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# THE CANADA LUMBERMAN.

VOLUME IX. }  
NUMBER 8. }

PETERBOROUGH, ONT., AUGUST, 1889.

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## THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER.

OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.

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

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

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

ANOTHER new method of utilizing sawdust has recently come to light in the Ottawa district. At Deseronto bricks are now being made of sawdust and are known as the terra cotta brick. The bricks composing the flooring of the printing bureau at Ottawa are of this kind. The flooring is all arched, and the plank laid on the top. The sawdust bricks are very light and are porous.

TAKING the trade and navigation returns for 1888 it appears that no distinction as to quality is made under the heading of dutiable lumber imported from the United States into Canada, which, however, in value only reached \$90,723, upon which \$18,164 was collected as duty. On the free list, lumber and timber, plank and boards, sawed, not shaped, planed and otherwise manufactured, of boxwood, cherry, chestnut, gum, hickory, whitewood, there was imported 1,986,000 feet; mahogany, 1,750 feet; oak, 3,744,000 feet; pitch pine, 3,499,000 feet; walnut, 5,714,000 feet, and other woods 479,000 feet.

THE lumber trade at Ottawa has assumed large proportions and is constantly increasing. At this time of the year the Ottawa district is a veritable hive of industry. The driving and sorting of logs, the hum of a score or more of mills, the loading of cars and steamers all tend to give it a busy appearance. Ottawa lumbermen carried over 150,000,000 feet last winter, which is a larger amount than has been wintered for many years, very little of which is now in first hands. Most of the operators have been very lucky in making contracts for this season's cut, and from what we can ascertain they have no reason to complain in regard to prices. Export orders are rapidly going forward, and considerable

is going to the States. Many of the mills are being pushed for all they are worth and the season's cut will be a large one. It is estimated that the cut of the different mills will aggregate about 702,000,000 feet. In order to carry stock for all year shipment the mill men are taking up piling ground several miles distant from the mills.

The proposition made to Washington by the government meets with the hearty approval of most of the lumbermen of Canada, as the reciprocity in lumber would not only enable them to dispose of a grade of lumber, which the duty now prevents their shipping to advantage to the United States, but would open a market for a grade that is at present not being cut. It would give an impetus to the manufacture of spruce lumber, which cannot now with profit be sent to the United States. Judging from the tone of the American journals, the lumbermen are anything but pleased with the idea of reciprocity in lumber, knowing full well that they cannot compete with Canada. They clamored for a reduction of the duty, and now they have got it they are not happy. They want the "whole hog" or nothing. We never for a moment supposed that they would be satisfied with the reduction. What they want is our logs admitted free of duty and a tariff on Canadian lumber high enough to keep it from coming into competition with them in their own markets. There is nothing selfish in that!

THE Dominion commissioner, who recently visited South America with a view to inquiring into the possibility of extending trade relations between Canada, Brazil, the Argentine Republic and Uruguay, reports that last year the Argentine Republic used 212,000,000 feet of lumber. Of this quantity he says, Canada only supplied 34,000,000; whereas, if this trade were cultivated by Canadians to the extent of their capacity, a very much larger portion of the business could be done by the Dominion, as a large amount of spruce and pine lumber, he says, which was shipped from the United States to the Republic was first purchased in Canada, shipped thence to the United States, and there re-shipped to ports in Argentine. Of the lumber sent to the Republic from Canada last year, nearly the whole of it was sent from ports on the St. Lawrence, New Brunswick and Nova Scotia sending very little, although they are so situated and supplied with the raw material as to be able to participate in this trade to a very much larger extent than they are doing at present, if the business was looked after.

THE demand for square timber is improving and prices are looking up. It is now a settled fact, that so far as Canada is concerned, the mill men will have an abundant supply of logs, and with a steady demand at fair prices they are assured of a good season's business. Notwithstanding all that has been said in regard to the increase of the tariff on box shooks going into the United States, Messrs. Barnes & Co., of Ottawa, manufacturers of box shooks, are running their mill night and day, and are kept busy filling their orders. The reduction of the export duty on logs, and the proposition of the Canadian Government to abolish the import and export duties on lumber providing the Washington authorities reciprocate, has created a better feeling in the trade, and lumbermen are more hopeful of the future. The proposal of the government to open up extensive commercial relations between Australia, South America and the West Indies is a movement of great importance. The West Indies offers a promising field for a greatly extended trade, and the same may be said of Australia. We already have a growing trade with China and Japan via the

Canadian Pacific Railway, and we see no just reason why the government should not make an effort to build up a profitable trade with these remote countries for British Columbia products.

THE *Chicago Lumber Trade Journal* referring to the recent action of the Canadian Government in taking off the duty from lumber under eleven inches in diameter, and reducing the export duty on saw logs from \$3 to \$2 per thousand as it had previously been, says it is a step in the right direction, but does not go far enough to satisfy the American Government. "Ask for what you want and take what you can get", was the advice of a great reformer, and it would probably be wise to act upon that advice in the present case. We have not the least doubt but it would answer the purpose of the American Government to get all the Canadian logs they require free of duty, to be manufactured in American mills, and at the same time retain their import duty on Canadian lumber. The journal referred to says, "Nothing short of a repeal of all export duties on logs and timber by the Dominion can satisfy the lumbermen of this country. The Constitution of the United States prohibits retaliation by the imposition of export duties, but it is within the province of Congress to add to the import duty a sum, equal if need be, to double the export duty charged by a Government which is disposed to discriminate against this country, and a strong pressure will be brought to bear next winter to this end, if the wisdom of the Canadian officials in the meantime does not render it unnecessary." The proposition of the Dominion Government to remove all import duties on logs and lumber, providing the American Government will reciprocate, is a wise one; but it can hardly be expected that the present tariff Congress will consent to the abolishing of the import duty on Canadian lumber.

THE resources of Canada are of such immensity and brilliant promise that they are not generally understood by those who have not taken the trouble to post themselves. Every year the prospects grow brighter, as our geologists, our miners and our surveyors penetrate more thoroughly into the less known districts. The seven provinces and the organized territories of Canada cover an area of about 1,700,000 miles. These districts mostly are very fertile, containing the finest farming lands in the world, and the remainder is either covered with virgin forest or is the site of minerals. The immense district to the north of our territories, comprises over a million and a half miles of land. Regarding that area, the evidence before the senate committee in 1888 was most satisfactory and conclusive. "The area inquired into was about 1,260,000 square miles. Of these it was estimated 860,000 square miles were fit for settlement, and about 400,000 square miles useless for cultivation; 650,000 square miles were suitable for potatoes, 407,000 square miles for barley, and 316,000 square miles for wheat." In the particular area to which reference is made, there are large auriferous deposits, while the petroleum ore is so extensive as to justify the belief that eventually it will supply the larger part of the continent. The minerals of both the organized and unorganized territories are immense, the coal deposits throughout the whole Northwest are inexhaustible, the coal-bearing ore being estimated at 65,000 square miles, and the quality of fuel known to underlie some portions of this is believed to be 4,500,000 to 9,000,000 tons per square mile. The Northwest is also believed to contain the most extensive petroleum field "in America, if not in the world," says an official government return. No wonder that Benjamin F. Butler should announce to the world that Canada is a greater country than the United States.

THE claim made by the Eau Claire and Bow River Lumber Company, in connection with their timber limits in the Bow River country, has been referred by the minister of the Interior to the Exchequer Court. The amount asked for, \$30,000, is for damages arising out of the cutting of timber for construction purposes by the C. P. R. on the lumber company's limits. The latter company is also prosecuting a claim against the Canadian Pacific, but claim that the government is primarily responsible to them for permitting the C. P. R. to take timber which belonged to the lumber company under the license of occupation.

THE Ottawa canals find the Canadian Pacific and Canada Atlantic railways formidable competitors for the lumber carrying trade of the district. The quantity carried by the two roads during the past two years was as follows: 1887, 100,364,429 feet: in 1888, 119,304,517 feet. The quantity going forward by canal was as follows: 1887, 335,094,000 feet: 1888, 319,923,600 feet. While there was only an increase of 3,774,688 feet in the total shipments of lumber from the district in 1888 as compared with the preceding year, it will be observed that shipments by rail increased 18,935,088 feet, while by water they declined 15,170,400 feet.

THE Vancouver Board of Trade has recently issued a circular letter to the Board of Trade, Sydney, New South Wales, in which the question of direct communication between Australia and Canada, via Vancouver, is considered. The Vancouver Board anticipates that a great stimulus would be given to Intercolonial commerce by the establishment of a Canadian-Australian line of mail steamers; new fields of enterprise would be opened, and Canada would become a better market for Australasian products than the United States have hitherto proved. More easy access to the wool supplies of Australasia would, it is considered, stimulate manufactures in Canada, where an active demand for Australian wool already exists. The hard woods of Australia might be sent here in exchange for pine and cedar, and our cotton mills, now competing successfully in China, would doubtless secure a portion of the business in the Southern Pacific. Reference is made to the many advantages of the British Columbia route as a passenger route, while the harbor of Vancouver is not only accessible at all seasons of the year by day or night, but no ice ever forms in it or is encountered within 500 miles of its approach. It is a perfectly land-locked harbor, twelve miles in length, with excellent anchorage and depth of water, to accommodate the largest ships afloat. Moreover, the Canadian trans-continental trains run practically on time. The arguments in favor of the Vancouver route are thus enumerated: the vessels would be British built, would sail under the British flag, and be officered and manned by British subjects. The trans-continental journey would be entirely through British territory, while such an alternative route, with a Pacific squadron of swift cruisers would be readily available in the event of war.

FROM the tone of some of the American journals one would suppose that the Canadian Government was in duty bound to make laws especially to suit them, and because they cannot have every thing their own way they show their ill temper by making threats. It is no time to discuss trade questions when ill feeling is on the top, and the course pursued by some of the American trade journals in regard to the log question can only have an opposite effect to what they desire. A Toronto correspondent of the *Northwestern Lumberman* only voices the sentiments of many Canadian lumbermen when he talks back to that euphonious journal in the following style: "I had always looked upon the *Lumberman* as cosmopolitan in its utterances, but what is said in its issue of June 22nd would rather dispel that view. It is all nonsense to talk about 'the United States government following up with the same vigor the log business as has been displayed in the shoo business.' If you people don't want our logs, don't buy them. No one is specially wanting you to. Your people make a great mistake in fancying that you can

crowd us out of existence by simply closing your markets to us. We are not made of that kind of stuff. If we cannot trade with you, we have enterprise and self-denial enough to try and trade elsewhere, and pay for it, too. If you don't want us to import logs from your country, put on an export duty and stop us, or have us pay for the privilege. Your government imposes a duty of \$2 a thousand feet on Canadian lumber. Do you hear of Canadians threatening all kind of things because this is so? Do you expect we are to make in all cases our laws in accordance with yours? If your government does not think it wise to put an export duty on logs, is that to say we must do likewise? It seems to me in discussing trade matters relative to the Dominion, United States papers lose their dignity and indulge in a great deal of spread eagle. It is possible that 60,000,000 people of the United States could whip us and force a free people to trade in accordance with their peculiar views, but would it be to their credit? Would it be in accordance with the traditions and liberty they so much boast of? In my judgment it would be a great deal better to stop this kind of writing, which can never accomplish what it is intended for, and come down to the plane of intelligent beings and reason together."

ANOTHER YARN NIPPED IN THE BUD.

"The cause of the action of the Dominion government in increasing the export duty upon pine saw logs from two dollars to three dollars per thousand feet is now pretty well understood. It will be remembered that about the time that the duty was increased the provincial government of Ontario had advertised a large sale of limits at auction. An increase in the export duty upon logs would depreciate the value of these limits by reducing the price which American lumbermen or other exporters of logs could afford to pay, and thus help to make the sale of provincial limits a failure. This was the very patriotic motive which prompted the federal ministers to add fifty per cent. to the export duty on logs. At the same time the Dominion government no doubt hoped to gain favor with the large lumber dealers by handicapping American bidders, and enabling Canadians to secure limits at lower figures than they would have to pay if the export duty had been left at two dollars per thousand. But, thanks to the excellent manner in which the crown lands department—then under Hon. T. B. Pardee's control—was managed, the efforts of the federal government and their allies to make the sale of limits a failure fizzled out completely, and the bonuses obtained for the limits offered were higher than those received at any previous sale. The increase in the export duty did the provincial government little or no harm, but its consequences are likely to be disastrous to the lumbering industry. Had the export duty been left at two dollars, it would have continued to attract but little attention as a factor in influencing the course of trade between the Dominion and the United States, but by increasing it to three dollars the government have provoked a discussion which can only end in the abolition of the export duty altogether."

It is indeed astounding to what degree of falsehood the party press will resort in order to do a real or fancied injury to an opponent. The above, extracted from a lengthy editorial in the columns of the *Ottawa Free Press*, is a case in point, which for barefaced misrepresentation would seem difficult to outdo. The *Free Press*, which is, of course, a party machine, and invariably "agin the Government," has been harping on the export duty for some months past. From its repeated utterances on this question we have been forced to the conclusion that its object is not merely to inspire hostility to the government, but the main incentive is to form a coalition with such of the American lumbermen as are interested in Canadian stumpage. It would be interesting to know exactly how much per line the Ottawa organ's Yankee friends are going to pay for this very liberal donation of space in arguing their cause.

Nothing short of the total abolition of the export duty on logs will satisfy this over-zealous advocate of American rights. It wants the earth for its American friends, with the sun, moon and stars thrown in, and in order to accomplish this end, it resorts to arguments which do not bear a semblance of truth. In order to prove how utterly absurd are the statements contained in the above clipping, we have only to show that the last public sale of Ontario Crown Timber limits took place nearly one year previous to the increase in the export duty being thought of by the federal government. How then, we would ask, could this increase have a detrimental effect on a sale which had taken place a year previous? In order that the public may have no reason to doubt this statement we take the liberty of publishing the reply to a letter written by the editor of this journal to the Hon. the Commissioner of Crown Lands, at Toronto, enquiring the date of the last public timber sale, together with the official announcement, as taken from the *Canada Gazette*, of the increase of \$1 in the export duty on logs.

Toronto, July 8th, 1889. GOVERNMENT HOUSE, OTTAWA.  
Tue., 15th day of Nov., 1888.  
PRESENT.  
HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.  
ON the recommendation of the Minister of Customs, and under the provisions of Item 819 in schedule E of chapter 33, Revised Statutes of Canada, intitled "An Act respecting the duties of Customs."  
HIS EXCELLENCY THE GOVERNOR GENERAL has been pleased to order, and it is hereby ordered, that the export duty on pine logs be increased to three dollars per thousand feet board measure.  
JOHN J. MCGEE,  
Clerk, Privy Council

What has our contemporary to say to this? Will it attempt to repudiate this unquestionable evidence of misrepresentation on its part, or will it quietly sneak into its hole and await the opportunity for another onslaught?

It is not the province of THE LUMBERMAN either to defend or criticise the government on general principles, and it is only when the interests of the lumber trade is at stake that we feel justified in expressing our views regarding the acts of either political party. While we fully realize that the lumbermen of the different provinces are somewhat divided on the question of the export duty, we have always endeavored to take an unprejudiced view of the situation, giving both sides of the question as circumstances from time to time seemed to warrant. The *Free Press*, on the contrary, has been working directly into the hands of foreign capitalists, to the detriment of everything that is Canadian. Esau-like, our Ottawa contemporary would be willing to sell our birthright for a mess of porridge, but fortunately for Canadians the custody of the same is in more loyal hands.

SPLINTERS.

THE Bank National is advertising to be sold by public auction, August 16th, if not previously disposed of, 500 square miles on the Keepawa; 100 square miles on the Black, and 100 square miles on the Jean de Terre river.

THE iron wood tree has a black heart and when well seasoned will turn the edge of an axe, and must be cut with a well tempered saw. It is one of the hardest woods in existence and grows in abundance in the plains along the track of the Southern Pacific railway.

THE Canadian Rubber Company, of Montreal, has recently increased its capital stock from one to two million dollars. This is one of the largest manufacturing concerns in Canada, employing nearly 1000 men. Mr. J. H. Walker, has charge of the Toronto branch of the business.

THE different woods for charcoal may be estimated as to value by this rule. Of the oaks 100 parts will yield 23 parts charcoal, beach 21, apple, elm, and white pine 23, birch 24, maple 22, willow 18, poplar 20, hard pine 22½. The charcoal used for gunpowder is made from willow and alder.

LANDS contiguous to the proposed Brockville and Sault Ste. Marie railway, have been withdrawn from locating as it is the intention of the government to have a belt of five miles in width reserved and sold at from two to five dollars per acre according to their value. Pine timber is reserved therefrom.

THE E. D. Albro Company, of Cincinnati, Ohio, gives the following instructions about preparing burls for the market: "After the tree is felled, cross-cut above and below as close to the knot part as possible, in order to have no plain timber on ends. Split all plain timber off back side until the heart or core is reached. Leave the bark on as a protection to sun checks. Care should be taken not to send to market swerls or plain knot, which are of no value for veneers. A burl has the surface covered with small pins called bird eyes. A swerl is devoid of these points, and useless for veneers. The difference can be easily discovered by taking off a section of the bark."

We have it on reliable authority that the Ontario Government will soon have a sale of timber limits. Surveyors are now at work and we expect the official announcement will soon be made.

THE *Canada Gazette* of July 20th, officially proclaims the reduction of the export duty on pine logs from \$3 to \$2 per thousand feet board measure, the same to be deemed to have gone into effect upon the first day of July.

THE Bank Nationale, through the Ottawa branch, has for years been carrying some very shaky lumber accounts without sufficient security. The bank is now attempting to realize upon certain limits held by it, although at the present there appears to be no active demand for timber lands. It is intimated that it will withdraw from Ottawa.

We received a copy of a very handy little "Ready Reckoner," from the *Timberman*, 161 Randolph Street, Chicago, neatly and strongly bound, fits into the vest pocket, and accurately measures from one piece to 1,000 and from 10 to 32 feet in length, all joist sizes, and from one piece to 500, and from 10 to 40 feet in length, in timber. Sent to any address for 25 cents, post free.

IN the last issue of THE LUMBERMAN there appeared an article touching on the trade of the maritime provinces from the pen of Mr. L. A. Morrison, of Toronto. Through an oversight we omitted the name of the *Mechanical and Milling News*, in the columns of which journal the article was first published. To do our contemporary justice we make the *amendé honorable*.

SOME of the Canadian papers are taking up the question of a national currency for Canada. We see no just reason why Canada cannot have a currency that will circulate at its face value all over the Dominion, and be just as good in the States as the United States money is in Canada, but we would prefer to have it based on a more honest footing than the National banking system of the United States.

The value of wire rope depends largely upon the character of the material used in the core, as this promotes flexibility. Good hemp core should always be sought. Iron pulleys, with smooth groove, cushioned with leather or rubber, give greatest durability. Pulleys thus arranged and well balanced will greatly add to the life of the rope, and with the best hemp core should give three to five years' service.

MR. Upton a Kentucky lumberman, gives a new rule that he goes by in scaling logs to be cut on a circular mill, and which he says is more nearly correct than any other for thick saws. His rule is: Multiply the diameter by its radius by inches, and the product by the length in feet, and divide by twelve. The result will be the number of feet, board measure, that can be got from the average log. Example: A log 30 inches in diameter and 16 feet long— $30 \times 15 \times 16 \div 12 = 600$  feet. Doyle's rule gives 676 feet.

THE statement which has been going the rounds that there is more or less fraud perpetrated upon the St. John and St. Croix rivers under the special provision made whereby Maine logs are floated to St. John and the lumber re-admitted duty free is denied by the *St. John Globe*. It says stories of this kind are not true. The United States revenue authorities have made many efforts to discover whether any reported frauds have any evidence and that they have been unable to discover them.

A contemporary commenting on the offer of reciprocity in logs and lumber made by the Dominion government to the United States government, through the Imperial authorities, says it is a most barefaced sham, and vauntingly asks: "Are our ministers so ignorant that they do not know that President Harrison and his

cabinet are utterly powerless to accept their offer and cannot influence the action of congress?" What's the matter with the president's message? What on earth is there to prevent President Harrison in his forthcoming message to congress recommending reciprocity in logs and lumber? Nothing that we know of save that the republicans are in favor of free logs and a tariff on Canadian lumber.

THE Southern Yellow Pine Association held a meeting on July 13th, in the Exchange Hotel, Montgomery, Ala. The attendance was larger than at any previous meeting, the association having increased steadily of late, and now includes every important mill in Alabama but two. The secretary reported that he had collected statistics from 14 mills, about half of the total number embraced in the association. Their daily capacity was 655,000 feet, and the total annual cut 165,000,000 feet. Planing mill capacity, daily, 480,000 feet; dry house capacity, daily, 380,000 feet. During the discussion on prices it was stated that the history of the past year showed that the mills were running for fun, in an endeavor to get ahead of their neighbors. The next meeting of the association will be held Oct., 10th.

EXCHANGE ECHOES.

Manitoulin Expositor.

As a matter of fact there is more of cedar burnt and split into rails on the Manitoulin every year than would pave the city of Toronto. Let the contractors send their agents up here, and if they want half a million cords to fit the Toronto specifications they can have it. It would certainly be more patriotic to keep our own cedar for our own use instead of exporting it to the States. There is a chance here of extending a valuable industry and greatly benefiting the island. We have cedar to sell. Toronto wants it. Could not some of our merchants who handle cedar strike up a deal? The competition between Toronto and Chicago is sure to raise the price. Farmers would have a profitable employment during the winter and benefit would accrue to everyone on the island. *The Shipping World*. London.

The new unsinkable triple safety ship, the inventor and patentee of which is Mr. Edwin Rollason of Coventry, is a novel and marvellous invention, and in speed, stability and strength will compare favorably with most ships afloat. Four screw propellers are placed in line along the centre keel, and these are so arranged as to give the ship double speed and propulsion. Passages are provided under her bottom, from bow to stern, to carry off the swell of the waves, and thus increase her speed, as well as stopping the usual rolling and tossing. The ship has been constructed as to enable her to withstand collision without danger of sinking; and in case of fire, any part can be insulated and flooded without fear. Her working machinery—engines, shafts, screw propellers, and rudders—being fixed in duplicate and triplicate stoppage, while increasing her speed, will greatly reduced the consumption of coal.

Straightening Band Saws.

If band saws contain lumps or twists, put them on the wheels, and at the tension they are to run. Use a light oval-faced hand hammer for thin, narrow saws, a heavier hammer for wider and thicker ones, and a short straight-edge, say 6 in. long, for narrow saws, and a longer one for wide saws. The tongue of a carpenter's or machinist's try-square, if straight, will answer. Go over the saw with the straight-edge, and mark the lumps and high places on both sides of the saw. Now hold the oval face (end) of a carpenter's or millwright's mallet against the side of the saw, exactly on the opposite side from the marked places, which should be marked with chalk. You will find that a few light blows against the saw, opposite the smooth face of the mallet, will knock out the lumps. Work on both marked sides as you go along, watching carefully with your straight-edge as you proceed, and you will at once see that the lumps and high places begin to disappear. If your saw has been sprung edgewise by gumming or cutting out the teeth with a fly press, take most of the weight off the saw, so as only to have barely tension enough to hold the saw straight on its sides. Use a long straight-edge, say 18 or 20 in. long, and be sure that it is straight. If the saw is found to be hollowing, by hold-

ing the face of a heavy hand hammer against one side of the saw, and, with a lighter hand hammer, hammer the blade against the large hand hammer, commencing at the edge of the saw near the back, working towards the roots of the teeth, thus stretching the saw at the back. Striking light blows on a thin narrow saw, and heavier ones on a wide thick saw, will soon bring them straight on the back. The principle of this operation is that you stretch the steel at the back of the saw. A band saw will work badly if the cutting edge becomes stretched, so that it is hollow-backed. It will work much better if the back is stretched a little longer than the cutting-edge, so that it will be a trifle rounding on the back, but not too much. Then when the saw is strained up, the cutting-edge will be a little tighter than the back. Unless you want to stretch the saw, use wood, and not iron or steel to hammer against.

Thomson vs. Hurdman Bros.

In the law suit of Thomson vs. Hurdman Bros., of which mention was made in our last issue, regarding the mill property occupied by the latter in the city of Hull, the first issue raised between the parties was decided on the 28th June, by the Hon. Mr. Justice Malhiot in favor of Hurdman Bros. The issue was raised on motion of plaintiffs to reject a plea of the defendants, setting up that the payment of the balance of the price of said mill property, \$134,000, could not be exacted as they were disturbed in their possession of the same, and demanding that the action of the plaintiffs be stayed until plaintiff had proved his title. The Mercier Administration claimed some time ago that this property was still vested in the Crown, and it was recently sold by that administration to Mr. George Hurdman. The judgment rendered in Aylmer on the 28th recognizes the legality of this plea of the defendants, and dismissed the motion of plaintiff with costs. The object of this plea, which was produced by Mr. Aylmer on behalf of the defendants, was to raise for the determination of the courts the question whether the immense water power at the Chaudiere Falls, formed before its transfer to W. G. Hurdman, part of the provincial domain, or whether it became by Confederation vested in the Dominion Government, or whether it had been previously acquired by the late Philomen Wright, and through him and his heirs by Mr. Thomson, the plaintiff. Should it be finally decided that this property belonged to Mr. Thomson when he sold it to Hurdman the defendants must pay the amount sued for, otherwise they contend no obligation devolved on them to do so. The progress of this case is watched with much interest as the question involves a very large amount, and indirectly effects the property on which other mills are erected.

Our Exports and Imports.

The following statement shows the quantity of lumber imported into the United States from Canada, and duty paid during the past nine years, the quantity of pine logs exported to the United States, and export duty paid, and the total duty on all lumber imported into Canada from the United States, during the period indicated.

	LUMBER EXPORTED TO UNITED STATES.		PINE LOGS EXPORTED TO UNITED STATES.		DUTY PAID ON LUMBER IMPORTED FROM UNITED STATES.
	QUANTITY, FEET.	DUTY PAID IN UNITED STATES.	QUANTITY, FEET.	EXPORT DUTY.	
1880	563,963,000	\$ 1,127,926	2,075,000	\$ 2,075	\$ 13,635
1881	562,827,000	1,125,654	2,640,000	2,540	42,913
1882	602,521,000	1,205,042	1,313,000	1,313	74,584
1883	537,517,000	1,075,034	2,263,000	2,263	123,692
1884	557,266,000	1,114,532	974,000	974	49,561
1885	562,542,000	1,125,084	350,000	350	17,522
1886	541,777,000	1,083,554	2,869,000	2,869	16,540
1887	505,304,000	1,010,608	6,350,000	13,107	19,123
1888	553,939,000	1,107,878	468,000	970	18,163
Total	4,990,956,000	\$ 9,931,912	19,932,000	\$ 27,357	\$ 711,736

Gordon's lumber yard at Pilot Mound, Man., was burned July, 20th.

The saw mill owned by Isaac Rogerson, Blythe, Ont., was burned on July 14th. Cause of fire unknown. Loss between \$4,000 and \$5,000; \$2,000.

## THE NEWS.

## ONTARIO.

—The mills at Byng Inlet are doing good work this season.

—Mr. H. Page, Bobcaygeon, is erecting a new planing mill.

—Mr. James Holditch has erected a steam shingle mill at Sturgeon Falls.

—The machinery in the Rockwood shingle mill has been seized for debt.

—Considerable lumber is being shipped from the Algoma district to Goderich.

—Graham & Horne's saw mill at Vermillion Bay is running at its full capacity.

—Rathbun's "big mill" at Deseronto is cutting on an average 2,500 logs a day.

—Moiles Bros., mill, on the Georgian Bay, has begun operations, and is doing nicely.

—Mr. White's new saw mill at Muskoka Falls is in running order and doing good work.

—Mr. Whaley's mill at Huntsville, has so far this season averaged about 40,000 shingles a day.

—James Robertson, lumber dealer, Windham Centre, has made an assignment to Sheriff Deedes.

—Messrs. Barnes & Co., Ottawa, are running their mill night and day, and a large staff of men are kept busy.

—James Kenrick, of Kagawong, is putting up a shingle mill. He expects to have it running in a couple of months.

—Messrs. McCormack Bros., are running their mill at Lemieux, night and day. They have a large quantity of logs to cut.

—Messrs. Gillies Bros., of Braeside, intend cutting a lot of logs and dimension timber at their Coulonge depot the coming season.

—Mr. J. H. Larkin, Terranova, is making preparations to build a new saw mill, and Mr. Robert Hunter is putting in a new shingle mill.

—Graham, Horne & Co.'s lumber mills at Fort William are working extra time to fill orders for material required for building operations.

—Mr. T. Batman who bought the saw mill at Sheguindah has thoroughly fitted it up and is now turning out a large quantity of first class shingles.

—The Bronson & Weston Lumber Co., Ottawa, are extending their piling grounds in the vicinity of Pooley's bridge along the waterworks aqueduct.

—Mr. Fitzpatrick of the Ontario Crown Lands Department has gone into the disputed territory in Algoma for the purpose of settling all legitimate grievances.

—Large quantities of lumber, especially cut for the South American market are now going forward from Ottawa to the United States for export to Buenos Ayres.

—Thorburn & Fraser's mill, Gore Bay, turns out about three quarters of a million feet of lumber each year. About half of this is shipped outside to Canadian ports only.

—Keewatin and Rat Portage are in need of logs. The drive on Rainey River is not a success. A portion of the log crop in that district will be hung up until the river rises.

—Among the new companies recently incorporated is the Barrow Bay Lumber Co., Ltd., with headquarters in Barrow Bay. The capital stock of the new company is understood to be \$50,000.

—Messrs. Hurdman & Co. have succeeded in getting the greater part of their logs out of McDonald creek, a tributary of the Magnicppi river, although at one time they were very doubtful of being able to do so.

—Owing to the favorable stage of the water in the Ottawa, lumber forwarders report an exceptionally busy season. Many of the boat owners say that they have enough orders now on hand to keep them busy till the close of navigation.

—Messrs. Pierce & Co., have just placed a new double edger of the latest improved pattern in their No. 2 mill. This firm will shortly commence running their mills night and continue in this way till the close of the sawing season.

—The Picnic Island mills, at Little Current, owned by Messrs. J. & F. Conlon have been in operation since the 10th of May and have already cut 1,500,000 feet of lumber and are at present cutting about 100,000 feet per day. They employ about 100 men. The mill is 154x50 feet with engine and boiler attached, and consists of two circular saws and gang saws. The firm export large quantities of pine lumber, using a steam barge and consort and steam tug for that purpose.

—Mr. J. D. Shire, of Bracebridge, has got out his full stock of logs, about four million feet, which will take a good season to cut. He has the work well forward, however, and if it be possible the whole will be run through before the snow flies.

—The logs for Peters & Cain's mill, Midland, 36,000 pieces were towed from Parry Sound and only one log and piece of timber were lost, showing that the booming and towing were carefully done. They now have all the logs they can cut this season.

—There is no necessity for saw mill men to waste beech slabs, as they contain the best part of the wood, and when three inches thick, or even thinner, they can be used for sawing into plain stock. There is a growing demand for good beech for this purpose, and it is scarce.

—The bulk of the square timber which came down from the Upper Ottawa lumbering districts this spring, was sold before it left the bush to speculators on the American side. Mr. William Wade got away with his raft on the 10th. It consisted of 150 cribs and was sold to Quebec parties.

—The building for the Ross, Hall & Brown mill at Rat Portage is completed, and the machinery is being put in as fast as possible. The main building is 150x75 feet with a basement for the running of shafting and pulleys. It is now being fixed for one circular, which is already in position, as is also the fly wheel and engine.

—The imports for the 11 months of the current fiscal year reach the large total of \$96,192,804, as against \$89,113,605 during the corresponding period last year. The duty collected amounts to \$20,857,535, as against \$19,362,226 last year, an increased revenue of \$1,500,000. The exports this year totals \$76,219,665 against \$76,501,099, last year.

—The North Pacific Lumber Company (limited) has been incorporated with a capital stock of one hundred thousand dollars. The incorporators are: Frank Ross and John T. Ross, of Quebec; James Maclaren, of Buckingham, Que.; David Maclaren and James B. Maclaren, of Ottawa county, Que.; Alex. Maclaren of Buckingham (manager) and Leonard G. Little of Montreal.

—There are three firms engaged in the lumber business at Goderich: H. Secord, who gets his stock at Serpent river and Johnston Harbor; N. Dymont, who gets his stock from his mill at Thessalon, and Joseph Williams who gets his supply chiefly from Blind river. If the dealers carry out their intention about fifteen million feet will be brought to Goderich this season.

—Some rafts of square timber belonging to Messrs. Klock passed through Long Sault rapids last month. The first portion of the raft came through all right, but the second detachment struck a rock and went to pieces, the men managing to get ashore. The pilot immediately after handed together eight cribs and took them down safely, a performance that has never been done before.

—Crown Timber Agent Margach has sent out from Rat Portage, two exploring parties in charge of Mr. Geo. Barnes, to examine and report upon the country with a view of issuing permits to meet the local requirements for the season. Permits will be continued as heretofore for this season, but after it closes, it is understood that it is the Ontario Government's intention to put up all timber limits for public competition.

—The cedar industry is a prominent factor in the rapid advancement of that smart little town in the Manitoulin district, known as Gore Bay. This class of wood is not only plentiful but is of a superior quality. It is said, however, that at the present rate of taking it out, and the slaughter prices obtained therefor, the supply cannot last but a few years longer. Care should be taken not to exhaust the supply of this timber prematurely, as with the increase of population invariably comes a proportionate demand for the products of the forests.

—The Algoma Advocate. Much stir was caused in the village of Thessalon on Saturday of last week when it was reported that Messrs. Rayburn & Son had failed and left the country. They had been engaged in lumbering operations during the past winter and evidently had got behind. Constable McLeod received instructions on Saturday last to proceed to the camps and make a seizure of all effects available. Owing to this failure a number of our merchants and others are involved, some for heavy amounts. It appears that the horses and plant used by Messrs. Rayburn & Son were purchased by T. Nester & Co., and this mortgage which was given never had been fully paid off, hence the seizure. This is now the last chapter in the records of the lumbering operations during the past winter, which resulted so disastrously. The effect upon the District has been serious, as many men are unable to get their wages. The

proceedings all through were of the most disgraceful character, and appeared to be taken with the express intention of defrauding the poor workmen out of their wages.

## MANITOBA AND THE NORTHWEST.

—Lumber business is good at western points.

—The lumbermen of Morden are doing a good business.

—George Rogers has gone into the lumber business at McGregor.

—E. K. Roberts, of Detroit, is about building a grist and saw mill at Silverwater.

—Cameron's saw mill, at Minnedosa, commenced their season's cutting June 24th.

—The Strathclair saw mill is shipping considerable manufactured lumber to Winnipeg.

—The steam saw mill, at Port Ellis, with the necessary outfit for running, was sold by tender on July 15th.

—A large amount of valuable timber has been destroyed by fire along the line of the C. P. R. from Donald to Banff.

—The Rat Portage News reports various damage to standing timber from bush fires, throughout the Lake of the Woods district.

—O. R. Jones and T. D. Cavanaugh are establishing a lumber business at Elkhorn, under the name of the Elkhorn Lumber Company.

—The new mill at Emerson, which has been idle for some years, has recently been put in operation. The logs come from the Red Lake district of Minnesota and are floated down the Red River to Emerson.

—There is a push in lumber on the Pacific slope. On a section of the Northern Pacific road, 145 miles long, applications were received for spar tracks to accommodate 70 saw and shingle mills. This beats the record.

—Some fine timber lands are now being worked 35 miles below Donald, on the Canadian Pacific. Some of the white pines measure 60 inches through, from which five to six logs can be cut, free of knots. Douglas fir is also found in large quantities, frequently measuring 10 feet in diameter.

—The Edmonton Bulletin: The damage done to the spruce forests in this district by fire this spring has been terrible. On the eastern side of the Beaver hills the timber is reported entirely ruined. Some of the timber limits up the river are also reported to be seriously injured.

—Winnipeg Commercial. The very dry season has seriously interfered with the lumber industry, and a good many logs are hung up, owing to low water. About one-half of the logs which were to be cut at the Lake of the Woods mills, have not yet been moved, and unless good rains are experienced, there will likely be a shortage of lumber this season. The most of the mills have some logs on hand from last year, so that they have been able to do some cutting. A good deal of lumber has been brought in from the Lake Superior district, and a considerable quantity has also been imported from Minnesota, but the latter has been mostly poor, cheap stuff, such as 3rd common and culls. This comes into competition with the Lake Winnipeg spruce lumber. Trade has been good up to recently, but of late the demand has fallen off very materially.

## QUEBEC.

—The C. A. Railway are freighting large quantities of lumber from the Chaudiere to the American markets for export to South American points.

—Last winter's lumber cut is treble that of previous years, and with the reduced staff of cullers at Quebec, business interests are beginning to suffer.

—The capital invested in joint stock companies in the Province of Quebec from 1867 to 1888 amounts in the aggregate to \$37,693,383, divided among 372 companies.

—The revenue of the Crown Lands Department for the fiscal year ending the thirtieth day of June is said to exceed one million dollars, considerably over Mr. Duhamel's estimate.

—There is an active demand for ocean tonnage at Quebec, which is likely to be brisk for some time. The scarcity of stevedores and longshoremen is likely to cause considerable delay in loading vessels now in port.

—Messrs. R. Hurdman & Co., and the Bronson & Weston Lumber Co., ship thirty cars of green lumber daily to the Shepard & Morse Lumber Co.'s yards, situated on the Hurdman property across the Rideau. The lumber thus shipped is principally stock for the export trade.

—There has been considerable activity in the freight market during the past month. Rates are now running, at: Quebec to Liverpool, deals 68s 9d; timber 28s; Quebec to Bristol channel, deals 70s; Quebec to cork, deals 71s 3d; Montreal to Buenos Ayres, lumber \$18.

- St. Sauveur has decided for annexation to Quebec city.
- The population of Hull at present is estimated at 14,000.
- A project is on foot to re-establish ship building in Quebec.
- Alex. McCormack sold his raft at Quebec on July 22nd, to John Adams for 38c. a foot, a good price.
- Gilmour & Co's lumber mills, at Chelsea, have shut down for the season owing to the firm having sufficient cut stock on hand.
- The men who left the city in the spring for the timber drives on the Ottawa river, are nearly all down again. They report that the mosquitoes and black flies were simply intolerable.
- The Pontiac *Advance* says: 165 men were passed up on Saturday from here to Somerville's bay in one trip by Rattray's stages. The stages are making three trips a day regularly. The water is just at the right stage for running the timber.

## BRITISH COLUMBIA.

- The Alberni Saw Mill Co., have ordered the necessary engine and machinery for the mill they are about to establish at Alberni.
- The lumber interests are extending, but lack of shipping facilities somewhat curtails the export trade in this line, freights being high.
- About 100 men are employed in the shops of the Canadian Pacific Railway at Vancouver, working eight and a half hours a day.
- Mr. G. A. Buchanan, has finally determined to put his mill up at his limit, about 12 miles above Nelson, having concluded that it will be easy enough to get his lumber down stream to the town.
- The wages paid workers in the woods and sawmills in British Columbia are; mill hands, \$35 to \$65 per month; axemen and swamper, \$35 to \$45 per month; teamsters at mills, \$2 to \$2.50 per day; teamsters in the woods, \$60 to \$65 per month. Board is from \$8 to \$10 per week.
- We learn from a New Westminster paper that Mr. W. L. Johnston, who has been with the Royal City Planing Mills for ten years, has severed his connection with that establishment, and gone to Gambier Island, Howe Sound, where he, in company with a Mr. Dyker, will erect and run a large shingle mill. A complete plant has been purchased, and the erection of the mill will be commenced immediately.
- Westminster *Columbian*. The barque Thos. S. Stowe is at present lying in the Royal roads ready to depart for Deptford, England. The vessel carries as cargo 250 spars for the use of the Imperial government. The spars are each 100 feet long and 2 feet square, and were cut by the Moodyville sawmill. They are pronounced exquisite specimens of pine timber, clear and straight as an arrow. They were loaded into the vessel by a pile driver and donkey engine.

## NEW BRUNSWICK.

- J. F. Wanamake, lumber dealer, Millstream, has sold out.
- Late rains released about 90,000,000 feet of logs hung up the St. John river.
- Unusual activity is displayed in Hillsboro in shipping lumber. All the mills have done a good spring and summer's work.
- Log driving on the Upper St. John is wholly suspended. The Connors' drive is hung up below Grand Falls.
- J. & T. Jardine's shipment of lumber from Kent County this summer will be 5,000,000 feet while that of George McLeod will be larger.
- St. John's lumber shipments on June 13th to Great Britain and the United States by water amounted to 3,194,000 feet of deals, and about 1,000,000 feet of small lumber, exclusive of clapboards and shingles.
- The following notice from the crown land office appears in the Royal Gazette: the attention of all persons who hold timber licenses on crown lands is called to the following regulation, embodied in each license: "No spruce or pine trees shall be cut by any licensee under any license, which will not make a log at least 18 feet in length and 10 inches at the small end: and if any such shall be cut, the lumber shall be liable to double stumpage and the license be forfeited." This is to notify all licensees that for the future this section will be rigidly enforced, and that no spruce or pine trees smaller than the above dimensions can be legally cut for pulp wood, stave wood, kiln wood, or any other purpose.
- Mr. Robert Connors, the great lumber operator on the St. John waters, says the total cut of last winter was about 130,000,000. Of this amount fully 50,000,000 is already hung up and not a stick of it will be got out unless unusually

heavy rains are had. Between 50,000,000 to 60,000,000 have already reached the boom limits and are safe, but the corporation drive of from 20,000,000 to 25,000,000 is now only a few miles below Andover and Mr. Connors fears it will also be hung up unless the water rises very soon. All of Mr. Connors' own cut reached the main river all right. He has about 6,000,000 feet in the corporation drive. All the logs in the Fredrickton boom, Mr. Connors says, will be rafted out inside of a week unless there is sufficient rise of water to bring down some more.

—Moncton *Times*. The lack of rain for several weeks has dried up the small streams in this section of the province, and seldom has the water been so low as it now is. As a consequence nearly all the water mills are shut down or about to do so, and some of the steam mills are short of logs. Messrs. Wright & Cushing, however, managed to get half a million feet of logs down the Little river to their mills near Salisbury. They had taken the precaution to build a dam across the river behind their logs, and on the dam being opened, the logs were carried down in fine style. As lumber is in good demand just now at satisfactory prices, their expenditure of \$400 or more in constructing the dam was very remunerative. Messrs. Wright & Cushing have shipped quite extensively this year from St. John, but are just now sending by rail to Point du Chene for shipment by water to St. Pierre, Miquelon, on a large order. They have received an order for 65,000 feet of frame for the grand stand on the new Charlottetown driving park.

—Page & Patterson are building a new planing mill on Little Bob river, near Bobcaygeon.

—Robert Cruickshank, planing mill, Hamilton, has called a meeting of his creditors; liabilities about \$20,000.

—A raft of timber belonging to Mr. R. Crysler, of Crysler, left Brockville on the 19th July for Quebec. It was valued at over \$50,000.

—During the recent storm the boom of the Rathbun Company on Little Lake burst and the logs were scattered all over the lake. Last week the drive got away safely.

—French & Webster, Dresden, have just completed and put in operation their new hoop and stave mill. During the past seven months they manufactured an average of 80,000 staves and hoops on every working day. They give employment to about eighty-five hands.

—A survey has been concluded by Messrs. E. J. Rainboth, P. L. S., and J. P. A. Sproule, of the Eddy Mill property at Hull, including the lumber yards, piling grounds, mills, docks, slides, tramways, and bondage and water rights, in preparation for the big sale which comes off next month. The survey was an extensive and a difficult one.

—The settlement made with their creditors by Marks, Dobie & Co., lumber dealers, Thessalon, has fallen through owing to the Montreal creditors refusing. The firm has assigned to Robt. Balfour, Hamilton, and the business will be wound up. Creditors will likely realise 35 to 40 cents. During the interval many local creditors were settled with, but the failure will cause much local distress.

—The logs in the Rainey River country, especially those on the tributaries of the Big American river, cut last winter, have been "hung up" all summer owing to low water. The recent rains, however, have swollen the streams and the timber will all be floated out, which will give a great impetus to the lumbering operations in the Rat Portage district, where the mills up to the present, have only been running half time. The lumbering prospects for next season are very bright for this portion of the country. There will likely be double the number of men in the woods than there has been any year previously.

## BRITISH COLUMBIA.

[From our Regular Correspondent.

NEW WESTMINSTER, B. C., July 21st, 1889.

The last month has been a very prosperous one judging from the number of vessels cleared for foreign ports. The *Mac Duff* loading at New Westminster took 300,000 feet of the choicest fir procurable in British Columbia, and cleared from the Royal City wharf for London, Eng., drawing 23ft 6in of water, which forever sets at rest the question, is the Fraser river suitable for lumber exporting trade?

Six vessels have cleared this month and six have arrived for cargoes; one for London, one for Glasgow; two for Australia, and two for coast American ports. One vessel loaded with the choicest selected stock at Esquimault Harbor for the Admiralty in England, and if this is a success, as far as war vessels

are concerned, a large trade is sure to follow for British Columbia woods for the defence of the Empire.

The changes in the lumber duty, which are receiving so much attention in the East, are not affecting British Columbia for exporting to us here amounts to *nil* and *vice versa*; but in foreign markets, according to the American Commissioner's report British Columbia woods command a better price than Puget Sound lumber or Oregon pine, necessitating the "Sound" shippers culling all their loads to enter into competition with Douglas fir. The owner of the largest mills on the "Sound," is through the press, forcing this fact on the people of the United States for what object cannot be ascertained—commercial union probably or annexation.

The up country mills are all very busy and from recent letters they do not know how to fill the orders coming in.

At Revelstoke, Valentine's shingle mill has got to work and the first week averaged 62,000 a day, and before two months he expects to increase that to 100,000, a day.

Moodyville, Hastings, Brunette Royal City and Chemaines mills are all very busy.

The Victoria Lumber Manufacturing Company, Chemaines, last week placed the order with the Wm. Hamilton Mfg. Co., Peterborough, for five steel boilers 60x20 and a lot of other machinery for the new mill. The largest shareholder was out here lately and said that he had no idea that Canadian manufacturers could turn out such machinery as he has seen in British Columbia; but could not understand why prices should be so much higher than the Americans, the wages in the States being only slightly higher. The McLaren Ross Lumber Co., (Ltd.) placed with the same firm an order for 10 steel boilers  $\frac{3}{8}$  shell, 60x14, and a burner 140 feet high, 26 feet in diameter at base.

Messrs. Cowan & Patterson, of Victoria, with some San Francisco capitalists are applying for extensive limits in the neighborhood of Albernia on the West Coast, and getting plans and specifications ready for a 100,000 feet a day mill, and they claim that being on the West coast of Vancouver Island ships trading there will save a large amount of towage to what they pay at present to load at the British Columbia mills. An Australian firm has contracted to take all they can turn out, and they expect to get to work just as soon as possible.

Every month some mill starts to enlarge, or a company applies for incorporation to build and run a mill some place in British Columbia. There is some talk of building a large boiler foundry and machine shop in British Columbia, to supply the mills with all the machinery they want, mill owners out here being the stock holders, for they cannot pay the \$1.95 per 100 lbs. car load freight. There is a feeling not antagonistic to the Eastern manufacturer, but to the continental tariff agreement; and as machinery costs so much here they all intend to help the new concern as much as possible. The Eastern manufacturers would do well if they would try and get the C. P. R. to reduce the rates to something like last year's rate, \$1.46. Of course they can only talk to the officials, and though they see the advisability of having a lower rate they cannot influence the company anyway.

The Albion Iron Works, of Victoria, are starting in to build a Harris-Corliss engine as an experiment in this high class engine, for the new Electric Tramway Co., of Victoria, and expect to make it a success; but at present the question is not the reducing of the consumption of fuel with the mills but the enlarging of it. No such sights are witnessed out here as are sometimes seen on the Ottawa, slabs and saw dust gradually filling up the once magnificent river. In British Columbia no slabs or sawdust are thrown in the river, the lumbermen themselves seeing that it is the benefit of the country to keep the rivers clear of all obstructions. I wonder what they would say if they saw the state of the river, Du Lienal just below Buckingham which is a disgrace to the lumbermen who do business on that stream.

FIR.

[We have two letters from our correspondent this month. The June letter reached us too late for our last month's issue.—Ed.]

### The American Press and Reciprocity in Lumber.

The proposition of the Dominion Government made to the American government for reciprocity in lumber, however well meant, does not, as might be expected, meet with the approval of the lumbermen in the States. The howl and the whine against the Canadian export duty is by no means diminished since the reduction, and nothing will satisfy them short of the total repeal of the duty. What the American lumberman wants is free logs, but he does not want Canadian lumber as he has not the least desire to come in competition with it. However, the fiat has gone forth. If they are anxious to have the export duty on logs repealed they must reciprocate by admitting our lumber free of duty; but it can hardly be expected that the present administration will accede to this as it is in favor of tariff protection, and the present congress, which alone can deal with this question, was elected upon that issue. Whatever effect the proposition as made, may have upon the general trade, it throws the onus of the retention of the export duty on logs upon those who are most anxious to have it repealed.

The sentiment of the lumber trade in the States, as voiced through their representative journals, will be found to be of interest. The *Pacific Coast Wood and Iron*, a journal published at San Francisco, says:

With the duty off lumber, the inducement to increased plant would be such that the British Columbia mills could within a year supply all the American demand. To do this the mills would have to increase their capacity only about double. The lands west of the Cascade Mountains in Washington Territory, are valued chiefly for lumber and coal. There is little real agricultural land in that section. The timber settlements of the Northwest are important factors in developing the country. The best class of men go there, they have families, and churches and schools grow up at these points. The cities of the Sound are chiefly dependent upon the lumber interests. In British Columbia Chinese labor is largely employed.

There is now a large surplus of manufactured lumber for which there is no demand. For several years past lumber has not yielded the manufacturer a profit of over two dollars a thousand. The abolition of duty would be disastrous to the coasting trade, for British bottoms would be largely utilized. Victoria though a foreign port, is practically as much a coasting port as Port Townsend, being no farther from the port of consumption, and should the markets of this coast be opened to British Columbia mills the freighting of lumber cargoes would inevitably go to foreign bottoms; the Victoria shipper would have the choice of flags, while the Puget Sound shipper would be restricted to American vessels, and the effect upon shipbuilding on this coast (the only place where it is at all active) would be similar to the effect upon American deep water ships. The value of our timber land would be much depreciated, because the supply of practically the same timber in British Columbia is almost inexhaustible.

The *Southern Lumberman*, the leading representative of the lumber trade in the south, in a recent issue has this to say:

There is an import duty on Canadian lumber. There is no lumber sold in the South, and it may appear to a man up a tree a matter of no importance whatever to Southern lumbermen. But a ground view of the situation will convince a close observer that the import duty on Canadian lumber has not hurt the Southern lumber trade. It really looks now like Southern lumber is, by this tariff "protected" to some extent against low prices of competing woods. More of it is being shipped North, East and West to-day than ever before. White pine is the main competitor of yellow pine and poplar, the leading Southern wood. Canada has the same quality of white pine as the North-West, and a vast amount of it. Suppose Canadian lumber is admitted free. What would be the probable consequence? Why, those Michigan, Wisconsin, Iowa, Minnesota, mill men and lumbermen all along the northern limits of the States, with their high-capacity mills, long experience, and unlimited capital, would flood this country with white pine and other lumber at prices two or three dollars less than present quotation, and capture all the trade above the 38th parallel of latitude.

The same journal in another article says:

The tariff on lumber is a small matter. There is only one country—Canada—that can compete with the States in quality and price. How far-reaching the repeal of the Canadian lumber import duty would prove is a question that the wisest statesmen do not agree upon. Some say it will merely add to the value of Canadian stumpage. Others hold that it will reduce the prices of white pine, spruce, hemlock, and all lumber manufactured north of forty degrees of latitude. We are not prepared to say which opinion is the correct one, but we do know for a fact that the yellow pine, poplar, and hardwood lumber interests of the South have everything to lose and nothing to gain by admitting lumber free of duty.

The *Northwestern Lumbermen* is not satisfied with the duty being reduced to what it was last fall, but favors retaliation in case the export duty is not repealed altogether. It says:

Inquiry at Washington has brought to light nothing to confirm the report that the United States officials have been

entertaining a proposition for reciprocal trade in lumber, and it is apparent that nothing in that direction can be done except by act of congress. Canada has everything to gain by free lumber, and the United States much to lose, and this is the view taken at Washington. It is scarcely likely that the lumbermen will cease their efforts to induce congress to pass a law that will add the amount of the export log duty to the import lumber duty. At \$4 a thousand duty the Canadian lumber trade with the United States would be killed within a year. There is no reason why the entire export duty should not be removed, and that is what the American lumbermen will stand for.

The *Chicago Timberman* says:

The reduction of the export duty has already aroused discussion in Saginaw and Bay City, Michigan, as to the probability of rebuilding several of the mills which have been destroyed by fire within the past year, as it is confidently believed that but for the advance of the export duty last year some of the cremated mills would have risen, phoenix-like, from their ashes, and been in active and successful operation ere this, and life and activity prevailing where the stillness of death holds supreme sway at present. This question, however, as yet, is a mere matter of speculation, as no expression has emanated from those directly interested indicating their intentions or definite conclusions in relation to the subject. But a more hopeful feeling is pervading all classes in regard to the future of the lumber industry on the Saginaw river, and at Huron shore points.

The reduction of the export duty on logs is pregnant with possibilities for the owners of saw mills and the labor element alike who perceive therein a new lease of life for all concerned, by the introduction of vast quantities of the raw material which is the foundation of a lively hope for continued activity and prosperity for many years to come.

The *Cleveland Leader*, the leading Republican paper of northern Ohio, takes a very deliberate view of the situation:

It would certainly be an advantage to this country to secure pine logs free of the Canadian export duty, if we do not pay too much for it, seeing that our own supply of logs is vanishing with no hope of renewal. But to sacrifice or imperil our great lumber manufacturing industry by an indiscriminate free trade measure like the Mills' Bill would be folly. We want the Canadian logs, but we do not need Canadian lumber, and there is just where the difficulty will arise, for the Canadians want to sell us lumber instead of logs.

That an agreement can be reached that will secure us free access to the Canadian pineries without imperiling the employment of tens of thousands of American workmen and hundreds of millions of American capital engaged in our lumber manufacturing industry, is doubtful, but not impossible. Perhaps the Canadians will accept less than they ask, or perhaps they will accept some other concession not unfavorable to American interests, in return for this privilege. The prosperity of whole cities and sections of the United States might easily be destroyed by a careless or indifferent settlement of the question. Such a settlement might lead to a disastrous shifting of the centres of the lumber production and associated interests. And then, again, the matter might be arranged in a way consistent with the safety of these interests.

The subject is one that is likely to attract a great deal of attention in the early future, and under a Republican Administration and Congress it will be settled on the lines of a wise protective policy.

The *Mississippi Valley Lumberman* of July 5th says:

The move is one in the right direction, no matter what may have prompted it, and it is to be hoped that no obstacle will come in the way of its being carried into effect by both Canada and the United States. Putting aside all the protection or free trade theories as a matter of policy, or political preference, it is certain that the lumber manufacturers of this locality would lose nothing by absolute free trade in lumber, and they might gain something in area into which they might distribute their goods. No such change in the tariff provisions of the two countries could be made without the action of congress although it is probable that any negotiations which might now be had between representatives of the two governments would be potential in bringing about a change when congress meets.

### ONTARIO'S FOREST CAPITAL.

As a matter of interest to many of our readers, we reproduce from the *Empire* of July 11th, one of several communications upon the important question of forestry, which have recently appeared in that journal. Shorn of its political views, it contains matter replete with instruction, and furnishes much food for reflection. Without acceding to everything the writer says, we lay it before our readers for what it is worth, and as it contains several points which are open for discussion, we cordially invite communications from practical men who feel at all interested in Ontario's forests and the prosperity of the province.

In my last I proposed to show that the past and present policy of the Ontario Government as regards export timber—that is square and board timber—involves a loss to the province which is not generally understood or realized. I need scarcely explain that Ontario's forest exports consist largely of hewn timber which is rafted to Quebec for shipment. In addition to this there is our manufactured lumber, many million feet of which are prepared on the Georgian Bay and elsewhere for export to the United States. The latter involves very little loss in its manufacture, and therefore need not at present be further noticed. My present object, however, is to show the immense waste incident to the manufacture of

hewn timber, and in consequence, the absolute loss sustained. This loss is by no means unavoidable, but wholly due to downright mismanagement.

Every "stick" of hewn timber made in the woods involves on an average not less than 90 to 100 per cent. of absolute waste! To those unacquainted with the subject—which includes the greater majority of our people—this, in absence of clear proof may seem incredible. Such, however, will do well to follow me while I detail the ordinary operations in "getting out" this class of timber:

When limits are sold by the Government there seem to be no particular conditions imposed, such as making it imperative that the lumberman take out his hewn timber and the saw logs at the same time, the evil consequences of which neglect will appear as we proceed. Where the license holder begins by getting out his hewn timber—that species as a rule being the most profitable—he selects trees of the very first class, free from "punk" and "faults"; but no matter how much of an expert a foreman may be he often fells trees which when tried are found to be unfit for his purpose, and in consequence, although containing good saw logs they are discarded and left a prey to the univertal and inevitable pine grub. Of course the amount of waste sustained in this particular way will depend a good deal on the locality—some bearing better pine and freer from "culls" than others. But in the best limits there is a large percentage of loss sustained in this way alone, varying from 15 to 25 per cent. while in less sound limits this percentage is often doubled, and indeed sometimes trebled. Where hewn timber alone is taken out as described, all sawlog timber felled as trial trees in the way described after being "nicked" in several places to test their soundness, are left to be attacked and riddled by the pine grub during the following spring and summer, and thus rendered useless for any purpose whatever.

The next consideration is what length of any tree is of a quality fit for hewn timber, free from faults, knots and punk? Those parts of a tree suitable for hewn timber are of very uncertain lengths. The average pine tree, the parts of which are more serviceable, may be fairly put at about 55 feet. Of this, lengths of from 12 to 20 feet, and sometimes from 20 to 40 feet are of hewn timber quality. The balance, suitable for saw logs, if not taken out at the same time as the hewn timber, being in the way described, left to rot. It is, therefore, safe to say that, at the very least, in the manufacture of hewn timber, 100 per cent. not only in quality but in actual cash value, of our pine forest property goes to waste. Of course hewn timber, being as a rule more profitable to the lumberman than saw logs, it is first seized on, and all else is left as waste. As already stated, the amount of waste largely depends on the quality of pine in different localities—some bearing sounder pine than others—but I think the estimate I have given is within, rather than over, the mark. Some years ago I was assured by a gentleman largely engaged in the lumber trade, that the capital employed in this branch of our commerce was equal to the entire banking capital of Canada. Now, if that be so, and my authority was a man of wealth and great experience, it may well give rise to somewhat strange reflections. In the first place it shows the havoc being made on our forests by so potent a force of capital; and next it shows the anomaly that this capital—or rather our share of it—is employed in Ontario to produce a waste and consequent loss to the province—in hewn timber at least—of not less than one hundred per cent!

The subject under discussion is one of great importance to Ontario both from economic and financial points of view, and during the next session of the Ontario Legislature I hope that the country at large will speak out in such decided terms that Mr. Mowat cannot again successfully hide such mismanagement as I have tried to expose, by refusing a commission of enquiry into the facts here charged against his Government, in a department which, of all others, so far as pine timber is concerned, is at least known to the public, and as to which in the interest of his Government he seems bound to prolong popular ignorance. To obtain such a commission is of great importance, as its results would form the basis of some system which would place our forest administration under some regulations worthy of the public interests at stake.

In connection with this subject a highly important question arises, namely, What does Ontario gain or lose by our present pine forest policy? It seems as if the Government of the day considered the revenue derived from sales of pine limits as clear gain to the province. Nothing could possibly be more fallacious. The timber is the property of Ontario held in trust by each succeeding Government but if the waste attending the present system be set down as annual loss—which it certainly is—to be deducted from the Government's annual revenue from pine, the question is, what would be left? A balance in favor of Ontario? I have the best of all reasons to doubt it. Indeed, from a long and varied experience I am bound to believe that a disinterested commission would as the result of exhaustive enquiry, arrive at the inevitable conclusion that on hewn timber the Province of Ontario would have no annual balance at all left to it—with the capital represented by its timber spent and gone as well, and that irretrievably! The momentary advantage of accommodation by drawing on this species of capital for current expenditure is an utterly unwise and unpatriotic policy, unrecognized alike by commerce and common sense. From all that has been said it naturally follows as an unavoidable conclusion that our pine forests are rapidly melting away without bringing to Ontario any return, if we balance waste against the price of limits, dues, etc., or in other words under the present mismanaged state of matters, we are virtually—nay actually—giving away to other countries our pine wealth for nothing, so far as the Province is concerned. Cover it by whatever logic you please, this is the rock bottom of the matter.

The lumberman may get rich, but not the province. I am not blaming the lumberman, however, he has a perfect right as a business man to attend to his own interests, which, undoubtedly are weighty and important, but I do blame the Government, which seems to care just for the present, without the remotest regard for the future.

Two piles of lumber were burned in Hillman's lumber yard on the Ottawa river on July 16th. The brigade in connection with the mill held the flames in check and prevented further disaster.

## BRITISH COLUMBIA.

From our Regular Correspondent.

NEW WESTMINSTER, B. C., June 29th, 1889.

Your last month's issue was duly appreciated by those interested in the lumber industry in this country, as coast news is very scarce inland and *vice versa*. Your correspondent recently returned from a trip through the mountains and the Northwest Territories, calling upon all the prominent mill owners inland, and was surprised at the activity displayed everywhere, and the anxiety shown by mill owners to properly attend to the orders arriving by almost every mail from Calgary and other points in the Northwest Territory. Proceeding as far east as Winnipeg, I found the dealers doing a large trade in British Columbia shingles, large stocks of which are constantly kept on hand; but owing to the continued demand, stocks are being continually broken. I found from the testimony of consumers that these shingles gave great satisfaction owing to their lasting qualities and freedom from warping. The cedar from which they are made covers at least one-eighth of the territory of the mainland of British Columbia.

At Beaver, some magnificent timber is being used up to meet the requirements of the market, and Mr. Robinson, who put in additional machinery for this season's work, finds himself compelled to refuse orders, and is already talking of making additional improvements to meet the demand for next season. Mr. W. C. Wells, of Palliser, is running night and day to keep his customers quiet, and in no case being able to keep up with the demand.

Mr. G. O. Buchanan took a saw mill he was running into sections, and with boat and packing on horses transferred it to Nelson, about 120 miles south of the railroad, where settlers are going in and a large mining industry is opening up. From a recent letter he expects to retire in a short time if prices keep up.

At Revelstoke, Mr. Valentine, a shrewd Michigan lumberman, is putting up a complete shingle mill, and proposes for the present to cut nothing else. The frame work of the mill was all up and the machinery having just arrived he was busy unloading it. In the course of conversation he remarked that Canadian manufacturers could turn out machinery that equalled anything he had ever seen in Michigan, especially the engine and boiler from the Wm. Hamilton Manufacturing Company, of Peterborough, who supplied all the machinery. He expects to be running in a very short time, and a steady stream of shingles will be placed in the Northwest and Manitoba at the rate of about 120,000 a day. At the same place an American firm are applying for timber grants with the idea of building a mill on the Columbia River with a capacity of 100,000 feet a day. From present prospects they expect to turn out lumber cheaper than any place in British Columbia, being adjacent to some of the most magnificent timber limits that can be seen anywhere. The amount of lumber that can be got out of one stick is truly marvelous. But more in regard to the size of timber in another letter.

All through the mountains there are people talking of mills going to be built in the near future, and if the population of the Northwest and Manitoba increases to the extent that the emigration agents swear to, the demand for lumber will increase at least 50% a year for many years to come. The lumber must come from the mountains, and allowing that the cost of turning it out is the same, the large mills on the coast cannot compete, as they have a very stiff railroad rate against them.

The lumber industry on the coast, to say the least, is "booming". Every one talks lumber, and within the last week one firm, representing some of the large machinery manufacturers in the east, have figured on three mills which capitalists are talking of building, one with a capacity of 120,000 on the island, somewhere in the vicinity of Alberna on the west coast, another of 50,000 to be built on the north coast of the mainland by American capitalists, and one to be built on the Frazer river by an English firm whose representative is now in this country.

Three vessels have cleared this month, one for Valparaso, South America, one for Australia and one for England. There is one now loading at the Royal City Mills, New Westminster, which will clear about

the 5th of July for London, England. Four vessels have arrived in mainland waters to load for different parts of the world, and one on island waters for Australia.

Some of the timber being loaded on the *Mac Duff* at New Westminster, are fine specimens of the British Columbia forests. Sticks from 90 to 110 feet in length, 20x20 to 24x24 are being drawn into the hold by a steam hoist, and are said to be the finest specimens of fir ever sent out of this country. The cargo is destined for the London market, and none but the very best being accepted, it will be a grand advertisement for the most western province of Britain's American possessions.

The Maclaren Ross mill, at New Westminster, is beginning to have a very visible appearance. The piles are almost all in, the timbers for the frame are being sawed, and a large staff of hands are constantly kept busy in getting it into shape. When complete it will be about the most complete mill on the continent.

FIR.

## FILING SHINGLE SAWS.

BY FOREMAN.

Of this style of saw we hear and see but little in the way of information about keeping it in order. This can be attributed to the fact that good shingle saw filers are as scarce as rotary filers who can master their own saws. I have the opinion of but few on this subject, and have caught what I know about shingle saws almost from my own experience, and while I do not wish to boast, will say that I am actually sawing \$25 worth of timber a day in using 18 and 19-gauge saws over my neighboring filers who are using 15 and 16-gauge saws, besides I am making the smoothest shingle on the same feed. This assertion can be proven.

These filers are considered first-class, and are paid from four to five dollars per day for their work. What can be the trouble? First, I run 120 teeth to a saw, to their 80 or 90. Now there is hardly a limit to the amount of teeth a shingle saw can have. A saw running on  $\frac{3}{4}$ -inch feed will do well with 140 teeth, and should have that number if economy in timber is sought for, which certainly ought to be the aim in sawing shingles.

Talk about economy in thin saws for board sawing, I have seen men have the thin saw craze as far as their large circulars were concerned, yet pay no attention to what their shingle saws were doing, when in reality the shingle saws were throwing away thousands of dollars annually in saw dust.

A thin shingle saw will not run with the same number of teeth that a thick one will. A 16-gauge saw will not run as well with 80 teeth, as a 19-gauge will with 130. Each tooth cuts then a fine shaving, making a perfectly smooth shingle, where if the same saw had a much less number of teeth, they would be springing, dodging and making clips.

There are many things to be taken into consideration in using thin shingle saws. First, collar, saw and pulley must be in perfect balance, and run at a high speed, teeth as short as possible, to clear with round throats, filed perfectly square, with partially spring set and a little swaging. This latter many will condemn until they have had experience with thin saws running on a power feed machine. Some may ask, why should and how can such thin teeth be swaged? The reason that they must be swaged a trifle is this. The teeth of an 18 or 19-gauge saw are very thin, and to give the saw the set that it must have, leaves a little core or part in the centre of the cut that the teeth do not remove, that is, each tooth cuts hardly half the kerf, and the result is bad shingles, with a nice lot of small straight shavings accumulating with the shingles. Some say this is too much set, that it don't require much set with so many teeth; don't require any more set than a thick saw, but if one will just take the gauge from which a thick saw was set and set the thin one to it, he will be surprised at the thin saw apparently having so much set, when in reality the set is equal. To look at the spring of a thin tooth it seems to be much more than the same set of a thicker one. A thick saw can be forced with less set than a thin one. That is, the set of the latter must be kept the same, and set almost every filing.

Thin saws require straightening oftener, as the edge

drops down; it should be kept up a trifle higher than the centre of the saw. Any good filer understands these requirements and some are paid as high as \$8 per day to attend to such saws, and are cheap at that price.

## A Monarch of the Forest.

The San Francisco *Alto* says: - Near the West bank of Austin creek, the ruthless woodman's axe recently laid low one of nature's kingliest growths. For a thousand years his vegetable majesty had lifted his proud head annually nearer the clouds, and taken upon himself, month by month, more and more of that colossal bulk which marks the true forest king. It measured 38 feet in girth three feet above the ground, and was 310 feet high. It took two most accomplished axemen, with the best of modern tools, nearly a day and a quarter to cut it away to a point where its own vast weight caused it to topple and fall. With that wonderful skill which only long experience gives, these veteran axemen, under the direction of Foreman Soper, laid the monster so exactly as to drive a stake previously set 200 feet from its base, on the bank of the creek. Even at that point the great tree was over 20 feet around, and the upper 100 feet crashed down across the creek, swept down the telegraph line, snapped two telegraph poles short off, and fell across the railway track of the North Pacific Coast railroad. The fall shook the earth in a local earthquake felt half a mile off, sent up clouds of dust, completely obscuring the great trunk, and sent forth a report like a heavy artillery.

## A Park for Ontario.

A very sensible suggestion has been made by the Canadian Institute. A deputation from that body waited upon the Hon. A. S. Hardy, the Ontario Commissioner of Crown Lands, last week to explain a scheme for a great provincial park for Ontario. They propose a tract of land 36 miles long by 28 miles wide, comprising about 1,000 square miles, back of Haliburton in the Nipissing District, should be set apart and called the Algonquin Park. The region includes the head waters of the river system of Central Ontario, and the object is to protect these rivers and provide a refuge for the last survivors of finned, furred and feathered game of the Province, which will otherwise soon be extinct. The lands spoken of are wild lands, unfit for agriculture, of little value for lumbering, therefore the cost of the scheme would be trifling. The commissioner received the deputation courteously, was impressed with the importance of their suggestion, and promised early and favorable consideration. It is to be hoped that the government will see its way clear to adopt some such suggestion, as a park like the one proposed would cost but little and its value to the Province would be immeasurable, furnishing needed, protection for our fast diminishing game and a vast pleasure ground for our people.

## Trade with South America.

The Hon. John Macdonald, who last year visited the West Indies and British Guiana, with a view to studying the present and possible commercial relations between those countries and Canada, furnishes some very interesting data by way of comparison, in which he shows the extent to which both the United States and the Dominion share in that trade. With regard to lumber and other products of the forest imported by the countries visited from Canada and the United States during 1887, he shows that Trinidad took 323,774 staves from the United States and none from Canada. To the island of Barbadoes the United States sent 3,907,220 staves and shooks, while Canada only exported 131,822 to that island. Of white pine lumber the United States sent 2,582,080 feet and Canada 7,336,505 feet to Barbadoes, and of shingles the United States 556,150 and Canada 3,520,850. To Trinidad Canada sent 179,000 shingles, while the United States only sent 95,000. To British Guiana the United States sent 3,824,505 feet of lumber, 335,195 staves, while Canada sent 6,139,140 feet of lumber and 637,345 staves. With a view to developing trade between Canada and South America, the Dominion parliament last session voted the sum of \$50,000 as a subsidy to be awarded to such company as would establish direct steam communication between the Dominion and South American ports.



## HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,  
July 31st, 1889.

The month of July is always quiet. "Quiet" is the word that describes the local trade of Toronto at the present time, and the same may be said of Ontario also. House building in Toronto is not being pushed to anything like the same extent as in former years, and this may be expected for the remainder of the season. There are no changes to note in either price or sale. Yard stocks are fairly large; but dealers are buying cautiously and there is no tendency to overbuy. Prices generally are still being maintained, as dry lumber at the mills is rapidly becoming scarce, and the new cut has not commenced to move.

Good lumber is rather slow of sale, and there seems to be no prospect of immediate improvement. United States buyers report the yards overstocked with good lumber.

Shingles are plentiful and prices are down for any but high class and well known brands.

Lath are not much in demand at present.

The usual blockade on the Grand Trunk has been in force occasioning great annoyance and inconvenience to the lumber dealers.

There is a slight improvement in the movement of lumber stocks in the Ottawa district. Prices are practically unchanged. Cheaper grades of Pine, especially box, are moving more freely than the other grades. Ash is quiet, as the furniture men are not doing much. Pine and Cedar shingles are moving slowly with frequent shading of prices, as Michigan has a large stock. Canal freights show no change, but with the movement of the crops will no doubt advance.

At Montreal, transactions in lumber have been confined to small lots; but prices have mainly ruled steady. Offerings of car lots have been frequent, and a disposition has been manifested in some quarters to force sales even by making a cut in prices. Contractors appear to be in no disposition to buy, saying they have ample stocks for their requirements. About all that is doing is to supply immediate wants.

At Quebec, early in the month, trade was quiet, the few rafts still for sale were held for higher rates, and owing the scarcity and high rates of tonnage few sales were made. The feeling in England seems to be good, though some houses complain that they are offered low rates for first quality Pine Deals. Business interests have suffered to some extent on account of the staff of cullers being reduced, last winter's cut of lumber being treble that of previous years.

Within the past two weeks there has been greater activity in the trade. A number of Ottawa rafts have changed hands at unprecedented prices. Mr. Robert Booth's Nipissing raft, containing 70,000 feet Square White Pine, 62 feet average, and 21,000 feet Wane Pine, 22 inches average, sold at 40½ cents to Messrs. Smith, Wade & Co. Mr. Edward Skead's Rouge raft, containing 33,000 feet Wane Pine, 21 inches average, and 10,000 feet Square White Pine, 46 feet average, sold at equal to 41½ cents all round to the same firm. With every allowance for the fine quality of these parcels such figures have never previously been paid for Ottawa rafts. Messrs J & G Bryson also sold a parcel of large average Square White Pine at 43 cents. Oak in the dram has been sold at 50 cents.

Steamers are rapidly supplementing sailing vessels in the Quebec timber trade. Ocean freights: Transactions are reported, Quebec to Liverpool, Timber, 28s @ 29s; Quebec to Greenock, 27s 6d @ 28s 6d; Quebec to Cardiff, 26s; Montreal to London or Liverpool, Deals, 67s 6d.

Lumber shipments from St. John to Great Britain and the United States have been very large.

## FOREIGN.

Business at London and on the coast has been rather quiet during the month. Buyers in general are not disposed to purchase under the impression that free-on-board prices are likely to give way in the autumn. With few exceptions, sellers have succeeded in clearing their entire stocks for the season, and the specifications now in hand of agents are few.

The loss sustained by the burning of the Surrey

Commercial Docks, on July 5th, is estimated at 1,400 standards of deals, battens and floorings.

Canadian rates kept firm at 67s 6d, from Miramichi to west coast of England, and 70s from Montreal.

Messrs. Denny, Mott & Dickson's wood circular, under date of July 11th, says:—

An instalment by steamer of the new season stock of Canadian timber came to hand last month. The elm and yellow pine should have been very welcome on a bare market, but considerable disappointment has been caused by some of the shipment having fallen short of the expected quality. Prices for both oak and elm are easier, but yellow pine, both square and wane, remain firm.

**PITCH PINE TIMBER.**—In the beginning of the year, Stocks of both hewn and sawn logs were well nigh exhausted; but fully two months before the usual time, large supplies were brought forward by steamers which followed one another in rapid succession; and, as a consequence, the Dock ponds, which previously presented an abnormally bare appearance, were speedily filled. A noteworthy fact is that, as steamers have as a rule no portholes, the cargo averages have been under 35 feet cube, or in cases where this useful average has been observed, the logs have mostly been under 35 feet in length, and of 14 inches and upwards square; the desirable sizes of 36 to 46 feet long, and 12 to 13 inches square being therefore scarce, command good prices, but for other sizes trade continues dull, with excessive stocks. Freights, however, still run high, and there is no immediate prospect of much fall in values.

**FIR TIMBER.**—Deliveries have somewhat improved, but trade is still unsatisfactory, being in great part held in check by the prices demanded for parcels held for shippers' account. Small wood is rather lower, but full average cargoes are held very firmly in spite of large stocks and slow demand. Best timber remains scarce.

Messrs. Farnsworth & Jardine, under date of July 11th, advise us that the arrivals from British North America during the past month have been 37 vessels, 40,201 tons, against 30 vessels, 28,173 tons, during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1887, 1888 and 1889 has been 115,536, 128,982, and 154,453 tons respectively. Business, generally, has been satisfactory throughout the month, imports have been large but prices are steady, and stocks of most articles are moderate. Canadian Woods, Quebec—Yellow pine timber, several parcels of wane and square have arrived by steamer; the demand has not been active, and it is most difficult to realise the high cost of importation. Red pine has not been enquired for; the stock is sufficient. Oak has been imported too freely, and chiefly inferior quality from the Southern United States ports, and for this class of wood there has been a serious decline in value; indeed, at the moment it is almost unsaleable: several large parcels have been stored, and the stock is much too heavy. Oak planks still continue to arrive too freely, and, although the demand has been fair, stocks are too heavy, and prices have a downward tendency. Elm has been imported moderately; there has been a little more enquiry, but the value is unchanged. Ash—The import has consisted of a parcel of United States wood of inferior quality, which realised a low price; the demand is dull, and the stock is heavy. Pine deals—The arrivals have been chiefly on contract, and have gone freely into consumption; there is no change in value to report, and the stock is ample. New Brunswick and Nova Scotia spruce and pine deals—Of spruce the import has been heavy, viz., 14,036 standards against 7,056 standards last year, and 2,718 standards in the previous one; the deliveries continue good, and most of the arrivals are going direct from the quay, as is usual in the early part of the season; prices are steady, and the stock moderate; the arrivals have again been chiefly by steamers. Pine deals—Several parcels have arrived from Miramichi on contract, and have been in fair demand.

American Black Walnut is in fair demand. The better grades of quality being mostly in request. The yards are fully stocked with inferior descriptions, and move off slowly. In American whitewood there is a good demand and inferior stocks are moving off better.

There is a steady demand for American white oak at fully maintained prices. Logs are not so saleable as lumber.

## BRITISH BOARD OF TRADE RETURNS.

The total values of the imports to the United Kingdom during June amounted to £39,294,015, against £30,478,854 imported in June last year, showing a decrease of £1,184,839. The exports for the same month are valued at £18,612,206, the total value for June of last year being £19,042,845, showing a falling off in the exports of £430,339.

The importation of wood shows a steady increase in the totals. The month of June shows an increase on hewn timber from all the chief places except Germany, from which place a heavy supply was received during the two previous months. On the six months the import from that country gives an increase on last year's shipment of 23,899 loads. On sawn and split wood the increase is, for the month, Russia 38,938 loads, Sweden and Norway 73,801 loads, and the United States 3,491 loads, the only decrease being in the Canadian import, which is less by 306 loads than June of last year.

The total importation for June shows an increase of 17.4 per cent. compared with June 1888, while the value gives an increase of 32.9 for the same period. This large increase in value is sufficiently explained by the fact that present prices are much higher than those ruling twelve months ago.

On sawn and split goods Russia shows an increase of 107,302 loads, on the six months, Sweden and Norway 199,733 loads, United States 53,787 loads, and Canada, an increase for the six months of 21,752 loads, the total increase on last year's import from the countries named amounting to 382,574 loads.

The following are the official returns of the import of wood goods for the month of June 1888 and 1889, compared, and for the six months ending June 30th, 1888 and 1889, compared.

## Month ending June 30th.

	QUANTITY.		VALUE.	
	1888.	1889.	1888.	1889.
Timber (Hewn)	Loads	Loads	£	£
Russia.....	27,732	36,019	40,492	64,917
Sweden and Norway	59,622	49,132	69,503	69,092
Germany.....	40,010	22,435	95,009	63,509
United States.....	17,661	19,262	65,771	79,392
British E. Indies	1,041	939	11,224	11,532
British North America	2,951	8,378	10,392	48,333
Other Countries	35,527	43,568	45,373	41,629
Total.....	184,591	179,733	337,764	373,404
Timber (Sawn or Split, Planed or dressed.)				
Russia.....	119,749	158,157	227,403	350,343
Sweden & Norway	179,291	253,092	374,632	608,162
United States.....	40,641	44,132	110,073	138,338
British North America	99,148	98,842	252,926	205,245
Other Countries.....	10,103	9,445	26,691	26,742
Total.....	448,492	562,698	988,328	1,388,830
Staves (all sizes).....	11,925	11,818	59,670	46,036
Mahogany (tons).....	4,055	1,118	59,356	21,428
Total of Hewn & Sawn	633,086	743,431	1,326,092	1,762,214

## Six Months ending June 30th.

	QUANTITY.		VALUE.	
	1888.	1889.	1888.	1889.
Timber (Hewn).	Loads	Loads	£	£
Russia.....	39,800	74,711	62,712	138,499
Sweden and Norway....	240,129	293,573	300,803	423,077
Germany.....	90,122	114,021	312,304	312,232
United States.....	58,529	65,998	233,920	276,237
British E. Indies.....	14,885	26,192	172,275	305,680
British North America	4,411	11,912	15,259	59,595
Other Countries.....	251,348	300,601	245,483	345,922
Total	99,724	887,098	1,242,150	1,861,553
Timber (Sawn or Split, Planed or Dressed).				
Russia.....	154,935	262,240	288,552	576,039
Sweden & Norway.....	440,205	645,938	629,956	1,238,599
United States.....	131,050	154,840	353,315	385,189
British North America	177,236	199,038	403,150	511,282
Other Countries.....	38,312	59,255	102,702	168,085
Total.....	947,794	1,351,311	2,082,695	3,378,955
Staves (all sizes).....	45,770	57,046	234,002	265,355
Mahogany (tons).....	24,453	20,304	221,180	180,470
Total of Hewn & Sawn	1,047,518	2,238,319	3,325,431	5,210,580

## OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at various United Kingdom ports since our last issue:

**ABERDEEN.**—Sago, Quebec, 40 pcs. hewn oak, 54 pcs. hewn elm, 161 pcs. hewn birch, 20 pcs. hewn ash, 242 pcs. wane pine, 6,588 pine deals, 1,182 ends.

**AYR.**—Norway, Quebec, 638 pcs. hewn fir, 3,061 deals. Hjellestad, Halifax, 11,192 deals.

**BARROW.**—Hoverton, St. John, 70,106 boards and ends.

**BELFAST.**—Capenhurst, Miramichi, 19,161 deals and ends. City of Adelaide, Miramichi, 25,992 deals, 8,500 palings. Norman, Miramichi, 28,129 deals, ends and scantlings, 12,000 palings. Lothair, Miramichi, 19,808 deals and ends. Assunna, Miramichi, 26,122 deals and ends, 1,200 palings.

Cathinea, Richibucto, 13,865 deals and ends. Vance, Miramichi, 14,599 deals and ends. Muriel, Miramichi, 10,000 staves, 17,982 deals and ends.

BRISTOL.—Dominion, Montreal, 5 pkgs. woodware, 6,960 pcs. deals. Ontario, Montreal, 25 pcs. splints, 11,660 deals, 3,007 boards. Disponent, Halifax, N.S., 16,206 pcs. deals and ends. Texas, Montreal, 5,368 deals.

BRIDGEWATER.—Eras, Sherbrooke, N.S., 7,801 deals and ends.

CARDIFF.—Warsaw, St. John, 41,204 deals, boards and ends. Ida B., Miramichi, 23,520 deals. Express, Miramichi, 17,214 deals.

CARNARVON.—Norrona, West Bay, N.S., 11,381 deals.

CORK.—Asia, St. John, 15,863 deals, battens and ends. Sentinel, St. John, 15,632 deals and battens.

DUNDEE.—St. George, Montreal, 248 pcs. yellow pine, 23,165 deals, boards and ends, 188 pcs. hewn birch, 4,800 oak staves.

DUNDALK.—Eva Lynch, St. John, 16,569 deals and battens.

FLEETWOOD.—Henry, St. John, 34,428 deals. Hebe, Halifax, 12,886 deals. Nort Cambria, Miramichi, 63,986 deal and ends. Washington City, St. John, 57,687 deals, 1,166 cards. Neptune, Halifax, 14,893 deals, 3,548 birch deals. Aigat, St. John, 30,302 deals.

GLASGOW.—Corean, Montreal, 13,221 deals. Circe, Montreal, 164 pcs. birch, 828 deals. Norwegian, Montreal, 62 pcs. ash, 320 pcs. birch, 5,541 deals. Siberian, Quebec, 1,489 deals. Brodrene, Miramichi, 18,002 battens and deals. Dunmore, Montreal, 33,224 deals, 40 pcs. ash, 10 pcs. square pine. Somerset, Bathurst, 11,273 deals, 871 ends. Louise, Bathurst, 14,359 deals, 11,300 ends.

GREENOCK.—Arizona, Quebec, 218 pcs. oak, 111 pcs. elm, 10 pcs. hickory, 112 pcs. red pine, 513 pcs. square white pine, 532 pcs. waney pine, 4,466 spruce deals, 175 pcs. birch, 2,688 pine deals, 2,627 pipe staves. Plantaganet, Quebec, 3,160 pine deals, 281 pcs. ash, 193 pcs. birch, 130 pcs. red pine, 469 pcs. white pine, 818 deal ends, 887 pipe staves, 3,600 staves, 168 pcs. oak, 346 pcs. white pine, 2 pcs. round hickory. Prince Charlie, Quebec, 3,505 pine staves, 10,180 spruce deals, 1,205 pine deal ends, 215 pcs. oak, 658 pcs. pine, 155 pcs. elm, 171 pcs. birch, 182 pcs. red pine, 160 pcs. waney pine. Tasamanian, Quebec, 200 pcs. elm, 91 pcs. red pine, 919 pcs. square pine, 4,225 spruce deals, 1,013 pipe staves.

GLOUCESTER.—North Anglia, St. John, 53,392 deals. Brilliant, Bathurst, 31,299 deals. Strauss, Miramichi, 30,202 deals.

LEITH.—Barcelona, Quebec, 153 birch logs, 82 ash logs, 202 waney pine logs, 8,721 pine deals. Arlona, Montreal, 14,839 deals, 136 birch logs, 60 waney pine logs, 135 ash logs, 6 elm logs.

LANCASTER.—Zippora, Richibucto, 9,543 deals, battens and scantlings.

LIVERPOOL.—Carthaginian, Montreal, 4,285 deals. Serra, St. John, 35,698 deals and battens, 5,310 deal ends, 3,555 birch deals, 2,393 scantlings, 2,062 boards. Caravan, St. John, 32,977 spruce deals, 1,471 scantlings, 7,696 deal ends, 240 boards, 4,070 birch planks, 22 birch scantlings. Lake Nepigan, Montreal, 8,069 deals, 307 boards. Sardinian, Montreal, 332 pcs. birch timber, Quebec, 1,259 spruce deals, 1 pc. timber. Castellano, Montreal, 10,930 deals, 11,122 pine boards, 2,187 deal ends, Bastican, 24,873 deals, 20,525 spruce boards, 1,307 deal ends. Canopus, Montreal, 3,928 deals, 5,718 deal ends, 6,683 boards, 4,323 spruce deals, 245 pcs. timber. Sarnia, Montreal, 21,874 deals. Persian Prince, Miramichi, 930 stds. deals. Enrique, St. John, 34,569 deals, 5,621 scantlings, 3,165 deal ends, 8,435 boards, 7,879 birch ends. Coventry, Miramichi, 46,133 deals and boards, 19,254 deal ends. British Prince, Quebec, 4,779 spruce deal ends, 10,968 spruce ends, 144 pcs. oak, 184 pcs. elm, 597 pcs. waney, 507 pcs. pine, 1,324 pine deals, 496 pcs. birch. Lake Superior, Montreal, 103 logs timber, 2,754 deals, 949 boards. Oregon, Montreal, 289 pcs. timber, 21,611 deals and ends, 1,903 boards, 3,558 pine deals. Circassian, Montreal, 6,911 deals. Tikoma, St. John, 25,461 deals, scantlings, &c. Lareboscio, Miramichi, 9,932 deals, 63,875 deals, boards, &c. Henri IV, Quebec, 4,999 spruce deals, 2,278 spruce ends, 64 pcs. elm, 594 pcs. birch, 878 pcs. white pine, 41 pcs. ash, 38 pcs. red pine. Vanduara, St. John, 38,327 deals and battens, 4,156 pcs. scantlings, 5,493 deal ends, 1,043 boards. Fri, Pugwash, 18,181 deals and battens, 1,203 deal ends. Erema, Charlotte-

town, 826 pcs. birch timber, 3,659 deals and ends. Guido, St. John, 58,124 deals and battens, 3,669 scantlings, 1,189 deal ends, 6,504 boards. Cadiz, St. John, 6,638 birch planks, 8,670 deal ends, 105 birch scantlings, 43,924 deals and battens, 2,488 scantlings, 1,533 boards. Valborg, St. John, 32,669 deals, boards and ends. Parisian, Montreal, 5,001 deals, Quebec, 2,635 deals, 510 maple blocks, 1,213 deals. Leonora, St. John, 44,711 deals and battens, 7,559 birch planks, 1,907 scantlings, 4,207 deals, 1,025 birch ends. Lake Winnipeg, Montreal, 2,734 deals, 3,462 boards, 10,088 deals and boards. Osmani, Quebec, 80 logs oak, 90 pcs. elm, 699 pcs. white pine, 991 pcs. 405 pcs. waney pine, 2,318 birch planks, 12,512 spruce deals, 3,031 spruce ends. Konoma, St. John, 28,486 deals, scantlings, boards and ends. Fray, Pansborough, N.S., 10,508 deals and battens, 54 pcs. scantlings, 1,542 deal ends. Toronto, Montreal, 3,419 deals, 8,167 deal ends, 1,154 boards, 874 pine deals, 4,913 pine deals, 293 pcs. birch, 2 pcs. ash. Saturnina, Montreal, 25,267 pcs. timber. Ravensdale, St. John, 4,160 scantlings, 19,548 deals, 3,546 deal ends, 845 boards. Lake Huron, Montreal, 16,704 deals, 124 logs timber. Zanlis, Montreal, 14,915 pine boards, 9,624 deals, 1,377 ends. Framsen, Chatham, 5,125 deals, boards &c., 2,757 spruce deals. Bessarabin, Bathurst, 57,196 spruce deals, 2,575 scantlings, 4,502 ends, 14,144 boards. Caspian, Montreal, 2,469 deals. Montreal, Montreal, 14 logs, 275 blocks maple, 6,009 deals and ends, 360 pcs. timber, 16,216 boards. Howding, Halifax, 19,566 deals and battens, 1,809 deal ends, 211 pcs. birch timber. Neophyte, Quebec, 144 pcs. oak, 84 pcs. elm, 198 pcs. birch, 774 pcs. white pine timber, 4,017 pine deals, 1,647 pine ends, 169 pcs. red pine timber.

LONDON.—Austerlitz, Quebec, 1,920 pcs. timber, 3,799 pine deals, 3,494 ends, 39,000 staves. Howding, Quebec, 37,329 pine deals, 3,520 ends. Kehrweider, Montreal, 16,459 deals. Gerona, Montreal, 10,230 deals, 1,012 pcs. birch. Michigan, Montreal, 13,504 pine deals. Howding, Quebec, 3,688 deals, 33,361 deals. Joseph John, Bastican and Quebec, 50,632 spruce deals, 1,552 ends, 9,001 pine deals, 289 e ds. Tropic, Quebec, 450 deals, 64 logs, 2,102 pcs. timber, 6,700 deals, 2,360 ends. Guy Col'n, Quebec, 63,166 deals. Abington, Quebec, 2,028 pcs. timber, 20,719 deals, 508 ends, 2,936 spruce ends. Grecian, Montreal, 483 pcs. splints. Damara, St. John, 3,349 pcs. birch, 8,178 pcs. spruce.

LIMERICK.—David Taylor, St. John, 17,463 deals and ends. Hethi, Quebec, 30,492 deals and ends.

NEWRY.—Ruby, Quebec, 8,922 deals and battens. Abram Young, St. John, 20,076 deals and ends.

NEWPORT.—Nevada, Miramichi, 12,808 spruce deals, 510 spruce scantlings, 1,661 spruce boards, 1,284 spruce ends.

SWANSEA.—Medusa, Yarmouth, N.S., 19,040 pcs. sawn fir, 3,537 pcs. birch. Antonetta II, Miramichi, 3,102 birch deals, 613 birch ends, 2,434 spruce deal ends, 11,255 spruce deals. Laverello, Newcastle N.B., 12,600 deals and battens, 3,082 deal ends. Passepartout, St. John, 17,963 pcs. sawn fir.

TROON.—Rival, Halifax, 9,983 deals and ends.

TYNE.—Sirocco, Quebec, 139 pcs. waney pine, 136 pcs. oak, 131 pcs. elm, 11 pcs. ash, 191 pcs. birch, 960 pcs. square pine, 736 pcs. spruce deals, 1,101 pine ends, 2,408 pine deals. Maud, Quebec, 77 pcs. oak, 160 pcs. elm, 41 pcs. ash, 35 pcs. red pine, 79 pcs. birch, 1,005 pcs. white pine timber, 2,395 pine deals, 582 spruce deals.

WATERFORD.—Oliver, St. John, 18,141 deals.

WEXFORD.—Sovereign, St. John, 10,418 deals, 10,000 laths, 16 pcs. hewn birch. Livonia, St. John, 9,500 deals.

CASUALTIES.

M. McKenzie recently had four fingers taken off by a saw at the Keewatin Lumber and Manufacturing Company's mill, at Keewatin.

A fearful fatality is reported from Cheneville, Que. Arthur Pambrun, aged 22, was saving lumber in his father's mill when a log struck him in the legs knocking him off his balance, and causing him to fall with his neck across the circular saw. The head of the unfortunate young fellow was instantly severed from the trunk, and hurled a distance of some 20 feet. He leaves a wife and young child.

Charles H. Cleveland, son of D. C. Cleveland, Alma, N. B., met with a painful accident in his father's mill while trimming deals. His hand slipped and came in contact with the saw, severing one finger and thumb nearly off.

Arthur Margeson, proprietor of the lumber and shingle mills at Bishopville, Hants county, N. S., while assisting in unloading a steam engine was unfortunately caught by a falling piece of the machinery and had his leg severely broken, the bones protruding through the flesh.

In the Black Brook mill, Chatham, N. B., Peter Ward was sitting on a lath machine table, fooling with a man on the opposite side, the machine running at the time. In throwing a piece of bark his hand came in contact with the saw, and it was cut off and thrown across the mill.

An employee of Mr. John Harrison, of Owen Sound, was recently assisting in rolling logs down to the Beach at Dyers Bay, when he was caught by a log seventy feet long and rolled over by it. A slight depression in the ground saved the man from being killed instantly. As it was he was picked up alive, but undoubtedly, fatally injured.

Mr. Joseph Bovin, who arrived in the city on a raft of square timber belonging to Cardwell & Co., reports that six men were drowned on the way here. There were three different accidents. The first one occurred at Roches Captaines, four men losing their lives through the breaking up of a crib on which they were, while passing through the rapids. At Des Joachim the second accident occurred, where another man lost his life through the parting of a crib. Calumet was the scene of the last fatality, where a man was drowned off the crib while running the rapids. The names of the men who were drowned are not known, but it is thought they belong to Quebec. They were returning from the shanties where they had been working for the last six months.

EXPORT DUTY ON LOGS.

An Ottawa despatch to the New York Tribune says: The Dominion Government has been informed that R. C. Gibbs, a lumberman of Manistee, Mich., intends this season to test the legality of Canada's action in imposing duty on Canadian sawlogs. The duty was levied by the Dominion Government for the prevention of the destruction of Canadian forests. The Gibbs firm intend bringing 38,000,000 feet of Georgian Bay logs to Bay City for sawing. They contend that through a treaty between the United States and Canada, signed in 1855, they will not have to pay the duty of \$2, per 1000 feet. Restitution of duties already paid is also talked of. A careful investigation of the case discloses the fact that a treaty placing all kinds of timber on the free list was adopted in 1854, but was terminated in 1866 by the United States. Upon inquiry at the Customs Department here it was learned that Canada could not be held responsible, as the United States had themselves terminated the treaty in question.

Quebec Timber Trade.

The following comparative statement shows the quantity of timber measured and culled at Quebec during the first six months of the present year and the two preceding years:

	1887.	1888.	1889.
Waney white pine.....	407,706	235,112	690,490
White pine.....	119,756	142,139	1,312,959
Red pine.....	328,709	88,993	156,076
Oak.....	293,263	368,707	412,340
Elm.....	10,635	103,758	356,499
Ash.....	25,528	40,963	178,048
Birch and maple.....	114,228	123,969	231,291

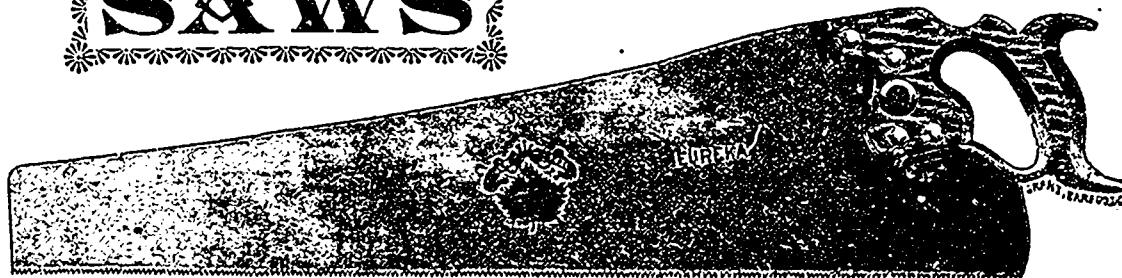
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THE ONLY SAW MANUFACTURERS IN THE WORLD WHO EXPORT SAWS IN LARGE QUANTITIES TO THE UNITED STATES.



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# Important Sale

OF VALUABLE

## TIMBER \* LIMITS

SAW MILL, MILL SITE, PILING GROUNDS, ETC.

Having decided to retire from the wholesale manufacture and sale of Lumber and Timber in order to devote more time and attention to the other branches of our manufacturing business at Hull we shall offer for sale

BY PUBLIC AUCTION  
—AT THE—  
Russell House, Ottawa  
—ON—  
Wednesday, August 14th, 1889

At 2 o'clock p. m.  
Unless Previously Disposed of by Private Sale.

Our valuable  
**TIMBER LIMITS** comprising about 1,377 square miles, more or less, together with all Improvements, Depots, Farms, Buildings, Supplies, Plant, Rigging, etc.

The LIMITS will be offered as nearly as possible in the under mentioned parcels:—

1. TEMISCAMINGUE Berths 437, 169, 118, say 125 square miles.
2. FORT EDDY Berths 207 S. 211-12-13-14, say 274 square miles.
3. MAGNISSIPPI Berths 216-17-18-19, say 156 square miles.
4. KIPPEWA Berths 431, 423, 459, say 109 square miles.
5. LOWER DUMOINE Berths 209-10, 215, say 71 1/2 square miles.
6. UPPER DUMOINE Berths 357, 390-1-2, say 200 square miles.
7. BLACK RIVER Berths 34-5, say 100 square miles.
8. COULONGE Berth 220, say 50 square miles.
9. MADAWASKA Berths 57, S. 104-3, 174, 176, say 180 square miles.
10. TOWNSHIP OF NIGHTINGALE Berth 167, say 1 1/2 square miles, together with the unrestricted right, free from all stumpage charges and crown dues till the 15th March, 1892, to cut the pine on the whole of the Township of Clyde and that portion of the Township of Eyre falling towards the Madawaska River 110 square miles, with benefit of extension of said right for a further period of five years from the 15th March, 1892, at an annual rental thereafter of \$500.00.

ALSO OUR LARGE WATER POWER SAW MILL, SPLITTER MILL AND FILING ROOM AT HULL with the Water and Pondage privileges, ms. Bulkheads, etc., etc., used with the same. Fully equipped and in first-class order; cutting capacity thirty-five to forty millions per season, day watch; full complement of

LATH, PICKET AND SHINGLE MACHINERY.

Together with LUMBER YARD "No. 5" and the "POINT" YARD, being sufficient piling grounds for the said mills. These yards are well equipped with all necessary TRAMWAYS, ENGINES AND CARS, SLIDES, DOCKS, &c are second to none in Canada and are convenient and contiguous to the Mill property.

Also, their valuable STEAM MILL SITE AT NEPEAN, ONT., 3 MILES DISTANT FROM OTTAWA, COMPRISING 72 ACRES, with brick chimney, boilers, foundations, walls of buildings, etc., etc., with piers, booms, and boomage capacity for 50 M. LOGS.

The terms and conditions of the sale will be made known at the time of sale or further and fuller particulars can be had on application to the Proprietors.

In consequence of numerous requests to offer the above Limits for sale in smaller parcels, the Company has decided to first put up the same in the parcels aforesaid, but if the price bid for any parcel should be deemed insufficient, then to withdraw such parcel and put it up in smaller parcels.

THE  
**E. B. EDDY MAN'F. CO.**  
(LIMITED)  
HULL, CANADA.

Or to  
GORMULLY & SINCLAIR,  
Vendors' Solicitors, Ottawa.  
April 2d, 1889.

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83 King Street West, Toronto.

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Combined Authorized Capital, \$3,000,000 00  
" Subscribed " 739,700 00  
" Cash " 150,760 00  
Combined new business for 1888, 9,575,525 00  
Combined new business for 1889 to June 1st, about \$3,000,000.

A FEW GOOD AGENTS WANTED  
APPLY TO

**Geo. A. Morrison**  
District Manager,  
**PETERBOROUGH.**

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BREAKFAST.

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

## MACHINERY FOR SALE

List of WATER WHEELS for sale by H. W. PETRIE, Brantford and Toronto.

- ONE 6 inch Turbine, Goldie & McCulloch Builders.
- ONE 6 inch Tyler.
- ONE 60 inch Sclater.
- ONE 48 inch Lefell.
- ONE 48 inch Tyler in Scroll case.
- ONE 48 inch Sclater.
- ONE 45 inch Improved Turbine Water Wheel.
- ONE 42 inch Sampson Turbine.
- PAIR of Sampson Turbine Wheels, 42 inch run together.
- TWO 4 inch Lefells.
- ONE 29 inch Sclater.
- ONE 35 inch Lefell.
- ONE 33 inch Little Giant.
- ONE 34 inch Lefell.
- ONE 31 inch Burnham
- ONE 20 inch Lefell.
- ONE 24 inch Lefell.
- ONE 20 inch Lefell.
- ONE 21 inch Little Giant.
- ONE 17 1/2 inch Lefell.
- ONE 15 inch Archimedian in Globe Case.
- ONE 12 inch Little Giant.
- ONE 10 inch Lefell, all brass, Springfield Ohio make.

WATER WHEEL GOVERNOR, Galt make.  
Full particulars regarding any of the above wheels, sent on application, Address H. W. PETRIE, Brantford.

List of WOOD-WORKING MACHINES for sale by H. W. PETRIE Brantford, branch 6 Yonge St. Toronto.

- ONE 24 inch Surface Planer, Rogers maker.
- THREE side Moulder, Rogers make, Connecticut.
- BROOM Handle Lath with wood frame, cheap.
- NEW No. 2 three side molder, Galt make.
- SHINGLE JOINTERS 3, 4 and 6 knives.
- SAW ARBORS all sizes, Galt make.
- FOOT Wiring Machine, Galt make.
- ONE 12 inch Diagonal Buzz Planer.
- ONE Automatic Handle Lath.
- NEW 20 inch Band Saw, Galt make.
- NEW Dovetailing Machine, Tyrell's patent.
- ONE Set of Hop Machines, American make.
- ONE Tub Turning Lath.
- BROOM Handle Lath, Lockport, N. Y. make.
- MATCHER, Kennedy & Sons make, Owen Sound.
- ONE Doherty Swing Shingle Machine.
- ONE car load of new Wood-working Machinery Galt make.
- ONE Laws Patent Swing Shingle Machine.
- GOLDIE & McCULLOCH Stave cutter, set Equalizing saws, &c.
- NO. 2 three side Molding Machine, Galt make.
- SET of Box Nailing Machines.
- UPRIGHT SHAPER, Galt make.
- ONE Gauge Lath, Bailey make.
- ONE Planing Machine Knife Grinder.
- ONE Blanchard Spoke Lath, Fay & Co. make
- ONE New Axe handle Lath.
- POWER MORTICER, Goldie & McCulloch make.
- ONE set of Spoke Machines, Foy & Co. make.
- ONE Smallwood Shingle machine, Waterous make.
- 4 POLE Road Cars.
- ONE Self Feed Lath Machine, Waterous make
- ONE set of Box Nailing Machines.
- NEW Gang Lath Machine.
- Sand Paperers new and second hand.
- ONE Saw Mill Head Block, Galt make.
- ONE Fairbanks Timber Gauge.
- HEADING TURNER, Goldie & McCulloch.
- ONE Shingle Edger with Frame Work.
- ONE Power Scroll Saw
- TWO Self Acting Shingle Machines, Quebec make.
- TWO Shingle Packers all Iron.
- POWER MORTICER with Boring Attachment.
- DOUBLE Cope Tenoning Machine, Dundas make.
- WOOD Turning Lathes Several Sizes.
- Drag Saw Machine, Goldie & McCulloch.
- POWER MORTICER, Galt make.
- NEW Blind Slat Tenoner, Galt make
- NO. 4 Cant Gourlay, Planer and Matcher.
- 24 inch Pony Planer, Cowan make.
- ONE 24 inch Planer and Matcher, Dundas make
- PLANER and Matcher, Michaels make, Detroit.
- NEW Eclipse Planer and Matcher, Galt make.
- ONE No. 5 Planer and Matcher, Galt make.
- NEW Pony Planers and Matchers only \$175.

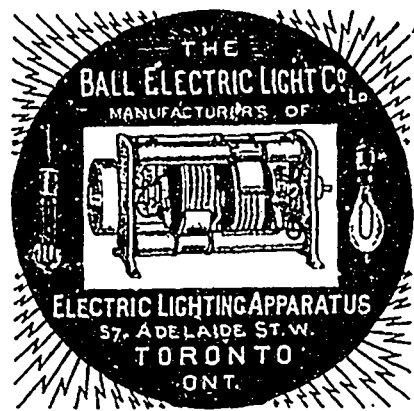
SEND for Descriptive List giving full particulars and mention wants, to W. H. PETRIE Brantford and Toronto.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Coal, Public Buildings" will be received until FRIDAY, 2nd August next, for all or any of the Dominion Public Buildings.

Specifications, form of tender and all necessary information can be obtained at this Department on and after Tuesday, 9th July.  
Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures.  
Each tender must be accompanied by an accepted bank cheque made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.  
The Department will not be bound to accept the lowest or any tender.

By Order,  
A. GOBEL,  
Secretary.  
Department of Public Works,  
Ottawa, 2nd July, 1889



THIS YEAR'S  
**MYRTLE**  
CUT and PLUG  
**SMOKING TOBACCO**  
FINER THAN EVER.  
See  
**T & B**  
IN BRONZE  
ON EACH PLUG AND PACKAGE

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**ALBERT J. HILL & CO.**  
Commission  
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And Shipping Agents.

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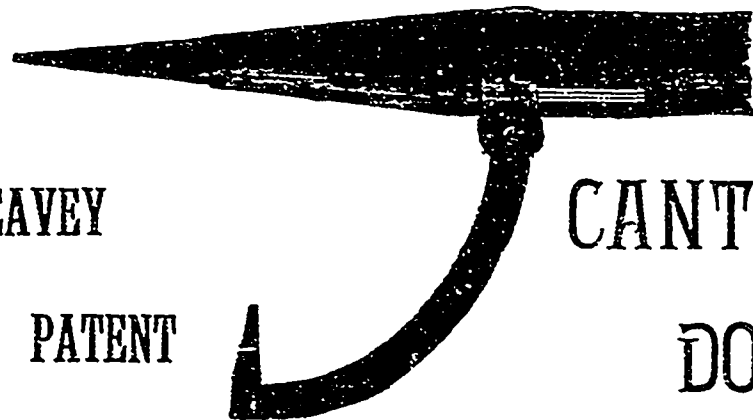
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PALACE STEAMERS. LOW RATES.  
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Every Week Day Between  
DETROIT AND CLEVELAND  
Special Sunday Trips during June, July, August and Sept.

Double Daily Line Between  
CHICAGO AND ST. JOSEPH, MICH.

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Rates and Excursion Tickets will be furnished  
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THE WANZER COOKER will cook a three course dinner for 6 to 12 people without attention of any kind, for ONE-HALF CENT. Hundreds already in use.

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Endorsed by Leading Architects. Absolutely Fire-proof. About as Cheap as Wood or Brick. Weight One-Third that of Brick. Does not Crack on application of Heat or Water. Deadens Noise. Gives Warmth in Winter; Coolness in Summer.

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ENDORSED BY LEADING RAILWAYS AND CONTRACTORS.

ROACH + LIME,

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

TRADE REVIEW.

Toronto, Ont.

TORONTO, July 31st, 1889.

CAR OR CARGO LOTS.

Table listing lumber prices in Toronto, Ontario, including items like 1 1/2 and thicker clear picks, American inspection, and various mill runs.

YARD QUOTATIONS

Table listing yard quotations for various lumber products such as mill cull boards, dressing stocks, and different grades of shingles.

Ottawa, Ont.

OTTAWA, July 31st, 1889.

Table listing lumber prices in Ottawa, Ontario, including items like pine, 1st quality, and various types of oak and maple.

Hamilton, Ont.

HAMILTON, July 31st, 1889.

Table listing lumber prices in Hamilton, Ontario, including items like mill cull boards, dressing stocks, and various grades of shingles.

St. John, N. B.

ST. JOHN, July 31st, 1889.

Table listing lumber prices in St. John, New Brunswick, including items like spruce deals, pine, and various types of shingles.

Montreal, Que.

MONTREAL, July 31st, 1889.

Table listing lumber prices in Montreal, Quebec, including items like pine, 1st quality, and various types of shingles.

Saginaw, Mich.

SAGINAW, July 31st, 1889

CARGO LOTS.

Table listing cargo lots for Saginaw, Michigan, including items like uppers, common, and shipping culls.

YARD QUOTATIONS CAR LOTS DRY.

Table listing yard quotations for car lots in Saginaw, Michigan, including items like clear, 7/8 in, and various grades of lumber.

Joist, Scantling and Timber.

Table listing prices for joists, scantling, and timber in Saginaw, Michigan.

New York City.

NEW YORK, July 31st, 1889.

Black Walnut.

Table listing prices for black walnut lumber in New York City.

Poplar, or White Wood.

Table listing prices for poplar or white wood lumber in New York City.

Ash.

Table listing prices for ash lumber in New York City.

Oak.

Table listing prices for oak lumber in New York City.

Cherry.

Table listing prices for cherry lumber in New York City.

Miscellaneous.

Table listing miscellaneous lumber prices in New York City.

Oswego, N. Y.

OSWEGO, July 31st, 1889.

Table listing lumber prices in Oswego, New York, including items like three uppers, pickings, and various grades of lumber.

Siding.

Table listing prices for siding lumber in Oswego, New York.

1x12 Inch.

Table listing prices for 1x12 inch lumber in Oswego, New York.

1x10 Inch.

Table listing prices for 1x10 inch lumber in Oswego, New York.

1x10 1/2 Inch.

Table listing prices for 1x10 1/2 inch lumber in Oswego, New York.

1x12 1/2 Inch.

Table listing prices for 1x12 1/2 inch lumber in Oswego, New York.

1x15 Inch.

Table listing prices for 1x15 inch lumber in Oswego, New York.

Shingles.

Table listing prices for shingles in Oswego, New York.

Pickets.

Table listing prices for pickets in Oswego, New York.

Lath.

Table listing prices for lath in Oswego, New York.

Albany, N. Y.

ALBANY, July 31st, 1889.

Hemlock.

Table listing prices for hemlock lumber in Albany, New York.

Pine.

Table listing prices for pine lumber in Albany, New York, including items like boards, joists, and various grades of lumber.

Buffalo and Tonawanda, N. Y.

BUFFALO, July 31st, 1889.

Norway.

Table listing prices for Norway lumber in Buffalo and Tonawanda, New York.

White Pine Rough.

Table listing prices for white pine rough lumber in Buffalo and Tonawanda, New York.

Table listing prices for various grades of white pine lumber in Buffalo and Tonawanda, New York.

Shingles.

Table listing prices for shingles in Buffalo and Tonawanda, New York.

Boston, Mass.

BOSTON, July 31st, 1889.

Western Pine—by car load.

Table listing prices for western pine by car load in Boston, Massachusetts.

Eastern Pine—Cargo or Car Load.

Table listing prices for eastern pine by cargo or car load in Boston, Massachusetts.

Spruce—by Cargo.

Table listing prices for spruce by cargo in Boston, Massachusetts.

Shingles.

Table listing prices for shingles in Boston, Massachusetts.

Burlington, Vt.

BURLINGTON, July 31st, 1889.

Table listing prices for various lumber products in Burlington, Vermont.

Table listing prices for Canada pine stock in Burlington, Vermont.

Table listing prices for Canada pine short boards in Burlington, Vermont.

Table listing prices for Canada pine sheathing in Burlington, Vermont.

Table listing prices for Canada pine stock in Burlington, Vermont.

Table listing prices for Canada pine stock in Burlington, Vermont.

Above prices delivered on a rate of \$30 per car load.

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1. Circular Saw Mill (heavy) with steam feed, 3 head blocks, to cut thirty feet.
2. Circular Saw Mill (heavy) with rope feed, 2 head blocks, to cut twenty feet.
3. Lane's Patent Lever Set Circular Mill, No. 1, to cut 25ft.
4. Two Law's Shingle Machines.
5. One Iron Pulley 5ft x 16in face.
6. One Iron Pulley 4ft, 2in x 15 1/2 in face.
7. One Iron Pulley 8ft x 14in face.
8. 52in Lffel water wheel, made by Jos. Hall Co'y good as new.
9. 30 1/2 in Lffel water wheel, made by Jos. Hall Co'y. G. order.
10. 14in Little Giant water wheel, made by J C Wilson & Co. Good order.
11. Wood Shaper (heavy) iron frame; wood top, two spindles and counter shaft; in good order.
12. Iron Planer, 28in x 28in x 8ft. Good order.
13. Iron Turning Lathe 28in x 14ft bed. Good order.
14. Iron Turning Lathe, rod feed, 8ft bed x 12in. Good order.
15. Iron Turning Lathe 15in x 8ft bed, screw feed; fair order.
16. Heavy Iron Boring Lathe 42in in gap x 8ft bed. Good order.
17. Bolt Gutter, cuts from 3/8 to 1in; in fair order.

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A NON-FIBROUS ANTI-FRICTION BOX METAL for Machinery Journal Bearings. Guaranteed Copper-Mixed, and to do work that no other metal can. Hardware Stores all keep it; if not order direct.

**ALONZO W. SPOONER, Patentee and Manufacturer, PORT HOPE, ONT.**

**SEALED TENDERS** addressed to the Minister of Finance, and marked on the outside "Tender for Couchiching Hotel Property," will be received at the Finance Department, Ottawa, up to and including Monday, the 12th day of August next, for the purchase of the property known as the Couchiching Hotel property, and better described as all and singular that certain parcel of land and premises situate in the township of South Orillia, in the County of Simcoe, Province of Ontario, containing 87 acres, more or less, being composed of lot No. 11 in the 7th concession of said township of South Orillia, and which said parcel is batted and bounded as follows: Commencing where a post has been planted at the southwest angle of the said lot: thence north 37 degrees, west 21 chains more or less, to Lake Couchiching; thence easterly and southerly, following the shore thereof to the limit between lots 11 and 12, thence south 60 degrees, west 24 chains, more or less to the place of beginning.

The property is beautifully situated on the shore of Lake Couchiching, and is well adapted for a summer hotel or summer residences.

The purchaser shall, upon notice of the acceptance of his tender, pay to the Receiver-General a deposit of 10 per cent. of his purchase money and shall pay the balance thereof within one month thereafter, without interest.

The purchaser must investigate the title at his own expense.

The government will not furnish any abstract of title or any deeds or copies of any deeds, or other evidences of title except such as are in the possession of the Receiver-General.

The purchaser must prepare the deed at his own expense and tender the same for execution.

The Minister of Finance does not bind himself to accept the highest or any tender.

W. FITZGERALD,  
 Ass. Dep. Min. of Finance.  
 Finance Department,  
 Ottawa, July 17, 1889.

**NOTICE.**  
**Weights and Measures.**

TRADERS, manufacturers, and owners of Weights, Measures and Weighing Machines generally, are specially requested to read carefully the following instructions and act accordingly:

1. The Weights and Measures Act provides for a regular biennial inspection of all Weights and Measures used for trade purposes, as well as for irregular inspections of the same, which may be made at any time when deemed necessary by the inspector, and it also imposes a heavy penalty on any trader or other person who willfully obstructs or impedes an Inspector or an Assistant Inspector in the performance of his duty under said Act, or who refuses to produce the whole of his Weights and Measures when called upon to do so by an Inspecting Officer.
2. Every trader, manufacturer and owner of Weights, Measures and Weighing Machines, when paying moneys to Inspectors or Assistant Inspectors of Weights and Measures for verification fees, is entitled to, and is specially requested to demand from the officer who makes the inspection, an official certificate ("Form O 6" with the words "Original for the Trader," printed at the head thereof) properly filled out and stamped, and also at same time to carefully ascertain whether or not the stamps attached to such certificate represent exactly in value the amount of cash

paid. Traders are requested to bear in mind that certificates of verification are of no value whatever unless stamps covering the full amount of fees charged are attached.

3. Owners or holders of these official certificates are specially requested to keep them carefully for two years, and in order to secure their safe keeping it would be advisable to placard them in their place of business in the manner in which ordinary License certificates are done; for it must be distinctly understood that all traders who are unable to produce their properly stamped certificates, when asked to do so by an Inspector or Assistant Inspector, may, in all probability, have to pay over again their verification fees.

E. MIALI,  
 Commissioner.  
 Department of Inland Revenue,  
 Ottawa, April 15th, 1889.

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 In the most recherche style and right prices at the  
**Lumberman Job Dept.**  
 PETERBOROUGH, ONT.  
 Write for Estimates.

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RELIABLE RAPID! CHEAP!

GUARANTEED TO DRY

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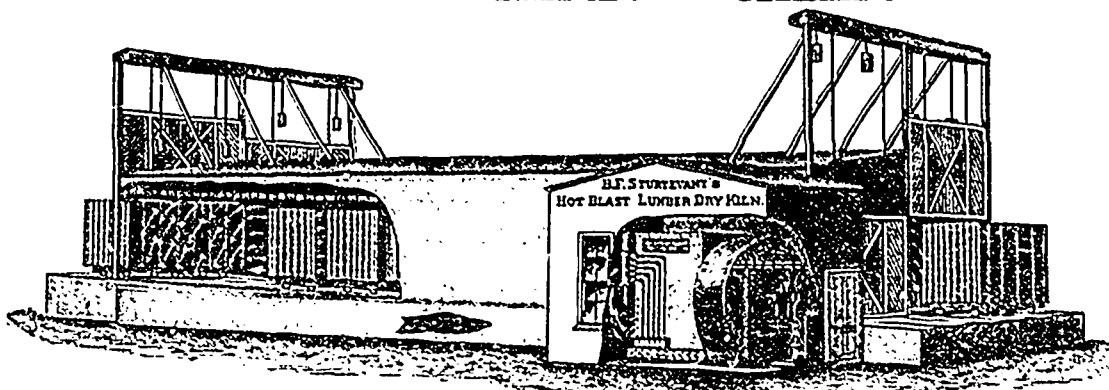
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ALL KINDS OF

HARD and SOFT WOOD LUMBER.

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B. F. STURTEVANT, Patentee and Sole Manufacturer, 34 Oliver Street, (corner of Franklin street) BOSTON, MASS., U. S. A.

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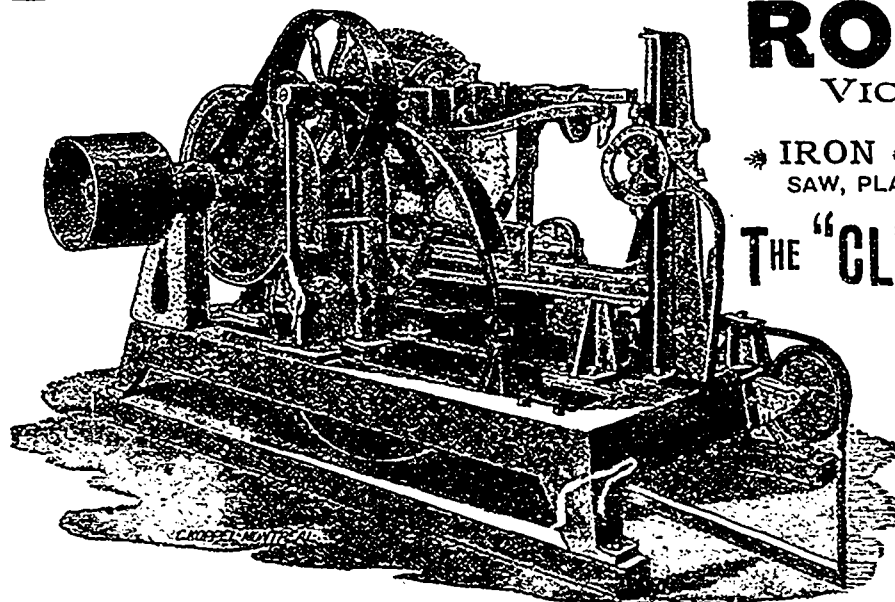
PARTICULAR ATTENTION GIVEN TO SPECIAL BELTS FOR LUMBER MILLS

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

### THE "CLIPPER" SHINGLE MACHINE

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

PRICE LIST: Shingle Machine \$300.00; Drag Saw complete \$800.00; Jointer \$40; Knot Saw Machine, \$27

LONGFORD MILLS, ONT., Nov. 24th, 1888.

ROBERT BRAMMER, Orillia.

Dear Sir - The two Shingle Machines we got from you are doing good work. They are the best machines we have ever had anything to do with. They are both fast and do good work and give every satisfaction. We have no hesitation in recommending your machines to any person in want of a good shingle machine. Yours truly, THE LONGFORD LUMBER CO., Wm. THOMSON, Pres.

To Whom it may Concern: This is to certify that I consider Mr. Brammer's make of shingle Machines has no superior. I have used the first one he made of the kind called the "Clipper" and several more since. The firm of Heath, Tait & Turnbull, of Huntsville, recently sawed in one day of eleven hours, one hundred and three and a half thousand with two of the machines, and the average during the season has been over seventy-two thousand per day. A. TAIT.

To Whom it may Concern: I purchased of R. Brammer his latest improved patent Clipper Shingle Machine, and have great pleasure in bearing testimony to its vast capacity and durability, and I have no hesitation in stating that it is the best machine I have ever worked, or have ever seen. THOS. B. TAIT, Gravenhurst. ORILLIA, NOV. 7th, 1889.

## ROBERT BRYANS



Pine Hemlock Bill Stuff Lath

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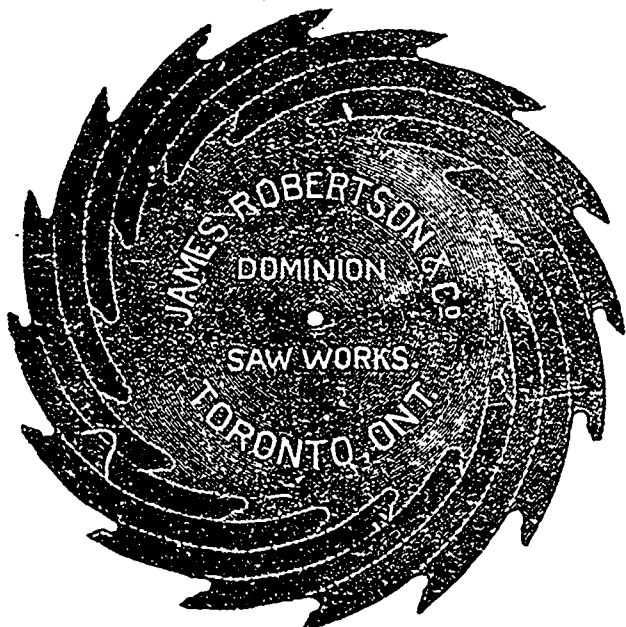
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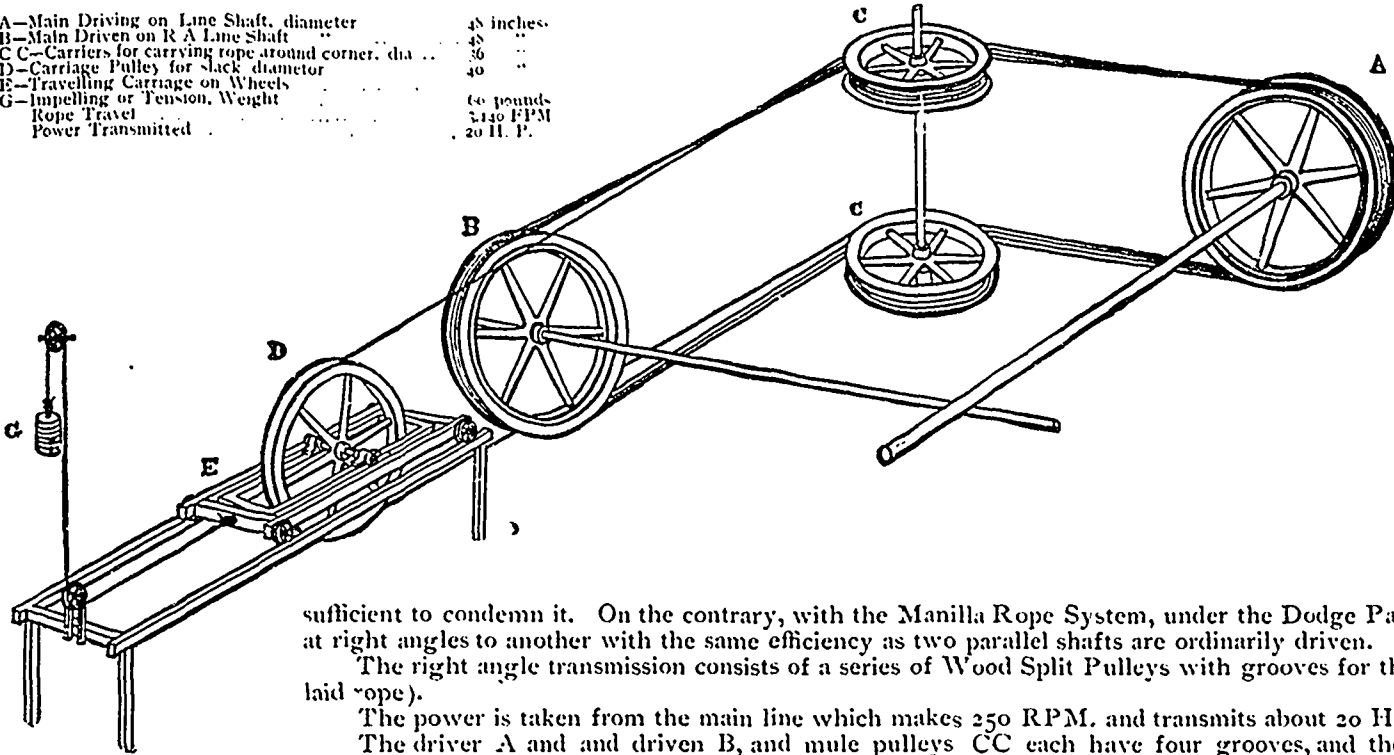
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# Rope Transmission of Power

» PATENTED. »

- A—Main Driving on Line Shaft, diameter 48 inches.
- B—Main Driven on R A Line Shaft 48 "
- C C—Carriers for carrying rope around corner, dia 36 "
- D—Carriage Pulley for slack diameter 40 "
- E—Travelling Carriage on Wheels 60 pounds.
- G—Impelling or Tension, Weight 2,140 FPM.
- Rope Travel 20 H. P.
- Power Transmitted



THIS illustration of Manilla Rope Transmission, is one of great interest to all manufacturers, inasmuch as it demonstrates the simplicity with which a shaft may be run at right angles to the driver and with little or no loss of power. It is a well known fact, however, that with gears there is a great loss of power from friction, and many other disagreeable points of contention; also with a belt and set of mule pulleys, there is a great loss by imperfect contact of the belt with the pulleys, journal friction, and other annoyances

sufficient to condemn it. On the contrary, with the Manilla Rope System, under the Dodge Patents, a shaft may be driven at right angles to another with the same efficiency as two parallel shafts are ordinarily driven.

The right angle transmission consists of a series of Wood Split Pulleys with grooves for the rope, (best manilla tallow laid rope).

The power is taken from the main line which makes 250 RPM. and transmits about 20 H.P.

The driver A and driven B, and mule pulleys CC each have four grooves, and the carriage pulley D has one groove. It will be noticed that the driver A and driven B act as winders, and the rope is wound from one to the other to get surface in contact; the mule pulleys CC are simply carriers, carrying the rope around the corner, and are so placed that the travelling carriage always keeps the rope at an even tension, so that the ropes will always follow the grooves, and the rope is thus guided to and from the driven, always keeping its alignment.

The merits of this system are its simplicity, great efficiency, cheapness, and wonderful saving in journal friction as compared with gears or a heavy belt with mule pulleys. For any information apply to

The Dodge Wood Split Pulley Co., 111 Adelaide St. W., Toronto.

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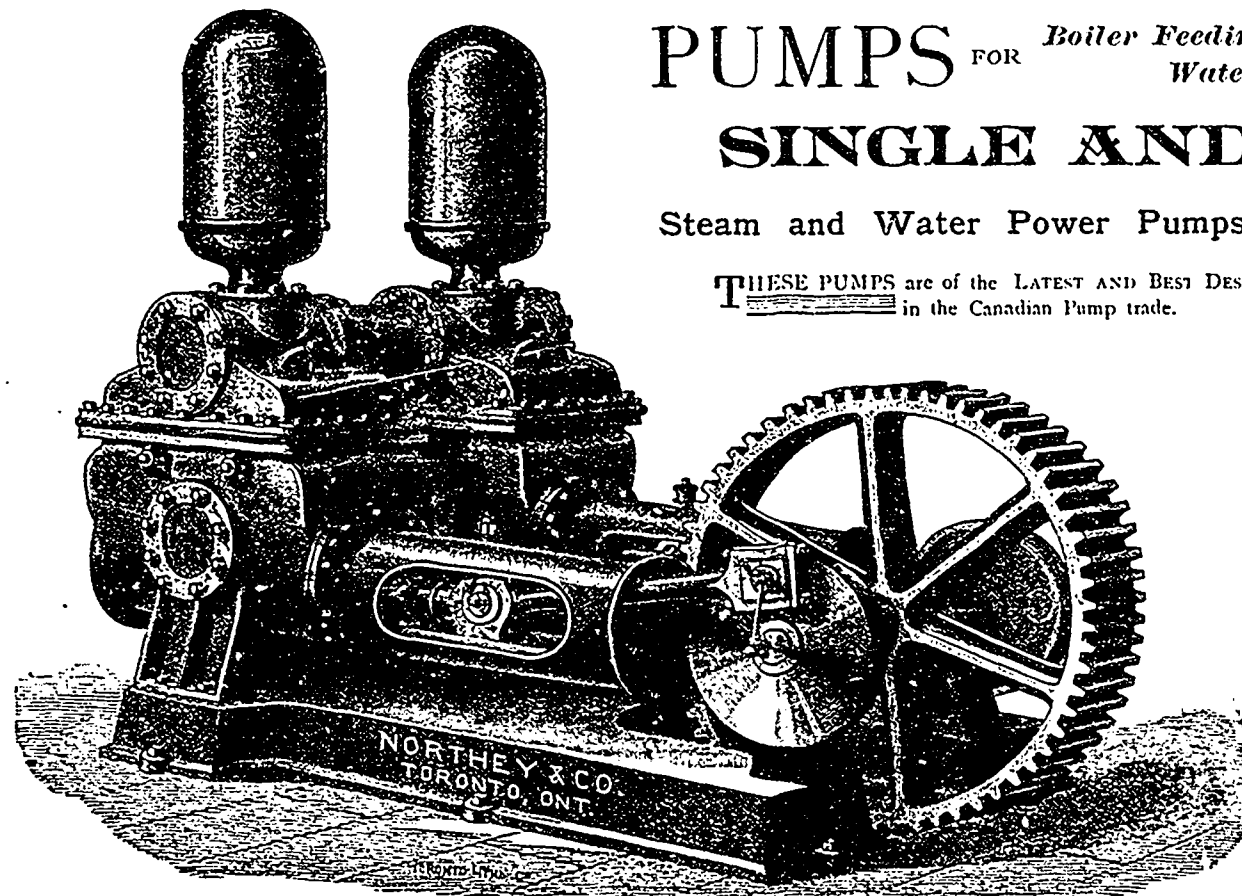
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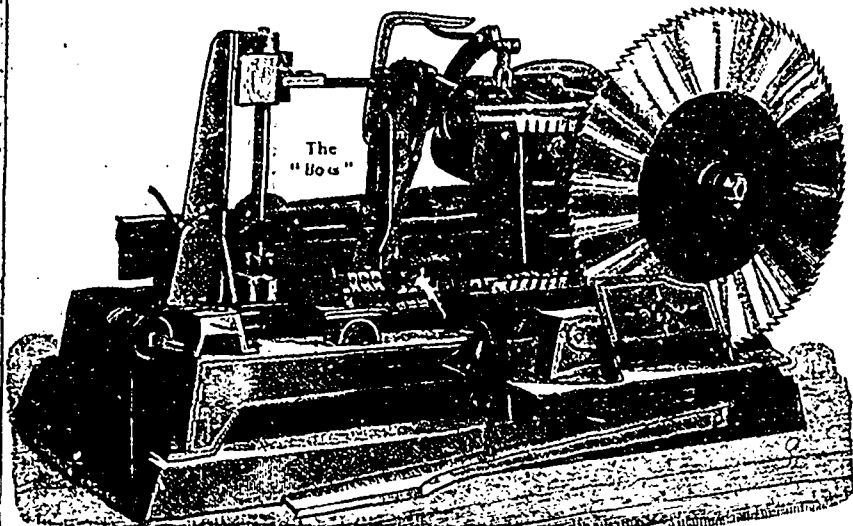
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