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WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIII.
NUMBER 2.

TORONTO, ONT., FEBRUARY, 1892

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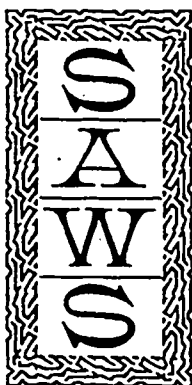
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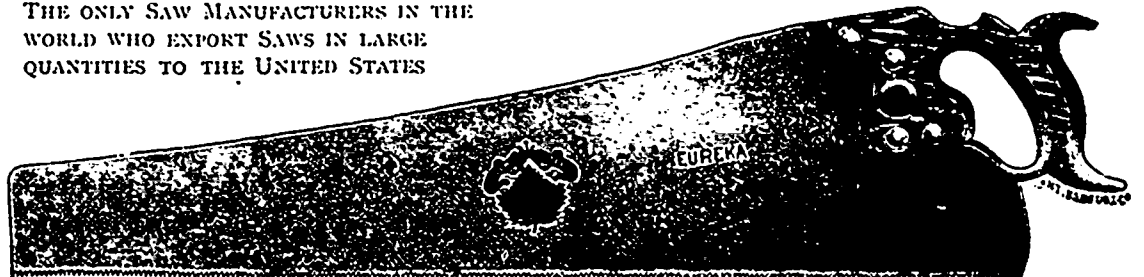
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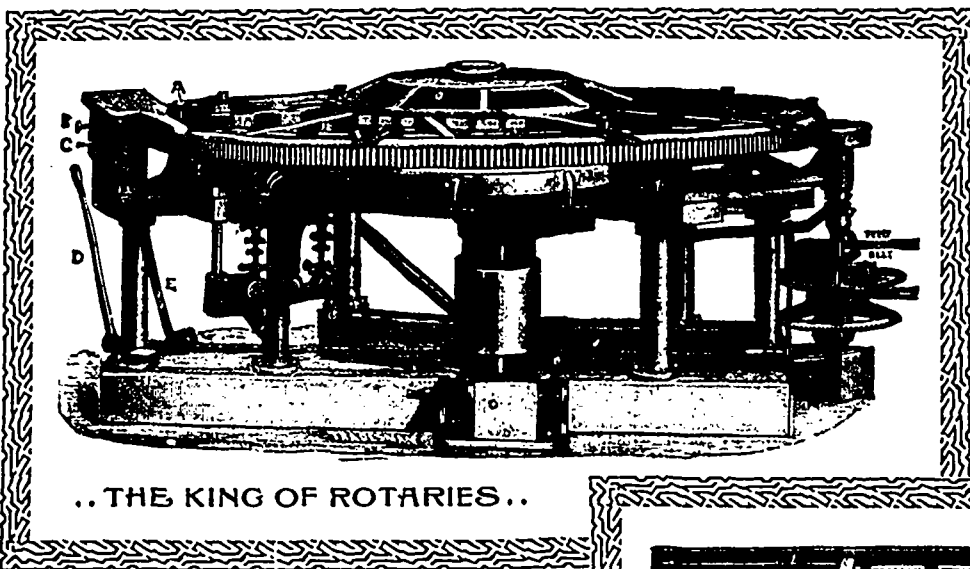
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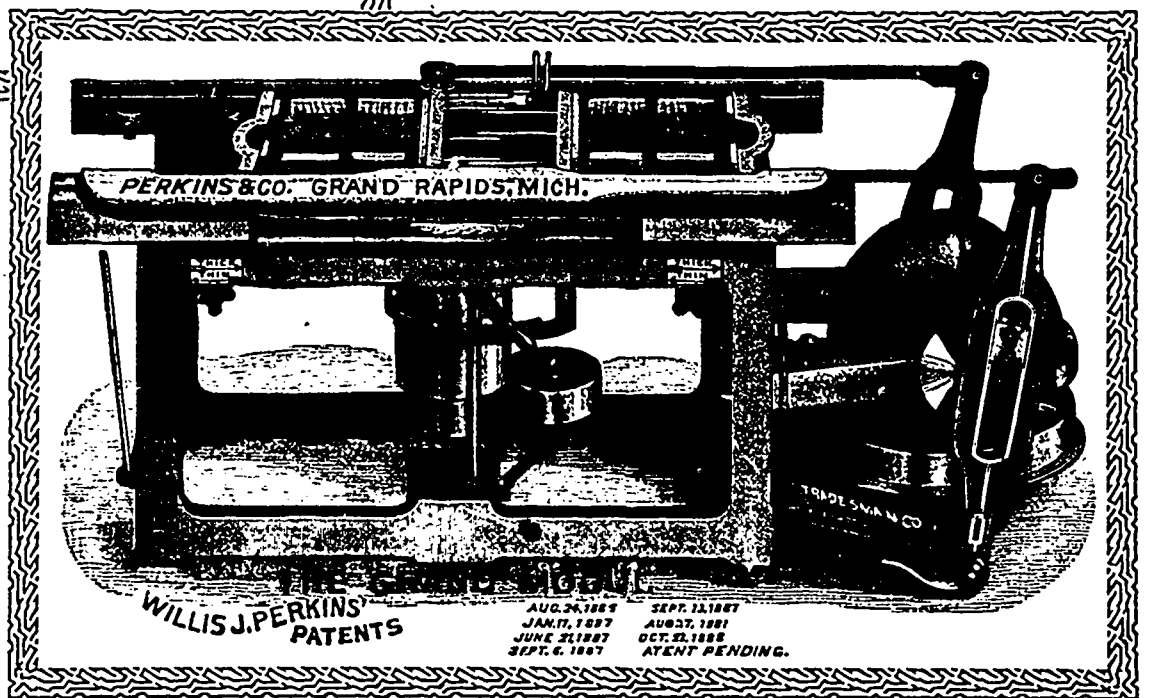
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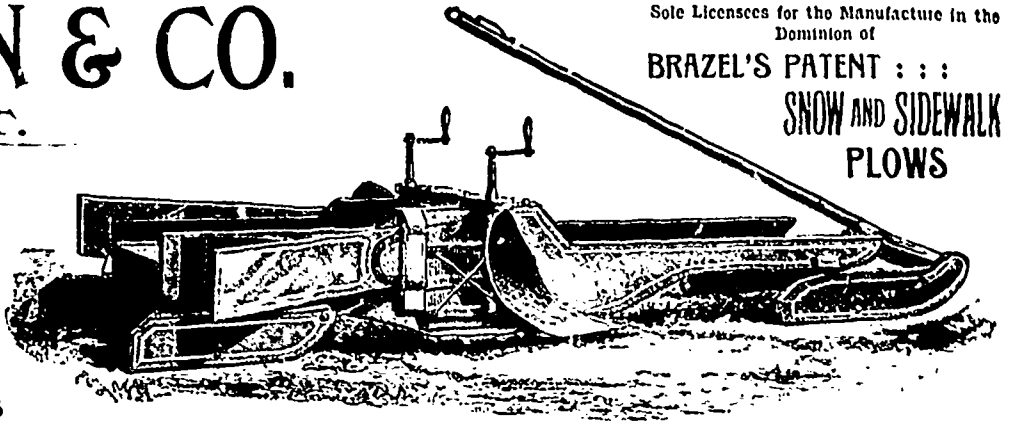
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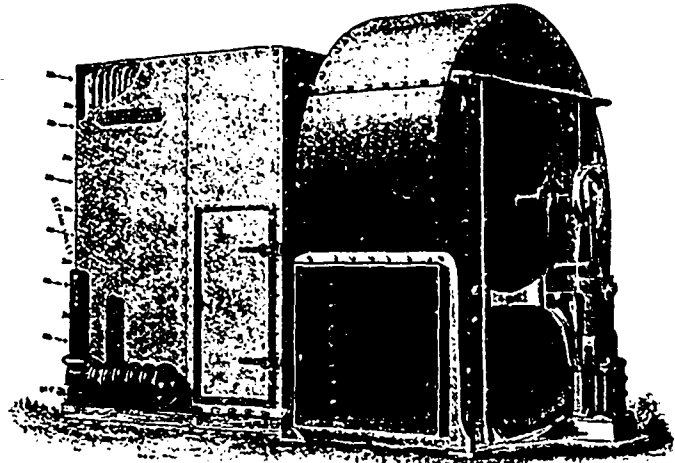
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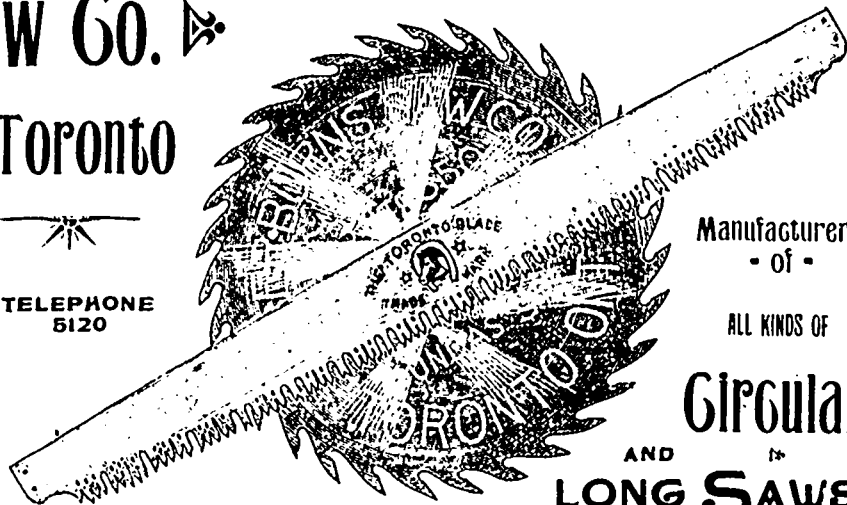
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THE CANADA LUMBERMAN

VOLUME XIII.
NUMBER 2.

TORONTO, ONT., FEBRUARY, 1892

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CHARACTER SKETCH.

MR. AUBREY WHITE

ASSISTANT COMMISSIONER OF CROWN LANDS FOR ONTARIO.

"The worth of a State in the long run is the worth of the individuals composing it."—John Stuart Mill.

THE Civil Service of a country should present to her citizens the highest type both of individual character, and capability and capacity for the best kind of work. Unfortunately for the well-being of country and people this is not the ideal that meets the vision of everyone. To not a few the Civil Service is little better than a harbor of refuge for the "halt, the lame and the blind" of politics, or an easy-going sinecure for certain practical politicians, who insist that the party, whom they have served long and loyally, shall reward them or their friends, at the country's expense, for this very loyal service.

There is more than tradition to give color to this view; but it is by no means a fair view. These conditions, it will be found, are the exception and not the rule. Whilst it is true that politics have sometimes outweighed merit in the competition for public office, at the same time, and particularly in the more important offices of the Civil Service, these offices are held by certain men because these are the best men for the office. It is hardly necessary that history should remind us that men like Chaucer, were in their day, in the employ of their country, this early poet having occupied the position of Commissioner of Customs and Inspector of Woods and Crown Lands; Milton was Secretary of the Council of State during the Commonwealth; John Stuart Mill was a trusted officer of the East India Service. The men of the Civil Service on both sides of the Atlantic, with few exceptions, do credit to their country.

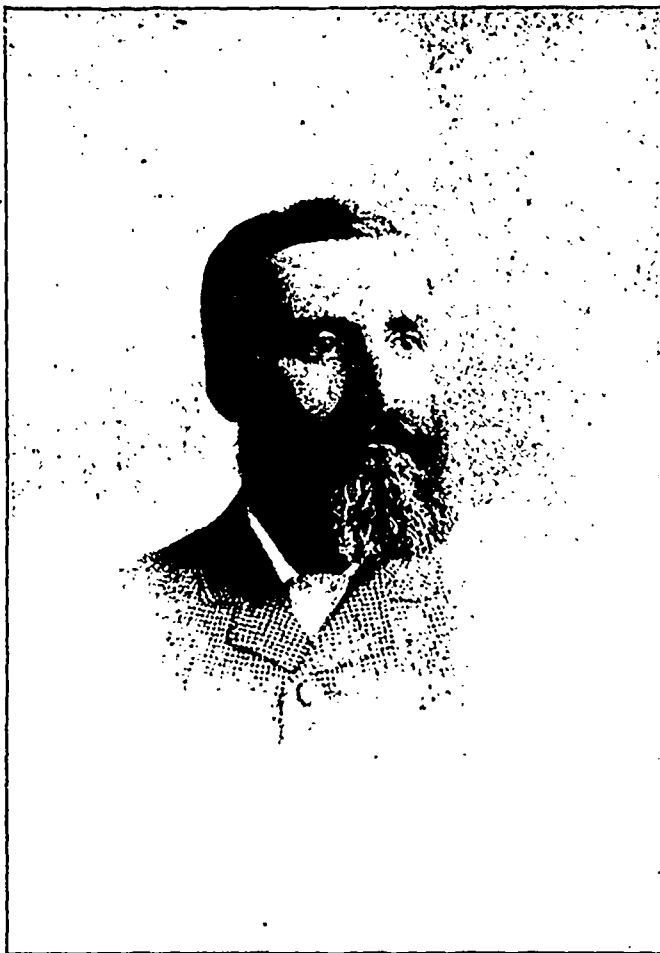
We have in Mr. Aubrey White, whose portrait we give this month, a representative of the best type of the Civil Service officer. He occupies the responsible position of Assistant Commissioner of Crown Lands of the Province of Ontario. The old Greeks were wont to say: "To become an able man in any profession three things were necessary—nature, study and practice." To the department of Crown Lands Mr. White has brought these attributes in an eminent degree. Of him, it may be said, he was "to the manner born," both as regards being an officer under the Crown, and in his service in this country as one whose place it is to have a large share in the management of our timber lands.

Mr. White was born in 1845 at Lisonally House, near Omagh, County of Tyrone, in the north of Ireland. He is the fourth son of the late David White, then of Lisonally House and Mountjay Forest, near Omagh, in which town Mr. White's father and grandfather were well-known lawyers. Like most north of Ireland men, the subject of our sketch is half Scotch, his mother being the daughter of Alexander Mackenzie, of Donaghmore House, Tyrone, who was, however, a native of the town of Dumfries, in the land of cakes.

Mr. White was educated at the Royal Schools of Rapoe and Dungannon, and "Dunbars," Dublin. His early ambition was to enter the navy, and he was, as was then the practice, "nominated for a cadetship," by the member for Tyrone, the Hon. Henry Corry, secretary of the Admiralty, in the Derby Government. After going up for examination at Portsmouth Mr. White was, owing to family misfortunes, obliged to abandon his intention of entering the navy, and had to commence the battle of life in another way. He appears, however, to have had a bias for serving the Queen, for we believe he took the shilling in the year 1861 and served two years,

when his discharge was purchased by his friends. The regiment to which Mr. White belonged, the historic "8th The Kings," which carries Niagara on its colors, was under orders for Canada during the Trent affair, and that, perhaps, gave his mind a turn in favor of Canada.

In 1863 he came to this country and went straight to Muskoka, settling on a lot on which part of the village of Bracebridge now stands. Muskoka at that time was a veritable wilderness, and Mr. White almost immediately gave up farming and went into the interior, trading with the Indians in the service of Alexander Bailey, well known to the early settlers as a successful trader. Mr. White next turned his attention to lumbering, commencing, he laughingly says, as a road-cutter in a shanty and a tail-sawyer in a small sawmill. When Dodge and Company commenced their extensive lumbering in Muskoka Mr. White entered their employment as an ordin-



MR. AUBREY WHITE.

ary hand, working up to the position of culter. He then resigned to go on an exploration survey undertaken by the Sandfield McDonald government to ascertain the character of the country between Lake Nipigon, Long Lake and the shore of Lake Superior, having been offered by the surveyor the position of chief explorer. On completing this work Mr. White entered the service of A. P. Cockburn, of the Muskoka line of steamers, and was wheelsman on the old Nipessing, the first summer she sailed Muskoka lakes. At this time he was offered a position on Professor Bell's staff of the Geological survey of Canada, but was obliged to decline. He was again asked to re-enter Mr. Dodge's employment as explorer, which he did, and remained with him and his successors, the Georgian Bay Lumber Company, being in charge of their very extensive limits, and later as their Muskoka agent, until they sold the limits of which he was in charge when he left their service.

He was immediately engaged by the Department of Crown Lands to estimate certain timber berths offered for sale in 1877, and on completing that work was placed on the staff of forest rangers, having supervision of Muskoka district. In 1878 he was appointed Crown Lands and Free Grant agent at Bracebridge, which position he acceptably filled, being familiar with every township in the agency. In 1880 he was brought to headquarters, at Toronto, as clerk in charge of forest rangers and the collection of timber returns in the woods and forests branch of the department. Mr. White spent most of his first winter going through the Ottawa country so as to be as familiar with the region as he was with the western part of the province. In 1883, when the boundary dispute assumed an acute form, he was sent to the Rat Portage country to represent the Department in timber matters, which gave him a knowledge of the resources of that region. In 1887 the late

Assistant Commissioner, Mr. Thomas H. Johnson, died, and the Hon. Mr. Pardee offered the position to Mr. White, believing his outside experience, with what he had acquired in the inside service, made him the strongest available man.

The Crown Lands is the most important department of the Provincial Government. Within its jurisdiction is embraced the management of the immense timber and mining resources that add so largely to the wealth of the leading province of Confederation. The country is fortunate in having at the head of this department a man of the strength of character and intellect, and practical ability, of Hon. A. S. Hardy. The very extent of the department, however, emphasizes the necessity of the Minister's assistant being a man of special training and experience, and undoubted competency. Necessarily in so large a department a considerable share of the work will fall on the Minister's Deputy, and we have yet to learn that Mr. White has failed to discharge those duties in a manner other than to gain the respect and esteem of all having business to transact with the Department.

LUMBERING IN BURMAH.

IN Burmah, East Indies, they run their saw mills all the year round. An annual rainfall of 120 inches is one of the features of that land. They cut teak with a circular saw. Lumber is sold by weight. It is used for ship and house building, and teak is the only wood the ants will not eat, and for this reason is the only sort of timber cut in that land of elephant-edgerman. Teak is worth, delivered on the dock, by the trunk of the elephant off-bearer—\$83.33 per thousand feet, as we measure lumber. Teak weighs forty-seven pounds to the cubic foot. Teak does not deteriorate or warp.

The timber in that country is owned entirely by the government. The government lease the forests to the millmen at a certain sum per log, which is imposed by government agents as the timber floats down the swelling rivers. Burmah has about twenty sawmills. The best and largest cut 60,000 feet daily. Although the government gets pay for every tree which falls, there is no attempt made to restrict the felling of timber and therefore teak is growing scarcer and more valuable each year. Elephants and buffaloes haul the logs to the banking ground, elephants roll the logs into the water, elephants haul the logs up out of the water and place them on the carriages; elephants carry the trimmings to the refuse pile, elephants slip their strong and flexible trunks about the finished timbers and deliver them f.o.b. to the docks from whence they are shipped.

CANADA LUMBERMAN, \$1.00 a year. *Subscribe now.*

CANADA'S LUMBER TRADE IN 1891.
A REVIEW OF THE BUSINESS OF THE YEAR.

THE GENERAL SURVEY.

THE lumber situation in Canada for the year 1891 is very fully reflected in the detailed reports from the several provinces of the Dominion, which we are enabled to present below. Nowhere can it be said that trade has been brisk.

The returns from Ontario tell of a reduced output for the year as compared with some previous years, and the causes which have led to this decrease are mentioned in our review of the trade of this province.

The information, which we sought to obtain for the benefit of our readers, covered not alone a question of the present, but also an effort to peep into the misty future. The word in this regard is encouraging. In answer to the question: "What stocks are being carried over this winter?" the replies have told generally of smaller stocks than for some years past. One of the largest operators of the Ottawa says, "very much less;" McClymont & Co., Ottawa, "much less;" the Collins Inlet Lumber Co., "150,000 less;" and only in a few cases is an increase reported. In fact, nearly all the piling docks are well cleared. This shortage of stock has already had the effect of stiffening prices and the spring trade will open with the market quite firm. Another favorable condition is the activity in the woods this winter, indicating confidence in the future on the part of our largest operators. The cut in the majority of the camps will be larger than for 1891. We asked: "Is the work in the woods in your district this winter likely to be in excess of last winter?" C. A. McCool answers, "About double;" S. & J. Armstrong, McKellar, "Double;" Burton Bros., Barrie, "20,000,000 excess over 1891;" Wm. Laking, Fesserton, "One-fifth more;" J. W. Howry & Sons, Little Current, "20,000,000 excess;" J. & T. Charlton, Little Current, "3,000,000 excess;" Cameron & Kennedy, Norman, "20% greater;" Parry Sound Lumber Co., Parry Sound, "Our cut will be 11,000,000;" McLachlan Bros., Arnprior, "10 per cent. excess." It is believed that in the Ottawa district alone nearly 5,000 men are to be found in the camps, as compared with about 3,000 last season. So the hope is for good prices an increased demand, and stock cut to supply the demand.

Quebec trade shows a noticeable curtailment compared with other years. This is to be accounted for, to no small extent, by the depressed condition of the English lumber markets for more than a year past. The official figures of the English Board of Trade tell of a shrinkage in lumber imports from Canada as follows:—

Hewn timber, 1890	£ 883,461
Hewn timber, 1891	703,604
Sawn wood, 1890	2,093,524
Sawn wood, 1891	2,013,452

Quebec shared, as did the Maritime provinces, in this depression. Lumbermen, however, are not disconcerted by these conditions, but view hopefully the outlook for the future, as the following from our own correspondent in the Ancient City, who is thoroughly acquainted with lumber matters, past, present and future, would indicate. He says: "Although the snow was very late in coming and considerable delay was caused in hauling logs, we believe that lumbermen, generally speaking, have been able to make up time lost by the fine weather and good roads that we have had since the snow fell. In the district of Quebec, with the exception of birch, ash, hemlock, tamarac and spruce, very little timber is manufactured; although a large quantity of spruce logs and some pine are got out every year for mills in the neighbourhood of Quebec. As spruce is doing better in Great Britain we have no doubt that a larger supply of logs than usual will be made this winter. From the Ottawa we learn that the production of square and waney pine will not exceed the estimated quantity; so that the Quebec trade as far as one can see is in a healthy condition. The manufacturers in Michigan and Ohio who have hitherto brought waney pine to this market are doing very little this winter, as the cost of standing timber is very high and with the manufacture, transportation and charges of different kinds no margin is left for profit at present Quebec prices. The Quebec houses are at present well represented in Great Britain, one or more partners from each

firm being on the other side of the Atlantic to look after the wants of their customers."

The report from the Maritime provinces says everything that need be said of lumber conditions down by the sea. The one regret is that no improvement in trade is to be noted.

Our returns from British Columbia are not as complete as we had wished, yet the information that we furnish under heading for this province will give a fair idea of conditions on the Coast in 1891.

ONTARIO.

The returns that we have received from the leading lumber sections of the province would indicate that the cut for 1891 was considerably less than that of 1890. This is to be accounted for to a large extent by the falling off in the Ottawa section, where the total cut was only about 175,000,000 feet, as against 325,000,000, the average of other years, representing a decrease of 150,000,000 feet. The circumstances that led to this abnormal decrease were somewhat varied. The season opened with large stocks on hand, and the policy adopted, apparently, was to clear these out, rather than work for a larger cut; and this was done, it is agreeable to say, at improved prices over past years. The strike of the millmen, lasting a period of four weeks, meant a curtailment of cut proportionate with the average working capacity of the mills for that length of time. Then the E. B. Eddy Co. and Pierce Co. were out of the race in 1891, so far as sawing lumber was concerned. The cut from the leading mills is as follows:

Perley & Pattee	36,000,000 feet
Bronson & Weston Co.	38,000,000 feet
J. R. Booth	22,000,000 feet
Buell, Orr, Hurdman & Co.	18,000,000 feet
McClymont & Co.	22,000,000 feet
Wm. Mason and Sons	6,000,000 feet

In the Georgian Bay, Parry Sound and northern districts about an average trade was done. Burton Bros., of Barrie, cut 15,000,000, which was about the same as the year previous. The Collins Inlet Lumber Co. cut 5,400,000, about 900,000 less than in 1890; Longford Lumber Co., of Longford Mills, 15,000,000, which does not differ materially from that of a year ago. A reduction is shown in the figures from the Parry Sound Lumber Co., which are as follows: 1891, lumber 7,500,000, lath 2,800,000, and 6,500,000 shingles, against 13,000,000 lumber, 4,300,000 lath and 7,200,000 shingles. Wm. Laking, of Fesserton, cut 3,500,000 feet, an increase of 500,000 over 1890. Cameron & Kennedy, of Norman, whilst located within the province of Ontario, represent in a large sense the lumber interests of Manitoba and the Northwest. Their cut for 1891 was 13,000,000 feet, an increase of 4,000,000 over 1890. This entire output goes to Manitoba and the Northwest. Shipments from this district in 1891 were about 65,000,000 feet, as against 45,000,000 in 1890. McLachlan Bros., Arnprior, cut 80,000,000 feet, which beats the record of the year anywhere.

QUEBEC.

We are indebted to Mr. J. Bell Forsyth, of Quebec City, for the statistics of the Quebec lumber trade that are embodied in the following review, the complete and accurate character of which reflects credit on the industry and ability of the compiler.

The year 1891 did not add strength to lumber affairs in Quebec. There was a considerable falling off in arrivals from sea, as the following figures show: 313 ocean steamers, 623,858 tons, against 341 ocean steamers, 642,874 tons the previous season, and only 251 sailing vessels, 233,327 tons, against 381 vessels, 320,093 tons in 1890. In the spring of 1891 the markets in Great Britain were depressed, and in many ports the stocks were heavy, an outcome in some respects of the stringency of the money market in England, and the strikes of the workmen in the building trades. The result was the arrival of a very small spring fleet, and the summer and autumn arrivals were also small.

Conditions in detail will be learned from a careful study of the following tables:

WHITE PINE.—The shipping merchants were fully stocked, and the market opened last spring without any demand, although some lots were offered at easier rates than would have been accepted at the close of 1890. As the season progressed an improvement both in prices and in demand took place, and a number of rafts

changed hands at fair rates. The quantity measured by the returns from the Supervisor of Cutlers' office has been exceedingly light, even less than the small supply of 1887 or 1888, and as a consequence the stock now wintering is a greatly diminished one. It is chiefly held for account of Quebec Merchants.

	Supply	Export	Stock
1891 { Square	1,072,002	4,715,120	2,943,680
1891 { Waney	1,730,609		2,048,898
1890 { Square	5,082,772	5,498,380	4,799,633
1890 { Waney	3,694,742		3,528,209

RED PINE.—The supply has been almost nil, far less than in previous years. This wood is not in great request and is becoming scarce.

	Supply	Export	Stock
1891	41,680	249,350	348,165
1890	324,702	355,520	612,918

OAK has been in less demand than usual, and though prices have been fairly maintained it will be observed that quotations for this wood are slightly reduced. The supply, export and stock wintering are lighter than usual.

	Supply	Export	Stock
1891	679,506	897,280	522,040
1890	1,227,982	1,119,160	753,566

ELM.—While the receipts have been about one-third less than the previous year, the stock now wintering is unprecedently light. This is one of those woods difficult to procure, unless high prices are given for standing timber.

	Supply	Export	Stock
1891	488,731	657,800	102,608
1890	611,582	530,260	459,501

ASH.—The demand has been very limited; stock wintering exceptionally light.

	Supply	Export	Stock
1891	101,060	130,320	21,357
1890	142,450	15,280	99,383

BIRCH.—This wood is easily procured and the supply is altogether regulated by prices offered. The wintering stock is about the same as last year.

	Supply	Export	Stock
1891	133,997	148,320	13,177
1890	224,752	493,740	13,752

STAVES.—Little to report in this branch of trade, shipment of staves having almost ceased.

	Supply	Export	Stock
1891 { Pipe	10	13	5
1891 { Punccheon	4	77	1
1890 { Pipe	11	77	34
1890 { Punccheon	8	142	21

PINE DEALS.—There has been a fair demand during the season, though it must be remembered that the quantity of pine deals sawn at or near Quebec has become extremely limited, most of the production coming from the Ottawa and Western Canada. The stock wintering is something heavier than last season, at the same time considerably under the average of past years.

	Supply	Export	Stock
1891	933,230	704,472	274,782
1890	878,810	1,075,992	246,015

SPRUCE DEALS opened rather heavily in spring, improved towards summer, and have been in fair demand since that time. The quantity wintering, although heavier than last year, is only slightly over the average.

	Supply	Export	Stock
1891	2,955,979	2,280,049	1,199,950
1890	3,839,914	3,975,576	774,020

SAWN LUMBER.—During the early part of the year the market was very much depressed for shipments to the United Kingdom, but later on it improved somewhat, and now the prospects are more favorable. The American market has not been as good as in former years, but the prospect for 1892 is more encouraging.

Pine is quoted at \$15 to \$18 per 1000 feet b.m. and Spruce at \$10 to \$12, according to quality, sizes, etc.

Freights opened at 18s. for timber, and 42s. for deals; closed at 25s. for timber, and 65s. for deals.

THE CARRYING TRADE.

The following are the arrivals and tonnage at the port of Quebec for the five years 1887 to 1891 inclusive:—

SAILING VESSELS FROM SEA.					
	1887	1888	1889	1890	1891
Vessels	393	318	392	381	251
Tons	295,912	260,301	326,706	320,093	233,327
OCEAN STEAMSHIPS.					
	1887	1888	1889	1890	1891
Steamships	287	244	324	341	313
Tons	541,324	484,449	596,598	642,874	623,858
LOWER PROVINCES.					
	1887	1888	1889	1890	1891
Vessels	425	447	371	442	519
Tons	193,136	231,518	196,269	241,242	275,084

THE MARITIME PROVINCES.

For the excellent review of the lumber trade of the Maritime provinces for 1891, which here follows, we have to thank Mr. J. B. Snowball, of Chatham, N.B., the lumber king of these provinces, whose annual wood trade circular is a document highly valued by lumbermen both at home and abroad.

The export of wood from New Brunswick again shows a large falling off, being 20,000 St. Petersburg standards less than 1890 and 58,000 less than 1889. Every shipping port in the Province shows a marked decline in business, but the largest decrease is from Miramichi, where the export was 8,000 St. Petersburg standards less than previous year and less than half the export of 1883.

The export of spruce from Quebec, New Brunswick and Nova Scotia for this season was 199,806 St. Petersburg standards, against 256,217 last year, showing a falling off of 56,411 standards.

The stock wintering here is 11,000 St. Petersburg standards in merchantable deals, against 10,000 standards last year; and 2,000 standards in logs, against 5,000 standards last year. The stock at St. John is computed to be 6,000 St. Petersburg standards of deals, etc., against 10,000 last year, and 2,500 standards in logs, against 14,000 last season. The stock at Nova Scotia ports is almost nil.

The winter operations in the forests are lighter than last year and to date we are without snow, and have had but little frost, but as both are fairly sure crops in this portion of Canada, but little uneasiness is yet expressed on that account.

The stumpage tax levied by the Government of New Brunswick continues to be about double that charged on spruce by other provinces of Canada which compete with the products of this province. The effect has been a gradual decline of the New Brunswick spruce trade, and a corresponding increase up to last year of that of both Quebec and Nova Scotia. The output of the latter province under the stimulus of its cheap stumpage advantages, in competition with this province, has had an exhausting effect upon its limited timber areas, and the maximum of its capacity to produce spruce deals appears to have been reached in 1890 when its export to Europe was 99,512,924 sup. feet against 69,159,000 sup. feet in 1884.

The Crown timber lands of New Brunswick are chiefly in its northern portion, where owing to the high altitude and in many cases mountainous nature of the country, and consequent excessive depth of snow, coupled with long rocky and difficult streams to drive, make it both tedious and expensive to get logs to the mills.

The Crown Land Commission appointed last year under an act of the Legislature to make a thorough investigation of the whole subject of administration of New Brunswick Crown Lands, is still conducting its enquiries, and it is hoped these will result in the Government adopting a more broad and equitable stumpage policy, and that New Brunswick will be put on an equality with the neighboring provinces as regards the stumpage tax.

SHIPMENS FROM PORT OF MIRAMICHI, SEASON OF 1891.

Shippers	No. Vessels	Tons	Sup. ft. deals, scantling, ends and boards.	Paling
J. B. Snowball	25	17,914	15,897,576	1,086,315
W. M. McKay	19	15,146	14,137,678	
Wm. Richards	22	15,308	13,662,413	20,275
D. & J. Ritchie and Co.	18	10,142	9,920,784	95,650
New Brunswick Trading Co.	12	8,907	8,591,443	28,725
E. Hutchison	10	6,803	6,134,878	481,800
Geo. Burchill and Sons	6	4,438	4,042,000	5,025
James Aiton	1	754	22,140	
Totals	113	79,412	72,408,912	1,717,790

J. B. Snowball, birch 183 tons, pine 27 tons, hemlock 119 tons. James Aiton, spool wood pieces 556,441.

DISTRIBUTION OF ABOVE SHIPMENTS.

Country	No. Vessels	Tons	Sup. ft. deals, scantling, ends, and boards.	Paling
Great Britain	49	38,429	34,777,814	1,608,850
Ireland	34	21,533	20,649,451	108,940
France	20	13,028	11,308,341	
Australia	2	1,745	1,562,266	
Africa	3	1,761	1,598,756	
Miscellaneous	5	2,916	2,512,284	
Totals	113	79,412	72,408,912	1,717,790

Great Britain, birch 183 tons, pine 27 tons, spool wood pieces 556,451. France, hemlock 119 tons.

SHIPMENTS FROM MIRAMICHI FOR 12 YEARS, FROM 1880 TO 1891, INCLUSIVE.

Year	Sup. feet	Sup. feet
1880—155 millions sup. feet	1886—72 millions sup. feet	
1881—128 do. do.	1887 68 do. do.	
1882—117 do. do.	1888—73 do. do.	
1883—149 do. do.	1889—110 do. do.	
1884—108 do. do.	1890 88 do. do.	
1885—87 do. do.	1891—72 do. do.	

DISTRIBUTION, BY PORTS, OF ST. JOHN SHIPMENTS, 1891.

Ports	No. Vessels	Tons	Sup. feet deals, scantling, ends, and boards.	Birch (tons)
Avonmouth	2	3,489	3,811,132	
Barrow	2	1,246	1,146,261	
Bristol	3	3,555	3,492,739	
Continent	15	10,857	9,786,577	
Fleetwood	4	4,012	4,457,056	
Glasgow	1	1,125	1,039,285	
Ireland	55	32,412	32,816,235	6
London	9	11,303	2,945,963	
Liverpool	35	44,461	40,403,639	4,998
Penarth, S.W.	13	10,512	9,466,369	
Sharpness	4	5,315	4,798,415	
Wales	12	9,287	8,079,011	
Totals	155	138,174	122,242,682	5,004

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 13 YEARS.

Year	Total sup. ft. Deals, etc.	Birch (tons)	Pine
1878	188,168,610	7,989	2,493
1879	153,279,357	11,548	3,237
1880	215,485,000	16,035	2,441
1881	210,281,730	5,134	1,734
1882	201,413,717	7,576	3,332
1883	181,517,932	11,778	3,883
1884	164,829,825	14,006	3,836
1885	152,543,026	13,769	3,686
1886	138,934,392	7,354	4,313
1887	118,450,590	5,197	1,587
1888	153,184,187	4,721	457
1889	180,167,488	7,221	487
1890	132,608,516	1,311	4,317
1891	122,242,682	5,004	

THE TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK IN 1890, COMPARED WITH 1891.

Ports	No. Vessels	Tons	Sup. ft. deals, etc.	Tons Timber
Miramichi	159	97,015	87,638,256	13
St. John	173	147,726	132,608,516	5,628
Bathurst	20	10,767	10,204,103	
Dalhousie (including Campbellton)	46	25,318	22,114,275	588
Richibucto (including Buctouche)	42	15,977	14,945,707	
Shediac	30	12,875	11,780,071	
Sackville (including Baie Verte)	29	14,199	14,074,000	
Totals	499	323,877	293,364,928	6,229

The trans-Atlantic shipments from the province of New Brunswick for the past ten years were:—

Year	Sup. feet	Year	Sup. feet
1882—376 millions	1887—250 millions		
1883—411 "	1888—277 "		
1884—333 "	1889—369 "		
1885—292 "	1890—293 "		
1886—276 "	1891—253 "		

SHIPMENTS FROM NOVA SCOTIA, 1891.

Ports	No. Vessels	Tons	Sup. ft. deals, etc.	Birch Timber
Amherst (Pugwash, Tidnish, Northport)	28	20,379	15,262,000	
Gold River	1	631	570,687	
Halifax	52	31,326	25,505,676	570
Parrsboro	28	27,503	24,760,273	
Pictou	13	9,120	2,797,000	5,152
Sherbrooke (St. Mary's River)	2	990	807,425	
Sheet Harbor	8	4,784	4,135,355	
Ship Harbor	2	1,647	1,404,253	
St. Margaret's Bay	7	3,838	3,361,073	
Totals	141	100,218	78,603,742	5,722

The shipments of deals from Nova Scotia to trans-Atlantic ports for following years were:—

Year	Sup. feet	Year	Sup. feet
1882.....85,752,000	1887.....82,959,589		
1883.....77,918,000	1888.....85,070,005		
1884.....69,159,000	1889.....92,605,488		
1885.....79,647,765	1890.....99,512,924		
1886.....87,280,125	1891.....78,603,742		

BRITISH COLUMBIA.

The development of the lumber resources of British Columbia within the past few years has been very marked. Located there to-day are a number of the

largest lumber concerns on the continent, richly capitalized and ably manned. No two opinions can exist as to the immense quantities of valuable timber that have an existence in this province. A large local trade has been developed, which grows with the growth of the country and its near neighbour Manitoba and North-West Territories. The larger trade on the Coast is with foreign countries, and its volume, for some years, will only be regulated by the prosperity of these countries. In 1891 this export trade was retarded by the civil troubles of the Argentine Republic, but these are happily on the mend, and also, in part, by the depression in commercial circles in Australia. The following figures from two or three of the larger mills will supply a key to the trade of the province:—

Moodyville Lands and Sawmill Co., cut 1891	20,000,000
exports to foreign markets	17,000,000
Moodyville Lands and Sawmill Co., local trade	3,000,000
Brunette Sawmill Co., New Westminster, cut lumber	13,328,875
" " " " " " " " lath	1,733,090
" " " " " " " " pickets	100,980
" " " " " " " " shingles	6,706,500

This company say: "We built our present mill in 1890, and nearly half the season was over before we got fairly running."

Mechanics' Mill Co., New Westminster, cut 1,200,000. Little or no logging is done in winter on the Pacific Coast.

SHINGLES.

The shingle market displayed considerable activity during 1891. We had occasion more than once to remark on the large home consumption, as well as the demand from the United States, where Canadian shingles found much favor. As indicating what is being done take returns from James Dollard, of Bracebridge, Ont., who cut in his own mill 8,000,000 shingles, and handled altogether 14,000,000. These all found a ready market in our own country. Mr. Dollard says: "I will turn out in 1892 in my own mill and others that I stock, about 20,000,000 shingles."

TRADE NOTES.

A. Robb & Sons, of Amherst, N.S., manufacturers of the Monarch Boiler and Hercules Engine, whose advertisement appears regularly in these columns, have been succeeded by the Robb Engineering Co., Ltd.

In another column will be found the business card of E. Stewart, D.L.S., who has opened an office in Manning's Arcade, this city. Mr. Stewart has had a wide experience as a dealer in timber limits and invites correspondence from those interested. His references are John Waldie, president Victoria Harbor Lumber Co., T. Long, ex M.P.P., of Collingwood, and Hitchcock & Foster, of Chicago, Ill.

The Dodge Wood Split Pulley Co., of Toronto, are in receipt of the following letter, which speaks for itself:—
Delhi, Ont., Jan. 8, 1892.

Dodge Wood Split Pulley Co., Toronto,
Dear Sirs,—In reply to your enquiry would say that the Rope Drive put in by you between our sawmill and planing mill has given entire satisfaction from the start.

Yours respectfully,
Quance Bros.

THE MUSICIANS' GUIDE.

Every music teacher, student or music lover should have this volume. It contains 212 pages of valuable musical information, with full description of over 10,000 pieces of music and music books, biographical sketches of over 150 composers, with portraits and other illustrations. Also a choice selection of new vocal and instrumental music, and other attractive features. Upon receipt of eight two-cent stamps, to prepay postage, we will mail free a copy of the Musicians' Guide, also a sample copy of Brainard's Musical World, containing \$2.00 worth of new music and interesting reading matter. Address The S. Brainard's Sons Co., Chicago, Ill.

THE case recently brought against the Province of Quebec Lottery by one Richardson has been dismissed with costs. It is said that certain individuals have made a determined attempt to lay their hands on the funds of this concern, which is legalized by the government of the province of Quebec, in the hope of striking a rich mine, but in this they have evidently been mistaken. This lottery has drawings twice a month, and extensive prizes are awarded. The management announce that all patrons and agents can rest assured that drawings will take place as usual and all prizes will be paid immediately on presentation of the winning tickets.



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BY--

ARTHUR G. MORTIMER

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ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foreign 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 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 on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. 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 affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four 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.

FREE TIMBER PROPOSALS.

THE Ways and Means Committee at Washington is moving in the direction of fewer restrictions on lumber. On the 23rd ult. a bill, drawn by Mr. Bryan, the Nebraska member, providing for the abolition of the duty on unmanufactured lumber, was formally considered, and an agreement reached which will be embraced in a report to be presented to the House at an early date. The bill provides that on and after October 1, 1892, the following articles shall be exempt from duty:—

Timber hewn and sawed, and timber used for spars in building wharves; timber squared, or sided wood, unmanufactured, not specially enumerated or provided for; sawed boards, planks, deals, and all other articles of sawed lumber; hubs for wheels, posts, last blocks, waggon blocks, oar blocks, gun blocks, heading blocks, and all like blocks or stocks, rough hewn or sawed only; staves of wood, pickets and palings; laths, shingles, clapboards, pine or spruce logs, provided that if any export duty is laid upon the above mentioned articles, or either of them, by any country whence imported, all articles embraced in this Act imported from said country shall be subject to duty as now provided by law.

Another point agreed upon in committee is that "when lumber of any sort is planed or finished there shall be levied and paid for each side so planed or finished 25 cents per thousand feet, board measure, and if planed on one side and tongued and grooved, 50 cents per thousand feet, board measure, if planed on both sides and tongued and grooved, 75 cents per thousand feet, board measure, and in estimating board measure under this schedule no deduction shall be made on board measure on account of planing, tonguing and grooving."

This clause is in the language of the McKinley Bill, but provides for only one-half the duty levied in that measure.

The bill further provides that paving posts, railroad ties and telephone and telegraph poles of cedar shall be dutiable at 20 per cent. ad valorem, and that sawed boards, planks, deals, and all forms of sawed cedar, li num vite, lancewood, ebony, box, grandilla, mahogany, rosewood, satinwood, and all other cabinet woods, not further manufactured than sawed, 15 per cent. ad

valorem, veneers of wood 20 per cent. ad valorem.

The movement, in short, is an assault on the McKinley Bill, which it is not unlikely will be severely criticised by many American legislators during the present year.

Whilst Mr. McKinley in his own State was victoriously elected, the complexion of the United States legislature is largely Democratic, and Democratic leanings are unmistakably in the lines of freer trade relations.

It is believed that nine-tenths of the lumbermen of the United States will oppose the passage of Mr. Bryan's bill, as also another introduced by the same member, providing for free salt. The Chicago Timberman is of the opinion that it is only possible to secure the defeat of these measures by the most perfect organization and a strong and determined fight. The general sentiment of the majority of the House is represented by our contemporary to be favorable to the passage of both bills.

We do not know that Canadians of any class view with particular favor the McKinley Bill, and it is becoming evident that the measure has a strong opposing force in the country of its adoption.

STRENGTHENING CANADIAN FORESTRY.

IT is not improbable that at the coming session of the Ontario Legislature, which convenes on the 11th of the present month, fresh interest will be given to the question of Canadian forestry in a bill that will likely be introduced by Hon. E. H. Bronson, who is eminently fitted, by natural gifts and long practical experience to deal intelligently and comprehensively with the question. It cannot be laid at the door of our provincial government that it has been indifferent to the importance of the immense forest wealth of the province, and under the watchful management of Hon. A. S. Hardy, the Minister of Crown Lands, much careful thought has been given to this department of the government. Still everything that might be done has not been done. We do not know but that this is the fault of the people rather than their rulers. The utilitarian spirit of the age controls the actions of many men in so large a degree that if some immediate practical purpose cannot be served no large consideration is given to the concerns of the future. In regard to our timber interests this is the general policy that is being pursued. The country is rich in timber resources; let us fell the timber as rapidly as we can now, while it is day; get it into the market and turn it into cash, for the night cometh, when the present generation at least, cannot work the forest wealth of the country. This will hardly be termed a parody on the facts as history gives them to us to-day. On this point Mr. Bertram and Mr. Little, though holding divergent views on the trade question in general and the lumber problem in particular, both agree. The former, in an interview in these pages some months since, said, one main difference between the United States and the Canadian lumberman working our timber limits is the rapidity with which the former will clear the woods of all standing timber. He will lose no time in getting every tree felled and marketed. The Canadian will go about the business more leisurely. Mr. Little warns us that if the depletion of our forests goes on at the rate of the past few years these forests will soon present little better than a barren waste.

Making necessary allowance for what may perhaps be an error in calculation in this matter enough is assured to make clear to every thoughtful citizen, that unless at some point in the near future, intelligent and workable methods of retaining or reproducing our forest wealth are adopted, the country itself and future generations will be the losers.

We may not think it necessary to go nearly as far in this matter as is done in European countries; France, for example, having expended \$30,000,000 in re-forestation, and is likely to spend that much more to reclaim its farming lands. But be it remembered, that this step became necessary, simply because of the wide rein that was given by the State to timber owners, when a plethora of timber was in existence.

The most instructive example of scientific forestry is found in Germany. Her forests cover about 8,153,946 hectares, or 23.4 of the total surface of the country. One-third is devoted to deciduous trees, and the remainder to the conifers, German forestry methods seeking to

prove a help, in place of a hindrance, to agriculture. The State ownership in these lands is about 29 per cent., that of town and village communities, 16 per cent., and private owners 55 per cent. The State takes a high view of its relations to these lands, regarding them as a sacred trust in which the interests of people yet unborn are to have equal weight with those of persons now living. We have here a view that finds its opposite in the utilitarianism of this country.

Great care is given to the administration of forest lands, a department in charge of the Minister of Agriculture, who is immediately represented by the Chief of Forest Service. The plan of management is thoroughly German, and perhaps in no other country could the work be conducted in the same exact scientific spirit.

The timber cannot be felled at the "sweet will" of every man who sees in the standing timber a mine of wealth for himself. The amount of timber for which a given forest area may be safely drawn upon is fixed by the government. Details of management, carefully reached by calculation from reliable data, are put in black and white for the executive officer of the range; and perfected arrangements are carried out for the periodic revisions which occur at intervals of five and ten years.

The officers in charge of the forestry management of Germany are as perfectly drilled in their particular work as are the military officers of this most military of countries in matters pertaining to their vocation. There are 681 officers of the executive staff, who are called Oberforsters. The greatest pains are taken in the selection and training of candidates. A candidate must be a graduate from a gymnasium, and then put in a year under an Oberforster of experience; he must be at least 22 years of age; able to pass certain moral and physical tests, and be able to show that the state of his finances will warrant his undertaking the cost of his subsequent training. A year is occupied in obtaining a general knowledge of planting, felling and protecting forests. Then follows two years of severe study at one of the forest schools, followed by a year of jurisprudence and political economy at some university. All this leads up to the first State examination. If successful here another siege of hard study in more practical forestry lines is required, when the formidable final examination, partly in and partly outdoors, on land, political economy, finance, forest policy, organization of service, and the laws and lore of hunting, is undertaken.

The advancement in forestry ranks after this is not particularly rapid. We fear that the average Canadian would weary in his effort to "get there." But absolute mastery of one's calling is a 'sine qua non' of German educational methods in any line.

It may be claimed that no method approaching, even in a minute degree, the elaborate character of the German system, is necessary or applicable to forestry work in this country. We have to remember, however, that no sound system of any kind can be evolved from an ideal that rests on a low plane. The German ideal is high, but it is most complete, and we cannot dig into it and fail to extract much that must prove helpful to us on this continent. In India, where the soil, climate, social political and economical conditions, species of trees, etc., dealt with, were as diverse as possible, it was the German system, with some modifications, that was made successfully applicable to the forest service of that country. It would be strange if from this system something could not be learned to help Canadian forestry.

TARIFF PROBLEMS.

THE paper by Mr. Wm. Little, of Montreal, covering two pages of this number of the LUMBERMAN, is probably the most complete review of the duty question, favoring a renewal of the export duty on logs, that has yet been published. Mr. Little has for years been a close student of the economic side of lumber matters, and possessed of a wide experience as a large operator in lumber, his opinions will necessarily carry weight. It is doing no injustice to the line of argument pursued with so much vigor by this writer to say that he has always been an uncompromising advocate of absolute protection to Canadian forests. He is just as thoroughgoing a believer in "Canadian markets for Canadian

umber," as Mr. Huyett is in "American markets for American lumber." When the export duty on saw logs was \$1.00 a thousand and the United States import duty on sawn lumber \$2.00, he considered that a great injustice was being caused to Canadian interests, and took no inconsiderable part in having the export duty on logs increased to \$3.00. It was shortly after this, of course, that the Government abolished the export duty altogether. Mr. Little now pleads with all the earnestness of his nature for a renewal of the duty to its former figures.

Mr. Little's leanings, we suppose, in matters of trade generally, as indicated by his discussion of the lumber situation, are towards protection of native industries, rather than in the direction of freer trade relations with other countries. And this is really the broader question that in nearly all the leading countries of the world is receiving, more than any other question, the consideration of their ablest statesmen. The time does not seem far distant when in Great Britain, United States and Canada, not excepting other European and American countries, an upheaval of tariffs and trade relations will take place, that by our grandfathers would have been considered as impossible as crossing the Atlantic to-day in Diogenes' tub. But this is an age when history is made rapidly. What these changes will be it would be entering the field of prophecy to predict. In our own country there are various economical views being promulgated. Protection to native industries is the policy of the government in power, and opposed to this view are the free-traders, who would make commerce as free as the air we breathe. There are those whose programme is a tariff for revenue only. Reciprocity with the neighboring republic is a policy that has no inconsiderable following, whilst a form of protection that has lately been advocated with much vigor is that favoring reciprocal arrangements with the Mother Country as against the United States.

Great Britain, perhaps, shows no serious intention of going back on her record as the great free trade country of the world, and yet there are internal rumblings of dissatisfaction with the condition of at least some of her manufactures, and changes are coming over her trade relations with other portions of the world. The question of what is best and wisest to do, taking the broad view, which Great Britain has ever done, is being asked.

The United States has her own share of tariff problems, and her policy of protection to native industries has been carried to far enough extremes to commence in some cases to rebound on those who have hitherto been its most zealous apostles.

Good will come of the fullest discussion that can be given to these questions in Canada and everywhere. There need be no occasion for those who differ with each other adopting the school-boy role and commence calling names. Let the discussions among ourselves and with other countries be conducted with manly dignity and independence. No occasion can call for inuendo or bitterness.

Reaching out somewhat broadly in the trade discussion, and viewing the lumber question from different ground to Mr. Little, is the supplementary article to that of last month, which we publish elsewhere in this number, by Mr. John Bertram, of this city. Mr. Bertram discusses mainly the lumber question, but the article is likewise suggestive of the view that he takes of the trade question in its broader light, particularly in its relations to "the dwellers on this broad continent."

The columns of the CANADA LUMBERMAN, we need hardly say, are open to our readers for a full and liberal discussion of the trade question in which as lumbermen we have a deep interest.

QUEBEC TIMBER SCANDALS.

THE timber trade has not escaped the meshes of scandal that have surrounded political affairs in this country for some months. Interest during the past month has centered chiefly in Ottawa county. The allegation is that during the past three seasons fees to the amount of \$92,000 were remitted to certain lumbermen doing business in that county—monies that rightly belonged to the Quebec treasury. Under instructions

from the DeBoucherville government, Mr. Kemp, inspector of crown lands and timber agencies for the province, has been investigating the charges, and his report will be considered by the Royal Commission now investigating Quebec affairs in general.

J. B. Charleson, chief forest ranger for the province of Quebec, has proffered the following explanation. He says: "It is true remissions have been made, but they only amount to about \$51,000 and a special remission of \$20,000. The remissions are of three classes. The first was by special order and was based on the demands of the lumbermen that small logs, under 12 inches, of red pine should not be charged at the same rate as the larger logs. The lumbermen complained that the fees were 40 per cent. in excess of what they were under the previous government, and that under the previous government the small logs were put in as cord wood. The Mercier government considered the complaint a fair one, and agreed that all small logs of 11 inches and under of red pine should go in at the price of spruce. The special remission was \$15,000 allowed by the government to Gilmour & Co. as compensation for the amount paid by them to Father Paradis in his famous suit against them, Mr. Mercier believing that the verdict was a snap verdict. The other \$5,000 was for the removal of burnt timber. The total amount of dues in the last four years amounted to \$2,800,000, and it will thus be seen that the remission did not amount to more than 2 or 3 per cent. With regard to the remission for burned timber the government, to encourage the removal of burnt timber, and to keep under the boring worms that get into burned standing trees, had reduced the fees from \$1.30 a thousand to 65c. With regard to remission for shortages, the facts were that the lumbermen found that the amount figured in logs by cutters did not pan out in board measure in the yards, and this being the fact the government could not do otherwise than make a remission of fees for the difference. Some of the lumbermen pay as much as \$84,000 a year, and their remissions in the four years would not amount to much over \$8,000."

LUMBERMEN SPEAK.

WOULD entire reciprocity in lumber prove an advantage to the lumber trade in Canada? This is one of a number of different questions embodied in a circular sent by the CANADA LUMBERMAN within the past month to leading lumbermen in the different sections of the Dominion. The other enquiries treat mainly of the cut of the year, where our lumber goes, work in the woods, and the outlook of business for another year, and are dealt with in the annual review of the lumber trade of Canada elsewhere in this number of the LUMBERMAN.

The replies to the enquiry on reciprocity are of the most pronounced character. Fully 95 per cent. of the trade, without regard to locality, have replied in the affirmative. Some of these have added emphasis to their replies in such words as, "most decidedly," "undoubtedly," "certainly," "very much," "no doubt about it," "Yes, by all means," and similar expressions of approval. The letter of J. T. Schell, of McPherson & Schell, of Alexandria, Ont., that accompanied his replies in circular form, goes more fully into the question than do some of our other correspondents, but it is unmistakably favorable to free trade.

It has not been without some effort and expense that the CANADA LUMBERMAN has collected the information here given on the subject of reciprocity in lumber, as well as that bearing on other important phases of the lumber trade, and printed in these pages. This line of work comes directly within the province of a paper of the character of the LUMBERMAN. What our readers want is correct and comprehensive data on which to build intelligent and workable plans for the healthy development of the lumber industry. Mere theory will not do this, nor will the 'ipse dixit' of any one man, nor any number of men. "Cold facts," as some one else has expressed it, is what we are all anxious to get at; and from these "cold facts" we can safely trust the lumbermen and millmen of this country to draw with wisdom and act with judgment. We leave the facts presented in this number of the LUMBERMAN to their consideration.

EDITORIAL NOTES

MALDEN lumbermen are particularly interested in a case set down for trial at the coming term of the supreme court in York county. Albion W. Rowe, of Cornish, claims to have had lien on about a million feet of logs which Jesse Sanborn had rafted in that town; and that while the lien was still on many of the logs came down river and were worked into lumber. The question to be fought out at this time is whether a lien can follow logs down a river and through the process of manufacture. A case of this nature has never before been tried in that state.

An English lumber journal remarks that "during 1891 only one sailing vessel arrived in Hull from British North America with a cargo of wood, two sailing vessels brought extract of bark, and four vessels arrived with pine deals, etc., from Montreal. For the second year in succession we have had no imports direct from Quebec. When our trade with that port was first established cannot now be accurately ascertained, but certainly from the middle of the last century we had summer and autumn fleets, some of the latter not arriving home until the early spring, and all the finest Hull ships were more or less employed in it. A remarkable change has, however, come over the trade."

SAILORS and negroes, if we except the highland Scotchmen, are perhaps more prone to superstitious thoughts than any other class of people. Many good stories are told of the idiosyncrasies of these classes along these lines. Here is one that bears a relationship to the timber trade. A cherry tree in a colony of negroes down south bloomed recently, and an old colored woman, who is credited with supernatural powers, declared that it was an omen of the approaching end of the world. The colony became excited, held religious services and waited for the end. But two weeks passed and the excitement began to subside. Then several trees bloomed, and all the negroes in the colony packed their household goods and left the place.

THE northern sections of Minnesota, into which Michigan lumbermen are commencing to move, is pictured as one of the richest pine timber countries in the United States. It lies close by our Rat Portage territories, the only dividing line being the Rainy river. The climate is not cold, except in the higher elevation of land, but is of a steady and comfortable temperature. White poplar grows in abundance, and of good quality and size. As much as 25,000 feet will sometimes be found on an acre. This timber makes fine barrel stock, and large quantities of it are shipped to Rat Portage to be used by the extensive flour milling concerns that are located in those territories. It is estimated that in northern Minnesota there are at least 100,000,000,000 feet of standing pine, as well as other valuable timber.

THE year 1891 has been declared an "off year" for yellow pine manufacturers. Hope was big, but the actual did not materialize at any point. When prices were expected to advance they simply sagged, and when orders were looked upon as certain no demand existed. The Northwestern Lumberman, which is disposed to read its brethren of the yellow pine section a lesson, says: "In summing up the past year's business, the ledger may show a blank line on the credit side of profit and loss, but for those who have kept a journal of experience a credit will appear at the final posting which will prove in a majority of cases more beneficial than dollars and cents, and will prepare the way for a dividend at the close of the present year, whether the long expected revival in trade comes or not. In short, while travelling a rough road, we learn more about careful driving in going one mile than in covering twenty miles of smooth road, on which a blind man would not stumble.

THE NEWS.

ONTARIO.

—Joseph S. Wallis, lumberman, Port Carling, has replaced a 20 h.p. boiler with a 65 h.p.

—The sawmill of George Esterbrook, at Tweed, Ont., was destroyed by fire on the 26th ult.

—Messrs. Bryan, of Collingwood, have completed a new planing mill and commenced operations.

—Thornton's shingle mill, Tamworth, Ont., has been destroyed by fire. Insurance, \$1,100.

—Dan McArthur, a Canadian woodsman, working at Sault Ste. Marie, Mich., was brutally murdered in a saloon on the 14th ult.

—Lumber exports from Ottawa to the United States for the last quarter of 1891 were \$475,000. This is an increase over a corresponding period of a year ago.

—Thousands of cords of pulpwood are being cut throughout the Parry Sound and Muskoka districts this winter. Near Rosseau there are over 200 men engaged in the work of cutting.

—A terrible accident happened at Hale's Camp, north of Chelmsford, Ont. A sawlog rolled over a French lumberman, from the chest down, crushing him in a terrible manner. He was taken to Mattawa hospital.

—The Trehewey Falls Shingle Mill (water-power, built 1891) with stock of logs, timber, camp equipments, etc., are to be sold. R. H. Meyers, of Bracebridge, is winding up the estate, from whom all particulars can be learned.

—Large numbers of men in the lumber camps in Georgian Bay and neighbouring districts are said to be suffering from la grippe. Many deaths are reported, and in some camps the extent of the epidemic is completely demoralizing the season's work.

—J. R. Booth is at present placing another large English gate-saw into his mill at the Chaudiere. Men are now engaged building a pier 20x20, upon which the new saw will rest. The water channel beneath the mill is almost blasted out, and in the course of about two weeks the improvements will be completed.

—The following troubles in the lumber trade of Toronto are reported: W. N. Cronk & Co., called a meeting of creditors; James Hanna assigned to E. R. C. Clarkson, liabilities \$7,000, assets, \$6,000; Allan C. Thompson assigned to Robert T. Jenkins, liabilities about \$10,000; J. J. Carruthers assigned to J. H. McArthur.

—The rebuilding of Buell, Orr & Hurdman's mill, Ottawa, is rapidly being completed. The greater part of the new machinery to be used in the mill has arrived, among which are two gigantic watersheds, which will soon be placed in position. Three new hand saws and a wick's gate will be added to the present machinery, and a pier is being built, upon which the latter will be placed.

—An iron pulley on one of the dynamo machines in the new electric light station at Toronto Junction recently burst while running at full speed. The fragments flew in all directions, but the attendants miraculously escaped unhurt. The pulley was at once replaced by a Dodge Wood Split Pulley (ordinary stock), and the attendants now feel somewhat safe again. Moral: use Dodge pulleys.

The wholesale lumber firm of W. N. McEachern & Co., of Toronto, have dissolved partnership. S. J. Wilson & Co., representing one party to the old partnership, continues business at the old stand, and W. N. McEachern has taken an office in the Canada Life Building, handling the same lines of lumber as of old. His business announcement appears in this number of the LUMBERMAN.

—Reid & Co. have secured the contract to supply the wants of Toronto with sidewalk plank and scantling for the year 1892, which means 4 to 5 million feet; and we understand from them that they are now prepared to receive propositions, and to make contracts with parties who will be getting out this class of material for next season's delivery. It will be composed of 2 in. sidewalk plank, gang saw, and 4x4 scantling. We would suggest to the mill men to make an early bid for part of the contract.

—Notice is given that an application will be made at the next session of Dominion Parliament for an act incorporating a concern to be called the W. C. Edwards Company, for the purpose of carrying on in Canada, the United States and elsewhere the business of lumber merchants and manufacturers of timber and lumber in all the branches, with power to acquire the partnership business and property now owned by John Archibald Cameron, of William Cameron Edwards, of Rockland, John Cameron Edwards, of Ottawa, and James Wood, of Rockland.

—Lumbering operations are active at Penetang. The C. Beck Manufacturing Co. will take out a large quantity of logs from their limits up the lakes, and are also getting out a heavy stock of logs in the township of Tiny. They expect to run their large mills their full strength, as soon as navigation opens. Davidson, of Highland Point, is putting in good work in the woods. Logs are being delivered at McGillibon's mills for next season's cutting. W. H. Belyea is getting out a large quantity of cordwood for shipment to Toronto and Hamilton.

—The interests represented by the Wood, Pulp and Paper syndicate are very large, as their mills will during the present winter use not less than 20,000 cords of spruce wood, producing daily more than 100 tons of dry pulp. The pulp makers of the U. S. recognize that their only resource, when the supply on their side the line is exhausted, must come from the Canadian forests; and already the agents of the new syndicate are in the Georgian Bay territory, buying spruce forests by the hundreds of acres. The cutting and preparing of the wood for shipment will be contracted to Canadians.

—The woods at Rat Portage are reported to be swarming with loggers. Nearly 50,000,000 feet, it is expected, will be cut this winter. The following firms have camps in the woods: Cameron & Kennedy, Ross, Hall & Brown, K. L. Mfg. Co., Dick, Banning & Co., Hughes & Atkinson. The Keewatin Milling Co. have awarded a contract to Mr. Rogue to take out 2,000,000 stave bolts, and he has a gang of men at work at Pine River on the contract. The C.P.R. have given contracts for over 400,000 ties and the following have men in the woods taking out their respective quantities: Egan Bros. 100,000; Deninson, 100,000; G. H. Strevel, 50,000; Holmes & Gardner, 50,000; H. Burton, 20,000; King, of Fort William, 30,000; E. A. Carpenter, 50,000; Jno. Boyd, 10,000; W. Margach, 20,000.

—About two years ago the steam barge Victor, carrying a cargo of Canadian lumber, was wrecked near Sand Beach, on the Michigan shore of Lake Huron. The lumber drifted on to the beach and was picked up by a number of persons. The master of the vessel claimed the lumber, and he sold it to the parties who had it. Captain Silversides, the master of the vessel, was arrested and taken to Detroit by the United States officers, under a charge of selling lumber to people without paying the duty. He was discharged without any trial, and last summer Inspector Day, of Port Huron, collected the government duty from several parties, they paying twice on this lumber. Now a lumberman, McGibbon, of Sarnia, brings suit against the people who got the lumber.

A striking example of woman's courage and fortitude comes from near Bear Lake, in the vicinity of the depot of J. R. Booth, the Ottawa lumberman. A married step-daughter of a well-known hunter named Peter Duck started to visit some traps, and arranged to be away one night in the bush. She did not return, and her half-brother started to hunt her up, and after considerable search found her lying in the snow with a babe of seven or eight days old pressed closely to her breast and as well wrapped up as possible. The little one was all right, snug and warm, but the mother was completely exhausted and almost famished. Being taken sick the night she left she was unable for nine days to leave the shelter she managed to construct for herself. With her gun she killed a squirrel from where she sat, which was the only sustenance she had during the whole nine days, beyond what she had taken with her for the one day.

The auction sale of Pierce & Co.'s limits, plant, supplies, water power, sawmills, etc., took place at Ottawa on the 3rd inst. There was a large attendance of leading lumbermen from Ottawa and other parts of the country and several from the States. The bidding was rather slow to begin with. It was estimated that upwards of \$50,000,000 of capital invested in the lumber trade was represented. The first parcel, the Mattawa limits, about 315 square miles, was bought by Hon. E. H. Bronson for \$40,500. Parcel No. 2, known as the Bissett's loch and Petewawa limits, and comprising crown timber licenses amounting to 312 square miles, also went to Hon. E. H. Bronson for \$10,200. The mills, water power, piling grounds, platforms and shops were knocked down to ex-Ald. W. Hutchison for \$112,500. License No. 86, area 13 square miles, township of Darling, went to M. L. Russell for \$500, and the same gentleman got four other licenses for \$1000, \$500, \$3000 and \$2,250 respectively. The Coulonge and Temiscamingue limits were withdrawn. Mr. Hutchison's purchase of the mills was on behalf of the Ahern and Soper electric interests, and is one of the largest real estate deals made in Ottawa for some time. It is reported that one of the mills alone cost \$150,000, exclusive of the water lots, which are among the most valuable at the Chaudiere, so that the purchasers have evidently secured a bargain.

—The Dominion Government have amended their timber license regulations. Hitherto in the issue of yearly licenses to cut timber in Dominion lands every licensee was compelled to

have in operation within one year from a date to be fixed in the license, and keep in operation for at least six months of each year of his holding, a sawmill in connection with his berth capable of cutting daily at least 1,000 feet, board measure, of lumber for every 2½ square miles of the area licensed. This provision was enacted in order to encourage the establishment of mills for the convenience of settlers who were removed from railways and other means of supplying themselves with lumber, and at a time when timber berths were granted without competition. The result has been the establishment of a very considerable number of mills, and every facility is now afforded for the purchase of manufactured lumber in almost every settlement in Manitoba, the North-west territories, and within the railway belt in British Columbia. Under these circumstances the Government is of the opinion that the time has now arrived when a licensee should not be called to construct a mill unless the establishment thereof would supply a local need, and the regulations governing the issue of licenses have accordingly been amended so that in respect of all licenses hereafter granted the licensee shall be required to construct a mill and commence the manufacture of lumber from the timber on the tract covered by his license, within one year from the date when he is notified by the proper officer of the Department of the Interior that the Minister of the Interior regards such a step necessary or expedient in the public interest.

QUEBEC.

—The Export Lumber Company has made application to the Harbor Commissioners of Montreal for 1,500 feet in length of wharfage for next season. This is evidently in anticipation of a revival of the demand for lumber from South American ports.

NEW BRUNSWICK AND NOVA SCOTIA.

—Alexander Nelson, Bridgewater, N.S., has assigned with liabilities of \$55,000, the People's bank being a creditor for \$25,000.

—The Metegan Lumber Mills, Digby, N.S., were burned the early part of the year. A policy of \$1,500 expired four hours before the fire broke out.

—The schooner Romeo has arrived at Portland, Me., from St. John, N.B., with 1,500,000 shingles for Rufus Deering & Co. This is an unusual importation at this season of the year.

The Valley Mills, owned by Captain B. Raymond, at Digby, N.S., which have been undergoing considerable repairs, are now running again. Besides ordinary lumber, boxes, matched sheeting, house moulding and light stuff of this nature is manufactured. A good local business is done and a considerable trade with the United States.

—The lack of snow is proving a serious drawback to lumbering operations in New Brunswick. A despatch of January 17th says that the crews of six firms that cut on the St. John and tributaries have returned to Fredericton. Nothing has been done on the upper St. John, in Madawaska and Victoria counties, while in the north the quantity of logs lying around is small.

BRITISH COLUMBIA.

—The Brunette Sawmill Co. is going to build a large extension to its factory at Sapperton.

—Mr. Losee's new shingle mill, Victoria, with a capacity of 65,000 a day, has started operations.

—The Vancouver Steamship Company is building a fine steamer at their shipyard, English Bay.

—A. Haslam, of Nanaimo, is contemplating building a mill for export trade, in addition to the mill for local work he now owns.

—George Cassidy & Co., of False Creek, Vancouver, are adding a hand sawmill to what is already one of the best equipped sash and door plants on the coast.

—The American bark 'Hesper' has been chartered to load lumber at the Hastings mill for Shanghai. She sailed from Vancouver on the 4th of July last for Shanghai with a cargo from the Moodyville mills.

—H. H. Spicer, lumber and shingle manufacturer, Vancouver, is making large preparations for his shingle trade in the spring. His shingle mill has a capacity of 160,000 per day. He has lately added a number of new machines to his plant.

—J. A. Christie, of Brandon, Man., has within the last few days inspected the mills round New Westminster and Vancouver. He goes to Puget Sound before returning east. He stated he was surprised at the size of the timber and the facility with which it is handled, on account of the way steam is used to save labor. A busy spring and summer is expected in the British Columbia lumber trade.

—A shipment of seven cars of timber, the like of which has never before crossed the continent, left the yard of the Hastings sawmill, Vancouver, on the 30th ult. Two of the cars contain only three pieces of timber, both being required for its length. These bear in large letters on the sides the significant

motto: "British Columbia Toothpicks." Two other cars have smaller pieces, yet of the respectable size of 21x21 inches, and upwards of 60 feet in length, but on these two cars are the largest piece of the shipment, it being 36 inches square and 68 feet in length, without doubt the largest piece ever shipped out of British Columbia. The three remaining cars are required for five pieces each 80 feet in length. It was with considerable difficulty that these pieces were loaded and arranged so as to take the curves. Stout uprights of wood project from the platform of the flat cars, and these are held together at the top by heavy rods of iron, reaching from one to the other across the load. The timbers rest on sleepers of scantling at the rear of the foremost car, and front of the second, and these are greased so that at the curves the timbers may move sideways slightly, and then come back to their place when the train straightens again. Three cars are required for the longest pieces, but very little weight of these rests on the rear car, it being required for coupling, as the ends of the timber would extend beyond the length of two cars. On either side of these cars in large letters on white cotton is the legend: "From the British Columbia Mills, Timber and Trading Co., Hastings Sawmill Branch, Vancouver, B.C." The shipment, with an engine attached, was photographed. This timber is consigned to the Montreal Harbor Commissioners, to be used in the construction of a dredge. The large pieces form the movable corner pieces, which hold the dredge in position while at work, and the pieces 50 feet long are for the crane on the dredge. The trees from which these gigantic pieces of timber were sawn, came from the B. C. Mills, Timber and Trading Co.'s claim near Mud Bay, and were taken out by way of Port Kells and down the Fraser River. The following is the number of pieces and their dimensions:—

	feet.
3 pieces, 36x36—60 feet.....	19,440
1 piece, 36x36—68 feet.....	
2 pieces, 21x21—66 feet.....	
1 piece, 21x21—60 feet.....	
3 pieces, 21x21—62 feet.....	21,911
3 pieces, 21x21—60 feet.....	
3 pieces, 21x21—64 feet.....	
5 pieces, 14x16—80 feet.....	21,138

Grand total.....62,189

MANITOBA AND NORTHWEST.

—Captain Robinson, of Selkirk, has purchased the sawmill outfit of Brown, Rutherford and Neilson at Fisher Bay, Lake Winnipeg, and has fifty men at work getting out logs.

—The sawmill at Prince Albert, one of the first in the district, has been considerably improved lately, and has in connection with it a shingle mill and planing mill; daily capacity 80,000 feet. Moore and Macdowall are the proprietors, and employ about 75 men. They have a large gang of men in the woods.

GENERAL.

—Wisconsin lumbermen report fine logging weather at all the leading camps.

—Three teams hauling logs for Chas. May at Peshtigo, Wis., have averaged 70,000 per day. Pretty good work.

—A report from Marquette, Mich., says that there is plenty of snow at present and most of the camps are hauling.

—J. E. Henry, a lumberman of Zealand, New Hampshire, has been fined \$1000 for importing Canadian workmen.

—Since 1886 the value of lumber shipments from Humboldt Bay, California, has averaged over \$3,000,000 annually.

—A fir-tree ten feet in diameter has been discovered in Washington. Its lower limbs are two hundred feet from the ground.

—A new sawmill with a capacity of 30,000 feet daily and a supply of 8,000,000 feet logs to work on, has begun operations at Remus, Mich.

—Tannic acid is to be made at Knoxville, Tenn., by a concern which expects to use some ten to fifteen thousand cords of bark from Chestnut Oak annually.

—There is talk in lumber circles of the formation of a \$5,000,000 syndicate to control the output and prices of sugar pine and other choice lumber in California.

—John Daly & Bros., of Grand Rapids, Mich., have secured of Antoine Arpin, an eight-day option on his tract of timber on Yellow river, eighteen miles west of here, for \$51,000. This tract has about 9,250,000 feet of white pine, besides hardwood timber.

—Reports received from the Maine lumber districts during the early part of the month indicate that the lumbermen in the northern part of that State have had a hard time. The recent rains broke up the ice on the rivers, and traveling by land to the nearest settlements was very difficult. Provisions began to fail them, so they had to live on short rations. To add to their troubles the grip broke out among them, requiring medical aid, which was obtained with great difficulty.

—Throughout Michigan and Wisconsin the establishment of woodworking plants is rapidly enhancing the value of hardwood timber, and owners of that class of stumpage are beginning to appreciate the fact that they have a mine of wealth therein.

Grip is developing with remarkable severity in the mining and lumbering camps about Duluth. At the lumber camps, where 4,000 men are at work, a good deal of grip is reported and in several an almost complete suspension of work has been ordered.

The Gray's Harbor Lumber Company, Tacoma, Wash., has just received an order from the United States Government for 100 pieces of heavy timber for gun carriages. The timber is to be shipped to Fort Point, San Francisco, and must be got out within three weeks.

—The committee representing the associated lumber producers of Pennsylvania and western New York have determined upon an advance in prices of hemlock lumber of 50 cents per 1,000 feet. It was also decided that the production shall be restricted at least 25 per cent.

—During last year there were 300,000,000 feet of timber cut in the Adirondack forests of New York State. Of the whole quantity, two-thirds was made into lumber, and the remainder into paper pulps, and all by the wood pulp mills in the Adirondack region, the product being 109,200 tons of wood pulp.

—The amount of lumber on the Saginaw docks will closely approximate 300,000,000 feet. In 1890 at the close there were 342,000,000 feet on dock. At present the stocks on hand, exclusive of those held in the yards, will approximate 140,000,000 feet, of which fully one-fourth is reported as sold for next season's delivery.

—During the year 1891 there were surveyed at the port of Bangor 15,945,963 feet of dry pine, 7,168,808 feet of green pine, 118,205,741 feet of spruce, and 23,664,844 feet of hemlock, juniper, cedar, etc.—a total of 164,985,356 feet. This is 14,000,000 less than in 1890, and 5,000,000 less than in 1889. The greatest falling off was in spruce and pine, and the decline was chiefly due to the demoralization of the New York market.

—The Mackinaw Lumber Company has secured a decree for \$6,165.84 against the steamer Kittie M. Forbes and the schooner Mable Wilson. A raft containing 26,000 telegraph poles was sent by the company from Georgian Bay to Marine City in the fall of 1888. While in the St. Clair River the schooner, in tow of the steamer, collided with the raft and 5,000 poles were lost. The vessels were libelled to cover the loss with the above result.

—Several months before the failure of the J. E. Potts Salt & Lumber Co., Marsh Brothers, of Mio, Oscoda county, delivered to them under contract of sale thirteen horses, one wagon and several sets of harness. After the mortgages were filed Marsh Brothers replevined the property, but only \$350 of it could be found. George W. Marsh has filed a petition asking that the firm be made preferred creditors of the insolvent company for \$2,200, the value of the remainder of the property.

—Speaking of the hardwood timber in the vicinity of Traverse City, Mich., Judge J. G. Ramsdell, one of the pioneers of that section, says that it will pay out more money than the pine did by a large per cent. This year the hardwood mills in the neighborhood of Traverse City will cut at least 25,000,000 feet. The Grielick Brothers will cut 10,000,000 feet, the Brietners 5,000,000 feet of hardwood. White & Barker will cut 25,000,000 feet of hardwood and hemlock. J. E. Grielick will cut 2,000,000 feet of hardwood. The hardwood of that locality is mainly maple and elm, with a small quantity of black oak. There is just enough snow on the ground to delight the hardwood men and facilitate their work in the woods.

—During the last few months several large lumber deals have been made in the vicinity of Sault Ste. Marie, Mich. More lumbering is being done this year than in many years past. Negotiations are now going on for the erection of new mills here, but nothing has been made public as yet. The new Ainsworth-Alexander mill will be running early in the spring, and has a large contract covering several years before them. Nease & Co. are now running at full capacity and expect to enlarge during the year. Besides these, M. Carman and Paul & Voorhis, the two large firms of shingle manufacturers, have decided to operate from here, and while their mills will be out of the city their headquarters will remain here. Hall & Munsen, of Bay Mills, are enlarging as fast as possible, and while they operate from Bay Mills still, their property greatly aids that of the Sox. Lyman Feltus and the Russells expect to increase the output of their mills this year as do the other firms in this vicinity. More pulp wood will be cut than ever before. Besides the firms which have operated in this vicinity in past years, Frank Perry and Arthur Crawford have large contracts outside of the former's large lumber deals. More money will be expended in the Soo this year by lumbermen than for year's past.



James Spright, of the firm of Spright & Son, extensive ship-owners and timber merchants, Limerick, Ireland, died during the past month.

Just as we go to press we regret to learn that Mr. James McLaren, the millionaire lumberman of the Ottawa, is critically ill at his home in Buckingham, Que.

Henry Croft, a well-known and highly respected member of the English timber trade, is dead. He resided at Wimbledon, near London, and death was from influenza.

Mr. John Donogh, of the firm of Donogh & Oliver, of this city, has again been elected a member of the council of the Toronto Board of Trade. Mr. Donogh is too valuable a man to be spared.

Mr. W. Gambling, builder, of Northam, Southampton, Eng., died January 30th, at the age of 82. He was the builder of the Hartley Institution and also the Royal York Music Hall, Above Bar, Southampton.

John Kennedy, formerly engaged in the lumber trade in this city, died on the 14th ult. of heart failure, that had followed la grippe. Deceased was 38 years of age, and at time of death was of the firm of Kennedy and Kennedy, proprietors of the Nealon House.

Mr. Morton, head shipper of the Waterous Engine Works Co., Brantford, Ont., died of la grippe a few days ago, and as we go to press we regret to learn of the serious illness of Mr. Waterous himself, the head of the firm. Some fears are entertained for his recovery.

Wm. Jackson, late of Mobile and Pascagoula, has taken up his residence in London, Eng., and opened an office as an inspector, surveyor and cutter of pitch pine, oak, spruce, and pine deals and other woods. He is reported to have had a practical experience in the southern States and Canada.

Ryerson, Hill & Co., of Muskegon, Mich., have presented eight of their old mill employes with eighty acres of land apiece. This is land from which the timber has been cut and is said to be of fertile soil and will make excellent farms. The land lies near Nawago village, thirty five miles from Muskegon.

George S. Chamberlain, a veteran lumber inspector and commission dealer, died at Saginaw, Mich., on the 19th ult., from pneumonia, after an illness of four days, aged 76 years. He came to Michigan in 1869 from Rochester, and was widely known by lumbermen in this section as a conscientious and honorable business man.

Mr. C. M. Beecher, manager of the Hastings sawmill, Vancouver, B.C., who has recently returned home from a business trip to Manitoba, Ottawa, Montreal and Toronto, expresses the opinion that during the coming summer more British Columbia timber will be shipped to Ontario and Quebec than for any previous year.

Hon. Russell A. Alger, the millionaire lumberman of Michigan, and George M. Pullman, the car builder, are said to be large stockholders in the Nicaragua Canal project. The former gentleman has associated with him a syndicate of gentlemen having heavy timber-land investments on the Pacific coast who are interested in the Nicaragua canal.

J. H. Van Clief, an old citizen of Staten Island, N.Y., and a prominent lumber merchant of Port Richmond, died at his home at that place on January 21st, in his eightieth year. Mr. Van Clief was born in New York City in 1812, but made his home on Staten Island since five years of age. His son, William H., has managed his business for some years past.

John S. Woods, a member of the Maritime Exchange, of New York, N.Y., died of la grippe in the 62nd year of his age, at his home 330 West Twentieth Street, on the 25th ult. He was born in Belfast and came to America forty years ago, where he found employment as carpenter and shipbuilder in the navy yard. He has been interested for the last twenty years in Georgia yellow pine and Canadian lumber.

Charles Whitlaw, for the past twelve years the efficient and popular manager of the Montreal Saw Works, has severed his connection with this concern to engage in silver mining in British Columbia, and will leave for his new field of labors almost immediately. Previous to assuming these duties he will represent his old firm on the Pacific coast, covering all important territory between Ontario and the coast, where saw mills are located. Wherever known, friend "Charlie" has ever been popular: a host of friends in the east will personally regret his departure, while they will wish him every success in his new undertakings.

PLEA FOR A RENEWAL OF THE LOG DUTY.

BY WILLIAM LITTLE, MONTREAL, QUE.

WHEN in 1886 I drew the attention of the Government at Ottawa to the anomalous condition that for twenty years had existed, and the ruinous effects thereby caused to Canadian interests in permitting Canadian pine and spruce sawlogs to be exported to the United States at a rate of duty on export, but one-half of that imposed by the American Government on Canadian pine and spruce lumber—the Canadian export duty being then but \$1 per thousand feet on the sawlogs, while the United States import duty was \$2 per thousand on the sawn lumber—our Government immediately obtained authority from Parliament to increase the export duty, which was then done, to \$3 per thousand feet on pine sawlogs, a rate from which, in my opinion, it should on no account have been reduced, if we were to have the benefit of manufacturing the timber in this country, for it did not even then place the Canadian operator on an equal footing, in the United States market, with the American stocking his mills with Canadian pine sawlogs, without taking into consideration a matter of far greater importance than this or the loss of revenue—the loss to the labor of the country in being deprived of the work of manufacturing and freighting the product to market, and the many other incidental advantages connected therewith.

But notwithstanding all this the Government subsequently, for no satisfactory reason that I have ever heard, most unwisely reduced the rate of export duty to \$2 per thousand feet—the same rate as the American import duty on the lumber—a rate so non-protective, and so manifestly in favour of American manufacturers, that they continued buying, at merely nominal prices, till they secured control of millions of acres of our pine and spruce timber limits, in the Georgian Bay district and elsewhere, to furnish stock for their mills, as their home supplies of these woods were becoming rapidly exhausted—a fact which of itself showed the great impropriety of the reduction in the rate of export duty.

RUINOUS, HOWEVER, AS WERE THE CONDITIONS then existing, the action of the Government last year in entirely removing the export duty from sawlogs, appears to me to be simply national suicide, by encouraging the immediate destruction of our pine and spruce forests—one of our chief sources of wealth—for the sole advantage of American millowners, who, I regret to have to say, never let slip an opportunity that they can take advantage of, to show their hostility to Canadian interests. This action on the part of our Government has already proved itself so detrimental to the milling industry of this country that Canadian millowners find it more to their interest to dispose of their timber limits to Americans than to try to compete with them by sawing the logs on this side under such adverse circumstances, a condition which, if reversed, the Americans would not tolerate for a single hour.

Even if we had an excess of timber, which unfortunately we have not, this policy would still be reprehensible, but when it should be known that we have no more than is required to supply the milling industry of this country for a comparatively short period of time, it is simply disastrous. The seriousness of the situation may be seen, when investigation would show that nearly the whole of the timber, tributary to the streams, entering into Georgian Bay and Lake Superior, has passed into the control of Michigan millowners, who now boast through their papers, that they have secured 3,000,000,000 feet of our timber at prices ranging from 75 cents to \$2 per thousand feet for stumpage, that would have cost them from \$5 to \$7 per thousand at home—a clear loss to Canada in the start of fully \$10,000,000, but trifling as compared with the great loss to the country of the timber itself, the logs to be rafted over to Michigan and elsewhere, to stock their mills with the products of our forests, and fill their markets with lumber that would otherwise be supplied by our own manufacturers, and Canada is to be deprived, for all time to come, of any further advantage of this portion of her timber property, except the paltry sums paid by way of bonus to a few speculators and others, many of whom obtained these limits from the provinces at merely nominal rates, under the presumed idea that this country would, in any event, receive the further benefit of the labor to be performed

in the country, in manufacturing and shipping the product to market. If it were not under such anticipation, I am satisfied that the people of the country would never have consented to allow the

ALIENATION OF THEIR TIMBER PROPERTY,

in the enormous blocks granted to individual applicants, and the fact that the licenses were made renewable only from year to year was, no doubt, done with the object of enabling the Government to protect itself by their cancellation, at the end of any year, in the event of an injurious condition arising as that now existing, by which the country might be despoiled of its timber property without some compensating advantage.

Irrespective, however, of any of the foregoing most important considerations, I am prepared to show, to any unprejudiced person, that under existing conditions, Michigan millowners possess so many advantages over our own operators that the difference in their favor would far exceed \$2 per thousand feet on the average product, and that the export duty, instead of having been removed, should have been restored to its former rate of \$3 per thousand feet at least, to at all compensate the Canadian millowner for the disadvantages under which he labors in competing in the United States markets with his Michigan rival, and I am confident that if matters are left in their present unsatisfactory condition for two years longer there will not be a sawmill in operation, except for the local trade, at that time in that whole section of country; for those owning mills will find they can dispose of their logs, even those lying in their mill booms, to Americans, to be sawn in Michigan, for more money than they could get for their lumber on this side when sawn. Such was the case on the Lake Erie shore, at a time, however, when it was considered almost an impertinence to mention protection to Canadian industries, and such will be the case in the district under review if this ruinous policy be any longer continued.

And here I might mention the fact, lest it might be supposed that this article has any political bearing, except that of the general welfare, that among those who have expressed through the press views identical with my own, there is no one who has more persistently advocated the retention of the log export duty, at a rate sufficiently high to protect our forests, than the Hon. H. G. Joly de Lotbiniere, a gentleman not only possessed of the intelligence to understand, but who has taken the trouble to inform himself of the momentous importance to Canada of forest protection.

In an interesting chapter by him on "Forestry in Canada," published last year by the Quebec Legislature, he says:

"It is difficult to awaken any interest in the question (of forestry) among us. The pride of the Canadian forest, the white pine, is getting scarce, the proportion of first-class wood is decreasing year by year, while the distance from which it is brought is increasing. How many millowners, who would have scorned sawing spruce logs a few years ago, are only too glad to get them now, and though spruce reproduces itself much more rapidly than pine, we can see the time when it will get very scarce at the present rate of cutting."

And said, respecting the export duty:—

"We are striving to increase the number of our people; we deplore the large emigration from Canada to the United States. Shall we encourage that emigration by sending away the logs which feed our saw mills, so that they may get sawed by our neighbours? The sawyer will follow the logs, and we shall drive away thousands of industrious men who will follow the raw material in which they find their work," and concludes: "Unless we give up forever all consideration for the welfare of our own country, we must retain our export duty on logs, thereby protecting our forests and securing work for our own people."

I am also authorized to say that similar views are held by the Hon. Messrs. Ward and Tourville, leading manufacturers of lumber, resident in this city.

Having had personal experience of the ruinous effects to the milling industry on the shore of Lake Erie.

I SPEAK ADVISEDLY WHEN I SAY

that, if the export duty were placed \$2 per thousand higher than the American import duty on the sawn lumber, Michigan millowners would still tow the logs over to their mills rather than saw them into lumber on this side, on account of the many advantages they possess over the manufacture of the stock in Canada, among which may be mentioned the cheaper rate at which logs can be towed as compared with freighting the lumber in vessels, the better condition in which the stock is

delivered in market, free from splits, checks and weather stains, and the additional value, delivered without cost or duty, of the rough products for pickets, lath, shingles and fuel for their salt blocks, which the Canadian operator, owing to his isolated position, distance from market, and cost of freight, finds in many instances a nuisance, together with the very great advantage of being in a large market where buyers go to purchase stock which can be supplied them at any time desired by rail or water, instead of having to send forward their lumber at the convenience of vessel owners, and accept such prices as they can get from buyers, who at the time of the arrival of their lumber in market may neither want it, nor have any convenient place to receive it; the writer knows, from his own experience, that the advantage possessed by those towing logs from Canadian points on Lake Erie to Buffalo and Tonawanda, over those manufacturing in that part of Canada, were more than \$4 per 1,000 feet, and had the effect of bankrupting every Canadian manufacturer rash enough to continue in the trade competing under such adverse conditions, a fact which enabled the Hon. Mr. Weston, of Michigan, some years ago, to make the painfully true remark:—

"On the north shore of Lake Erie the Canadian sawmills are in ruins, but the mills at Tonawanda are employing thousands of American workmen manufacturing Canadian logs towed from the Erie north shore. The Saginaw mills are running out of stock and looking to Georgian Bay for Canadian logs to cross the Huron lake to keep their mills and men at work."

To show that Michigan millmen have not the least intention that this country should reap any of the benefits to be derived from the manufacture of the logs into lumber in Canada, I quote from the argument made in the memorial presented to the Committee of Ways and Means in the House of Representatives at Washington in February of last year by Judge Edget, of Saginaw, the gentleman who was retained by the Michigan lumbermen, principally those, too, who had acquired extensive timber limits in Canada, to try by legislation

THERE TO COERCÉ CANADA

into granting them exceptional advantages. This memorial states:—

"As the supplies of timber available for manufacture at Saginaw, Alpena, Cheboygan and other points in Michigan decreased, the Michigan lumbermen naturally commenced to purchase Canadian timber which could be made tributary to their present milling districts; and from 2,000,000,000 to 3,000,000,000 feet of standing timber situated on the streams flowing into Georgian Bay have been acquired and are now held for manufacture at Saginaw, Tawas, Alpena, Cheboygan and other Michigan cities, and large quantities have already been safely and successfully towed across Lake Huron in booms at small expense and manufactured at the points named more cheaply than could be done by investing the capital required to erect new plant in Canada.

"No sooner were these purchases made and logs commenced to be exported in considerable quantities by the American owners than the Dominion Government raised the export duty to \$2 and subsequently without any hearing of the parties to be affected raised the duty to \$3, and then reduced it to \$2, where it now remains, and will until the Privy Council shall by another star chamber edict raise the same to some different amount. The result of all this arbitrary action is that no man can with safety lumber his timber or rely on that source of supply to stock a Michigan mill. And while the \$2 a thousand levied may not absolutely prohibit the exportation of the logs, if it remained settled, the certainty that the Privy Council may without warning raise the duty to \$3, \$4 or \$5 a thousand at any time is calculated to work a complete prohibition against the manufacture of the same in Michigan.

"A perfectly apparent result of the policy is that the Michigan manufacturer, unable to bring the logs to him, must withdraw his capital from the district where it is now invested and establish his mills, planing mills and other factories in Canada where the log is to be got. But this is not all. In dealing with the question it must be borne in view that the supply of logs for the existing mills in Michigan is rapidly diminishing, and unless new producing tributary territory is opened up, the immense capital now invested in both lumber and salt plants in Michigan is threatened with great loss."

And then, instead of telling Congress that being thus

DEPENDENT ON CANADA

for their continued existence, it would, therefore, be prudent to remove the duties from lumber and all Canadian forest products, so that Canadians might have no further causes of complaint against them, coolly recommend Congress to adopt the policy of coercion, and say:—

"This Government, in the interests of Michigan and the people at large, has a plain duty to perform, that some appropriate legislation should be adopted to compel the Dominion Government to recede from its unjust and arbitrary duty on logs."

Then follows the inaccurate and misleading statement that has been heralded broadcast throughout the land.

and which has been even circulated by some of our respectable Canadian papers, that should have known better, that.

"It is conceded that Canada has always heretofore received vastly more timber from the United States than has ever been or is likely to be brought from the Dominion to the States."

While considerable of what is stated in the foregoing is undoubtedly true, we must presume that this last statement was

UTTERED IN IGNORANCE OF THE FACTS,

for the statement itself is absolutely false, the "vastly more timber from the United States, etc.," therein referred to simply passed as it were in transit through Canada to its destination in the United States, or elsewhere as they choose to send it, but Canada "received" none of it; and if the American Government had imposed an export duty (which, by the way, it did on cotton when it considered it in its interest to do so, notwithstanding it was said to be unconstitutional) of even \$10 per thousand on this timber it would have concerned no one but themselves.

The statement, as may be observed, was most ingeniously worded, and but that the memorial had been signed by most of the elite of the Michigan lumber barons, one might have thought it had been done "with intent to deceive," for had it said that Canada imported this timber, our trade reports would have at once shown its falsity. The timber referred to is, of course, that owned by Americans, near the headwaters of the River St. John and its tributaries in the State of Maine, consisting chiefly of spruce and cedar, and amounting to something like 100,000,000 feet annually, which is driven down this river under stipulations contained in the Ashburton Webster Treaty of 1846, the third article of which says:—

"That all the produce of the forest in logs, lumber, timber, boards, staves or shingles, or of agriculture, not being manufactured, grown on any of these parts of the State of Maine watered by the River St. John or its tributaries, shall have free access into and through the said river and its said tributaries, having their source within the State of Maine, to and from the seaport at the mouth of the said river St. John, and to and around the falls of said river, either by boats, rafts or other conveyance; that when within the province of New Brunswick the said produce shall be dealt with as if it were the produce of the said province."

And now that the American lumbermen have brought this matter forward in this obtrusive manner, it is but right to enquire how long will our Government continue to permit Americans to make an invidious discrimination against the employment of Canadian labor in Canada; for lest our country should derive the least benefit whatever from this timber in its passage through Canada, although it is a continuous nuisance to our own millmen from the time it enters the country till, and even after, it leaves it, as it then supplies the markets that would otherwise be supplied with our own timber, their Government requires that they shall employ American citizens only, even when

SAWING THEIR LOGS IN CANADA,

to entitle their lumber to free entry into the United States; and only American citizens are, therefore, employed in the work. The clause in the United States tariff relating to this subject is:—

"The products of the forests of the State of Maine, upon the St. John River and its tributaries, owned by American citizens, and sawed or hewn in the province of New Brunswick by American citizens, the same being unmanufactured, in whole or in part, which is now admitted into the ports of the United States free of duty, shall continue to be so admitted under such regulations as the Secretary of the Treasury shall from time to time prescribe."

But as the treaty itself stipulates that "the produce (of the forest) should be dealt with as if it were the produce of the province," which makes no discrimination as to who may be employed in its sawmills, since the employment of American citizens entitles them to this advantage of \$2 per thousand on their lumber over our own on entering their markets, there is this additional reason why this discrimination against Canadian labor should not be permitted to exist. I am satisfied that if one were to say, in an American mill, that only Canadian labor would be employed, the mill would not be permitted to run for a single hour.

So, as I have heretofore remarked, the Canadian lumberman is handicapped in the east by \$2 per thousand on his spruce lumber, and in the west \$2 per thou-

sand on his pine lumber, and yet the American lumberman is not happy.

The same unsatisfactory condition also exists on the Pacific coast, for the Americans by restricting the reduction made in their lumber tariff last year from \$2 to \$1 per thousand feet to white pine only, the produce of British Columbia sawmills gets no advantage whatever from even this reduction, their fir and cedar having to pay \$2 per thousand feet on entering the United States, the same as our eastern spruce and red pine. On this account, and the acknowledged superiority of British Columbia timber, logs are towed over from the Canadian side to be sawn in American mills.

And here I would say, now that the Americans must have our lumber, on our own terms or do without it, that unless we are content to have our country devastated of its timber—the most valuable resource we possess—the Government should at once restore the export duty to \$3 per thousand on pine and \$2 per thousand on spruce and other sawlogs, and also insist that there shall be no discrimination against Canadian labor in any Canadian mill, and when the American people are prepared to remove every vestige of duty from Canadian forest products it will be the proper time to consider any reduction from these rates of duty, which should, however, on no account be so reduced as to in any manner encourage the export of our sawlogs.

I think that a careful consideration of the case, as presented by the Michigan millmen, should convince any unbiassed person of the correctness of my position in this matter, that the serious loss their property is threatened with is

OWING TO A TOO HASTY DESTRUCTION

of their once magnificent and supposed inexhaustible forests, and such will assuredly be our condition if we continue treating our forest property with the indifference with which we have been doing.

And reviewing their argument I must say that as a Canadian I much prefer that this 3,000,000,000 feet of Canadian timber should be sawn here and tend to build up a number of Canadian towns and villages rather than "Saginaw, Alpena, Tawas, Cheboygan and other Michigan cities" even if the logs can be "manufactured at the points named more cheaply than could be done by investing the capital required to erect new plant in Canada" and though I am well aware "large quantities have already been safely and successfully towed across Lake Huron in booms at small expense" by American tug-boats, that our own mills should have the sawing, and our own railways and vessels the freighting, and that we even in Montreal might have the shipping of this timber, amounting to fully 4,000,000 tons to England and elsewhere. Or if we must lose all this, as they say, "the \$2 a thousand levied may not prohibit the exportation of the logs, if it remained settled," that our Government should receive the \$6,000,000 or, rather better, \$9,000,000 in revenue on the export of these 3,000,000,000 feet of Canadian pine sawlogs; for this, unfortunately for us, is all we may ever expect to get from this timber; for no Canadian mill will saw a log, or Canadian railway or vessel freight a board of it. Nor can I see what great injury it would have been to Canada if "the Michigan manufacturer, unable to bring the logs to him, must withdraw his capital from the district where it is now invested and establish his mills, planing mills and other factories in Canada, where the log is to be got"

It rather seems to me this would have been the correct thing under the circumstances, and though it might be as well for our own people to have the benefit of doing all this, yet we would not even object to the Michigan manufacturer doing it and reaping all the benefit therefrom, provided, of course, the work is done here, for, after all, individually, he is not such a bad sort of a fellow. And when here he would have soon learned to "know how it is himself"; and would then have enjoyed equally with ourselves the privilege of contributing to the revenues of his country the same rate of import duty on his lumber he considered so equitable on the part of Canadians.

Now, however, it is, of course, a matter of indifference to us what amount of duty the Americans choose to impose upon pine and spruce lumber as they simply have to pay the whole of it themselves.

And I should also greatly prefer now that "the supply of logs for the existing mills in Michigan is rapidly diminishing, and unless new producing tributary territory is opened up, the immense capital now invested in both lumber and salt plants in Michigan is threatened with great loss" that our own people should reap the benefit of increased prices for their lumber, occasioned by a reduced American production, rather than have our country devastated of its timber, entirely in their interest too, in the reckless manner they are now forced to admit they have devastated their own country. Yes, I would prefer this, even if they had to purchase other fuel for their salt works, and that our own railways and vessels should have the benefit of freighting the produce of our own timber to market, even if American tug boats had to turn back again to towing American vessels instead of Canadian sawlogs.

In a word, I prefer that our own country should have what I insist it has a right to expect from our Government, the

PROTECTION OF OUR TIMBER PROPERTY,

so that our own people may have every benefit of every possible nature to be derived from it—a right which our own Government seems determined to deny us, but which even fair-minded Americans admit we are justly entitled to, as may be seen from the remarks made by the late S. O. Fisher, late member of Congress from Michigan, one of the leading lumbermen of the Saginaw district, who said, in all fairness, when referring to the subject of getting Canadian sawlogs to supply their mills:—

"As soon as we do anything of that sort up will go the duty to \$3 or \$4 a thousand feet. They (the Canadians) would not let us rob them any more than we would let them rob us."

Mr. Fisher is, of course, right so far as his own people are concerned. He knows quite well that, if the conditions were reversed, they would not tolerate this injustice for a single minute—that the Americans "would not let us rob them," though we may be so unwise as to "let them rob us."

A SMOKING TREE.

NEWTON, a vigorous mountain town west of Charlotte, N.C., has a curiosity that beats by a large majority the rain tree which gained such notoriety in Charlotte in 1886. It is a smoking tree, and baffles all efforts at explanation. It is a white mulberry tree, and stands on the sidewalk in front of the residence of Levi Yoder.

It was brought from Illinois a year or two ago, and is now about twelve feet high, with a bushy top and many lateral branches. On Sunday one of the family noticed a puff of smoke proceeded from one of the limbs, and, by watching it closely, puffs identical in appearance to cigarette smoke were seen starting every now and then from all over the tree, sometimes from the leaves, sometimes from the bloom, sometimes from the bark of the limbs or trunk of the tree. The puffs are at irregular intervals; sometimes two or three at once from various parts of the tree, and sometimes they are several seconds or a half-minute apart. They just seem to come at haphazard from any part of the tree, and as they ascend in the air look exactly like the smoke from a cigarette.

Among the white people it is looked upon as a curiosity, and many, of course, make explanations of the phenomenon, which, perhaps, are plausible enough to their authors, but which carry very little conviction to the minds of others.

But the negroes don't like the thing at all. One negro woman, after intently watching the puffs a few minutes, started off on a run, saying: "I wouldn't lib dar fur nothin'; people better go to doin' better 'bout dis town." A negro man said: "I'm gwine stay away from dat thing. I can smell de brimstone clear down to the libery stable."

First Walking Delegate. "What'll we do, Jake? Everybody's contented an' I can't get no one t' strike for love or money."

Second Walking Delegate: "I've got it. Casey over in th' stone yard's hoistin' rock by horse power. Let's go over an' agitate th' horse."—Judge.



LET me say that I am disappointed that the ELL page does not contain this month the faces of a number of well-known and popular representatives of the trade. I have in the engraver's hands photos of several of the men whose acquaintance, I know, you will be delighted to make, but some one is at fault for not getting them pushed through for this issue. You shall see them next month, wind and weather permitting.

* * * *

"Our lumbermen," said J. R. Lawton, of Toledo, Ohio, "are going into the Canadian woods in large numbers and cutting large quantities of logs this winter. There are hundreds of miles of virgin forest in Canada that has never been touched by the ravishing hand of the woodsman, and figures go to show that on the limits that are left there is more timber than has been cut." Mr. Lawton operates a mill on Blind River, Algoma, and cuts there, marketing the output nearly altogether in the States.

* * * *

"My business," said W. S. Greensides, of Mount Forest, Ont., "is largely with the States and is steadily on the increase. I deal altogether in hardwood, cherry and white ash, and ship principally to Philadelphia. The Americans like our hardwoods, and I do not find that the woods of their own country come into competition with stocks from this side of the border. In quality of grade we take the cake. I would of course like to see the duty on lumber removed altogether." Mr. Greensides informed me that he was building a new band saw mill, which would be in operation shortly.

* * * *

Why should not music and timber work well together? The relationship is not very distant if the spelling is changed to "timbre." Is there not music in the buzz of the saw and the whirl of the sawmill machinery, not to mention the melodious tones that come from the sharpening of a saw? You are not so sure about that; perhaps these are matters of opinion or taste. I met an old friend the other day who succeeds in combining music and timber very nicely. Who has not heard of, if they have not heard, those "sweet singers of Israel," to employ a term fittingly applied to them by their friends, the Whyte Bros., comprising D. A. and John White? These two have for years been prominent figures in evangelistic work in all parts of the country. For nearly two months they have been associated with Rev. J. E. Starr in Elm street church in this city. This work cannot be carried on so successfully in the summer months, and during this period Mr. D. A. White engages in lumbering operations and has done so for years. Last summer, he tells me, he placed a considerable quantity of cherry and oak, and anticipates a good business the coming season. He handles hardwood, chiefly, and favours free trade in lumber.

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Politicians across the border are so given to working election fakes, that when an event, as important as a Presidential election, is approaching, one gauges with suspicion almost any political step that may be taken by adherents of one party or the other. I find this is the way leading lumbermen in this country view the proposition of Mr. Bryan, of Nebraska, for free lumber. Canadian lumbermen have no antipathy to the measure. I do not know but that they would welcome it, but, as Hon. E. H. Bronson, the large Ottawa lumberman said: "I consider the bill a mere political dodge, it being but a repetition of similar bills presented to excite attention previous to an election." Mr. P. Whelan, agent of the Shepherd & Morse Lumber Co., of Ottawa, said he considered if the bill should be passed it would greatly benefit the lumber trade of Canada and would largely increase the shipment of lumber to the United States but weaken the shipment to Great Britain. Mr.

Meaney, representing Robert Thompson & Co., in this city, favored the proposal, but said he, with a good natured laugh, "I have no idea that it will become law. The Yanks just now are looking about for a new President." Of course Uncle Sam can show that he is not faking all the time by actually passing Mr. Bryan's bill.

* * * *

"Lumber is becoming very scarce in Michigan," said E. J. Lynn, of Detroit, with whom I had the pleasure of an interview during the month. "In two years there will be comparatively little lumber in the State. Our people are looking around for new fields and pastures green; some are taking to the woods of Oregon, Washington, Minnesota and Wisconsin, and others are looking to Canada. I am on my way to the northern section of the province, where I am interested in the work that is being done by a staff of loggers in the Magneta-wan district. We will probably cut some of our logs in Canada and others will be towed to Michigan. The trade question is a broad one and it depends a good deal on the color of one's political glasses how it is viewed. I don't take any stock in the cry of the Northwestern Lumberman of "American markets for American lumber." Our people have nothing to fear from Canadian lumber. My operations at home are in the vicinity of Sable River." I notice that since Mr. Lynn returned home he has been narrating some of his experiences in this country to a Detroit reporter. He said: "There is a general impression that there is a vast amount of pine timber in Canada, but such is not the case. The country north, east and west of Georgian Bay is generally rocky and sterile. It doubtless contains great mineral wealth, but the lack of good timber is something that surprised me. Fires have been set by explorers to clear the rocks so they could better find the mineral veins, and these fires have ranged over an immense portion of the territory, destroying the green timber that grew in the valleys. One may ride for hours on the Canadian Pacific and not see a single valuable tree." Mr. Lynn is one of the giants of the forest, a big, brawny man standing over six feet in height, and built otherwise in proportion. I should say he is fifty years of age, genial in manner, and agreeable and approachable as lumbermen usually are.

* * * *

A name, not unfamiliar to readers of the LUMBERMAN, is that of J. T. Schell, of Alexandria, Ont., though of late he has not been heard from as frequently as we should like. He always has something to say worth saying, and I shall be glad to know, that having taken up his pen once more, it will be kept in fairly good use in the interest of the lumber opinion of the Dominion. His present letter is suggested by a circular sent from the office of the LUMBERMAN making enquiries on a number of lumber matters. Mr. Schell writes: "In basswood, ash and birch lumber, we find since the McKinley Bill went into force that the American buyers who formerly came to the yards and culled and shipped, now want delivered prices, and that we take all risk of change of regulations by either Government and the bother and expense of passing customs, etc., and then we are entirely at the buyers' mercy as to what claims may be set up for shortage, grading, etc. We find life too short to be inviting these troubles and have largely dropped the trade. At our spruce mills in Quebec we have several millions of deal sidings that owing to the British market are unprofitable to ship there except at a loss; and owing to the American duty of \$2 per 1,000 on rough lumber leaves no margin of profit when shipped to United States points. From our location we could deliver in Boston or New England points dressed lumber at less figures than we can deliver the rough lumber, as the extra lumber we could put into a car would more than offset the cost of dressing. To the spruce handlers of Quebec and parts of New Brunswick the American duties act as a preventative from doing a large and profitable business in rough and dressed spruce lumber not suited to the requirements of the English trade. Entire reciprocity with the United States in lumber, rough, dressed and otherwise, manufactured into piece stock, box shooks, etc., would give employment to thousands of laborers, employ large capital and leave a profit to Canadian enterprise which is not possible under ex-

isting relations. In the eastern parts of Canada the box shook trade has been practically wiped out by the McKinley Bill. To-day the writer received an order for 3,000,000 feet annually of soft elm and ash, short piece stock which could be very profitably handled with free trade in lumber with the United States, but is shut out by the McKinley tariff. Our lumber found a market in the United States and England, but owing to McKinley and the dullness of the English markets we this year stock only one of three hardwood mills and close the spruce mill except for local trade. We expect to make 10,000,000 shingles for the Boston market in 1892 and expect to pay into the treasury of the United States out of the labour and profit of good Canadian citizens no less than \$3,500 in support of American Government at our expense, and we feel unjustly, because in support of the protective policy of our Government we have to pay the above amount out of our natural income that other branches of trade may have the right by law to charge us and others high duty prices.

* * * *

Here is one of Ben Franklin's chunks of wisdom, known, I suppose, to everyone: "When the well is dry we know the worth of water." Some of the hardwood lumbermen of this province are realizing the force of this wise saying at the present time. "Three years ago," said Mr. Gibson Collinson, of Aberdeen, Ont., with whom I had an interesting chat the other day, "we organized a 'Hardwood Lumberman's Association' for Ontario, but that was the first and only meeting of the association. To-day I attended a meeting of creditors of a wood-worker in your city, where, together with about a dozen other lumbermen throughout the country, we are let in for nearly \$4,000. We'll perhaps get fifty cents on the dollar for our claims. If the Hardwoodmen's Association had been a going concern we might have protected ourselves against this and other losses. We think we realize its worth now, when it is too late to save ourselves, like deciding to lock the stable door after the horse is stolen. The case in point is like this; and it may not be amiss for lumbermen to take note of the situation. A certain worker in wood in your city called his creditors together. His liabilities are about \$5,500; \$1,800 of this amount is owing in the city in sums varying from \$8 to, say, \$200; \$3,600 is due lumbermen in various parts of the province in accounts of \$150 to probably \$300 each. He attributes his difficulties to losses made on lumber. What are the facts? He bought the lumber, represented by the \$3,600, within the past ninety days. My bill is not due until March. He admits that he sold all the lumber; it was not for use in his manufacturing business; it does not appear in his schedule of assets. He says he sold it at a loss. Grant that he did make a discount, the fact still remains that the major portion came back to him in cash. Who got this cash? There is none to pay for the lumber when the bills come due. I am not going to follow up my queries any closer, but what I have said is mighty suggestive of an African around about somewhere. This is not the first case where the outside lumbermen have got left in a similar fashion. And I blame no one but ourselves. I was the only creditor present beyond the limits of your city, though outside men were interested to double the amount of city creditors. As I have hinted a proposition of compromise at fifty cents on the dollar was proposed. No one was there to oppose it except myself with a claim of less than \$200. I suppose the estate will be fixed up in this way, and the innocent country lumberman will accept the half for his lumber, and be ready to-morrow to put his foot into the same hole with some one else. A little more cohesion and fraternity among ourselves and determination to fight this kind of business, and we would not so often be made the victims of fifty cent compositions."

* * * *

Mr. James Scott, manager of the Georgian Bay Consolidated Lumber Company, referring to a statement made in a daily paper and commented on in last month's LUMBERMAN, that the millmen at Midland, Penetang, and Waubaushene found it more profitable to ship their logs to the States, rather than manufacture them into lumber here, says that so far as his company is concerned there is not a word of truth in the statement.

TRADE REVIEW.

Office of CANADA LUMBERMAN, Jan. 30, 1891.

THE MONTH'S MARKETS.

OUR usual resume of trade conditions for the month is boiled down to a few lines to make space for the extended annual review of the lumber trade of the Dominion for the past year, which is published on pages 6 and 7 of this issue of the LUMBERMAN. Market quotations from the principal lumber circles of Canada and the United States follow.

TORONTO, ONT.

TORONTO, Jan. 30, 1891.

CAR OR CARGO LOTS.

Table listing lumber prices for Toronto, Ontario, including items like 1 1/4 in. cut up and better, 1 1/2 in. dressing and better, etc.

YARD QUOTATIONS.

Table listing yard quotations for Toronto, Ontario, including items like Mill cull boards and scantling, Shipping cull boards, etc.

MONTREAL, QUE.

MONTREAL, Jan. 30, 1891.

Table listing lumber prices for Montreal, Quebec, including items like Pine, 1st qual., per M \$35, etc.

ST. JOHN, N.B.

ST. JOHN, Jan. 30, 1891.

Table listing lumber prices for St. John, New Brunswick, including items like Spruce deals, Pine, Deal ends, etc.

SHINGLES.

Table listing shingle prices for St. John, New Brunswick, including items like Spruce, extra, Pine, No. 1, extra, etc.

CLAPBOARDS.

Table listing clapboard prices for St. John, New Brunswick, including items like Pine, extra, clear, and clear, etc.

FLORING, DRESSING.

Table listing floring and dressing prices for St. John, New Brunswick, including items like 6 in., No. 1, 4 in., No. 1, etc.

MISCELLANEOUS.

Table listing miscellaneous lumber prices for St. John, New Brunswick, including items like Staves, Heading 17 in., etc.

OTTAWA, ONT.

OTTAWA, Jan. 30, 1891.

Table listing lumber prices for Ottawa, Ontario, including items like Pine, 1st qual., per M \$35, etc.

QUEBEC, QUE.

QUEBEC, Jan. 30, 1891.

Table listing lumber prices for Quebec, Quebec, including items like For inferior and ordinary according to average, quality, etc., etc.

WHITE PINE—IN THE RAFT.

Table listing white pine prices in the raft for Quebec, Quebec, including items like Measured off, according to average and quality, etc.

RED PINE—IN THE RAFT.

Table listing red pine prices in the raft for Quebec, Quebec, including items like Measured off, according to average and quality, etc.

Table listing lumber prices for Michigan and Ohio, including items like OAK—MICHIGAN AND OHIO, By the dram, according to average and quality, etc.

BOSTON, MASS.

Table listing lumber prices for Boston, Massachusetts, including items like WESTERN PINE—BY CAR LOAD, Uppers, 1 in., etc.

EASTERN PINE—CARGO OR CAR LOAD.

Table listing eastern pine prices for cargo or car load, including items like Nos. 1 and 2, etc.

SPRUCE—BY CARGO.

Table listing spruce prices by cargo, including items like Scantling and plank, random cargo, etc.

LATH.

Table listing lath prices, including items like Spruce by cargo, etc.

SHINGLES.

Table listing shingle prices, including items like Pine, 18 in., extra, etc.

OSWEGO, N.Y.

Table listing lumber prices for Oswego, New York, including items like Three uppers, 1 1/2, 1 1/2 and 2 inch, etc.

SHINGLES.

Table listing shingle prices for Oswego, New York, including items like 1 in. siding, cutting up, etc.

SHINGLES.

Table listing shingle prices for Oswego, New York, including items like 12 and 16 feet, mill run, etc.

SHINGLES.

Table listing shingle prices for Oswego, New York, including items like 12 and 13 feet, mill run, mill cull-out, etc.

SHINGLES.

Table listing shingle prices for Oswego, New York, including items like Mill run, mill cull-out, etc.

SHINGLES.

Table listing shingle prices for Oswego, New York, including items like Mill run, mill cull-out, etc.

SHINGLES.

Table listing shingle prices for Oswego, New York, including items like Mill run, mill cull-out, etc.

SHINGLES.

Table listing shingle prices for Oswego, New York, including items like Mill run, mill cull-out, etc.

SHINGLES.

Table listing shingle prices for Oswego, New York, including items like Mill run, mill cull-out, etc.

BUFFALO AND TONAWANDA, N.Y.

Table listing lumber prices for Buffalo and Tonawanda, New York, including items like Uppers, 1, 1 1/2, 1 1/2 and 2 in., etc.

SHINGLES.

Table listing shingle prices for Buffalo and Tonawanda, New York, including items like XXX, 18 in. pine, etc.

SHINGLES.

Table listing shingle prices for Buffalo and Tonawanda, New York, including items like XXX, 18 in. pine, etc.

SHINGLES.

Table listing shingle prices for Buffalo and Tonawanda, New York, including items like XXX, 18 in. pine, etc.

SHINGLES.

Table listing shingle prices for Buffalo and Tonawanda, New York, including items like XXX, 18 in. pine, etc.

Table listing lumber prices for Albany, N.Y., including items like SHINGLES, 18 in. XXX, clear, etc.

ALBANY, N.Y.

Table listing lumber prices for Albany, N.Y., including items like WHITE PINE, 1 to 2 in., good, etc.

Table listing lumber prices for Albany, N.Y., including items like 1 to 2 in., 4ths, selects, etc.

Table listing lumber prices for Albany, N.Y., including items like 1 to 2 in., picks, etc.

Table listing lumber prices for Albany, N.Y., including items like 1 to 2 in., yard picks, etc.

Table listing lumber prices for Albany, N.Y., including items like 1 to 2 in., No. 1 cuts, etc.

Table listing lumber prices for Albany, N.Y., including items like Shingles, shaved pine, etc.

Table listing lumber prices for Albany, N.Y., including items like Sawn, extra, etc.

Table listing lumber prices for Albany, N.Y., including items like Sawn, clear butts, etc.

Table listing lumber prices for Albany, N.Y., including items like Cedar, XXX, etc.

Table listing lumber prices for Albany, N.Y., including items like Uppers, 1, 1 1/2 and 1 1/2, etc.

Table listing lumber prices for Albany, N.Y., including items like Select, 1 in., etc.

Table listing lumber prices for Albany, N.Y., including items like 1 1/2 and 1 1/2, etc.

Table listing lumber prices for Albany, N.Y., including items like Clear, 1/2 in., etc.

Table listing lumber prices for Albany, N.Y., including items like Select, 1/2 in., etc.

Table listing lumber prices for Albany, N.Y., including items like 1/2 in., etc.

Table listing lumber prices for Albany, N.Y., including items like XXX 18 in. Climax, etc.

Table listing lumber prices for Albany, N.Y., including items like XXX Saginaw, etc.

Table listing lumber prices for Albany, N.Y., including items like XXX Climax, etc.

Table listing lumber prices for Albany, N.Y., including items like 18 in. 4 in. c. b., etc.

Table listing lumber prices for Albany, N.Y., including items like Lath, No. 1, white pine, etc.

Table listing lumber prices for Albany, N.Y., including items like Lath, No. 2, W. pine, Norway, etc.

Table listing lumber prices for Albany, N.Y., including items like Uppers, 1 in., etc.

Table listing lumber prices for Albany, N.Y., including items like 1 1/2, 1 1/2 and 2 in., etc.

Table listing lumber prices for Albany, N.Y., including items like 3 and 4 in., etc.

Table listing lumber prices for Albany, N.Y., including items like Fine common, 1 in., etc.

Table listing lumber prices for Albany, N.Y., including items like 1 1/2, 1 1/2 and 2 in., etc.

Table listing lumber prices for Albany, N.Y., including items like 3 and 4 in., etc.

Table listing lumber prices for Albany, N.Y., including items like Cutting up, 1 in., No. 1, etc.

Table listing lumber prices for Albany, N.Y., including items like No. 2, etc.

Table listing lumber prices for Albany, N.Y., including items like Thick, No. 1, etc.

Table listing lumber prices for Albany, N.Y., including items like No. 2, etc.

Table listing lumber prices for Albany, N.Y., including items like Common, No. 1, etc.

Table listing lumber prices for Albany, N.Y., including items like and 12 in., etc.

Table listing lumber prices for Albany, N.Y., including items like No. 2, etc.

Table listing lumber prices for Albany, N.Y., including items like No. 3, etc.

Table listing lumber prices for Albany, N.Y., including items like Coffin boards, etc.

An epidemic, thought to be smallpox, has appeared in a lumber camp near Manitow Falls, about twelve miles from W. Superior, on Black River, Wis. It first appeared in the family of Jno. Dowlings, and after six days' illness, his wife died, and all the other members of his family are prostrated. Four lumbermen in the camp near Dowling's house have since died and many are sick. A number of lumbermen, becoming alarmed, left for homes in Iowa and Minnesota, after having been exposed to the disease, and its spread is likely to occur.

An English syndicate has recently purchased a large tract of land in Florida. The property is what is known as the Hiles-Hadfield tract, about which there was considerable litigation some time ago. The region will be traversed by the Carabelle, Tallahassee and Georgian Railroad, now building, and of which Wm. Clark, managing partner of the Clark thread mills, at Paisley, Scotland, is a director and large stockholder. The land is covered with timber, mostly pine and cypress, and is said to be rich in phosphates. The sum paid is supposed to be several hundred thousand dollars.

Mr. A. E. Lawrie forwards to the Indian Forester an authentic case of a forest fire caused by lightning, which occurred in the Alapelli forests of the Chanda district, Central Provinces. During a heavy thunderstorm a huge teak tree was struck in the Mirkalu reserve, which, it is hardly necessary to say, is protected from fire. The lightning current first struck an upright branch, and then ran down the stem, setting it on fire. The tree was shivered to pieces, large fragments being scattered over long distances. The storm being accompanied with but little rain, the grass and dry leaves round the burning tree were set ablaze. As this unfortunately occurred in the middle of the night, more than 50 acres were burnt before Mr. Lawrie's establishment could reach the spot and extinguish the fire. It is not often that one hears of a forest fire caused by lightning.

VIEWS AND INTERVIEWS.

A Memorable
Elm.

Mention is made in a book Quebec, Ancient and Modern," written by E. T. D. Chambers, of the tradition that it was under an elm tree, in what was afterwards the English cathedral enclosure, that Jacques Cartier assembled his followers. The tree was blown down in September, 1845; and in connection with that event there is, says the Montreal Gazette, a story to the effect that the tree, having become rotten with age, the churchwardens had come to the decision that the ancient landmark would have to be removed, and orders were given to have it cut down next day. During the night a gale arose, and the tree was blown down, but, in falling, as if to mark the place where it stood, it struck the iron railing, making a dinge that is pointed out to this day.

English
Lumber Opinion.

Mr. Burall, an English lumberman, who visited this country recently, took back with him some specimens of British Columbia timber that are likely to convince our English friends that the giants of the forest do grow in this country. Mr. Burall tells them that he saw timber being cut in the saw mills at Vancouver 6 feet square and 118 feet in length. The London Timber Trades Journal, in commenting on Mr. Burall's visit, tells also of a cargo of Oregon pine, recently received at the docks of the Metropolis, which is greatly admired for its immense strength, durability and extraordinary dimensions. And as a curiosity to our old country friends mention is made of a few pieces of waney board pine 24 in. up to 28 in. square, and 37 feet to 43 feet in length.

Wooden
Shoes.

It has been said there is nothing like leather. Rather, there is nothing like wood. The man of sheepskins has not even an entire monopoly of hides for foot-wear. We are told that in the Western States—away west—that wooden shoes are still worn by a large number of people. Some had become accustomed to them in the land of their birth, and in their new home have not yet adopted the more modern specie of shoe. They are used by others who are employed in damp, sloppy places. Workers in tanneries, dyeing establishments and chemical works find them a better protection and more comfortable than shoes made of leather or India rubber. They are also worn by women when doing their scrubbing, and also on wash-days. The largest manufactory of wooden shoes in the United States is located at Grand Rapids, Mich., and there are two similar establishments in the same city. The products of these factories are shipped to nearly every State in the Union, and to various points along the Pacific coast. The shoes are made from basswood logs.

Who Pays
the Duty?

All lumbermen of the United States are not ready to endorse Mr. Huyett's platform of exclusiveness for American lumbermen. W. H. Boyle, a sash, blind and door manufacturer, of Oswego, N.Y., would remove all trade barriers between the two countries. In a letter recently published he expresses himself plainly on this point, and also discusses the oft discussed question: "Who pays the duty?" "I believe," says he, "that as a rule the exporter pays the duty. A letter on my desk from a manufacturer in Belgium refers us to our own American glass list, and offers to pay freight and duties and allow their glass f.o.b. Oswego at the very best discount quoted us by our own American factories. It would be difficult for the free trader to prove that the tariff was a tax to the consumer in that case. As another proof, when solicited for a contribution to an expenditure incurred in efforts to defeat some clause of the McKinley Bill previous to its passage, we made an offer to the solicitor, a local lumber dealer, through whom we had purchased uniform grades of Canada stock for several years, that we would contract for 300,000, 500,000 or 1,000,000 feet of exactly the same grades for the coming year, and that any reduction of price, as compared to the past two or three years, we would contribute to the fund in question. The offer is open yet, but so far the Canada man keeps the dollar that McKinley struck off. Directly across the lake are two extensive sash, door and blind factories: that little barrier or tariff keeps their

manufactured product out of our market. I am sure if they should force their goods our way, they, and not the consumer, would pay the duty, as I am equally sure, had the McKinley Bill increased that tariff, we could not have added a penny to the price of our goods, which is regulated by keen, cutting competition between ourselves. Still, in the language of Bobbie Burns, "for a' that and a' that," as the white pine supply in our own country is limited and so many industries are dependent upon it, I would remove the barrier and let logs and lumber come in free, or any other commodity that our American farmer cannot produce on our own soil."

Canada's
Canals.

A notable visitor to the city during the month of January was the veteran seaman, Capt. Alexander MacDougall, of Duluth, inventor of the whaleback, and actively identified with the big ship-building concern, the American Steel Barge Company. Mr. MacDougall talked freely to a reporter of our canal system which is an important factor in whaleback schemes. "The completion of your canal system," said the Captain, "is what your navigation interests most need at present. There now remains only the Beauharnois canals to be finished, and the Dominion will have a complete chain of waterways to the sea. You will see a revolution in the shipping trade then. The canals at Montreal won't be able to accommodate the vessels waiting to go through. Over this route in summer time most of the trade from the west and northwest will be carried. Instead of going by rail to Boston and New York it will be shipped from Milwaukee and Chicago to Montreal. There the lake vessel will transfer its freight to the ocean steamer to be carried across the Atlantic. The tonnage of vessels in Canada will increase from the 1,000,000 it is now to 40,000,000 or 50,000,000. The Dominion needs this increase badly. My friend Mr. Marks, of Port Arthur, who ought to know, tells me that only one freight vessel is under construction at present in the whole of Canada. I should say complete and enlarge your canal system at all costs. Speaking of his own vessel, Capt. MacDougall says: "Three years ago we launched the first whaleback. To-day there are 25 in actual commission. Twenty are on the inland lakes, four on the Atlantic and one on the Pacific. I have returned recently from both the Pacific and Atlantic coasts. One whaleback has left Boston for Yucatan, and to-day I got a telegram telling me of the departure of the Pacific coaster from Seattle with a cargo of coal for Santiago. A shipyard is now in course of completion on the Puget Sound for the construction of whalebacks. We have more than we can do at our yards in West Superior. Eight vessels are on the stocks now six of these being steamers, not one with a length of less than 322 feet. We intend building two more especially for the St. Lawrence canal trade."

TRADE RELATIONS BETWEEN UNITED STATES AND CANADA.

BY JOHN BERTRAM, TORONTO, ONT.

IT is not in a spirit of controversy that I again revert to the question of "American Markets for American Lumber," but rather to further elaborate the general aspect of trade relations between the United States and Canada. Before doing so, however, it would be well to notice one or two points made by Mr. Huyett in his second article. It was hardly possible to read his original contribution without considering it as a protest against American markets for lumber being thrown open to Canadians by reason of the \$1 a thousand reduction on duty made by the McKinley Bill. This idea Mr. Huyett in his rejoinder disclaims, and says: "I did not arraign the McKinley law, nor attribute the demoralization thereto." That being the case it was unfortunate for the apprehension of his true meaning that such expressions should have been found in his letter as "The \$2 duty made conditions so unprofitable as to make Canadian operators very tired;" "When the McKinley Bill was before Congress, negotiations prompted by Canadians resulted in a 50 per cent. reduction of the duty benefiting a few American log operators and surrendering American markets to Canadians without an equivalent." Then the difference in tables of imports as between 1890 and 1891 could presumably be given only as showing how the market had been surrendered, the table winding up with the significant statement,

"The increase in importations as above shown is \$9,768,160," although these figures were afterwards withdrawn by Mr. Huyett as incorrect.

To an ordinary reader these quotations show that the whole question hinged on the reduction made by the McKinley Bill, and that the bill of complaint was founded thereon.

It seems to be taken for granted by American writers that the selling of forest product is all done by Canada, and the buying by the United States. This is not altogether correct. The trade and navigation returns have not yet been issued here for 1891, so, taking 1890 as the latest available, they show, after a careful analysis, that the total amount of forest products "wood and manufactures of," exported by Canada to the United States, exclusive of logs in the rough, was \$9,958,685, and the total imports by Canada from the United States were under the same heading for the same year \$2,290,628, or a difference of \$7,668,057. This is certainly not a very large amount, and a curious opinion must be held of the vast volume of lumber trade in the United States, if much is made of it. The whole amount of imports over exports is hardly one-fifth of the amount of lumber trade done by Chicago alone.

I endeavoured in a former communication to show that in international trade discussions a single trade or one class of production could not very well be considered alone; that as one trade reacts on another a wider view becomes necessary. If it is true, as claimed by Mr. George A. Priest, that "the great army of wage earners in the lumber industry are the people most interested in this subject," and if the object of the United States people, as Mr. Huyett says, is "furnishing employment directly and indirectly to a large number of persons," then the benefit of all wage earners must be considered, and it can surely make no difference in the aggregate whether the employee is working in a sawmill or in manufacturing saws.

Now let us consider the question of trade between the two countries by examining the official figures, not of one year, which might be misleading, but for the past eighteen years, from 1873 to 1890 inclusive. The total imports of Canada from the United States for these years, on the basis of goods entered for consumption, were \$851,871,068; and the total exports by Canada to the United States for the same term of years were \$657,623,012, or a balance of trade in favour of the United States of \$194,248,058, and this in face of the fact that the total imports of Canada exceeded the total exports for the same years by the sum of \$398,342,740. These figures should give food for reflection, not only to those who take an interest in trade statistics, but also to those who evince an anxiety to provide employment for wage earners. That the United States authorities are anxious to extend their foreign trade, is proved by their making and asking mutual concessions in recently arranged reciprocity treaties.

There is a market in Canada at the very doors of the American people, which, perhaps because of its nearness and familiarity, is treated as of little consequence, and which is capable of great expansion. No nation can sell without also buying, and it makes no ultimate difference whether trade is carried on directly or in a roundabout fashion. For example, the United States may send wheat to England, and with the proceeds buy coffee from Brazil; but the Englishman pays for his wheat all the same by selling some commodity to Brazil or some other country.

The long line of frontier between the two countries of North America is peculiarly adapted for a profitable interchange of trade. Why should not Nova Scotia sell coal to the New England States, and Pennsylvania return the compliment by supplying Ontario? This trade goes on in spite of the barriers erected on both sides of the line. Will some of the handlers of "cold facts" point out why a free interchange of coal would not benefit both parties? The whole subject should not be considered in a narrow partisan spirit, but in one of modern enlightenment. The great bulk of the people are interested in the well-being and good neighbourhood of the dwellers on this broad continent, the only objectors being a small but noisy clique of tail-twisters on one side and their congeners on the other.

OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

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Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than the 27th of each month to insure insertion in the following issue.

WANTED FOR CASH

HALF A MILLION FEET OF ASH, MOSTLY one inch, some one-and-a-quarter and one-and-a-half inch Canada Ash, strictly firsts and seconds; must be of uniform color; also commons and one inch Elm, 1 and 2. State particulars as to stock on hand, dryness and lowest prices F.O.B. Montreal, Que.
Furthermore, Red Birch lumber, 1 and 2, all thicknesses, principally 1 and 1 1/4 inch; also Red Birch Squares, 5x5 and 5x6, ten feet and over long, free of splits, a knot now and then allowed.

Address all particulars to
P. O. BOX 2144,
NEW YORK,
N.Y.

SAW MILL FOR SALE

IN PROSPEROUS TOWN ON GEORGIAN Bay, eighty h.p. engine, modern improvements, capacity 25000 per day, rail and water conveniences, siding to lumber piles. Easy terms. Whole or half interest. Plenty of stock can be bought. Write for particulars. Lock Box 7, Hepworth station, Ont.

WANTED TO CONTRACT

FOR 1 1/2 AND 1 3/4 IN. BASSWOOD, ALL 12 FT. long, quality 1st and 2nd, New York inspection, to be delivered here in canal boats next summer.

Only responsible parties need apply, stating price delivered.

WHITE, POTTER & PAIGE MFG. CO.,
415 Willoughby Ave.,
BROOKLYN, N.Y.

STEEL RAILS, ETC.

SEVERAL THOUSAND FEET "T" RAILS, 10 and 20 lbs. to the yard. A large quantity of flat strap rail for tramways. 20 pair wheels and axles, all in good second-hand condition, very cheap.

JOHN J. GARTSHORE,
49 Front Street West,
Toronto.

TIMBER BERTH FOR SALE

BERTH NO. 82, CONTAINING 36 SQUARE miles, situated on the north shore of Lake Huron, within about ten miles of Georgian Bay; well watered, and containing large quantity of pine timber. Has never been lumbered on. Apply to THE GEORGIAN BAY CONSOLIDATED LUMBER CO., Toronto.

FOR SALE - 25 H.P. STEAM SAWMILL, WITH power cider press and hoop-cawing outfit, with or without stock of lumber. Will be sold cheap. Address LOUIS LUBACH, lot 2, con. 4, Fullerton, Carleton Place, P.O., Perth Co., Ont.

WANTED TO BUY

GOOD CANADIAN TIMBER LIMITS AND Georgian Bay saw logs. Address, BEN BIRD-SALL, Whitney Building, Detroit, Mich.

HARDWOOD LUMBER BOUGHT, SOLD OR received on consignment. TUCKER DAVID, lumber commission merchant, 202 Eleventh Ave., N.Y.

PARTNER WANTED

TO JOIN ADVERTISER IN MANUFACTURING mill machinery and patented specialties. Must have \$3,000 to \$5,000 cash. Experience not necessary if capable of keeping books and attending to office work. Address "D," care CANADA LUMBERMAN.

SAW LOG SLEIGHS FOR SALE

VERY CHEAP. FIFTY SETS ONE TEAM SAW log sleighs, new Ottawa pattern, steel shod, made of the best material throughout, good as new. MOS-SOM HOYD & CO., Holmbygreen, Ont.

WE WANT BASSWOOD, SOFT ELM AND hard maple. Write us. We pay cash.
ROBERT THOMSON & CO.,
103 Bay Street, Toronto.

WILLIAM FOSTER

Lumber and Commission Merchant

RECEIVER AND FORWARDER OF
LUMBER, LATH AND SHINGLES

... CORRESPONDENCE SOLICITED ...
OWEN SOUND, ONT.

J. D. SHIER

MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

MACHINERY

SECOND HAND MACHINERY FOR SALE by the Canada Machinery and Supply Co., Brantford, Ont., Dealers in New and Second Hand Machinery and Mill Supplies:-

1 12 x 16 WATEROUS DOUBLE CUT-OFF ENGINE with Pickering governors.

1 12 x 16 BECKETT SLIDE VALVE ENGINE with Judson governors.

1 9 x 15 BECKETT ENGINE, SLIDE VALVE.

1 7 1/2 x 10 NORTHEY ENGINE WITH PICKERING governors.

1 5 1/2 x 9 HORIZONTAL SLIDE VALVE ENGINE.

1 25 H.P. TUBULAR BOILERS TO BRICK IN.

2 16 H.P. TUBULAR BOILERS TO BRICK IN.

2 6 H.P. UPRIGHT LEONARD BOILER.

1 NORTHEY STEAM PUMP, 2 1/2 IN. SUCTION, 1 1/2 inch discharge.

1 WATEROUS SELF-ACTING SHINGLE MILL and Jointer.

1 UPRIGHT SWING SHINGLE MILL AND Jointer.

1 WATEROUS LATH MACHINE, THREE Saws.

1 SET IRONS FOR TWO HEAD BLOCK SAW mill.

1 30 INCH J. T. NOYE MAKE, BUFFALO, hurr portable Chopper with crane and pulleys.

1 POWER CORN SHELTER.

1 RE-SAW BAND SAW, 40 INCH WHEELS, with two 2 1/2 inch saws.

1 BLIND SLAT TENONER.

2 ONE-SIDE MOULDERS.

1 RIP-SAW TABLE.

1 CUT-OFF SAW TABLE.

SHAFTINGS, HANGERS, PULLEYS, BELTING, etc., all sizes.

WRITE FOR PRICES FOR ANYTHING IN the line of Machinery and supplies to the Canada Machinery and Supply Co., Brantford, Ont. Works, Warehouses and Office, opposite the Market.

SECOND HAND MACHINERY FOR SALE.

WORTHINGTON COMPOUND STEAM pump; steam cylinders 12 and 18 in. diameter, water 10 1/4, stroke 10 in.; capacity 5 to 900 gallons per minute, 2 1/2 steam, 3 1/2 exhaust, 8 in. suction, 7 in. discharge, capacity 4 to 6 good fire streams; has reversible counter, first-class condition in every respect; suitable for fire and domestic supply for any sized town up to 10,000 inhabitants.

ENGINE - Cylinder 22 x 30, shaft 8 feet long, 7 1/2 in. diameter, fly wheel pulley, Corliss pattern and slides, thorough order new Pickering governor, a 10 x 16 square bed circular valve engine also square bed slide valve 10 x 12.

BOILERS - One 52 x 14, with 44 3 1/2 inch tubes; one 52 x 13 feet 8, with 66 3 in. tubes; one 52 x 13 feet 6 with 52 3 in. tubes. These boilers have been thoroughly repaired.

SAW IRONS - Waterous make, right hand cast frame, takes 60 in. saw, 3 block carriage, peel dogs, 1 set Paxton's make, cast frame, right hand, 7 block carriage with wooden frame, axles running clear across, V and flat track.

ONE SLEWRY shingle machine, 40 in. saw, thorough order.

WATEROUS PORTABLE SAW MILL can be seen at Acton station - 25 h.p. engine, 30 h.p. locomotive boiler, water front, circular fire box; iron frame, friction feed and jig, 1 60 in. and 2 52 in. solid saws, 7 block carriage, 30 feet from centre to centre of first and last block, friction set, peel dogs, friction log turner, slab saw, single edger, saw dust carrier, counter shaft.

This mill is in first rate order and can be delivered immediately. Further particulars and prices of above machinery on application.

WATEROUS ENGINE WKS. CO., Ltd., Brantford.

J. J. TURNER

.. Sail, Tent and Awning Maker ..

251 George St. and 154 King St.
PETERBOROUGH

Canoe, Yacht and Boat Sails made to order. Perfect Fits Guaranteed.

Every description of Lumbermen's Supplies and Waterproof Clothing.

Rochester Bros.

: : COMMISSION AGENTS

Limits bought and sold on commission. Limits travelled and carefully prepared. Estimates given.

Some first-class berths on the North Shore of Lake Huron and on the Upper Ottawa now in our hands for sale.

Communications confidential. References given.

36 Rochester St. Ottawa

E. STEWART, D.L.S.

DEALER IN

Timber Limits

IN ONTARIO, MANITOBA AND BRITISH COLUMBIA

CORRESPONDENCE SOLICITED

OFFICE, 24 MANNING ARCADE

KING ST. WEST

TORONTO, ONT.

LUMBER TRUCK WHEELS

The Montreal Car Wheel Co.

... MANUFACTURERS OF ...

Charcoal Iron Chilled

RAILROAD WHEELS

OFFICES:

NEW YORK LIFE INSURANCE BUILDING, MONTREAL

WORKS: LACHINE, QUEBEC

We make a specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

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LUMBER AND LOG
... BOOK ...

OVER
ONE MILLION
SOLD

Most complete book of its kind ever published. Give measurement of all kinds of Lumber, Logs, Planks, Scantling; cubical contents of square and round timber; hints to lumber dealers; wood measure; speed of circular saws; care of saws; cordwood tables; falling trees; growth of trees; land measure; wages, rent, board, interest, stave and heading bolts, etc. Standard book throughout the United States and Canada. Get the new illustrated edition of 1882. Ask your bookseller for it. Sent post-paid for 35 cents.

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Box 238, ROCHESTER, N.Y.

or A. G. MORFIMER, Toronto, Can.

ELECTRIC LIGHT
PLANTS

THE
THOMSON-HOUSTON
AND
THOMSON SYSTEMS.

FOR MILLS AND
FACTORIES.

THE ROYAL ELECTRIC CO. ADDRESS 56 WELLINGTON ST. MONTREAL, QUE.

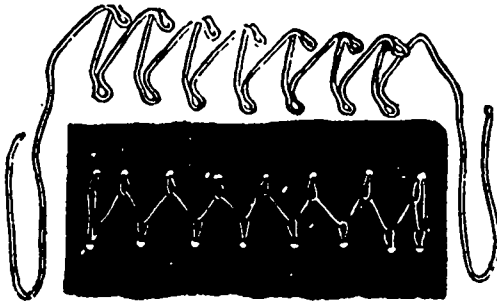
SAWDUST.

THE sawmill with its teeth of steel
 Bites through the log upon the tram
 And drops the dust like golden meal
 Into the stream below the dam.
 It floats in long procession down
 Puts golden fringe on the waters edge,
 Or rests in nooklets green and brown,
 And shines like sparks among the sedge.
 Now swims a particle away
 And minnows push it here and there
 As boys at football love to play
 On Summer days in Summer air.
 The water shouts in cheering tones
 As float the shining masses down
 Around the curves—among the stones
 And past the busy trade-blind town.
 And still the saw with teeth of steel
 Bites through the logs upon the tram
 And drops its food like golden meal
 Into the stream below the dam.

IRONIC W. TURNER.

BELT FASTENER OF WIRE.

THE fastening is made of wire, which for about half its length is bent into a series of zigzags, the angles of which are bent upward at right angles, forming loops, the number of which on each side are equal to the number of holes in each end of the belt. The holes are made at such a distance from the ends of the belt that when they



are brought together the holes will be at the same distance apart as the rows of loops in the wire. In using the fastening, the ends of the belt are brought together, and the ends of the wire are passed through the holes in such a direction as to bring the zigzags on the inner side of the belt. The ends of the wire are then passed through the loops successively, forming a second series of zigzags upon the outside of the belt, and are twisted together, as shown in the engraving. In use, the fastening beds itself in the belt so as to leave the surface smooth. The fastener is easily applied and reliable in use.

ARGENTINE PROSPERITY.

ADVICES received from the Argentine by the last steamer show that the value of agricultural and pastoral products in that country during the present year will exceed anything before known. The value of the agricultural crop in 1891 is estimated at \$85,000,000. The wheat product is estimated at 8,000,000 tons, valued at \$32,000,000; the corn crop at 1,000,000 tons, valued at \$15,000,000. The value of the wheat and corn surplus for export is estimated at \$27,500,000. It is believed that this enormous crop, together with the returns from wool, hides, etc., will restore prosperity to this country.

INTERESTING FACTS ABOUT WOODS.

MANY of us work on from year to year, handling thousands of feet of lumber of different kinds, without once giving a thought as to its relative strength as compared with other substances, or to where it comes from or to whither it goes. One cubic foot of ash weighs 52.81 pounds; bay wood 51.37; blue gum 64.8; cork 15; cedar 35; hickory 49; lignum vite 83.32; mahogany from 35 to 65; white oak (dry) 53.75; pine, white, 34.625; pine yellow, 33.85; spruce 31.25; walnut, black, dry, 31.25; willow 36.56.

The comparative weights of green and seasoned timber are about as follows; Pine, green, 44.75 pounds, dry, 34.62 pounds; ash, green 58.18 pounds, dry 52.81 pounds; beech, green, 60 pounds, dry, 53.37 pounds; cedar, green, 39 pounds, dry, 35 pounds. Thus it will be seen that the large majority of the lumber we handle is much heavier than we notice during our daily acquaintance with it.

Now as to tensile strength of the above named woods. The tensile strength of ash is 15,000 pounds which about equals cast lead, which is 18,000 pounds; hickory, 11,000 pounds, or same as tin, which is 11,000 pounds; mahogany, 21,000, or same as gold, which is 20,380 pounds; white oak, 16,500 pounds, or same as Clyde cast iron, which is 16,000 pounds; pine, 19,200 pounds, or same as gun metal, which is 18,000 pounds; walnut, black, 16,000 pounds, or same as walnut, English, which is 17,800 pounds; willow, 13,000 pounds, or same as sheet zinc, which is 16,000 pounds; cedar, Lebanon, 11,400 pounds, or same as beech, which is 11,500 pounds; ebony, 27,000 pounds, which is about the same strength as copper.

White oak at 16,500 pounds is tougher than many grades of cast iron, not only in tensile strength but in almost any other test to which it may be put.

It is known that wood as a combustible is divided into two classes—the hard, as oak, ash, elm, beech maple and hickory—and the soft, as pine, cotton, birch, sycamore and chestnut. Green wood subjected to a temperature ranging from 340 to 440 degrees, will lose from 30 to 45 per cent. of its weight. At a temperature of 300 degrees, oak, ash, elm, and walnut, in a comparatively seasoned state, lose from 16 to 18 per cent. Wood contains an average of 56 per cent of combustible matter. From an analysis by M. Violette, it appears that the composition of wood is about the same throughout the tree and that of the bark also, that wood and bark have about the same proportion of carbon (49 per cent.) but that bark has more ash than wood.

PUBLICATIONS.

Sir Edwin Arnold, who has been enjoying an interesting trip through the United States, has made a careful study of the conditions which govern the family in Japan and embodies his ideas in a paper called "Love and Marriage in Japan" in the February number of The Cosmopolitan. The article is illustrated by the quaintest possible Japanese sketches running down the sides and across the bottom of each page. An excellent photograph of W. D. Howells serves as a frontispiece, and his work as a writer of fiction is reviewed in the same number by H. H. Boyesen.

FOR HEMLOCK, DIMENSION LUMBER, HARDWOOD flooring, cedar shingles, piles, sawdust, etc., write J. E. MURPHY, lumberman, Hepworth station, Ont.



When the tubes of injectors become scaled, do not undertake to clean them with a file or scraper, as a very small enlargement of the area of the jet will interfere with the working of the instrument, but remove the tubes and place them in a solution of one part of muriatic acid to 10 or 12 parts of water. This will soften the scale, and the tube may then be washed.

The fact that steam piping methods have not kept pace with the demands of higher pressures and modern practice is evidenced by the increasing number of accidents from the failure of pipes and fittings. There has not been for the rapid increase of pressure used a proportionate increase in strength of flanges, number and size of bolts used, and more generous provision for expansion and contraction. When small bolts are used in flanges they are often put under an almost destructive initial tension by "the man with the monkey-wrench," and are in no condition to withstand the excessively high pressures to which piping is now subjected. Valves and fittings also require greater attention in their design, construction and manipulation.

The ability of a lubricator to feed heavy oil depends on the difference between the height of the water column and the connection from the lubricator into the steam pipe. A friend has one in which the water column extends for more than two feet above the body of the cup, but as the delivery is connected into the steam pipe nearly as high up as the top of the water column, the cup does not work in a satisfactory manner. The delivery connection should be lowered, and it is well to remember that if the pipe which is intended to supply the column with water is carried in a horizontal direction, while it may add to the capacity of the cup, or in other words enable it to feed out more oil in an hour, still it does not help it about feeding heavy oil, as the vertical height alone can do this.

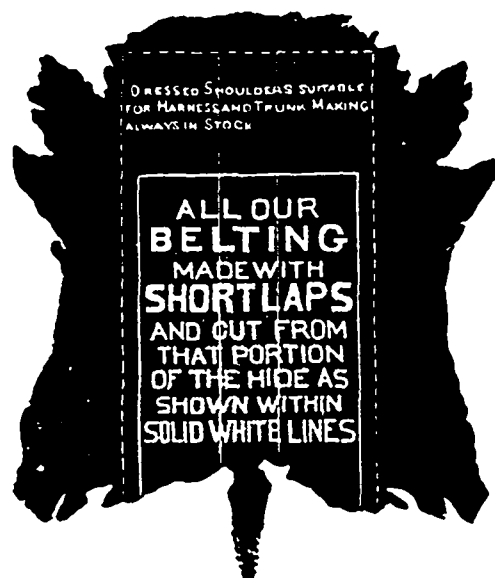
To lag pulleys with paper a workman writes:—Scratch the face of the pulley with a rough file thoroughly, so that there are no bright or smooth places. Then swab the surface with a solution of nitric acid one part, water four parts, for fifteen minutes; then wash with boiling hot water. Having prepared a pot of the best tough glue that you can get, stir into the glue a half ounce of a strong solution of tannic acid, oak bark, or gall nuts, as convenient to obtain, to a quart of thick glue; stir quickly while hot and apply to the paper or pulley as convenient, and draw the paper as tightly as possible to the pulley, overlapping as many folds as may be required. By a little management and moistening of the paper it will bind very hard on the pulley when dry, and will not come off or get loose until it is worn out. Use strong hardware wrapping paper.

"What do you do with all the files?" This is the question which the "old man" usually asks when he receives an invitation to hand out a new file. More files are spoiled by laying them down where last used than by any other method. A new file is used once and then perhaps thrown down in the dirt, grease or water, and the dirt, dust and grease thus gathered convert a new file into an old one upon the spot. Keep a file clean at all times and begin when it is new. Before using a new file rub chalk into the teeth, then clean with a brush or wire card; rub in another dose of chalk and the tool is ready for use. The chalk slightly fills the cavities between the teeth and prevents metal filings and dust from collecting therein. Such filing renders the file more easily cleaned and to a certain extent neutralizes any acid that may find its way on to the file.

ROBIN &
 SADLER

MANUFACTURERS
 OF ...

Leather Belting



DRESSED SHOULDERS SUITABLE
 FOR HARNESS AND TRUNK MAKING
 ALWAYS IN STOCK

ALL OUR
 BELTING
 MADE WITH
 SHORTLAPS
 AND CUT FROM
 THAT PORTION
 OF THE HIDE AS
 SHOWN WITHIN
 SOLID WHITE LINES

DEALERS IN

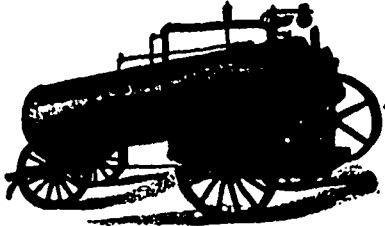
LACE LEATHER
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129 Bay Street :::

... TORONTO

The MONARCH BOILER (Patented) and HERCULES ENGINE



Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness and the ease with which they can be moved.

The 70 horse power can be taken over the roughest roads, or into the forest, and set up peacefully and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath Machines, Saw Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada.

Write for circulars.

ROBB ENGINEERING CO., LTD.

Successors to A. ROBB & SONS, Amherst Foundry and Machine Works, Amherst, N.S. ESTABLISHED OVER 40 YEARS.

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You want this carefully edited and finely illustrated literary magazine of Boston, whether you have any other or not.

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It treats of American subjects, past and present. Social questions are discussed in its columns.

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Office of W. N. McEachren & Co.

WHOLESALE LUMBER DEALERS

ROOM 75, CANADA LIFE BUILDING TORONTO

OWING to an arrangement made between myself and S. I. Wilson & Co., it has been rumored that I have retired from the wholesale lumber trade. This, I beg to state, is not the case, as I am still continuing business under the old firm name of W. N. McEachren & Co.

Yours truly,

W. N. McEACHREN.

TIMBER LIMITS FOR SALE TO CLOSE A PARTNERSHIP ESTATE

FOUR LIMITS IN THE NIPISSING DISTRICT, as follows:

Nos. 12 and 20, 36 miles in extent, traversed by west bay of Lake Nipissing.

Nos. 31 and 32, on Veve River, 36 miles in extent, the C. P. R. running through the limits.

Estimated to contain 80,000,000 feet of merchantable timber, Pine, Spruce, etc.

Full particulars and terms on application to

SUCKLING & CO.,

64 Wellington St. West,

Commission Agents. TORONTO.

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FOR PUBLIC AND PRIVATE LINES

ALL INSTRUMENTS SOLD OUTRIGHT. ESTIMATES CAREFULLY MADE FOR TELEPHONE OUTFITS

C. A. MARTIN & CO., 765 Craig St., MONTREAL

NO ROYALTY NO DELAYS

NO MISTAKES

NO RENTAL FEES

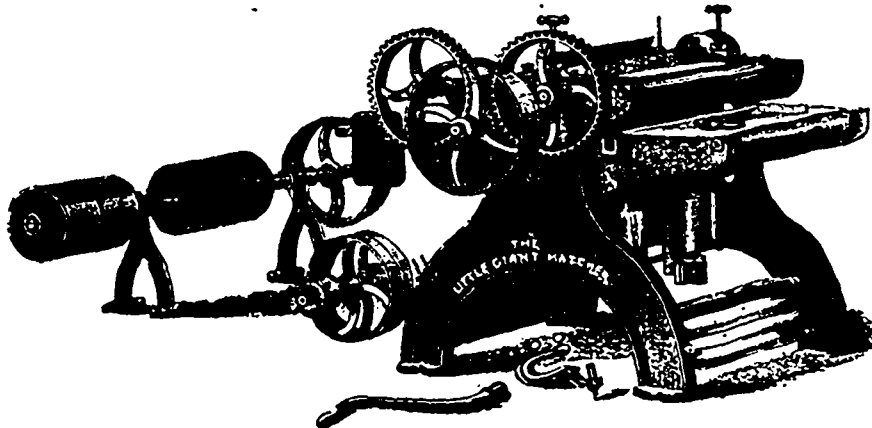
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THE IMPROVED

TELEPHONE 2590

Lathes Sand Papering Machines Planer Knife Sharpeners Band Saws

Little Giant Planer, Matcher and Moulder



Belting Circular Saws Babbit Metal Emery Wheels

AND ALL KINDS OF SUPPLIES

WRITE TO :

H. W. PETRIE

141-145 Front Street West

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Send for Illustrated Catalogue No. 16, Free

Woodworking Machinery

OF ALL KINDS

Advertisement for Waterous Engine Works Co. featuring a circular logo with the text 'GRIPS ALWAYS MOTIONLESS WHEN OUT OF CLUTCH' and 'SEE THOSE pins they are one of the features of the Waterous grip pulley. When in position the grips always stay there; when necessary to detach grips, press out split keys, pull out steel pins when grips drop out. This can always be done without stopping the shaft.' The company name 'WATEROUS ENGINE WORKS CO.' and locations 'BRANTFORD, CANADA' and 'ST. PAUL, MINN.' are also included.

Drummond, McGill & Co.

Manufacturers of the only

SELF-LUBRICATING ANTI-FRICTION METAL

ADAPTED TO EVERY CLASS OF MACHINERY

READILY MELTED AND DOES NOT DEGRADATE OR CRYSTALLIZE BY REMELTING

50 PER CENT. LESS FRICTION THAN OTHER METALS

INCREASES MOTIVE POWER

SAVES 60 PER CENT. IN OIL.

DOES NOT HEAT OR CUT

STANDS THE HIGHEST RATE OF SPEED

ITS SPECIFIC GRAVITY IS 11.49

CRUSHING RESISTANCE 112 TONS

CAUTION.—Consumers will beware of imitations of this metal. None genuine unless stamped with our Trade Mark. Unscrupulous dealers sometimes claim that another metal is as good as ours, which is untrue. This Company owns the only process by which a lubricant can be uniformly compounded with a combination of metals.

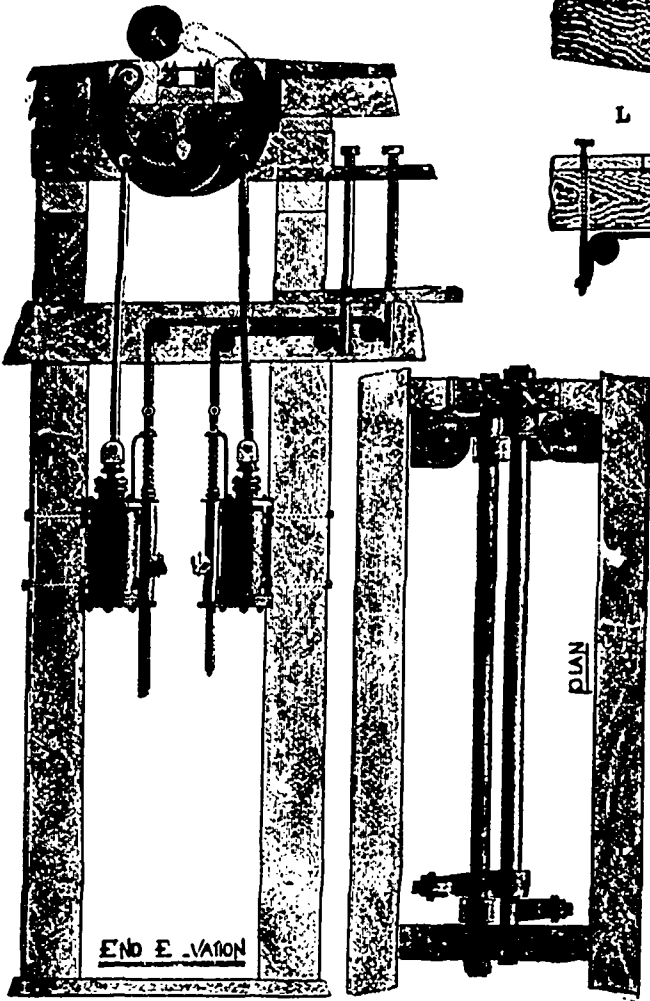
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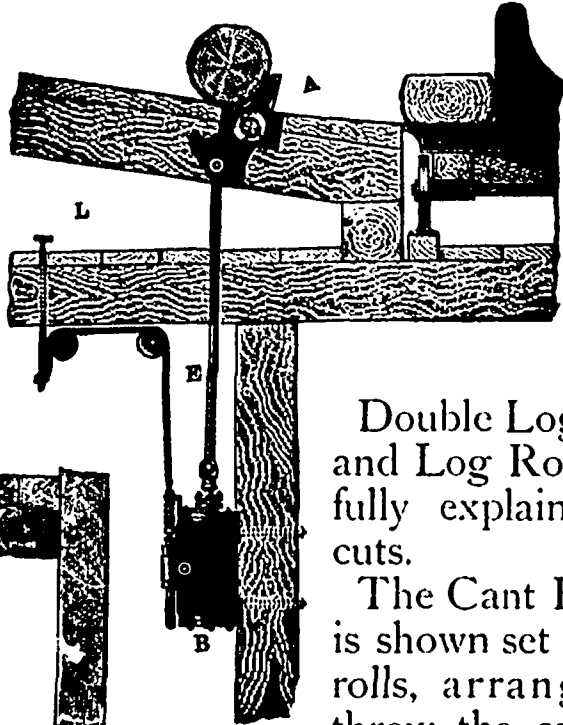
Toronto Office: 71 Adelaide St. East

A. M. COLQUHOUN, Representative

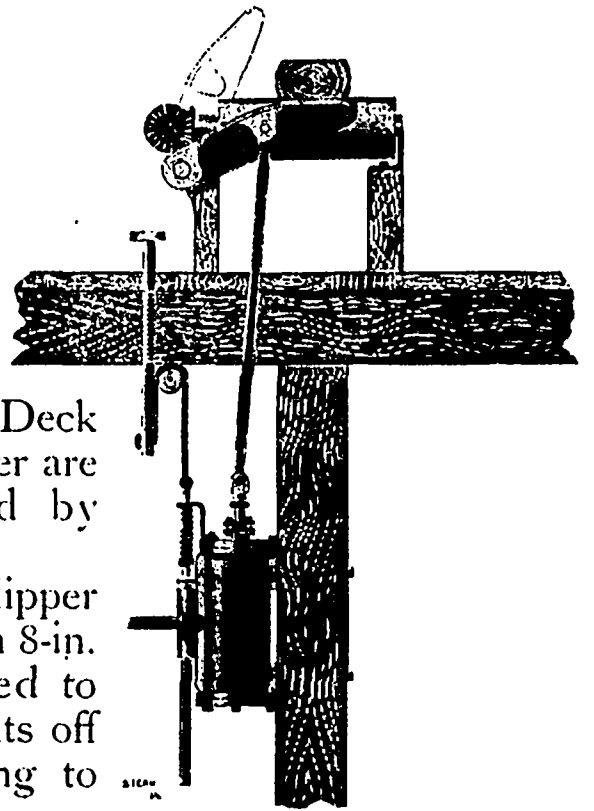
KLINGE'S PATENT DOUBLE STEAM LOG DECK



KLINGE'S PATENT STEAM LOG ROLLER



KLINGE'S STEAM CANT FLIPPER



Double Log Deck and Log Roller are fully explained by cuts.

The Cant Flipper is shown set in 8-in. rolls, arranged to throw the cants off

log rolls, to skids leading to gang or other machines.

These are labor-saving devices you may find it desirable to place in your mill this spring.

Log Loaders Take logs from water and deliver broadside to cars. Easily load 3 to 5 cars per hour. Endless Giant Chain log haul-ups, with detachable chain.

Prices of Giant Chain greatly reduced.

Note the Special Features of Our Light and Heavy

BAND SAWMILLS

They Cannot be Excelled

WATEROUS

Is the name we ask you to remember when about to purchase SAW MILL MACHINERY, ENGINES, BOILERS, FRICTION GRIP PULLEYS.

Brantford, Canada.

Heading, Stave and Box Board Machine

Garland's Patent

Four Standard Sizes

No. 1 cuts stock 10 inches wide, 12 to 24 inches long.

No. 2 cuts 10 inches wide and 12 to 38 inches long.

The above have two chains in the table.

No. 3 cuts 15 inches wide and 12 to 48 inches long.

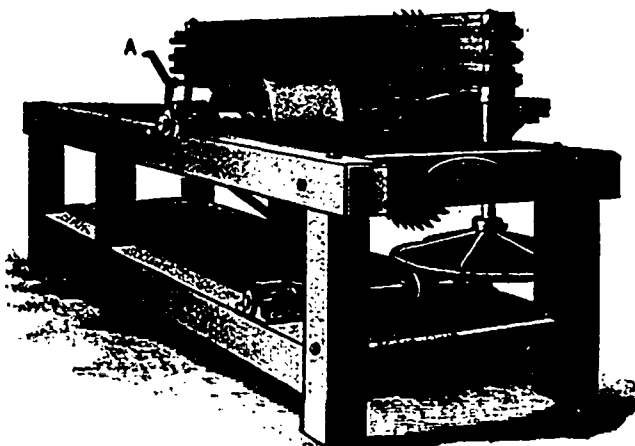
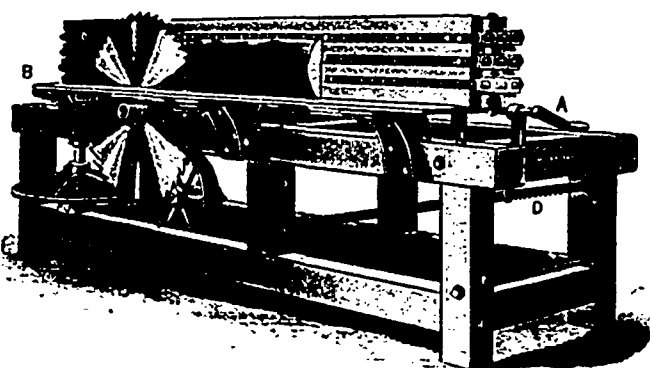
No. 4 cuts 15 inches wide and 12 to 96 inches long.

No. 4 has variable movement to cut any thickness from 1/2 to 1 1/2 inches.

ALL HAVE VARIABLE FEED

OVER 200 AMERICAN REFERENCES

SEND FOR PRICES

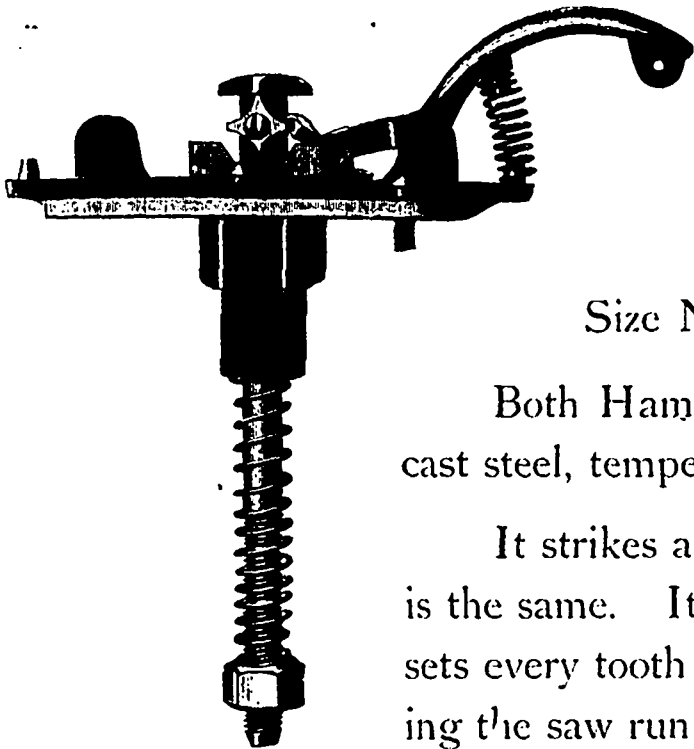


The "CANADIAN" SAW-SET

Patented in Canada 18th Nov., 1891

PATENT APPLIED FOR IN UNITED STATES

For Hand Saws of every description, 1 or 2-man Cross-cut Saws, Band Saws, Wood Saws, etc., etc.



• It is made in different sizes and styles. This Cut represents Style "A." In Style "B" the working handle or lever is placed directly back of the plunger or striker.

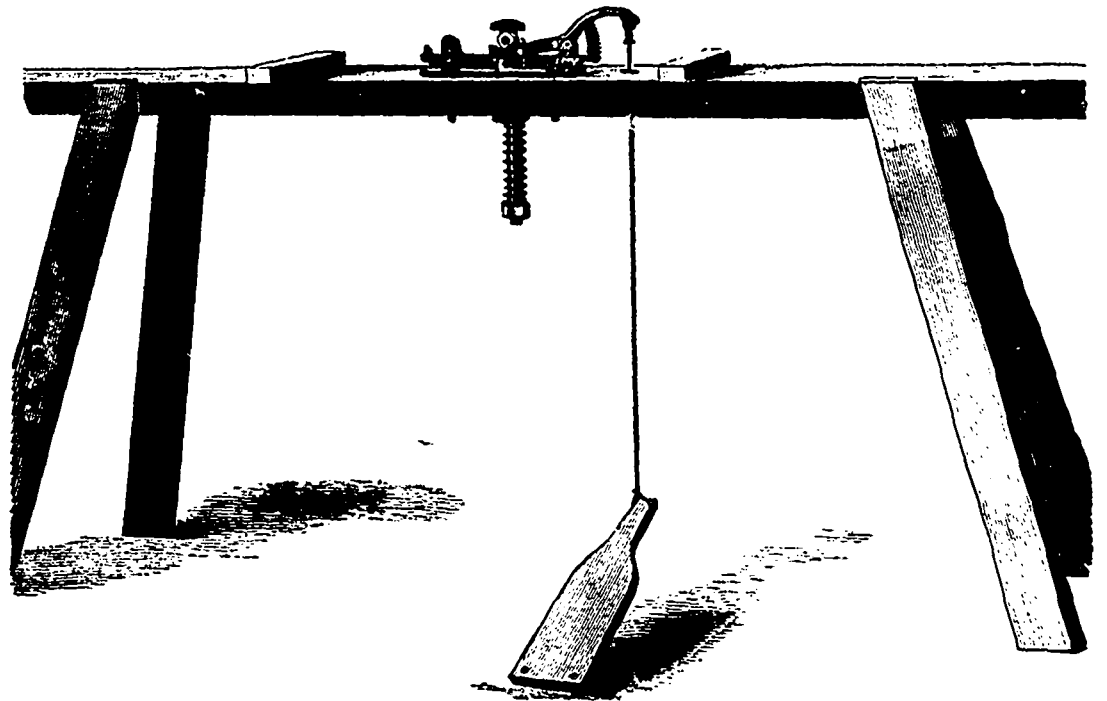
Size No. 1 weighs 4½ lbs.; size No. 2 weighs 6½ lbs.

Both Hammer and Anvil are made of the best quality of refined cast steel, tempered and polished.

It strikes a light or heavy blow, as may be desired, and every blow is the same. It is easily adjusted for any amount of set required, and sets every tooth exactly alike, without any danger of breaking, thus making the saw run straight, cut easier, and do more work.

DIRECTIONS FOR USING

Place the machine in a vice, or bolt it on a plank as shown in Cut; bolt holes are provided for this purpose; then attach a piece of string or wire, with a pedal on the lower end, to the handle; slacken the screw at the back of plunger and move the guide in or out, according to the size of saw teeth, so the hammer will not strike near the roots of the teeth; turn the regulating screw up or down, according to amount of set required. If the saw is very hard several light blows should be given to set it; strike light, and set a little at a time, especially the first time of setting, and always set near the points of the teeth.



PRICES

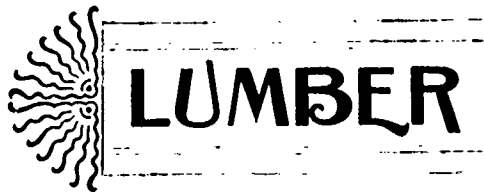
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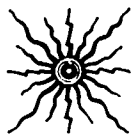
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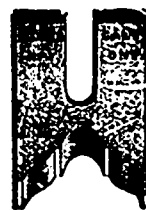
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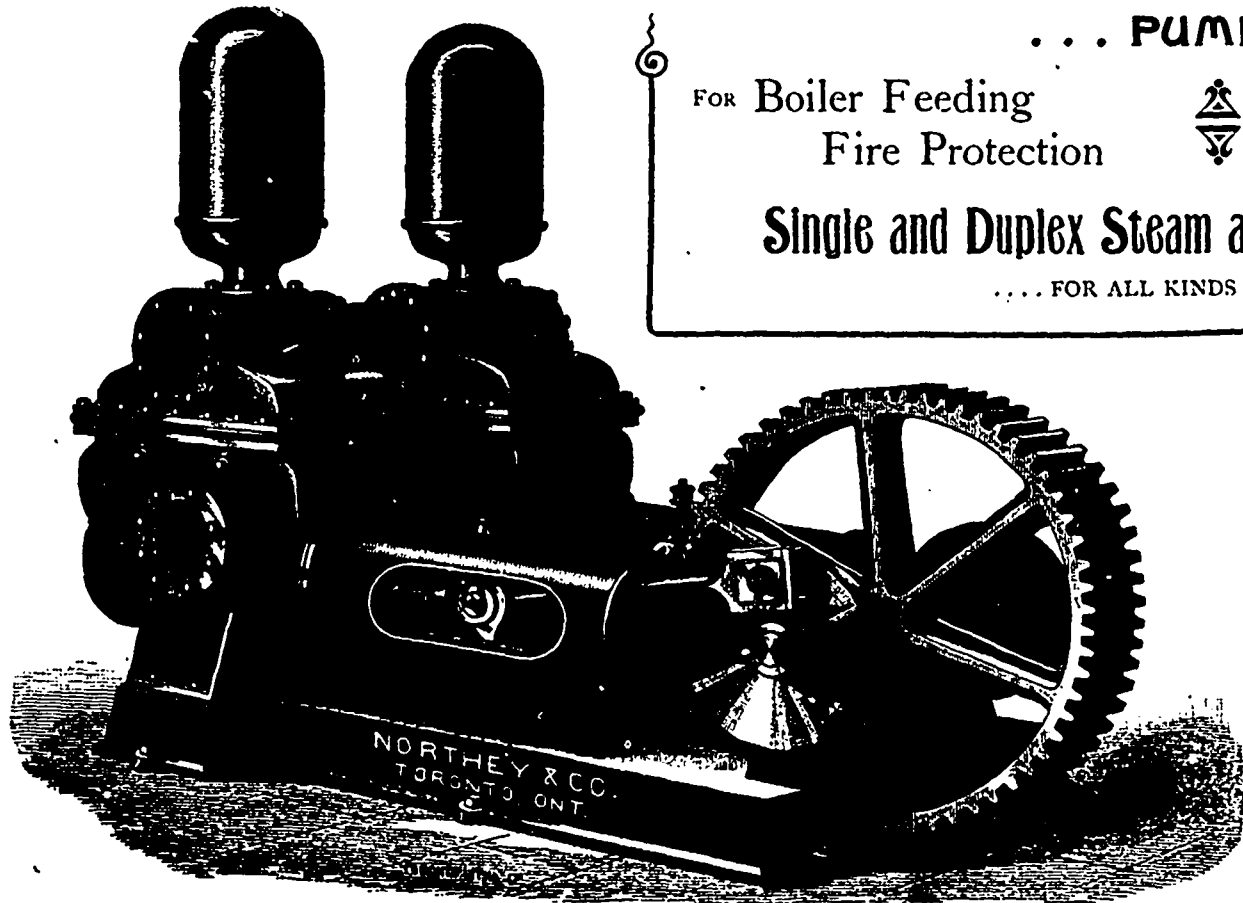
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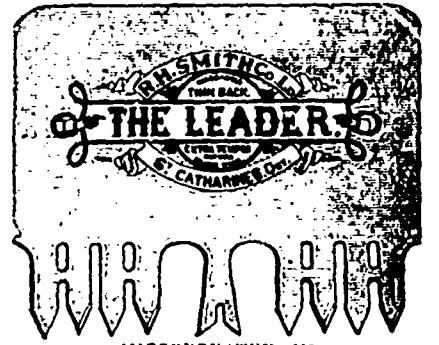
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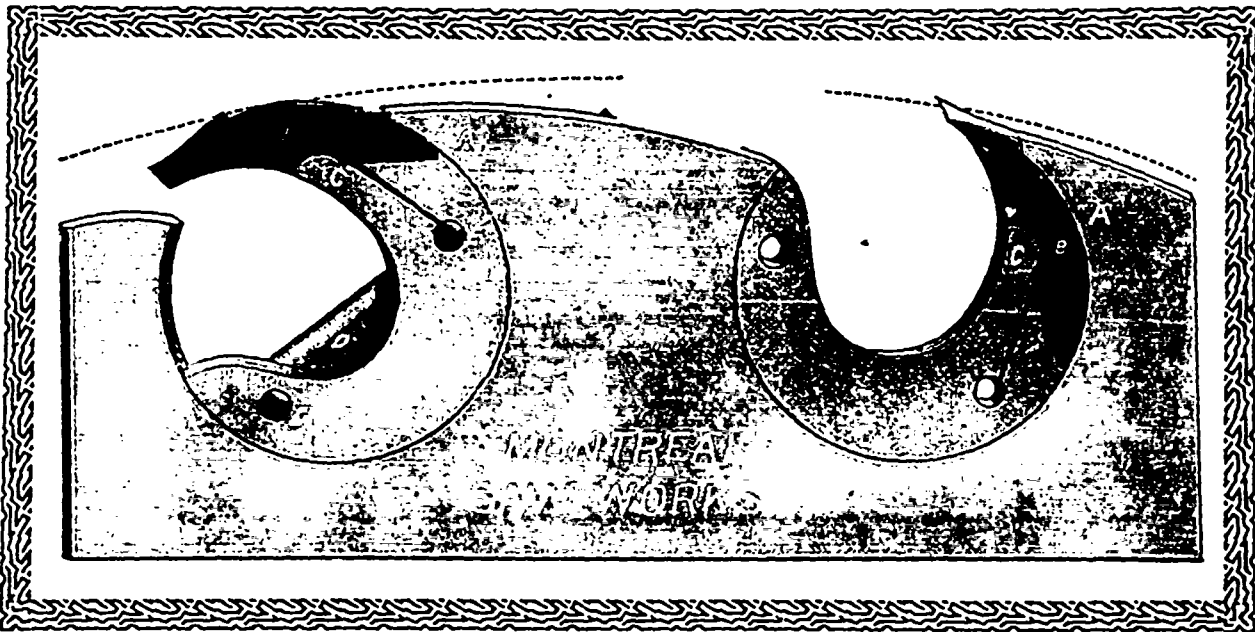
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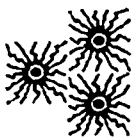
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