the necessity of care or economy. Young oak, larch and pine trees, which furnish but a single tie each, are recklessly cut down, and the means of restoring the forests from which the larger trees have been taken for other purposes are thus destroyed.

The effects of this recklessness are now very perceptible, especially in the wooded districts from which supplies for the prairie roads have been taken. In vast districts what were valuable forests are now mere wastes of brush and firewood.

It is calculated that all the valuable timber on 296,847 acres of well wooded land is required each year to meet the demands of the railroads, assuming that every acre will yield 300

ties. Vast as is the supply it must soon be exhausted if the consumption continue at this rate ever increasing.

In Europe, where timber of all kinds is comparatively scarce and dear, steel ties are used by some roads and are found satisfactory. It is hardly to be supposed that steel ties will come much into use on this continent for many years to come. Other European roads use antiseptics to prolong the life of ties and to render wood hitherto not used suitable for this purpose. Antiseptic preparations, it is suggested, could be profitably used in those parts of America in which suitable wood is scarce. The Union Pacific and the Atchison, Topeka & Santa Fe roads have established works at which soft woods are treated to make them suitable for ties, piling, etc.

In Canada the scarcity of wood for railway purposes has not yet been much felt. But there are some districts to which ties and timber must be hauled for a considerable distance even now, not to speak of the prairie roads, for which in most cases only soft wood can be got.

The report urges the owners of land, and especially those railroad companies which have obtained great land subsidies from the Government, to provide against future want by planting extensively now. It tells of instances in which arboriculture has been carried on profitably and satisfactorily on a large scale, as well as of the great success which has crowned the labors of those who have planted trees for farm and homestead purposes on the treeless prairie.

It is asserted that farmers who sell hardwood or pine ties at 30 to 35 cents each waste what must be very valuable in a few years—what indeed is worth now much more than the price they get, and farmers are urged to combine wherever they can to obtain better prices.

#### QUEBEC TIMBER DUES.

The following is the text of the official circular recently issued by the Quebec Government regulating the timber dues:

EXECUTIVE COUNCIL CHAMBER,

Quebec, 6th October, 1887.

Present—His Honor the Administrator in Council:

His Honor the Administrator has been pleased to order that the regulations based on the Order-in-Council, No. 160, of the 7th of April last (1887), establishing the ground rent per square mile, on all the limits for the cutting of timber, and those including the tariff of stumpage dues, in so far as they relate to pine and spruce logs, as established by the Order-in-Council, No. 39 (Crown Lands), of the 7th of April, 1881, be rescinded, and that from this date the following be substituted therefor.

The ground rent payable on all limits under license to cut timber, granted up to the present, or to be granted in the future, shall be three dollars (\$3.00) per square mile, payable in cash on or before the first day of September in each year. Default of payment in this case, at the proper time, will entail the forfeiture of the right of renewal of said license.

The stumpage dues imposed on pine logs, of which the contents shall be reduced to a standard of two hundred feet, board measure, shall be one dollar and thirty-six cents (\$1.36) per thousand feet, on all timber cut after the first of September of this year.

The dues on spruce logs, cut after this same date, reduced to the same standard of two hundred feet, board measure, shall be sixty-five cents per thousand feet.

The payment of those dues shall be made in conformity with the affidavits of the cutters and foremen employed in the forest operations by the lumber merchants, proprietors of limits, or their representatives, also according to the affidavit of said proprietors, the whole to be revised and verified by the written report of the forest ranger.

The statement of measurements affected by those cutters must be sworn to before the Crown Timber Agent or forest ranger; and shall be subject to any inspection and verification that the Commissioner of the Crown Lands may judge it advisable to order. Those annual statements of forest operations must be transmitted to the aforesaid agents, on or before the 30th of September, following the season in which the said operations took place.

It is further ordered that the regulations based on the Order in Council No. 36, (Crown Lands), of the 6th of December, 1883, concerning the dues liable to be imposed on culls and pieces of small dimensions, be abrogated.

#### EXCHANGE ECHOES.

Timber Trades Journal, London, Eng.

On the continent we understand that pitch pine, both deals and timber, is selling freely at full prices. The reason for the decline in prices on this side of the Channel is, rightly or wrongly, attributed to a falling off in the actual consumption, and, as the stocks are not abnormally large, there is very fair ground for the assumption, not that the wood is going out of use, but that not so much of it is now required as formerly.

Southern Lumberman.

It is intimated in a good many directions that lumber will be advanced next year. The reasons for this belief are not easily given. It is true the demand for lumber may advance, but on the other hand the amount of new lumber territory constantly being opened up and the enterprise displayed by saw mill builders as an offsetting factor which is well worth while to keep in sight. Even in the far Northwest there is speculative fever at work. We are constantly reminded by forestry congresses of the rapid depletion of American forests. This possibly is encouraging and stimulating a great many to make purchases of desirable timber territory and hold for future exigencies.

Hamilton Times.

The Toronto *Globe* ascertains from the records of recent sales that the price of Ontario timber lands is on the advance. A square mile that was sold for \$160 in 1881 has since been withdrawn at \$539. The *Globe* thinks that commercial union would still further advance prices. Mr. Mowat can hardly be blind to the fact that these values belong by right to the people of Ontario, and not to speculators. If a lumberman can afford to pay such a price to a speculator for the right to cut, he can afford to pay the same price to the Provincial Government. There is an easy way of diverting the "boodle" into the Provincial treasury, and Mr. Mowat should promptly adopt it. Mr. Mercier has set the example in Quebec.

Chicago Timberman.

It is practically settled thus early that logging operations this winter, are going to be expensive. Many kinds of camp supplies are slightly higher than they were last year, and there are no important items cheaper. Labor is not plenty and while prices are nominally about the same, the existing conditions point to a higher average during the season. In general, the difficulty of getting logs to water and the amount of labor required to accomplish it increases slightly every year, because it is natural that the more accessible timber should be first cut. In the older sections, there will be a good deal of clearing up work done. A good many logs put in over long hauls, the added expense of which there is nothing to counterbalance. The differences in every case may be small and apparently unimportant, but the sum of them is likely to be considerable, and to make the aggregate as well as the per thousand cost of logging the coming season, greater by an appreciable percentage than it was last year.

Southern Lumberman.

It seems a hard fate that a mill man, after having his mill blown to pieces, should have to pay out large sums of money to assuage the grief of the surviving relatives of the man whose carelessness was the cause of the destruction of life and property. Nevertheless, there is both justice and mercy in this ruling of the law. The prime cause of the accident was the placing of an inexperienced fireman in charge of the boilers. Generally a negro is selected who possesses the ability to toss a cord of wood or a load of sawdust per hour, and who will manage to keep up steam sufficient to move the saws properly. The negro is so interested in the contest thus engaged in that he fails to keep up enough water, and presently there is a crash and everything goes to pieces, taking his boiled remains with it. Both the damage that is thus occasioned and the suits that follow should teach the mill owner that it is cheaper in the end to employ a competent engineer. We think that the number of accidents that are occurring in various parts of the country are doing a great deal in educating the mill owners to a proper sense of the responsibility resting upon them. Unfortunately the experience of one man does not seem to teach another man anything.

Mississippi Valley Lumberman.

There are indications that there are better things in store for the lumber trade in the Canadian northwest, as elsewhere. The trade up that way, since the disastrous boom of 1882 has been even more badly in the dumps than it has elsewhere. Mills have been idle and lumber has blackened in the pile. Owners of pine lands tributary to that market have been without a market and demoralization has been supreme. But there is again inquiry for pine lands and our advices from that locality bring the information that mills which have been idle are to be operated next season. Minnesotians have an interest in this renewal of business, because much of the timber which is tributary to Rat Portage—the chief source of supply for Manitoba and the territory west—will be cut from Minnesota soil. New railroads may make some of this timber tributary to the Minnesota market, but the large and valuable tracts of pine lying on the north slope are naturally tributary to the Canadian markets. It is likely to be some time before a large consumptive demand on the other side of the line will make very serious inroads into this almost virgin timber, but how great a proportion of the whole amount will find its way into the Minnesota markets will depend somewhat upon the extent of consumption in the Northwest and the amount of development in the railroad building line which is accomplished in the northern part of this state. Minnesota men are large holders of pine on the northern slope and they therefore have more than a passing interest in the development up that way.

#### CHIPS AND SHAVINGS.

—Resin is frequently used for producing an immediate adhesion of the belt to the pulley, and for this it is well suited, but if the owner has any regard for the consequences he will soon learn that while the resin will give an instant grip to the slipping belt, it will soon be ground into the leather, stiffen the material and make the last state of that belt worse than its first.

A manufacturer who uses considerable oak, says that to get oak into which the worms have not worked one must gradually go farther south. The reason for this is not plain to him, though he believes that the more the country is cleared up the wormier the oak becomes. To get oak absolutely free from worm holes he must now go to those sections of the country south where the forests have been but little molested.

—Happening to want a place to strike a parlor match to light a gas stove, says a writer in the *Chicago Journal of Commerce*, I struck the match on the top of the stove over the gas. The gas ignited but the match did not. I laid the match aside, and as the gas burner was wanted I used the same match until I had lighted it twenty-three times, and the match is apparently as good as ever. Cannot some one invent an improved lighter from this suggestion?

—A sash, door and blind maker says there is more waste of lumber in the business than is always taken into account. Says he: "A man figures that his lumber costs him so much, his labor so much, and interest, taxes, insurance and what not so much more, and that there ought to be so much left for profit; but when he comes to figure up at the end of the year, he has to inventory his plant at all it cost him to make his books balance." This will apply to others besides the sash, door and blind makers.

Prof. D. P. Penhallow, having studied the relation of annual rings to the age of trees, concludes that the formation of rings of growth is chiefly determined by whatever operates to produce alternate periods of physiological rest and activity. In cold climates the rings are an approximately correct, but not always certain, index of age; but, in warm climates, they are of little value in this respect. The influence of meteorological conditions in determining the growth of each season is most important, particularly with reference to rainfall. Periodicity in rainfall corresponds with periodicity in growth.

The brick saw mill of the Kirby Carpenter Lumber Co., at Menominee, Mich., is as near fire proof as a saw mill can well be. It is so much so that not a dollar of insurance has ever been placed upon it. The walls are of brick with an iron truss roof, leaving the sawing floor entirely free from posts or any sort of obstruction. A very heavy brick bearing partition runs lengthwise through the middle of the lower storey, doing away with the great number of posts and beams necessary to support the floor and shafting of an ordinary mill. The company's total sawing capacity is about 450,000 feet a day of ten hours.

The largest manufacturers in the country, says an exchange, are the most diligent and constant students of the question of supply and demand. No educator is too expensive for such persons. The mill man operating at remote points, with an outfit of the most primitive character, superintended by sawyers that, ten chances to one, never set foot outside the county limits, in his own estimation knows more about lumber matters in general than all the veterans in the business put together in fact such men know so much that it keeps them constantly poor. The class deserving of these comments is large; it has a powerful influence, and it refuses, yes even spurns, well meant advice. Their labors overcrowd the markets with undesirable stock, and they whine and kick at settlements which are monuments to the shrewdness of the seller who made them, albeit the mill man brands the transaction as "a cold blooded steal."

—In nearly every case of a boiler explosion a trifling cost would have saved the lives of one to three men. In all seriousness, we think the suggestion we made recently, that the offices should be situated directly over the boiler, would be the best preventative of boiler explosions in the present laxity of all reasonable precautions. If the owners were the only ones exposed to the folly of using boilers unfit for service, controlled by ignorance, it would not be worth while to plead for inspection laws. But unfortunately, as a rule, they are not exposed at all. Boiler insurance has done a good deal to lessen explosions, yet the principal of insurance is not understood as well as it should be. We heard this exemplified during the past week in a way that would be amusing if it were not something worse. It was the case of a man owning two large boilers. Said he, "I am about tired of paying for insurance on boilers, I have paid regularly for nine years, and there hasn't been an accident from the results of which I could collect a cent; besides this I have been forced to make repairs at a cost of nearly four hundred dollars." Comment on the above would be superfluous.—*American Machinist*.

## THE NEWS.

## ONTARIO.

A lumber exchange is being talked of at Ottawa.

The timber slides at the Chaudiere have been closed for the season.

Spence & Kuhlman, a planing mill firm of Cobourg, have assigned.

Quite a large quantity of hemlock logs will be cut at Deseronto this winter.

Grant & Ranger have the job of cutting 50,000 logs on Fraser & Co.'s Black River limit.

Fraser & Co.'s limit bordering on Sheenboro' township is considerably damaged by fire.

Fraser & Co., of Ottawa, have decided to employ jobbers henceforth instead of concern shanties.

Mr. John Mills, Merrickville, has recently made considerable enlargement of his cabinet factory in that place.

The Otonabee river has been filled for some time with J. M. Irwin's drive. They are getting down in good shape.

The water has risen about six inches in the River du Lievre, but is still far too low to run the lumber mills full power.

Messrs. Grier & Co.'s saw mill at the Chaudiere was closed down, temporarily, on the 19th ult., owing to lack of water.

Emery Bros., of Saginaw, intend doing some heavy log cutting this winter on their limits in the Georgian Bay district.

On the Spanish river the Spanish Lumber Co. are going to exceed all their previous efforts in log cutting the coming winter.

J. O. Long, an employe in Mickle's saw mill, Gravenhurst, recently had his left leg and collar bone broken by a tram-car running over him.

A shantyman named John Ryan had his legs broken recently by the falling of a tree while engaged in cutting in the upper Ottawa lumber district.

The Rathbun Company's mill at Campbellsford has all ties cut for this season and is now cutting lumber, and will finish operations about November 1st.

As the last block for the season was being cut in Thompson's shingle mill, Orillia, G. W. Brown, who was operating the saw, had a thumb and four fingers taken off.

Bronson & Weston's Schyan limit was seriously threatened by fire, but hard work and care averted the danger till rain came. Heavy local showers have killed most of the fires.

Building operations are very brisk at the works of the Terra Cotta Lumber Company, Deseronto. Large extensions are being made to the buildings which now enclose a large space.

The Upper Ottawa Improvement Company have purchased fifteen hundred pieces of boom timber to be used this winter in making the necessary repairs to their works on the Upper Ottawa.

Lumberman Bingham, of Ottawa, states that his drive on the Gatineau river has been laid up at Gilmour's mills, Chelsea, for over a month past. This stoppage of the drive is owing to a dam built across the river.

The Georgian Bay Lumber Company will cut 200,000 feet of square timber this season, and Messrs. Timmins & Gorman 100,000 feet. The former firm will cut ten million feet of timber on the Wanipite river this season.

The new furniture factory of the Linc'say-Seldon Furniture Company at Peterboro' is rapidly approaching completion. It covers an area of 80x40 feet, and is four stories high. It is located close to the river and adjoins the railroad track.

Bronson & Weston, of Ottawa, have two company shanties and three jobbers. J. F. Inglee has two shanties and expects to get out about 10,000 logs this season. Benjamin Moore and R. W. Eady are also jobbing for Bronson & Weston on Schyan limit.

It is rumored that Thomas Mackie, is negotiating for the purchase of Messrs. A. & P. White's steam saw mill at Pembroke, along with their mill and limits at Deux Rivieres. The Messrs. White are said to be willing to sell either property separately or both together.

In the Keepawa District there was recently some uneasiness among the log makers, owing to an outbreak of typhoid fever in one of Hurdman's camps, from which, fortunately, being isolated, the disease has been kept from spreading. Such cases as did occur, were, however, of a very mild type.

The Orillia *Packet* says that considerable difficulty is being experienced by the lumbermen operating back north in procuring the required number of men to carry on the work upon the enlarged scale rendered necessary in consequence of the limits being so overrun by the bush fires, many dams and sluiceways being also destroyed, and which will have to be replaced this fall so as to be ready for the spring freshets.

Mr. Rowen, C. E., has discovered what is thought to be a forest of petrified trees on the Storrington side of the Rideau canal. The columns are among sandstone, and while the latter splits horizontally the former splits perpendicularly, thus proving the contention that a forest has been discovered. The discovery will create a sensation among the geologists.

The Parry Sound and Conger Lumber Companies are making some extensive additions to their fire extinguishing apparatus by laying pipes from their engines and other ways. One very pleasing feature in connection with these arrangements is the spirit of reciprocity shown between the Companies in allowing a mutual use of the appliances for the benefit of both.

J. R. Eaton of Orillia has his planing mill in operation again, after a thorough overhauling, which renders it "as good as new." He is procuring a drying kiln, which will enable him to transform green timber into seasoned, within five days. This has been much needed at Orillia, where seasoned lumber is more difficult to obtain than in places distant from the mills. *Packet*.

The mill owners at the Chaudiere have to pay for driving, towing and boomage, as well as for passing their logs through Government works, it does not pay them to bring down logs of 12 inches and under in diameter, apart from the fact that their slabbers, nearly all our mills being fitted up with upright gangs, are never set for less than ten inch stock; such small logs cost more than they are worth when sawed up.

Lumber cutting as well as lumber shipping in Ottawa is now at low water mark. Numerous barges are lying about waiting for a load and there is nothing to load with. It is said that up till August the shipping interest was a booming one, but since then there is difficulty in moving the boats about at the lumber wharves, for their bottoms scrape and bump on the rocks to a troublesome extent. Never since the mills were erected at the Chaudiere has the water been so low.

Mr. A. J. Maxwell, of Mattawan, states that the Mattawan is a lively place just now. Every day shantymen are pouring in from Ottawa on their way to the various lumber shanties, and the lumbermen are shipping large quantities of supplies to the Mattawan to be taken by teams to their various shanties. All the firms this year expect to do fully as much as they did last year, a little more perhaps, to make up the shortage in the cut last winter owing to the depth of the snow.

A large lumber operator on the Whanapitae is reported as saying: "I think we'll get our square timber to Quebec by the water ways just as speedily and as cheaply as by way of the C. P. R. to Papineauville, and then taking the Ottawa river. As for water there is no better river in Ontario to drive than the Whanapitae, there is always plenty of water and the river is not broken up by rapids and the timber can be rushed into the Georgian Bay in double quick time."

A few days ago men belonging to the firm of McLaren & Edwards, saw-mill owners, of Carleton Place, were in Almonte inspecting the slide, taking measurements of necessary repairs, etc. It is their intention to float down their logs anyway, whether the slide is repaired or not, taking the falls for the highway, as they did last summer. It is said to be their present intention to close their Carleton Place mills and remove the plant to Rockland, on the Ottawa river, where mills will be erected to receive the machinery.

The Midhurst grist and saw mills recently burnt, said to be the oldest in the country, were erected by George Oliver on the site granted by Government in 1819. In the year 1841, Mr. Boys, the late County Treasurer, purchased them, improved them and worked them for several years, doing a large business. At this time a distillery was attached to the mills, which supplied all the hotels north of Bradford, and the grist mill did the grinding for all the settlers between Barrie and Lake Huron.

The bush fires around Eganville are all out and reports come from all sides of the great amount of valuable lands cleared by the fire. Hundreds of acres of beaver meadows and alder bushes were burnt over so that they are entirely cleared, and people are commencing to plow them just like prairies, only they are a lot richer than most prairies. Thousands of acres of fine swamp land is laid flat, that is a tract of fifteen square miles was burnt, that will undoubtedly ere long make the finest valley of farming land in the country. Most of the men in this county who were determined on going to the shanties this fall have now to remain at home clearing land. In this instance, at all events, the bush fire has resulted in doing good instead of harm.

Messrs R. W. Thistle & Co. expect to cut a larger number of saw logs on the Kippawa this year on their limits, which have only been worked to a very small extent for the past two or three years, and it is probable that Messrs. Grier & Co. will cut about double what they did last year in order to keep both their mills at Ottawa working. J. R. Booth will cut more logs this year on his Temiscaming limits, than ever before, and Bronson & Weston will cut extensively

on their Bonchere limits. Hamilton Bros. will cut a little more than usual on the Dominion limits, and Moore & Co. will turn out a large quantity of square timber from their Kippawa limits.

The prospect for Ottawa securing the mills of the Canada Lumber Company, of Carleton Place, does not appear certain after all. There will be a change in the location of the big establishment, but the advantages of half-a-dozen sites have not been fully considered. This was in effect the information given by Mr. W. C. Edwards, M. P., to a *Journal* reporter. Said Mr. Edwards: "The firm has come to the conclusion that the sawing capacity of the mills will have to be increased. This cannot be done at Carleton Place, where the water-power, for one thing, is not sufficient for our requirements. Then again better shipping facilities can be secured elsewhere, the railways not allowing competitive rates from Carleton Place. Ottawa is among the list of available sites. Mr. Folger of the Kingston & Pembroke railway has also brought before our notice the advantages of Mississippi, which is west of Carleton Place. Different points down the river, such as Point Claire, sixteen miles above Montreal, and St. Anne's, a few miles further up, are available. The proximity of these latter places to market is considerable advantage, and we think logs can be towed that distance and sawn there at a greater profit than to saw the lumber at Carleton Place and freight from there. The nearer we are to Montreal, too, the better chance we stand of disposing of the cuttings and refuse. No decision has been reached regarding the use of steam or water power. According to present indications the mills, wherever they are located, will be running next spring. About three hundred men are employed now at Carleton Place, and work is kept up night and day." Mr. Edwards added that exemption from taxation was not as great a consideration as the attainment of the best shipping facilities.

## QUEBEC.

The lumber firm of Malo & Thomas, Montreal, has been dissolved.

The Lachute mills are again running full time owing to the raise of water in the river.

The Quebec *Official Gazette* advertises the ground rent on timber licenses at \$3; stumpage dues, \$1.30 per 1000, and the dues on spruce logs 65 cents per thousand feet.

The Canada Paper Company propose cutting some 25,000 cords of wood the coming winter for grinding into paper pulp at their pulp mills at Windsor Mills, Ont.

The Upper Ottawa Drive Association is constructing dams in the Cascades Rapids, at Portage du Fort, for the purpose of facilitating the driving of logs through that part of the Ottawa river.

There will probably be a scarcity of lumber vessels at Montreal this autumn, in the opinion of the *Herald*. There are about eight cargoes yet on the Export Lumber Company's wharf waiting transportation. The rate now offered is \$12, an increase of \$1.50 over that given in the spring. There are still some vessels unchartered at Quebec and no doubt several of these will come to Montreal to load.

We learn from the Quebec *Chronicle* that the timber market has been pretty quiet, and no sales were reported last week; though, since we last gave a report of the market, we understand three large Ottawa rafts changed hands at 24 cents for 35 feet; 26 and 28 cents for 58 feet, and 22 to 22½ for 50 feet; the former being 1886 timber and the latter being 1887 wood. The demand for old wood is sluggish, and the stock at present on hand comes under that category.

Owing to the fire in its premises, the Montreal Furniture Company is in financial trouble. Bulmer, jr., & Bro., and Kerr Bros., large creditors presented a petition in Court, asking for an order to wind up the company, to avoid useless litigation, as the company was now unable to meet its liabilities, and a number of actions had already been instituted. The application was not opposed, and the order was granted, Mr. H. Bulmer being appointed provisional liquidator.

The following comparative statement of timber, spars, staves, etc., measured and culled to Oct. 26th, is furnished by the Quebec Supervisor:—

	1885.	1886.	1887.
Waney White Pine.....	2,830,948	3,047,480	2,020,094
White Pine.....	2,711,467	2,941,158	1,168,143
Red Pine.....	70,758	271,693	591,646
Oak.....	1,566,968	1,036,766	746,243
Elm.....	1,018,932	398,950	221,309
Ash.....	287,595	134,472	113,478
Hasswood.....	95	432	535
Butternut.....	3,265	192	1,079
Tamarac.....	3,622	6,864	5,507
Birch and Maple.....	381,085	227,183	116,694
Masts and Bowsprits.....	— pcs	104 pcs	— pcs
Spars.....	17 pcs	— pcs	— pcs
Sid. Staves.....	77.7-3.20	65.1-2.28	44.1-1.15
W. I. Staves.....	185.9-3.25	128.7-0.29	156.0-0.5
Brl. Staves.....	209.2-0.24	19.0-3.16	15.4-0.11

## MANITOBA AND THE NORTHWEST.

Clark & Sutherland, lumbermen, St. Boniface, have sold out. Fotheringham's new mill at Rainy River, a few miles above Rat Portage, will cut 30,000 feet daily.

The Keewatin Lumbering and Manufacturing Company has increased its capital stock from \$160,000 to \$500,000.

The Minnesota and Ontario Lumber Co., have opened a branch yard at Oak Lake Man., with Mr. Chisholm in charge.

Mr. Peter McLaren will build a saw mill at Macleod, Alberta. The machinery for the mill has been shipped. The mill will be supplied with logs from the foothills of the mountains.

Clark & Sutherland, of Winnipeg, who bought out the stock of the late Winnipeg Lumber company last spring, have sold out their branch lumber yard at St. Boniface, Man., to Mr. Fred. Walker.

It is reported that the timber country on the Red Deer river, northern Alberta, has been almost destroyed by fire this season. This is the district where the Alberta Lumber company are now erecting a saw mill.

On Lake Winnipeg matters in connection with the lumbering industry are quite active. Every day or two steamers with barges of lumber are arriving at Selkirk, and every available boat is engaged in getting out lumber before navigation closes.

The new Eau Claire company's mill at Calgary is now thoroughly in operation and cutting about 30,000 feet per day. A plentiful supply of logs is on hand to keep the mill busy for the balance of the season, and there will be a surplus over to commence with in the spring.

There is a good deal of speculation going on among lumbermen as to who are operating the Rainy Lake company's mill at Rat Portage. This company it is well known has long been in course of liquidation, and was some time ago put up for sale, but was bid in by the principal creditors—the Bank of Montreal. The claim of the bank against the estate is a very heavy one, running up in the hundreds of thousands. The mill is an excellent property, and the estate also includes valuable timber limits; but it is doubtful if a large proportion of the claims against the estate will ever be met. The heavy indebtedness is a relic of the old boom days, when money was plentiful and could be obtained readily for almost any scheme, often without investigation into the value of the security offered. Lately preparations have been made to operate the mill on a large scale next season, and mill men are enquiring who are the movers in the matter. Many think that the bank is now the real owner of the property, though the liquidator is still in charge. About 10,000,000 feet of logs will be taken out this winter from the limit of the company on Rainy Lake and tributaries, and men have already been procured for this purpose.

Contracts for the construction of two railways have been let within the past week or ten days, in the Canadian northwest. One of these is known as the Great Northwest Central. The proposed route of the road is from Brandon, on the main line of the Canadian Pacific, 150 miles west of Winnipeg, northwestward to Edmonton, a distance of nearly 1,000 miles. About 50 miles will be completed this fall and 100 miles next season. The projectors say that in time the road will be extended through the Rocky mountains, via the Yellowhead pass, to the Pacific coast. This is the route which it was originally intended the Canadian Pacific would take. The country is prairie as far as Edmonton, but beyond that is timber mostly. The other railroad is the Port Arthur and Duluth, which will run from the place named, on Lake Superior, to the Minnesota boundary, a distance of about 90 miles, where it will be connected with the Iron Range road from Duluth. About forty miles are now under construction. This road will open up a good timber country, and also one of the richest mineral regions in the world, silver and iron being the principal metals found. United States capitalists are largely interested in the territory.

A correspondent writing to an American exchange says: Manitoba is usually spoken of as a country of rolling prairies, illimitable prairies, etc., and those who are not personally acquainted with the region would be led to believe that the topography of the country presents a continuous landscape of meadows. Such, however, is far from being the case. The southern boundary of eastern Manitoba is also about the northern boundary of the true prairie country. A few miles north of Winnipeg, a solid timber country commences, and extends northward to the limit of vegetation. The timber, however, is usually of a light nature, and farther north it is simply scrub. Spruce, poplar, tamarac, jack pine, white birch, etc., are the principal varieties. Spruce is about the only thing used for lumber. Instead of being a prairie country, the northern portion of the province is in reality more of a timber country. There is a little pine, but the area is very limited, to an odd here and there. The number of saw mills will show that there is some timber in the country. There are about forty mills located at points through the country, not including mills

to the east of the province, in the Lake of the Woods district. Were Manitoba the country it is often supposed to be, there would be little use for these saw mills, except as ornaments, and your readers will be well able to estimate the ornamental properties of the average saw mill. About the dismantled and partially dismantled ruins of the old mill, which stands as a remembrance of the early days, and which was itself the pioneer of civilization, there certainly is something sublimely ornamental, but even the more poetical mind will find little beauty in the saw mill in its palmy days. West of Manitoba the northern boundary of the timber belt is found farther to the north, and here the true prairie comes in, only broken by occasional patches of cypress and cottonwood.

## NOVA SCOTIA.

Mr. Robertson, the projector of the big timber raft at the Joggins, expects to launch the raft in the November spring tides. Should the launch be successful another raft will be started immediately, Mr. Robinson having signed a contract with New York capitalists to that effect.

The demand for lumber, says the *Bangor Commercial*, has continued unabated, and the market is active, with no falling off in prices, the reverse of the usual state of affairs at this season of the year. Receipts of lumber at the leading centres have been large but have found a ready sale, and manufacturers have had all the orders which they care to fill, indicating a firmer tone for the fall trade, with no accumulation of stock at points of shipment. In fact the demand promises to keep the mills busy up to the close of the season. The general outlook for the remainder of the year is good, with fair profit both to dealers and manufacturers.

There is a boom in the shipbuilding yards of Lunenburg, no less than six fishing schooners being in course of construction. Six others will be built during the course of the winter, which vessels will be a desirable addition to the fishing fleet of that port. The people of Lunenburg county are almost wholly of German descent, and nearly the whole population is engaged in the deep sea fishery. The vessels are models of adaptability for the business, and are said to be stronger than American craft of like class.

## NEW BRUNSWICK

At St. John the mills are likely to stop running shortly for want of logs.

The Woodstock wood working factories are crowded with orders and are working extra time.

During the last fiscal year the Cumberland Coal and Railway Company, of New Brunswick, earned nearly fourteen million feet of lumber over the line.

The Hilyards, at St. John, will have a mill equipped and ready to operate by December 1st, to replace the one recently burned. The main structure is 45x60, and another 40x52.

Mr. J. L. Cutler, a large shingle and short lumber manufacturer in Bangor, Me., was in St. John recently, looking up a site for a mill. It is understood that an offer has been made to purchase the Stetson mill in Carlton.

The boiler of J. & W. Atkinson's steam saw mill at Moncton burst some days ago making sad havoc among the men generally. The engineer is not expected to recover from the injuries received. Some five others were hurt, not seriously though.

## UNITED STATES.

The fires in Michigan prairies are about all out.

There is still considerable disturbance in railroad rates in the western States.

Chas. M. Charnley, the well known Chicago lumberman has assigned on a judgment of \$100,000.

On the Saginaw river, in Michigan, the burden of complaint for some weeks past has been the steady accumulation of lumber on the mill docks.

Shippers have been complaining a good deal this season of scarcity of cars, and several times it has been reported from different points that a very respectable car famine existed.

The hopes of the holders of lumber have been slightly revived of late by the announcement that the Tonawanda dealers have advanced the price of all grades of lumber \$1 per thousand.

Now that it is evident that the log supply for the mills at Muskegon and Saginaw is a thing of but a few years, the newspapers over that way are discussing the feasibility of rafting logs down the lake to the mills.

Everywhere in the northwestern States it has been noted this season that the shingle market has improved. It appears, though it is impossible to be quite certain of the fact, that proportionately more shingles have been sold than lumber. It is alleged by some operators that this has been what they call a shingle year; that there has been a general demand among consumers for shingles beyond the usual call.

Makers of planing machinery are reported to be doing a very large business this season. Many of them, if not all of them, are away behind with their orders, and they are still receiving new contracts faster than they are filling the old ones.

By the explosion of a boiler in David Young's saw mill, Amanda, Ohio, George Lape, Perry Lape, Simon and Amos Young were instantly killed, and Mrs. Simon Young, who was at the time 200 yards from the mill, was seriously injured.

The scarcity of walnut in the Eastern and Middle States has sent the prospector westward, and the Indian Territory now contributes this wood, of which it is no uncommon thing for these hardwood dealers to sell a dozen car loads without removing them from the track.

The present year has seen something of a boom in white cedar. It began early, and has lasted well through the season, with apparent vigor enough to carry it forward into another in pretty good shape. The cedar industry has prospered largely, if not mainly, as a result of the activity in railroad building.

On Friday morning, Sept. 30th, at the age of 83, occurred the death of Joshua Rathbun, one of the oldest and best known lumber merchants in the Albany market. Deceased was the founder and senior member of the Hardwood firm of Joshua Rathbun & Co., and conducted a wholesale business in the Albany lumber District since 1845.

A company has been organized at Sault Ste. Marie, Mich., to utilize the power of St. Mary's river, connecting Lake Superior with Lake Huron. There is a fall of eighteen feet in a distance of about three-quarters of a mile. It is proposed to cut a water power canal from a point above the falls to a point below, from which an almost unlimited flow of water can be obtained. It is said that the capital, \$1,000,000, is secured, and that the canal is to be completed in two years.

The confidence in a good trade next season throughout the country is shown in the extensive preparations for work in the woods this winter. If the signs are worth anything, more than the average stock of logs will be put in and the supply now back will ensure an early commencement of sawing at all the mills. Under these circumstances a very large trade will be necessary next season to sustain the values which now prevail. There is little disposition to shade now, and lumber may be said to maintain a steady value all around.

Lumber shipments from Muskegon, Mich., and suburban ports, this year show the following monthly totals: April, 42,753,000 feet; May, 78,331,000 feet; June, 84,263,000 feet; July, 94,406,000 feet; August, 84,514,000 feet; September, 73,665,000 feet; total, 457,932,000 feet. Shingle shipments were as follows: April, 15,390,000; May, 49,695,000; June, 37,861,000; July, 44,126,000; August, 46,475,000; September, 26,950,000; total, 220,524,000. Other totals for the six months were as follows: 22,989,000 lath, 26,253 cords of slabs, 816,000 pickets, 15,900 railroad ties, and 845 tons of sawdust. On one day nearly 6,000,000 feet of lumber were shipped. It will be seen that July was the heaviest month, but that a large average was maintained from May to September, inclusive. In addition to these figures there has been an important increase in rail shipments over any previous year.

## EUROPEAN NOTES.

Business in the pitch pine trade seems dull and sales very difficult to effect.

The Quebec built wooden barque *Jane Law*, 1,273 tons, belonging to Mr. David Law, has been sold to a Glasgow firm, the purchase price being stated at £500. The *Jane Law* was built at Quebec in 1869, and was subsequently employed in the timber trade, but during the late depression she has been laid up in Garelock. On Saturday the barque was towed to Glasgow, where she will receive a thorough overhaul previous to loading coal for Demerara. Another timber ship, named *Foranhall*, 1,070 tons, belonging to Greenock, built at St. John, N.B., 1857, was exposed for sale, by public roup at Greenock, at the upset price of £450, but there being no offer at that price, the sale was adjourned.

The quantity of Quebec log timber at Glasgow is shown to be lighter on the whole than at the corresponding date last year and the one previous, which is due to the very restricted imports of logs from Quebec to Clyde this year; and prospective imports are so limited that the diminution in stock compared with former years may be expected to become more marked. As regards the consumption of Quebec log timber of late, the following is an approximate note of the principal items:—

	Quarter ending 30th Sept., 1887.	Quarter ending 30th Sept., 1886.
Waney boardwood	2,800 loads.	3,600 loads.
Yellow Pine Timber	3,800 "	4,400 "
Red Pine	700 "	600 "
Oak	1,000 "	1,300 "
Elm	310 "	500 "
Birch (Quebec and lower port)	550 "	750 "

Of Quebec deals it will be seen there is a big stock; while the quantity of lower port is moderate. The consumption for the past quarter has been about 140,000 pieces of the former and 180,000 pieces of the latter.

## NEWS NOTES.

H. Dinning & Co., ship builders, Quebec, have assigned.

Saw and File works are shortly to be established at Peterborough, Ont.

The *Register* wants a copper shop on an extensive scale established at Norwood Ont.

It is said that one of the lumbering firms now doing business at Keewatin, will erect a large barrel factory during the coming winter.

Mr. E. H. Smith has sold 200,000 feet of his fine Basswood lumber and will begin shipping it on Monday next.—*Burk's Falls Arrow*.

The Christy Lumbering Company, of Muskoka, have purchased the Strickland limits north of Minden, and commenced operations in the township of Hindon and Oakley.

The Lake of the Woods Milling Company's lumber mills at Keewatin, are to be lighted with Edison's incandescent electric lights, the plant to be furnished by Mr. A. J. Lawson, of Montreal.

Mr. Campbell, of South River, has a mill in full operation under the superintendence of Mr. Fred. Thomson, which next season when in full blast, will have an output of 3,500,000 feet.

One of the fingers of H. Clegg was cut off obliquely by a saw in Gilmour's mill at Crow Bay, Seymour. The bone was cut even by a surgeon while the sufferer was under the influence of chloroform.

Mr. J. E. Gould, of Uxbridge and Cobocok, Ont., has a big contract on hand in supplying the Grand Trunk with 300,000 railway ties. It will give the wood trade in the north country a regular boom this winter.

The Parry Sound Lumber Company are busily engaged in building another new mill. They intend to put in three of the best shingle machines and a planer. The mill is being erected on the flat behind the company's east tramway.

The big mill now run by Messrs. Melville and Cooper closed down after a most successful season's run, says the *Collingwood Bulletin*. During the time it was in operation from the 25th of May to the 6th of October it cut about 6,000,000 feet of very superior stock.

The Hastings Saw Mill Co. have been incorporated at Victoria, B.C., with \$150,000 capital. The incorporators were Messrs. W. C. Ward, R. H. Alexander, C. J. Dupont, F. S. Barnard, J. C. Nicholson and J. L. Raymur, with head offices at Victoria.

The cooper shop belonging to the Imperial Oil Co. at Petrolia, Ont., was totally destroyed by fire October 29th. The loss is about \$3,000, fully covered by insurance. About 40 coopers were employed in the shop, who lost all their tools. Cause of the fire unknown.

Frank Loney, of Minden, met with a fatal accident while working in Michigan. He was engaged loading a car with timber, when he slipped and fell and a log fell on him. A fellow workman, a stranger, brought the body home.

Cars loaded with lumber for the United States have been detained at Moncton, N. B., on account of some technical infringement of the law governing custom entries. A penalty of \$250 is provided for, and this the authorities threaten to enforce, unless all the regulations are complied with.

Exports for the quarter ending with September, from Chatham, Ont., to the United States, were of the value of \$119,287. Forest and farm furnished nearly all of them. Some of the principal items are:—Staves, hoops etc., \$53,902.34; Lumber and planks, \$7,879.45; Logs, \$5,109.00; Wood \$3,409.

Bangor, Maine, has a new enterprise. Every mill on the river wastes great quantities of saw dust. It has not been available for shipping because of its bulk. Now a hydraulic press has been invented to press the sawdust and reduce its bulk some 75 per cent., and in this shape it can be easily handled.

Notice is given from the Department of Crown Lands, Toronto, Ont., that timber berths in Livingston, McClintock, Lawrence, McLaughlin, Hunter, Bishop, Devine, Butt, Biggar, Wilkes, Balantyne, Chisholm, Cainsbay, Pentland and Boulter townships will be offered for sale by public auction on Thursday, December 15th.

The outlook for next year in London, England is encouraging. Considerable sales have already been made of various descriptions of goods, including white battens, at the highest rates current this season. Telegrams recently received from Australia report a decided recovery in the timber trade there, so that a good demand for the higher qualities of deals may be anticipated; but it is too late for shipments to be made this season, as nothing but bright and well-seasoned goods are suitable for that market.

At Pembroke, Oct 28th, Walter Beatty's sash and door factory, together with Angus' paint shop, Shield's hotel, Mr. Beatty's lumber yard and other properties were destroyed by fire. Mr. Beatty was one of the largest contractors of the place, and his loss at this time of the year will be more particularly felt. His loss is estimated at \$17,000; insurance \$2,500.

An Ottawa despatch says: In order to insure exporters of lumber and other goods from Canada making their entries as required by law, it has been ordered that a penalty of \$200 shall be incurred by any infringement of the rules, and as a first step the collector at Moncton, N.B., has detained a number of Intercolonial railway cars with a view to carrying it into effect. Hitherto the Customs authorities have had much difficulty in getting exporters to comply with the regulations in many ports.

Some of the industrial enterprises carried on and improvements being made at and about Nashwaak, N. B., are described in the *St. Stephen Courier*. The Alex. Gibson, jr., saw mill, containing five gangs, is running at its full capacity, giving employment to sixty men, and with a fair head of water cuts about 150,000 feet a day. It is carried to St. John from whence it is shipped to all parts of the world. Further down the river there is a three gang steam lath mill, which is said to be the largest of the kind in America. Over fifty men are employed, and the average daily output is 120,000 laths.

The activity with which lumbering operations are to be carried on this coming season can be judged from the fact, says the *Manitowlin Expositor*, that in addition to large shipments already reported, the Atlantic on her last trip up left five cars of lumbermen's supplies at Meldrum Bay and three at Cockburn Island and that there are about eight cars to be shipped to those ports yet.

Mr Robert Connors, the big lumber operator of the St John, is preparing to carry on heavy operations this winter in the Temiscouata lake region. He has struck districts covered with pine and spruce which have never been lumbered on before, and expects to cut 12 or 15 millions this winter. His lumber will be put in Lake Camino, which is connected with Lake Temiscouata. He has seventy men in the woods at present.

Hall Bros. began as general storekeepers at Feversham, Ont., in 1883. The senior member of the firm had much experience in preaching but none in storekeeping. The other brother was a farmer, not a very much better equipment for business life. They bought a saw and grist mill and a store, paying about \$7,000 for the same. In 1886 the mills were rented and the lessee lately absconded. They are understood to have lost by him, and have made an assignment.

The present condition of the timber trade in London may, we consider, be fairly regarded as in a healthier state than for some years past. A good deal of unsoundness has been removed, and the trade has been conducted in a quieter and more cautious manner than before. Stocks also have been kept in moderate compass, and the buying has been of a hand-to-mouth character. Prices have remained fairly steady, with an occasional slight advance in some descriptions, which, with the lessened number of failures, has enabled the trade to be carried on with some profit.

According to the statement received from the Export Lumber Company, New York, the amount of white pine lumber exported from there from January 1 to September 30 was 48,390,000 feet. The River Platt took the largest amount—12,562,000 feet—and the other ports, numbering 75 or so, all the way from 3,574,000, down to 3,000 feet. The shipments were larger than for the corresponding period in 1886, but not so large as in the two succeeding years. The heaviest shipments were made in March, when 7,289,000 feet were sent abroad.

St. John, N. B., is again stirred up to the importance of having a dry dock. In 1882 the local Government passed an Act providing a subsidy of \$50,000 for such a dock, and in the same year the Dominion Government passed an Act providing for a subsidy of two per cent. for twenty years on the cost of construction, the subsidy not to exceed \$10,000 a year. The company formed to build the dock are desirous that the Government should make them a loan of \$200,000 at four per cent interest, holding a first lien on the land, dock and revenues as security. It is estimated that the dock will cost about \$300,000.

It is rumored among lumbermen that the E. B. Eddy Manufacturing Company of Hull, Que., will this winter purchase the extensive timber limits of Messrs. McLachlin Bros. on the Upper Ottawa. The price mentioned is in the neighborhood of \$2,000,000. For a number of years back the E. B. Eddy Co. have had an insufficient supply of saw logs and have been compelled to purchase from jobbers and other lumbermen. This season the company ran short of logs and were somewhat hampered in their operations. In consequence of this the firm have, it is said, decided to purchase the extensive limits already men-

tioned. It is estimated that the lumber out of this district during the coming winter will reach 780,000,000 feet.

A general opinion exists that f.o.b. business is finished for the season, and with, perhaps, a few stray transactions, we do not expect to hear of the closing of further contracts this autumn, as neither sellers or buyers are prepared to make sales at the sacrifices rendered necessary by the high freights. On the one side a disposition is manifested to carry on through the winter with a small stock, in the hope that the loss in the volume of business will be more than compensated by an increased profit, while, on the other side, shippers seem determined to show their ability to carry over their stocks till next year, and benefit by the spurt which would probably thereby be given to opening prices.—*London (Eng.) Exchange*.

The Canadian patent law enacts that the importation into Canada of goods protected by a Canadian patent, after the expiration of one year from its date, shall void the patent. The Commissioner of Patents, however, has power to grant, upon petition filed before the expiration of the year, further time, not exceeding one year, within which to import the goods. It is the practice of the office to grant not more than six months at a time. The law also requires that Canadian patents must be put in operation within two years of their date on pain of voiding the grant, but it empowers the Commissioner of Patents to extend the time upon petition filed before the expiration of the two years. This privilege is used somewhat extensively, a year being generally granted upon one petition.

We have received a communication from Mr. A. C. Manzer, New Westminster, Brit. Columbia, giving an account of a big shipment of big timber from that place to Shanghai, China, by the British Barque Penschaw, Capt. Parker. We cannot give it in detail, but will summarise it.

42,000 feet	1 and 1 1/4 x 6	T and G.
28,000 "	1 and 1 1/2 x 12	20 to 40 "
84,000 "	2x10 and 12	24 to 40 "
7,000 "	3x6	24 to 40 "
320,000 "	3 to 12x6 to 16	30 to 40 "
56,000 "	4 to 12 x 8 to 16	45 to 50 "
63,000 "	6 and 10 x 16	51 to 60 "
14,000 "	18x18	61 to 70 "
14,000 "	20 and 22 sq.	71 to 80 "
21,000 "	14x14	85 to 90 "
21,000 "	16x16	88 to 90 "
21,000 "	20, 22 & 24 sq.	81 to 90 "
7,000 "	24x24	91 to 100 "

700,000 feet.

## UNITED STATES GENERAL REVIEW.

Since our last issue trade in all sections is reported more active. As the close of the season approaches, more activity is manifest on the part of dealers here to complete their stocks for winter business; on the part of manufacturers who ship by water to clean their docks as far as possible, and upon the part of contractors and consumers to clean up the work in progress. Reports from the East indicate a very active October business. Sales have been larger than was anticipated, and dealers who thought they had stock in pile adequate to all winter demands find that they will need to seek the supplementary sources afforded by car shipment long before navigation opens in the spring. Many are straining every nerve to replenish before the lakes freeze, but freights are advancing and prospects are dubious for a protracted season of navigation on the lakes and canals. It is safe to say that there is no surplus of stock in Eastern yards. A telegram received here a day or two ago asked for figures on 5,000,000 lath to be loaded on vessel for Eastern market, which would indicate that the Eastern market was not plentifully supplied with that article. Quotations of \$2.05 in reply would indicate that the dealers here do not care so largely to deplete their present stock at figures below present quotations of \$1.90.

From the southeast portion of this State we learn of heavy sales during October, depleting the yards far beyond earlier calculations, and traveling men assure us that this is but an index of the general condition throughout the State. It is now generally conceded that the corn crop will be from 25 to 35 per cent. larger than was feared a month ago, and this has given rise to greater buoyancy of feeling on the part of the consuming community, which is buying lumber more freely. From nearly every section of the West we have reports of an increased demand for lumber, which indicates an exhaustion of all stock now in wholesale yards long before another season's supply can replenish it. The readiness with which lumber is now handled by rail to all sections of the country, precludes the necessity on the part of retail dealers in the country to lay in large supplies in the fall, and present appearances indicate that there will be a lively car trade throughout the winter. The advance in freights added to the inclemency of the weather (the past two weeks having been among the most disastrous upon the lakes which we can recall in the past thirty-seven years) will no doubt retard the movement of a large part

of the lumber at Lake Superior ports, which had been counted upon as a portion of the available stock of this and other lake markets. This will be available for early spring trade. It is early to speak of the result of the season's work at the mills, but what with low water in most of the streams of the Northwest, and the shutting down of mills with an average loss of at least a month of the sawing season, we doubt if the increased capacity and the facilities afforded for night sawing through the use of electric lights will compensate to bring the season's cut up to a full average.—*Chicago Lumber Trade Journal.*

#### Condemned Saws in Perfect Mills.

TAKE two saws from the same maker, that are alike in size, gauge, speed, feed and hammering, and running in the same kind of timber. One saw works well when often the other will not work at all. They, being alike, should certainly run near enough alike that neither should be condemned. What can be the trouble? To take the theory of some saw makers, we can not get out of the trouble, they claiming that no two saws can be made to run alike, same size, etc. We take it for granted that they allow us the discrimination, or the assertion would not be made; so when we find that two saws do not run alike, there is a vast difference in the saws somewhere.

When we take into consideration temper, teeth, etc., we find often why two saws made to run alike do not. We hear a great deal said about more teeth, theories being set forth claiming the more teeth the saw has the more feed it can stand, and make better lumber. To show how a great many are thus deceived when certain conditions are not considered. I know of a man who has a good mill, making good lumber, running on four-inch feed in yellow pine. This idea of teeth struck him and he concluded to increase his capacity. He made due allowance in his estimation of how much more he could cut, and so he cut his claims in half. He was running 50 teeth in his saw, but concluded to order 90 teeth. He ordered of the same saw maker, and the saw came, hammered properly, and to speed. It was tried. It wouldn't go straight. Several trials were made. Saw heated so badly on the rim that it was impossible to run it. So it was sent back to the saw maker and he couldn't tell why the saw did not go. The trouble was the saw had too many teeth, and the feed (4-inch) was not sufficient for each tooth to cut a chip but cut, or rather scraped, the dust so fine that it escaped on each side of the throat of the teeth, and binding between saw and board, heated the saw. If this saw could have had the feed increased to eight inches it would have worked better. Both saws were alike. One run well; the other would not run at all.

But, says one, they were not alike, one having 40 teeth more than the other. We will then take them of the same number of teeth, speed, feed, gauge, timber, etc., hammered alike, and yet one saw will run well and the other will not, one being of a milder temper than the other. The mild temper is soon condemned, the higher temper running well. The trouble is this: the mild temper expands more from centrifugal force, and from the start is weaker on the rim and soon lets down; the higher temper remaining more firm, has slightly changed in its adjustment. The other is laid aside or sent back to the saw maker. The mill man is impressed that saw making is a kind of guess work, and that occasionally they make a good one. I am not claiming the high temper to be the best of the two when certain things are taken into consideration. The milder temper might have suited him best; speed might have been high enough to crack the higher temper, then the milder temper would have been the best saw. Two saws can be made to run exactly alike even when there is a slight difference in the temper. There are saw makers that claim to make saws to run alike, and so they do. This little difference in temper is considered something, and the saw is hammered a little more open, and when a man jumps up to twice as many teeth on the same saw, the saw maker notifies him that the saw will not work satisfactorily and explains why; and if the saw is sent to him he does not blame the saw maker if it does not go right. There can be a little more deviation to this teeth business when a man is sawing soft timber, but in hardwood the teeth are confined to a limit.—*Foreman, in The Woodworker.*

#### A Steam Wagon.

At Auburn, Maine, is a novelty in the shape of a common wagon, having all the appearance of a common Concord wagon, with the exception that a part of the boiler and its covering will show above the body of the wagon. All the motive power is concealed under the flooring. The power is furnished by two small engines of about three-horse power; the boiler is made from iron pipe in spiral form; the wagon body contains two seats, easily holding three each. A small tank for holding water is placed in the forward end of the body in a place especially adapted for it, and a small bunker for coal on the side and end.

#### The Kiln a Positive Necessity.

Where time is of little consequence and ground room of no value, hardwood manufacturers can air their lumber generally to good advantage. In fact, some varieties of wood present a better appearance by air-drying, as the kiln is apt to crack some woods and develop the defects, especially if any haste is attempted in the process. This is clearly the case with cherry, and kiln-dried stock will run more to the lower grades than if air-dried. But there is a southern wood—the North Carolina pine—that requires the kiln to bring it to a state where it is proper to use in house finish. Boards which have been on sticks 60 days and put in the kiln will shrink one eighth of an inch in width in a twelve-inch board. Sawyers who understand the nature of the wood, saw 12½ inches for 12-inch boards, and practical results have shown that the shrinkage in thoroughly drying amounts to that. Any lumber sent to market without being fully kiln-dried is almost sure to give dissatisfaction in the working, as the matching will soon begin to gape and unseemly seams will sour even a sweet tempered man. This is doubtless the cause of the numerous complaints from the eastern markets, especially New York. There is only one proper method of curing North Carolina Pine and that is to dry it in a kiln before shipping. The evidence before us is convincing upon the point and it is and will be impossible for shippers to send lumber to market which has been on sticks for a number of months and ship as kiln dried without running onto a snag, and in the end injure their own business. Every mill should be equipped with a kiln. The present requirements of the market make it a positive necessity.

#### Band Mills and Small Logs.

All reports of band saws hitherto have been in regard to putting them in, and of their wonderfully successful and economical operation after they have been set up, and now, for a change, comes the news that one has been tried and found not to be the right thing in the right place. The superintendent of the Penoyer Brothers' saw mill, at Oscoda, Mich., who has had a band saw under his charge for some time past, is quoted as saying that in his judgment it is not the thing for small logs, with which rapidity of manipulation is of more consequence than the highest economy of sawdust. Though this has not been determined upon, it is thought likely that the proprietors of the mill in question will remove the band saw, which has never been put forward as a desirable machine for small, cheap timber. It has been omitted from the equipment of some new mills of the most modern construction, in the building of which no expense has been spared, simply because the timber to be cut is not good enough to warrant the additional expense of band sawing. Those who have in mind the purchase of band saw mills, will do well to make some figures before they place an order, especially if their pine runs largely to small logs of medium, or low grade. For the cutting of such, a circular saw is doubtless the cheaper tool, and will remain so until pine is a good deal scarcer than it is now. Sawdust is worth saving, it is true; but sawdust worth \$25 a thousand will justify a greater expense in saving it than will that which could not be sold for more than \$9 or \$10. There are two sides even to band saw economy, and it is not wise to rush blindly into a trial without counting both the cost and the profit. To do so may save a disagreeable later surprise should it happen that the cost sums up the larger total.—*Timberman.*

#### Sawing by the Thousand.

In nearly all the saw mills which "saw by the thousand," lumber is not manufactured as it should be, and there is a great deal of unnecessary waste. The interest of the mill man are not naturally those of the log owner. The mill man generally wants to get as many thousand logs through the mill in a day as possible, and he is not particular whether the lumber is well made or not, or how much material goes into sawdust or mill wood which might go into lumber. The log owner is interested in getting as much good mercantile lumber out of his logs as possible, and he does not care particularly how long it takes to accomplish it so long as he pays for the work by the thousand. Lumbermen who will take the pains to go to the mills where the mill men for the most part cut their own timber, and job and retail their own lumber, will have it demonstrated to them very quickly that better lumber is made in these mills.—*Indianapolis Wood Worker.*

#### Glasgow, Scotland.

GLASGOW, Oct. 22.—Business on the Clyde is quiet, but there is a little more doing with firm prices. First class square pine is in moderate stock, and ship-builders seem more disposed to supply themselves. There was a sale at Port Glasgow by Hunter & Sheriff on the 20th, chiefly waney board-wood, red pine, pitch pine and spruce deals, when fairly satisfactory prices were realized.

#### Among the Manufacturers.

The Gutta Percha and Rubber Manufacturing Co., of Toronto, call attention to the fact that Mr. T. McIlroy, Jr., who was their manager, is now no longer in any way connected with the Company, nor authorized to sell or purchase the goods made by the Company. Their advertisement appears in this issue of the LUMBERMAN.

Messrs. Geo. F. Haworth & Co., of Toronto, are pushing work on their leather belt factory, and expect to have it ready for operation early in December. This factory is located in the four-storey brick building at 11 Jordan street, lately occupied by the Grant Lithographing Company. It is being equipped with the best and most efficient machinery, and will be conducted by experienced men.

We have much pleasure in drawing the attention of our readers in general, and the members of the Art Preservative in particular, to the advertisement of the Toronto Type Foundry, which appears on third page of cover. As is stated elsewhere the new outfit with which this paper is printed was supplied from this foundry, and is a fair index of the class of material handled by this firm. Our plant is on the point system of interchangeable type bodies and works admirably. A long personal acquaintance with Mr. J. T. Johnston, the manager of the Toronto Type Foundry, enables us to recommend him with confidence to our contemporaries of the press, as a courteous and obliging caterer to the wants of the craft, and deserving of the most liberal patronage.

The current issue of THE LUMBERMAN contains an unusually large amount of additional advertising, all of which is intended to prove of considerable interest to our readers. Prominent among these is the full page display of Chas. Esplin, Minneapolis, Minn., manufacturer of the Esplin Band Saw Mill. This gentleman having made arrangements with the Wm. Hamilton Mfg. Co., of Peterborough, Ont., for the manufacture of his celebrated band mill, is now able to supply the trade of Canada with complete machines on the shortest notice. The enterprise of the Wm. Hamilton Co. in supplying the latest class of machines is to be commended.

After an absence of a few months the announcement of the Montreal Saw Works again appears on back of cover. This firm is too well and favorably known to need an extended notice here.

The Dodge Wheel Split Pulley Co., Toronto, who recently sent specimens of their pulleys to Australia for exhibition, are in receipt of numerous enquiries from that country regarding them, and also from parties in San Francisco, California. The article finds much favor in Sidney and other Australian markets, and a good trade is being worked up for them there.

Messrs. Eastman Bros. & Co. of Boston, Mass., are advertising in this issue of THE LUMBERMAN for a large variety of hardwood lumber. We have much pleasure in directing attention to the same.

#### Steam vs. Water Power.

The cost of steam power in small amounts is greater than in large amounts, but for mills requiring 500-horse power or more as economical results can be obtained with steam as with water, in almost every case. To this add the advantage of a uniform, steady power, independent of the rise and fall of a river, and the saving which this may mean, also consider the better results attained by steam power and we can plainly see why this statement is practically proved at Fall River and elsewhere, and there is no better proof than this, that steam mills can successfully compete with other mills driven by water power.—*[Chas. T. Main, in lecture before New England Cotton Manufacturers' Association.]*

#### Gilmour vs. Paradis.

The Gilmours have appealed their case against Father Paradis to the Judicial Committee of the Privy Council. The hearing will not take place till next spring. Mr. Dalton McCarthy, Q. C., will appear for the Gilmours. Father Paradis has been transferred by his ecclesiastical superiors from his parish, Egan, on the Upper Gatineau, to Quebec.

To raise steam to a pressure of 90 pounds, the water must be heated to a temperature of 324° Fah. If a quarter of an inch of scale intervenes between the shell and the water, it would be necessary to heat the fire surface of the boiler nearly 600° or 100° Fah., above the maximum strength of iron.

A Canadian journal has taken a vote among its readers on the question of annexation to the United States. Out of nearly a thousand answers over seven hundred oppose the step while only about two hundred favor it. Votes taken on this side of the line would probably give similar results. Until decisive majorities in both countries favor it a union is quite out of the question. It is an issue of years, of generations.—*Philadelphia North American.*



TRADE REVIEW.

Toronto, Ont.

TORONTO, Oct. 31st.—Notwithstanding the apparent stringency of the money market, the building trade and consequently that of lumber, is very good; in fact it may be said to be exceptionally so. How long this state of affairs may continue it is hard to say. The demand for lumber of all ordinary grades remain as great if not greater than last month. The complaint of lumber dealers regarding cars is to a great measure done away, the railway companies supplying them in fair numbers. We are having very fine weather, during which the time lost last summer may be to a certain extent redeemed. The continuance of this will afford work to a great many who, but for it, would have been unemployed. Car load lots are finding ready sale. The quantity of lumber unloaded in the railway yards is, comparatively speaking, very small, the Midland noticeably. The Grand Trunk railway continues to charge the 5 cents per thousand for each week and any part thereof. Prices in the yards are the same as the previous month.

CAR OR CARGO LOTS.

Table listing lumber prices for car or cargo lots, including items like 1 1/2 inch clear pickers, 1 1/2 inch thicker, 1 1/2 inch dressing, etc., with prices in dollars and cents.

YARD QUOTATIONS.

Table listing yard quotations for various lumber types such as Mill cull boards, Dressing stocks, Shipping cull boards, etc., with prices per 1000.

Montreal, Que.

MONTREAL, Oct. 30.—Though business has been quiet and the amount small, prices have been fully maintained. On the other hand there has been no rise, though it is looked for. The exceptional low water has reduced the cut at the mills, and if there is anything like a satisfactory demand prices must go up. The setting in of winter will probably cause an improvement.

Table listing Montreal lumber prices for items like Pine, 1st quality, Pine, 2nd, Pine, shipping culls, etc., with prices in dollars and cents.

Detroit, Mich.

DETROIT, Oct. 27.—There is some slackness of business, with full stocks at the mills, but prices remain firm, especially in the lower grades. Dry lath have advanced, and there is a demand for materials for car building.

Uppers, Selects, Stocks, etc.

Table listing Detroit lumber prices for uppers, selects, stocks, etc., with prices in dollars and cents.

Flooring, Siding, Ceiling, etc.

Table listing Detroit lumber prices for flooring, siding, ceiling, etc., with prices in dollars and cents.

Bill Stuff and Culls.

Table listing Detroit lumber prices for bill stuff and culls, with prices in dollars and cents.

Shingles and Lath.

Table listing Detroit lumber prices for shingles and lath, with prices in dollars and cents.

Hamilton, Ont.

HAMILTON, Oct. 30.—The situation remains practically unchanged. Building operations have been brisk during the season, but the demand from that source is now coming to an end with the season.

Table listing Hamilton lumber prices for items like Mill cull boards, Dressing stocks, Shipping cull boards, etc., with prices in dollars and cents.

Goderich, Ont.

GODERICH, Oct. 28th.—The state of the trade here is very similar, in one respect at least, to that given by your Toronto correspondent in the CANADA LUMBERMAN of 7th inst. Business might be good and brisk if dealers could but obtain cars as they require them. The car service at this point is in a wretched condition, and only those interested can understand the worry and trouble and in not a few cases serious loss, resulting, not alone to the shippers, but to their numerous customers and to the ultimate users of lumber scattered over the whole country.

Shipments of lumber to this port are nearly over for the season. Probably four or five cargoes, say one million feet, will come in yet. There will then be in the yards about nine or ten million feet of pine lumber of the usual grades. Dealers sell only in car or cargo lots.

PRICES IN CAR LOTS.

Table listing Goderich lumber prices for car lots, including items like 1 inch Mill Culls, 1x6-8-10 & 12, common, etc., with prices in dollars and cents.

Philadelphia, Pa.

OCT. 29.—Trade is satisfactory, is not very brisk, and prices are fully maintained, the stocking up for the winter helping to strengthen the market. White pine is generally strong, and yellow pine is decidedly active. In hemlock the consumption is heavy, the supply being hardly equal to the demand, so that an advance is anticipated. There has been a large business in lath, with rather weak prices. Shingles have been active at full prices.

White Pine.

Table listing Philadelphia lumber prices for white pine, including items like Mich. uppers, 1 to 2, in. dry, etc., with prices in dollars and cents.

Cargo Lots.

Table listing Philadelphia lumber prices for cargo lots, including items like Yellow pine edge bds, Heart face boards, etc., with prices in dollars and cents.

Hemlock Boards and Scantling.

Table listing Philadelphia lumber prices for hemlock boards and scantling, with prices in dollars and cents.

Shingles and Posts.

Table listing Philadelphia lumber prices for shingles and posts, with prices in dollars and cents.

HARDWOOD.

Walnut.

Table listing Philadelphia lumber prices for hardwood, specifically walnut, with prices in dollars and cents.

Poplar.

Table listing Philadelphia lumber prices for poplar, with prices in dollars and cents.

Oak.

Table listing Philadelphia lumber prices for oak, with prices in dollars and cents.

Ash.

Table listing Philadelphia lumber prices for ash, with prices in dollars and cents.

Yellow Pine—Yard and Wholesale.

Table listing Philadelphia lumber prices for yellow pine, yard and wholesale, with prices in dollars and cents.

Cherry.

Table listing Philadelphia lumber prices for cherry, with prices in dollars and cents.

New York City.

OCT. 29.—There is an active business, as the dealers are filling up their winter stocks. White pine is steady, with good sale. The export trade has been somewhat dull, one of the largest shipments recently being over 200,000 feet of Melbourne. Spruce and hemlock are in good demand, and the market is strong. Lath is in light supply and held firmly.

Black Walnut.

Table listing New York City lumber prices for black walnut, with prices in dollars and cents.

Poplar, or White Wood.

Table listing New York City lumber prices for poplar or white wood, with prices in dollars and cents.

Dressed Poplar.

Table listing New York City lumber prices for dressed poplar, with prices in dollars and cents.

Ash.

Table listing New York City lumber prices for ash, with prices in dollars and cents.

Oak.

Table listing New York City lumber prices for oak, with prices in dollars and cents.

Cherry.

Table listing New York City lumber prices for cherry, with prices in dollars and cents.

Miscellaneous.

Table listing New York City lumber prices for miscellaneous items, with prices in dollars and cents.

Buffalo and Tonawanda, N. Y.

BUFFALO, Oct. 29th.—There is an evident improvement in the market, the approaching winter bringing in orders more freely. The demand from the east in particular is better. Prices are firm, for with rather lighter stocks than usual, holders are not disposed to make sacrifices. Canal shipments are nearly over and there is a great scarcity of cars.

The Tonawanda trade is good, there being a brisk demand for all lines except uppers. Shingles are in short supply.

Norway Pine—Rough.

Table listing Buffalo and Tonawanda lumber prices for Norway pine, rough, with prices in dollars and cents.

White Pine—Rough.

Table listing Buffalo and Tonawanda lumber prices for white pine, rough, with prices in dollars and cents.

Dressed Lumber.

Table listing Buffalo and Tonawanda lumber prices for dressed lumber, with prices in dollars and cents.

Shingles and Lath.

Table listing Buffalo and Tonawanda lumber prices for shingles and lath, with prices in dollars and cents.

Chicago, Ill.

CHICAGO, Oct. 29th.—Though the arrivals of cargoes have been heavy for the season they did not hang on hand, and there was no occasion to sacrifice them. In a few instances there was a little shading in order to hasten a vessel away. Many dealers are well stocked, but there are enough whose stocks are low or incompletely assorted to absorb the supply. Strips and boards are in especial demand but must be dry, for green is hard to sell. Piece stuff is selling from \$10 to \$12, the latter price, or even better, for long stuff.

Shingles are in good demand and lath steady, with dry in request. There are some complaints of insufficient car accommodation. The local demand continues good, and altogether the market shows strength with a favorable outlook.

# The Gutta Percha and Rubber Manufacturing Company of Toronto.

Offices: 43 YONGE STREET, TORONTO. - - Factories: PARKDALE, ONT.

SOLE MANUFACTURERS OF

## RUBBER "MONARCH", "RED STRIP" AND "LION" BELTING BRANDS OF

Particular attention given to special Belts for Lumber Mills.

Our celebrated "Maltese Cross" Rubber; "Baker Fabric" and Ajax Cotton; "Giant" and Light Linen, and Fire Hose constantly in stock.

\*LUMBERMEN'S\* HEAVY \*RUBBER\* CLOTHING, \*OUR\* OWN \*MANUFACTURE\*.\*

Address all Communications to THE GUTTA PERCHA & RUBBER MFG. CO. OF TORONTO, 43 Yonge St.

### Saginaw River, Mich.

Bay City, Oct. 28.—Trade has been dull and stocks have accumulated faster than they have moved off. The shipping season is, however, now nearly over, which should have its effect. Some weakening of prices, especially for good lumber, has been apparent. Strips, shingles and lath have remained firm, and there has even been an advance in shingles. Complaints of short car accommodation have been heard.

#### CARGO LOTS.

Uppers . . . . .	36 00	35 00	Norway . . . . .	9 00	10 50
Common . . . . .	15 00	20 00	Box . . . . .	10 00	10 50
Shipping Culls . . . . .	8 00	10 00	Straight measure . . . . .	12 00	23 00
Mill Culls . . . . .	6 00				

#### YARD QUOTATIONS—CAR LOTS DRY.

##### Drop Siding.

Clear, 3/4 in . . . . .	42 00	43 00	C, 3/4 in . . . . .	7 70	00
A . . . . .	33 00	35 00	D . . . . .	19 00	
B . . . . .	35 00	38 00			

##### Finishing and Siding—Dressed.

Flooring, clear, d & m . . . . .	20 00		Siding, clear, 1/2 in . . . . .	22 00	
No. 1 . . . . .	33 00		A . . . . .	20 00	
No. 2 . . . . .	30 00		B . . . . .	17 00	
No. 3 . . . . .	20 00		C . . . . .	14 00	
No. 4 . . . . .	13 00		D . . . . .	12 00	

##### Finishing Lumber—Rough.

Three uppers, 1 in . . . . .	43 00	45 00	Fine common, 1 in . . . . .	25 00	33 00
1 1/2 & 1 3/4 . . . . .	44 00	46 00	1 1/2 & 2 in . . . . .		33 00
Selects, 1 in . . . . .	35 00	37 00	C, 7, 8 & 9 in . . . . .		25 00
1 1/2 & 2 in . . . . .	35 00	38 00	Base, 2 to 9 in. No. 1 . . . . .		40 00
			No. 2 . . . . .		30 00
			No. 3 . . . . .		20 00
			Coffin boards, 16 in. and over . . . . .		16 00

##### Joist, Scantling and Timber.

12 to 18 feet . . . . .	10 00		22 feet . . . . .	12 00	
20 feet . . . . .	11 00		24 feet . . . . .	13 00	
Plank and timber, 12 inches wide, \$1 extra.					

##### Wide Select and Common—Rough.

C (No. 1 com.) 13 in. and up . . . . .	25 00		D (common) 14 in. and up . . . . .	16 00	
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##### Lath, Shingles and Pickets.

Lath, No. 1 . . . . .	3 40	3 50	Country brands XXX . . . . .	3 25	3 35
No. 1 . . . . .	1 10	1 10	Clear butts . . . . .	2 25	2 35
Shingles, river brands . . . . .			Pickets, 2 to 2 1/2 in rough . . . . .	12 00	13 00
XXX . . . . .	2 40	2 50	Dressed . . . . .		20 00
Clear butts . . . . .	2 40	2 50	1 1/2 in. square, dressed . . . . .	14 00	19 00

### Albany, N Y

ALBANY, Oct. 30th.—The lumber market has remained quiet, and even dull in uppers, though lower grades have been in more demand. The high lake freights have kept lumber back at the mills, but recent arrivals have helped to fill the yards, becoming heavier with the advancing season. Hemlock boards are in demand but are firmly held and there is considerable activity in cull hemlock and spruce. Shingles are scarce and are advancing in price.

### Minneapolis, Minn.

MINNEAPOLIS, Oct. 28.—Trade is only fair and there is some weakness in the market. The demand has been below the average, and would have been still worse but for some impetus given by railway construction, which is now falling off. Shingles are scarce and firm. The railways are busy moving the crop and have not much accommodation for timber.

### London, England.

LONDON, Oct. 22.—Prices remain steady but the looked-for advance has not arrived, heavy sales without reserve checking the tendency upwards. Buyers show more readiness, while holders are not disposed to give way.

### Liverpool.

LIVERPOOL, Oct. 22.—The docks look rather more busy with recent arrivals, among them being the P. G. Carvill from Quebec with a large cargo of square and waney pine deals and oak. The other late arrivals have been chiefly spruce deals. Business is not brisk and there is not much sign of improvement at present.

### CANADIAN HARDWOODS FOR CARRIAGE BUILDING.

THE following is the conclusion of the interesting letter addressed by Mr. G. N. Hooper, President of the Institute of British Carriage Manufacturers, to the Canadian Minister of Agriculture, the commencement of which appeared in our last issue.

Many years ago some French merchants discovered a great waste going on in England. Immense quantities of coal-dust could be had at the collieries almost for the asking; they secured it, mixing it with some simple compound, they had it compressed into brick-shaped lumps, and now use it largely for heating the furnaces of their steam boilers. I would suggest that the waste sawdust, chips, &c., instead of choking the flow of the river, be compressed, converted into charcoal, and sent to England, where such fuel is valuable and necessary for many trades, especially for metal workers, and where its use might be indefinitely extended, could a regular abundant supply be relied on at moderate price.

Abundant and cheap charcoal in many parts of continental Europe enables the people to carry on many metal trades which cannot thrive without it. Canadian charcoal might relieve England of a difficulty, and help to establish and extend various profitable branches of trade now neglected for want of it.

England is at present largely dependent on Sweden for "safety matches," here a lower quality of wood seems to be utilized, possibly by the use of improved processes of splitting, and the Swedish matches have the further advantage of being "safety matches," lighting only by friction on the specially prepared surface of the boxes.

This seems a trade that should naturally fall to the lot of Canada, and it probably only requires a little tact, energy and perseverance to secure it.

I was in some parts of Canada surprised, almost, indeed, painfully startled, at the apparent want of care to avoid the risk of setting fire to factories and workshops. In many cases I saw iron forges being worked on floors of wood, the ceilings also of wood. I had never in any part of England or of Europe seen such, to my mind, hazardous risks of house burning incurred. Invariably, when I remarked on this, the owner, occupier, or manager smiled, or passed off the incident with the answer "No danger; we always do so." In England, forunately for us, other ideas prevail. Let us hope that they will spread; that our Canadian friends will not need to keep harness continually slung over the backs of horses at their admirable fire engine stations, ready to run out at thirty seconds' notice, lest some neighbor or dear relative's life should be sacrificed by one of the most horrible forms of death.

Before I conclude let me cast a glance at the effect of good home social legislation. Driving through Hamilton, my coachman remarked: "Hamilton is a prosperous place, sir, they are very strict about the liquor here. 'Tis drink that makes and keeps a country poor."

I had an opportunity of reading an extract from the law forbidding gambling in Canadian railway carriages; could such a regulation be put in force in steamers crossing the Atlantic, many a well-to-do young emigrant or visitor might have the contents of his purse preserved for his own use instead of enriching the professional card sharps and gamblers who haunt the ocean lines and are constantly on the look out for young dupes.

Before concluding, I desire to express my cordial and grateful thanks to all those gentlemen who kindly assisted me with letters, information or advice.

Very imperfectly, I am aware, have I endeavored to throw out a few ideas, hints, and suggestions that may possibly turn

to the mutual advantage of colonists and the mother country; had time permitted I might have carried my inquiries and investigations further; but if, as a wandering member of the Council of the London Chamber of Commerce, I am permitted to assist in promoting trade and friendly and profitable intercourse between the capital of the Empire and a colony so loyal and patriotic as Canada, I shall not have made a journey of 9,000 miles in six weeks entirely in vain.

### THE COMING WINTER'S CUT.

The following is a carefully prepared estimate of the out-put of logs which will be got out in 1887-8. The gentleman who prepared it is himself engaged in the lumber trade and knows of what he speaks.

Beginning with the Ottawa and its tributaries the following is the calculation:—

Canada Lumber Co., 80,000,000 feet; Bronson & Weston, 60,000,000; Gilmour & Co., 60,000,000; J. R. Booth, 70,000,000; McLaughlin Bros., 75,000,000; J. & B. Grier, 45,000,000; Richard White, 20,000,000; Booth & Gordon, 20,000,000; Hurdman Bros., 50,000,000; Hamilton Bros., 30,000,000; Perley & Pattee, 50,000,000; E. B. Eddy, 60,000,000; Alex. Fraser, 15,000,000; A. Barnet, 200,000 square feet; Thistle & Fraser, 150,000 square feet.

### ON FRENCH RIVER.

J. McLean, 1,000,000; Ontario Lumber Company, 7,000,000; New York & Tonawanda Lumber Co., 7,000,000.

### PARRY SOUND, SOUTH RIVER AND WHAUAPITAE.

J. Jackson, 3,000,000; Beck & Bates, 4,500,000; J. R. Booth, 6,000,000; Alex. Fraser, 2,500,000; S. McKay, 4,000,000; Emery Bros., 5,000,000; A. Colburn & Fraser, 2,000,000; Timmins & Gorman, 100,000 sq. feet; John Dolan, 30,000 feet logs; — MacKay, 3,000,000.

### STURGEON RIVER.

J. R. Booth, 5,000,000; Booth & Hale, 3,000,000; J. R. Booth (Deschenes Creek), 1,000,000; Edward and Charles Moore, 6,000,000.

Besides the above, Mr. Campbell, of South River, has a mill in full operation under the superintendence of Mr. Fred. Thomson, which next season when in full blast will have an output of two millions and a-half feet.

The above does not by any means represent all that will be done in the Ottawa lumber world for the year 1887-8. The above table represents the cut of the chief firms, but there are many smaller concerns which will likely turn out between ten and twenty millions.

In the Parry Sound district, nearly all of Mr. Booth's cut will be done by jobbers, and in fact the same may be said of the other firms there. Everything promises well for the season, and if there is an ample but not too much of a snowfall the work will go ringing along.

This year, owing to the extreme lowness of the water, many improvements have been made on creeks and other small tributaries, in order to facilitate driving, and the lowness of the water gave the lumbermen an abundance of opportunity to make the improvements thorough and permanent. These improvements will be a great aid in getting the season's cut of logs safely out to the main streams. With the exception of what will be cut on the Whauapatae, all this vast quantity of lumber will come down the Ottawa; the Whauapatae cut taking the waterway of the French River, Lakes and St. Lawrence River to market.

Mr. Bolier says that the Georgian Bay Lumber Company will put a large number of men into the woods this winter and will get out in all 200,000,000 feet of logs. The fire has damaged over 15,000,000 feet in the company's limit.



### OXFORD & NEW GLASGOW RAILWAY SECTIONS.

- 1st.—Birch Hill Road to Pugwash Junction. 13 miles.
- 2nd.—Pugwash Junction to Pugwash. 5 miles.
- 3rd.—Pugwash Junction to Wallace Station. 7 miles.
- 4th.—Wallace Station to Mingo Road. 17 miles.

### Tenders for Grading, Bridge and Culvert Masonry, Fencing, etc.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Oxford and New Glasgow Railway," will be received at this office up to noon on Friday, the 18th day of November, 1887, for the grading, bridge and culvert masonry, fencing, &c.

Plans and profiles will be open for inspection at the office of the Chief Engineer of Government Railways at Ottawa and also at the office of the Oxford and New Glasgow Railway at Wallace, Cumberland Co., Nova Scotia, on and after the 10th day of November, 1887, where the general specification and form of tender may be obtained upon application.

No tender will be entertained unless on one of the printed forms, and all conditions are complied with.

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

A. P. BRADLEY,  
Secretary.

Department of Railway & Canals,  
Ottawa, 20th October, 1887.



### Notice to Contractors.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Hospital at the Royal Military College, Kingston," will be received at this office until Monday, 14th November, for the several works required in the erection and completion of the Hospital at the Royal Military College, Kingston.

Plans and specifications can be seen at the Department of Public Works, Ottawa, and at the office of Messrs. Power & Son, Architects, Kingston, on and after Tuesday, 25th October.

Tenders will not be considered unless made on the form supplied and signed with the actual signatures of tenderers.

An accepted bank cheque payable to the order of the Minister of Public Works, equal to five per cent of amount of tender, must accompany each tender. This cheque will be forfeited if the party declines the contract or fails to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,  
A. GOBEL,  
Secretary.

Department of Public Works,  
Ottawa, 21st October, 1887.



### Notice to Contractors.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Post Office at Trenton, Ont.," will be received at this office until Thursday, 17th November, for the several works required in the erection of the Post Office at Trenton, Ont.

Specifications can be seen at the Department of Public Works, Ottawa, and at the Office of G. W. Ostrom, Esq., M.P.P., Trenton, on and after Saturday, 23rd October, and tenders will not be considered unless made on form supplied and signed with actual signatures of tenderers.

An accepted bank cheque payable to the order of the Minister of Public Works, equal to five per cent of amount of tender, must accompany each tender. This cheque will be forfeited if the party declines the contract or fails to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,  
A. GOBEL,  
Secretary.

Department of Public Works,  
Ottawa, 21st October, 1887.

**J. L. JONES**  
WOOD ENGRAVER  
10 KING ST. EAST  
TORONTO  
SEND FOR PRICES

# HARDWOOD LUMBER WANTED.

- 100 thousand feet 2, 3 and 4 inch Rock Elm.
  - 100 " " 1 1/4, 1 1/2 and 2 inch Brown Ash.
  - 50 " " 1 1/2 and 2 inch Red Oak.
  - 50 " " 1 and 1 1/4 inch Stained Basswood.
  - 100 " " 1 to 4 inch Maple and Birch.
  - 100 " " 1 inch 1"x13"x15" Plain Sycamore.
- Also Maple and Birch Flooring.

## EASTMAN BROS. & CO.,

11 Central St., Boston, Mass.

## HENRY PORTER,

MANUFACTURER OF

# Leather Belting,

432 Visitation Street,

MONTREAL, QUE.

SCRIBNER'S LUMBER AND LOG BOOK: revised, enlarged and improved; nearly a million copies sold. This is the most complete book of its kind ever published. It is designed expressly for Ship and Boat Builders, Lumber Merchants, Saw Mill Men and others, containing Tables for the measurement of Scantling, Boards, Plank, Cubical Contents of Square and Round Timber, Saw Logs, reduced to Board Measure by Doyle's Rule, Specific Gravity and Weight of different Woods, Measurement of Wood and Price Per Cord, Stave and Heading LOG BOOK Bolt Table, Hints to Lumber Dealers and Mechanics, Selection of Standing Trees, Defects of Timber, Felling Trees, Cubic Measurement, Speed of Circular Saws and Power of same, Growth of Trees, AND THE Cutting Fuel, Splitting Rails, Price Table of Lumber, AND THE Standard Log Table, Care of Saws, Filing Saws, Land Measure, Strength of Timber, Stone Wall Table, Weight of Flat and Round Bar Iron, Tables CANADA LUMBERMAN of Wages by the Month, Board or Rent by the week or day, Interest Tables, etc. Sixty Pages of New Tables and Illustrations added, with other improvements by Daniel Marsh, Civil Engineer. Book alone TO END OF 1888 FOR \$1.25. Post-paid for 35 cents

**WANTED!** The undersigned is prepared to purchase any quantity of Black Ash, Red Birch, Red Oak and Basswood.

ORDERS SOLICITED FOR

## HOUSE BUILDING AND FURNISHING GOODS

Crown Jewel Flour Unexcelled for Family Use.

If your Grocer does not keep it, order direct from us.

THE attention of Steam Users is directed to our preparation of CEDAR OIL for removing Scale and Sediment from Boilers, lessening the quantity of fuel used, and prolonging the life of the Boiler.

**THE RATTIBUND COMPANY,**  
DESERONTO, ONTARIO.

### WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of ten cents per line, each insertion, payable in advance. For three or more consecutive insertions of the same advertisement a discount of 25 per cent. will be allowed. Eight words should be counted as one line.

**RARE CHANCE—FOR SALE IN TOWN OF Mitchell**—planing mill, lumber yard and established building business; buildings nearly new modern machinery, growing town, and good country; power furnished to cabinet factory; annual rent \$500; long lease; good bargain will be given as the proprietor has determined to retire from the business. THOS McLAY, Mitchell, Ont.

**PLANING MILL FOR SALE—GOOD TOWN** on railway, in Eastern Ontario; no opposition. FENNEL & WEBBER, 41 Toronto Arcade, Toronto.

**TIMBER LIMIT FOR SALE IN ONTARIO**—Write to J. RALSTON, 31 John St., Hamilton

**STEAM SAWMILL FOR SALE, CARRIAGE**, Steamfitted; capacity 60,000 feet day and night; situated on the Ottawa river, east of Pembroke 4 miles; fitted up with improved machinery; run ten months; siding from C. P. R. into yard; about ten acres of land in connection; seven dwelling houses, boarding house and blacksmith shop; limit well timbered, white and red pine, tamarack, cedar, hardwood, etc.; area of limit 25 square miles. Apply to JAS. B. DICKSON, Pembroke, Ontario.

**SECOND-HAND TIGHT BARREL STAVE** and Heading outfit, for sale cheap. Address Box 110, Cleveland, Ohio, U. S. A.

**FOR SALE—A STEARNS NO. 2 CIRCULAR** Mill, friction feed, with five head blocks, carriage and track for long timber; two 60-inch West patent and one solid saw, all in first-class condition. HENRY HOWARD & Co., Port Huron, Mich., U. S.

**FOR SALE—A SPLENDID WATER POWER** may be used for any manufacturing business at present used as saw and shingle mill, one mile from station. Address CHAS. GRASLEY, Belfountain, Ont.

NAPANEE CEMENT COMPANY

— MANUFACTURERS OF —

Hydraulic Cement

PARTICULARLY adapted for Dams, Erection of Chimneys, Foundations, Culverts, Cisterns, Cellars, etc.

NAPANEE CEMENT CO., Limited, NAPANEE, ONT.



### Auction Sale of Timber Berths.

DEPARTMENT OF CROWN LANDS (WOODS AND FORESTS BRANCH.)

Toronto, 15th October, 1887

NOTICE is hereby given that under Order in Council Timber Berths in the following Townships, viz., Livingstone, McClintock, Lawrence, McLaughlin, Hunter, Bishop, Devine, Butt, Biggar, Wilkes, Ballantyne, Chisholm, Canisbay, Fentland, and Boulter, will be offered for sale by Public Auction on Thursday the fifteenth day of December next, at 12 o'clock noon, at the Department of Crown Lands, Toronto.

T. B. PARDEE,  
Commissioner.

NOTE.—Particulars as to locality and description

may be obtained on application personally or

No unauthorized advertisement of the above will be paid for.

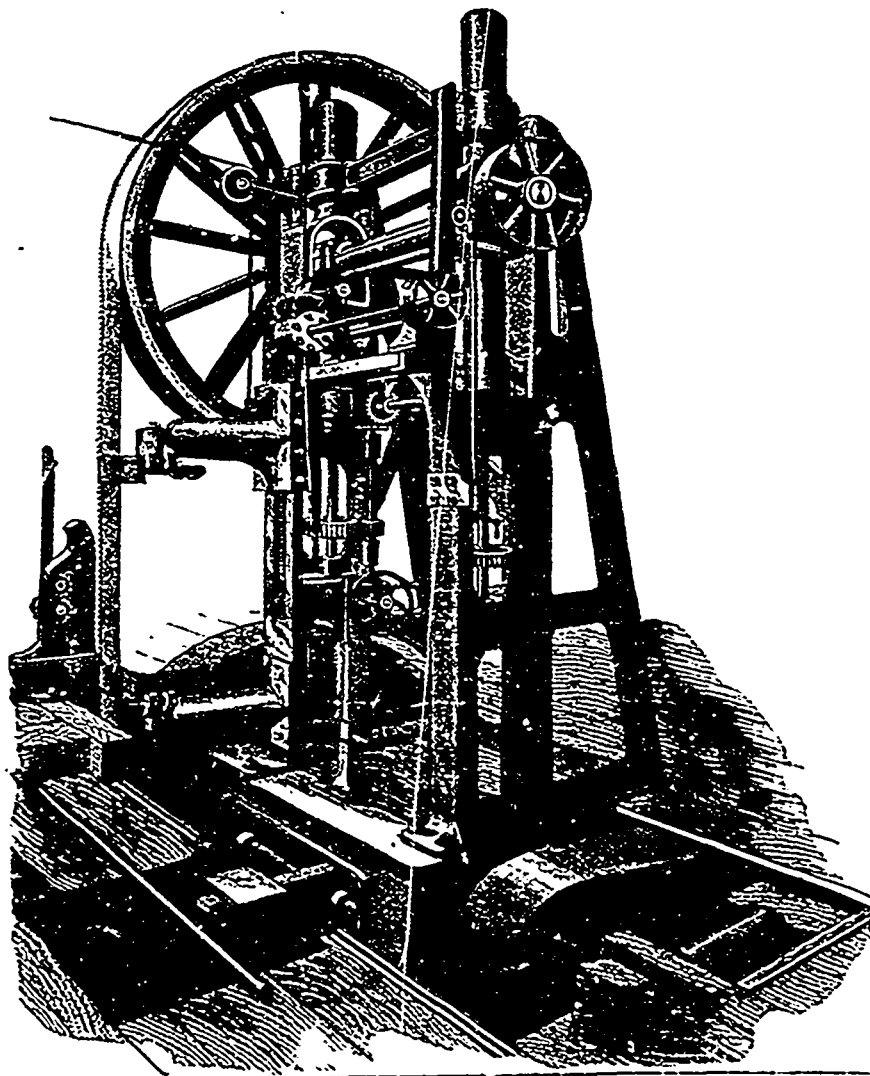
# CHARLES ESPLIN, MILLWRIGHT \* AND \* MECHANICAL \* ENGINEER,

Patentee and Builder of the

## ESPLIN BAND SAW MILL

*The Only Perfect Mill in Use.*

THE following statement of Dimensions will give some idea of its proportions: Diameter of Wheels, 8 feet; diameter of lower and top Wheel Shafts, 5½ inches; length of Lower Shaft, 8 feet 6 inches; length of Top Wheel Shaft, 8 feet 4 inches; length of Bearings for Wheel Shafts, 18 inches; Weight of Mill alone, 22,000 Pounds.



### ENDORSEMENTS

IN ABUNDANCE.

The Following is Only a Sample:

*ASHLAND, Wis., Nov. 10th, 1886.*

CHAS. ESPLIN, ESQ.,

*Minneapolis, Minn., U. S. A.*

DEAR SIR,—The band mill placed in our saw mill by you we consider the best and most complete band mill we know of. It has advantageous features which we have not seen in any other mill. The strength of all its parts is ample for every demand upon it. It is massive. The guide arms in their proportions and adjustments seem beyond improvement. The drive wheel by taking up the tension of the saw from below is a great advantage gained. The long distance between the bearings of the upper wheel shaft steadies the motion and the whole machine moves with ease and steadiness.

We have never seen lumber so perfectly manufactured as made by this band mill. The mechanic that planned it and the company that manufactured it deserve the congratulation and thanks of all manufacturers of lumber.

Very respectfully,

SUPERIOR LUMBER CO.

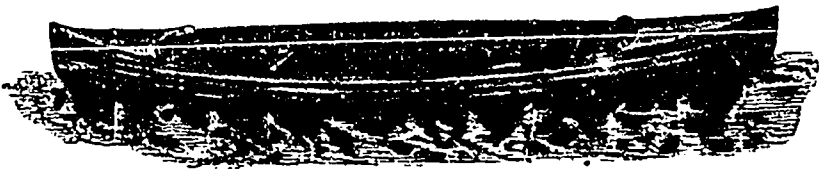
John H. Knight, Secretary-Treas.; D. A. Kennedy, Supt. and General Manager.

Address, CHAS. ESPLIN, care of Wm. Hamilton Mfg. Co., Peterborough, Ont.,

OR TO MY AMERICAN OFFICE:

623 Franklin Ave, Minneapolis, Minn.

**The Ontario Canoe Company, Limited.**  
 PETERBOROUGH, ONTARIO.



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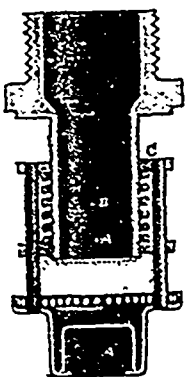
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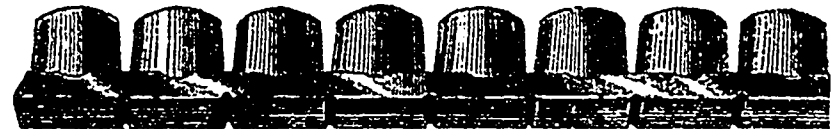
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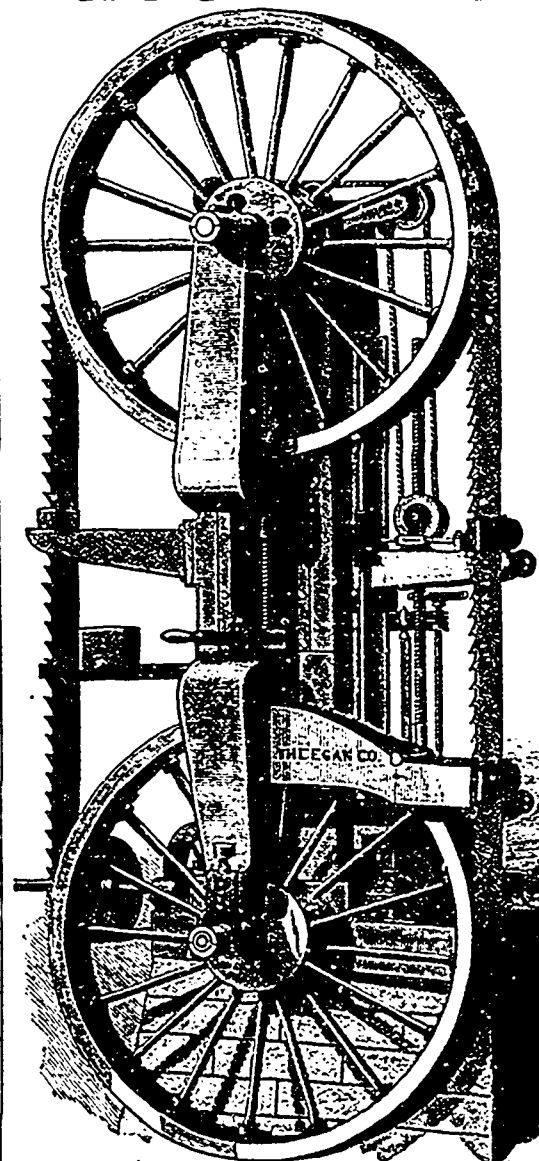
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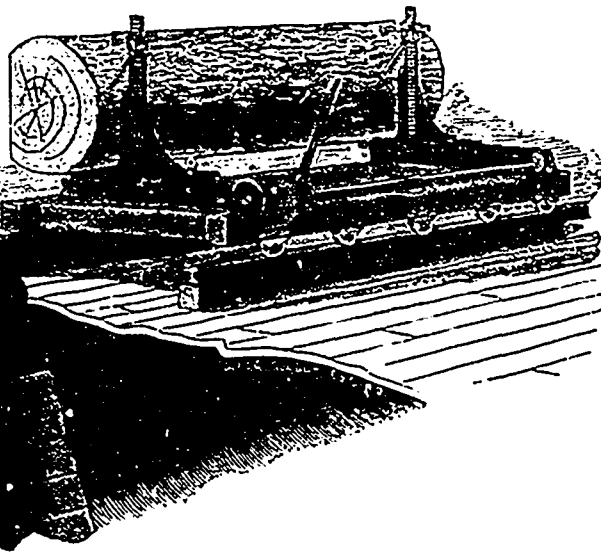
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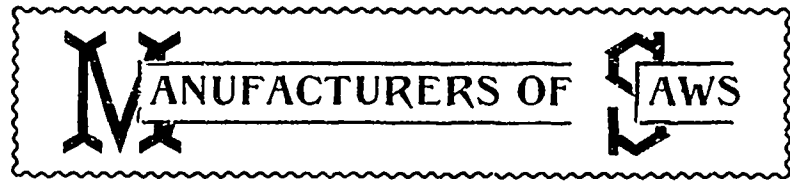
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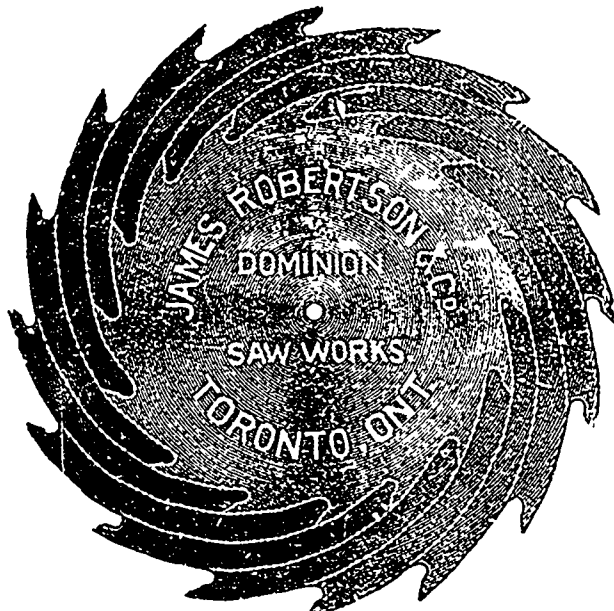
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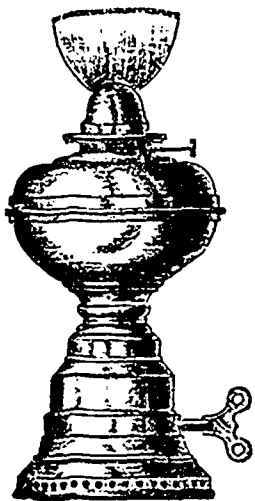
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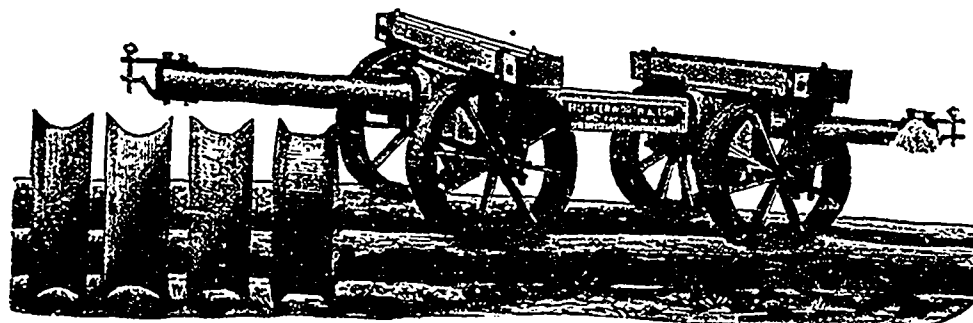
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