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NO. 6

THE SAW LOGS DRIVING ACT 1887.

THE Bill introduced in the Ontario Legislature during the last session, being an Act respecting the driving of saw logs and other timber on lakes, rivers, creeks and streams, was, after its first reading, published in full in THE LUMBERMAN of April last. As this Bill has since been considerably amended and become law, and as no doubt many of our readers have yet been unable to peruse it, we devote considerable space this month to the publication of the same in full.

The Bill reads as follows:—

2. Any person putting, or causing to be put, into any water in this Province, logs, for the purpose of floating the same in, upon or down such water, shall make adequate provisions and put on a sufficient force of men to break, and shall make all reasonable endeavors to break jams of such logs and clear the same from the banks and shores of such water with reasonable despatch, and run and drive the same so as not to unnecessarily delay or hinder the removal, floating, running or driving of other logs, or unnecessarily obstruct the floating or navigation of such water.

3. In case of the neglect of any person to comply with the provisions of the preceding section, it shall be lawful for any other person or persons desiring to float, run or drive logs in, upon or down such water, and whose logs would be thereby obstructed, to cause such jams to be broken and such logs to be cleared from the banks and shores of such water, and to be floated, run and driven in, upon and down such water.

4. The person or persons causing such jams to be broken or such logs to be cleared, floated, run or driven, pursuant to the last preceding section, shall do the same with reasonable economy and despatch, and shall take reasonable care not to leave logs on the banks or shores, and shall have a lien upon the logs in the jam or so cleared, floated, run or driven for the reasonable charges and expenses of breaking the jams and the clearing, floating, running, driving, booming and keeping possession of such logs, and may take and keep possession of such logs, or so much thereof as may be reasonably necessary to satisfy the amount of such charges and expenses pending the decision by arbitration as hereinafter provided for. The person taking possession of logs under this section shall use all reasonable care not to take such logs beyond the place of their original destination, if known, but may securely boom and keep possession of the same at or above such place. The owner or person controlling such logs, if known shall be forthwith notified of their whereabouts, and if satisfactory security be given for the amount of such charges and expenses, possession of the logs shall be given up.

5. When logs of any person upon or in any water in this Province, or the banks or shores of such water, are so intermixed with the logs of another person or persons, that the same cannot be conveniently separated for the purpose of being floated in, upon or down such water, then the several persons owning or controlling the intermixed logs, shall respectively make adequate provisions, and put on a fair proportion of the men required to break jams of such intermixed logs, and to clear the same from the banks and shores of such water with reasonable despatch, and to float, run and drive the same in, upon and down such water, and the costs and expenses thereof shall be borne by the parties in such proportions as they may agree upon, and in default of agreement as may be determined by arbitration as hereinafter provided for.

6. In case of neglect of any person to comply with the provisions of the last preceding section, it shall be lawful for any other person or persons whose logs are intermixed, to put on a sufficient number of men to supply the deficiency and break jams of such intermixed logs, and to clear the same from the banks and shores of such water, and to float, run and drive all such intermixed logs in, upon and down such water.

The person or persons supplying such deficiency and such jams to be broken, or such intermixed logs to be

cleared, floated run or driven pursuant to the last preceding section, shall do the same with reasonable economy and despatch, and shall take reasonable care not to leave logs on the banks or shores, and shall have a lien upon the logs owned or controlled by the person guilty of such neglect, for a fair proportion of the charges and expenses of breaking the jams, and the clearing, floating, running, driving, booming and keeping possession of such intermixed logs; and may take and keep possession of such logs, or so much thereof, as may be reasonably necessary to satisfy the amount of such fair proportion of charges and expenses pending the decision by arbitration as hereinafter provided for. The person taking possession of logs under this section shall use all reasonable care not to take such logs beyond the place of their original destination, if known, but may securely boom and keep possession of the same at or above such place. The owner or person controlling such logs, if known, shall be forthwith notified of their whereabouts, and if satisfactory security be given for the amount of such proportion of charges and expenses, possession of the logs shall be given up.

8. When logs of any person, upon or in any water in this Province, or the banks or shores of such water, are intermixed with logs of another person or persons, then any of the persons whose logs are intermixed, may at any time during the drive, require his logs to be separated from the other logs at some suitable and convenient place, and after such separation he shall secure the same at his own cost and expense, in such manner as to allow free passage for such other logs; provided that when any logs so intermixed reach their place of original destination, if known the same shall be separated from the other logs, and after such separation the owner shall secure the same at his own cost and expense.

9. The several persons owning or controlling the intermixed logs shall respectively make adequate provisions and put on a fair proportion of the men required to make the separation; the cost and expense of such separation shall be borne by the parties in such proportions as they may agree upon, and in default of agreement, as may be determined by arbitration as hereinafter provided.

10. In case of neglect of any person to comply with the provisions of the last preceding section, it shall be lawful for any other person or persons, whose logs are intermixed, to put on a sufficient number of men to supply the deficiency, and the logs owned by or controlled by the person guilty of such neglect shall be subject to a lien in favor of the person or persons supplying the deficiency, for a fair proportion of the charges and expenses of making the separation, and for the reasonable charges and expenses of booming and keeping possession, and such person or persons may take and keep possession of such logs or so much thereof as may be reasonably necessary to satisfy the amount of such fair proportion of charges and expenses pending the decision by arbitration as hereinafter provided for. The person taking possession of logs under this section shall use all reasonable care not to take such logs beyond the place of their original destination, if known, but may securely boom and keep possession of the same at or above such place. The owner or person controlling such logs, if known, shall be forthwith notified of their whereabouts and if satisfactory security be given for the amount of such proportion of charges and expenses, possession of the logs shall be given up.

11. The security referred to in sections 4, 7 and 10 may be by bond in form A in the schedule hereto, or by deposit of money, or in such other way as the parties may agree upon.

12. If it be determined by arbitration, as hereinafter provided for, that any person acting under the assumed authority of this Act, has without just cause taken possession of or detained or caused to be taken possession of or detained, logs of another person, or has after offer of security which the arbitrators may think should have been accepted, detained such logs, or has through want of reasonable care left logs of another person on the banks or shores or has taken logs of another person beyond the place of their original destination contrary to the provisions of sections 4, 7 or 10, then such first

mentioned person shall pay to such last mentioned person such damages as the arbitrators may determine.

13. The lien given by sections 4, 7 and 10 of this Act shall be subject to the lien (if any) of any person or corporation for tolls or dues for the use of any works or improvements made use of in running or driving such logs.

14. Nothing in this Act shall affect the liens or rights of the Crown upon or in respect of any logs.

15. All claims, disputes and differences arising under this Act shall be determined by arbitration as hereinafter provided and not by action or suit at law or in equity.

16. The person claiming that another person has not complied with the provisions of this Act, or claiming payment of any charges or expenses under this Act, or claiming a lien upon any logs, or claiming damages under section 12, shall give to such other person notice in writing stating the substance of the claims made, and appointing an arbitrator, and calling upon such other person to appoint an arbitrator within ten days after the service of such notice; if such other person does not within such ten days appoint an arbitrator the Judge of the County or District Court of the county or district, or the Stipendiary Magistrate of the provincial county or the district, as the case may be, in which the logs in connection with which the claim or part of the claim is made, or the major portion of such logs are situate at the time of the service of such notice, shall, on the application of the person giving such notice, appoint a second arbitrator, the two arbitrators so appointed shall within ten days after the appointment of the said second arbitrator appoint a third; if such two arbitrators do not within such ten days appoint a third, the said Stipendiary Magistrate shall on the application of either party appoint such third arbitrator.

17. If any arbitrator refuses to act or becomes incapable of acting, or dies, and the parties do not concur in appointing a new arbitrator, the said Judge or Stipendiary Magistrate shall, on the application of either party, appoint such new arbitrator.

18. The parties may agree that the arbitration shall be by one arbitrator instead of by three, and they may either agree upon the arbitrator or may apply to the said Judge or Stipendiary Magistrate to appoint one.

19. The person on whom a claim is made and notice of arbitration served may at any time before the arbitration is entered upon or with leave of the arbitrators during the arbitration, give the claimant notice in writing by way of counterclaim stating the substance of any claim arising under this Act which such person may have against the claimant, and such counter claim, unless barred under section 26, shall be determined in the arbitration and an award made with respect thereto.

20. The three arbitrators or the sole arbitrator, as the case may be, shall proceed with the arbitration with due despatch, and shall make their or his award in writing, under their or his hand within thirty days from the date of the appointment of such arbitrator, or the last of such three arbitrators, as the case may be. The parties may, by consent in writing, from time to time enlarge the time for making said award, or the said Judge or Stipendiary Magistrate may from time to time, either before or after the expiration of said time, enlarge the time for making said award.

21. The arbitrators or arbitrator may require the personal attendance and examination upon oath of the parties and their witnesses and the production of all books and documents relating to the matters in question, and may determine by whom the expense of the arbitration, and the costs of the parties shall be paid, and the amount thereof; any costs or expenses payable to a person having a lien upon logs, by virtue of this Act shall be added to the amount of such lien.

22. Chapter 64 of the Revised Statutes of Ontario intitled *An Act respecting the costs of Arbitrations* applies to arbitrations under this Act.

23. The person or persons having a lien upon logs by virtue of this Act, may sell the same in order to realize the amount of such lien, and of the costs, charges and expenses connected with the sale. The arbitrators, or arbitrator, shall determine

either by their award or by separate document the time, place and manner of such sale, and may, from time to time, give directions, in writing, respecting such sale, and the realization of such lien, and of the costs, charges and expenses connected therewith.

24. The award and directions, in writing, of any two of the three arbitrators, or of the sole arbitrator, as the case may be, shall be final and binding upon and shall be obeyed by the parties, and shall be valid notwithstanding any want or defect of form or other technical objection.

25. The said Judge or Stipendiary Magistrate, as the case may be, may, on the application of either party, grant an order to compel any person or persons to attend and give evidence upon the arbitration and to produce all books and documents relating to the matters in dispute, and obedience to such order may be enforced in the same way as obedience to any order of such Judge or Stipendiary Magistrate made in a cause or matter pending before him in court may be enforced, and the person neglecting or refusing, without lawful excuse, to obey such order shall be liable to an action by any person aggrieved by such neglect or refusal for the damages sustained by him thereby.

26. All claims arising under this Act shall be made by notice in writing under section 16, within one year after the same have arisen, otherwise they shall be barred.

27. The Lieutenant-Governor in Council may from time to time by proclamation published in the *Ontario Gazette* declare that any portion or portions of this Province or any water therein shall, until further proclamation, be exempt from the operation of this Act, and thereupon the same shall be exempt accordingly.

28. Any portion or portions of the Province, or any water therein exempted by proclamation from the operation of this Act, may by proclamation published in the *Ontario Gazette*, be again brought within its operation until further proclamation, and so on from time to time.

UNITED STATES CHIPS.

—Chicago expects to receive a greater quantity of lumber from Lake Superior this season.

—Frank Close, at Moravia, N. Y., fell on a circular saw, and was split open from head to base.

—Lumber to the amount of 138,680,000 feet passed through the Sault Ste. Marie canal during 1886.

—Reports from the Tonawanda district state that the lumber trade is in a very healthy condition this spring.

—It is feared that the inter-state commerce law will shut out redwood from the eastern and middle state markets.

—The demand for lumber at Buffalo, especially box and assorted lots for the eastern trade, is improving daily.

—Twenty-eight vessels cleared from Alpena, Mich., during a recent week, carrying away 8,427,000 feet of lumber.

—Within a month \$5,000,000 will be invested in new enterprises and manufacturing establishments in Louisville, Ky.

—Milwaukee, which a few years ago was a distributing point of some importance, is now almost wholly a retail market.

—Logs to the amount of 17,000,000 feet were put into Grasse river, St. Lawrence county, N. Y., during the past winter.

—It is estimated that the amount of old and new logs in the Menominee river and tributaries amounts to at least 650,000,000 feet.

—It is stated that the average Michigan pine shingle maker is touching cedar shingles very lightly, being afraid that they will not sell.

—A good authority states that in Michigan Norway logs are selling now for as much as could be obtained for bill stuff two years ago.

—The wood-working firms in Sheboygan, Wis., have contracted for 34,000,000 feet of lumber to be used up in their establishments.

—The Wolf river, Wis., log cut for the past winter is estimated at about 95,000,000 feet, of which 16,000,000 went into Post lake by rail.

—The largest drive ever run down Pine creek, Susquehanna district, Pa., was that of this spring, and consisted of about 50,000,000 feet of logs.

—Reports of forest fires are coming in unusually early this year from nearly every State. The cause is attributed to the peculiar dryness of the season.

—The hardwood dealers of Chicago are taking action upon the invitation of the New York trade to join in an effort to frame some national inspection rules.

—It is stated that 148,000,000 feet of logs were banked the past winter on streams tributary to Little and Big Bay de Noque and Ford rivers, upper Michigan.

—At Muskegon, Mich., the other day, there was a sale to a Chicago lumber company of 50,000,000 feet of lumber and 2,000,000 shingles. The sum paid was \$800,000.

—An American paper mentions that Michigan lumbermen have offered the Pacific Lumber Company, of Eureka, Humboldt county, \$1,500,000 for 10,000 acres of timber, mill, railroad, etc.

—The Oscoda Salt & Lumber Company last winter put in 6,000,000 feet of logs on Georgian bay, Canada, which will be rafted across Lake Huron to Oscoda for sawing, or sold to outside parties.

—It is stated that 60,000,000 or 70,000,000 feet of logs are hung up on the main streams in the Saginaw Valley, and will remain so until a freshet occurs. The owners are nervous over the situation.

—A statistical correspondent of the *Saginaw Courier* has figured out that 100,000,000 feet of Michigan pine will fetch in cold hard cash \$1,700,000; and that it would take 7,000 cars to transport the boards.

—The large steam dry-kiln of E. B. Newton & Co., Grand Rapids, Mich., was totally destroyed by fire, May 12, with 770,000 shingles. It had a capacity of 100,000 shingles a day. It will probably be rebuilt.

—At Tonawanda there are 32 new boats ready to be launched, and more which were uncompleted. It was estimated that the canal fleet will be increased by 75 boats this year. Much of this tonnage will be employed in the lumber trade.

—The various lumber manufacturers on the Menominee river, Michigan, manufactured last season 217,132,678 feet of lumber and 62,689,150 shingles. On January 1st there were on hand 72,356,024 feet of lumber and 15,145,000 shingles.

—Mr. A. G. Van Schaick, a heavy lumberman of Chicago, in a recently published letter, estimates the entire amount of standing pine in Michigan, Wisconsin, and Minnesota at one hundred and seventy billion feet. Other well known authorities state that the estimate is altogether too high.

—The statement is made by the *Chicago Journal of Commerce* that fresh railway construction to the extent of 21,347 miles is projected in the United States, and that 15,000 miles will be laid down this year. New rails are required for existing lines to the extent of 9,000 miles, and altogether 3,250,000 tons of steel rails are needed this year.

—A very prominent lumberman in Bay City expresses the opinion that not over 75 per cent. of the expected log crop has been harvested in the upper peninsula. He says he knows one firm which will get one-third less than they expected, and another 25 per cent. less. The latter party contracted for 12,000,000 feet, and has only got about 9,000,000 feet. The timber does not hold out as represented, and the results will be, he predicts, a very heavy shortage.

—There were carried over on the Menominee 75,000,000 feet of logs. It is estimated that the past season's input amounted to 450,000,000 feet, making 525,000,000 as the total on that stream and its tributaries. The mill capacity at the mouth of the Menominee is said to be equal to cutting up 425,000,000 feet of logs during the sawing season. It is safe to say that the mills will be crowded to the top of their speed, and that there will be logs enough to keep them at it through the season.

—T. H. McGraw & Co., of Bay City, have just sold their lumbering property, located between the Millekokin and Black river, Upper Michigan, 55 miles west of St. Ignace, to J. T. Turst, of Wyandotte. The consideration was \$450,000, of which \$125,000 was cash in hand. This property is estimated by lumbermen to contain 100,000,000 feet of white pine, 25,000,000 feet of Norway, 10,000,000 feet of black birch, 10,000,000 feet of Hemlock and a large quantity of maple, ash and other hardwoods.

—What is doubtless the largest single transaction in manufactured lumber ever made in Chicago, and probably the largest made anywhere, was closed in that city a few days ago. Fifty million feet of lumber and seventy-five million shingles were purchased by the Chicago Lumber Company of H. C. Akeley, acting for the Roscommon Lumber Company, Muskegon, Mich., of which concern he is one of the officers, to be manufactured and delivered during the sawing season of 1887. The amount involved in the purchase is about \$800,000, a sum which regarded as the measure of one purchase of stock by a single firm, in the ordinary course of business, affords some idea of the scale upon which the lumber business is carried on.

EUROPEAN NOTES.

The timber trade in Glasgow continues quiet.

Business has been somewhat more active in Glasgow during the past month.

Reports from Liverpool state that the only business doing there seems to be in pitch pine.

In the pitch pine trade buyers have no confidence in any rise in prices, notwithstanding the shortness of stocks.

Steamers are pushing themselves into every branch of the wood trade in England, and it is said that they will largely pervade the pitch pine trade this year, with a consequent reduction in freights.

Mr. John Simson, sr., member of the well-known firm of wood brokers, Simson & Son., of London, died on April 11th, aged 89 years.

Timber, of March 25th, publishes an excellent lithographic portrait of Mr. Edward H. Wade, of the Quebec timber shipping house of Smith, Wade & Co.

Late advices from Quebec merchants now in Europe report that very few sales have been effected during the past winter. Judging from present appearances, the spring fleet of sailing vessels will be a very small one.

London trade, according to *Timber* of May 14th, continues in a very quiet and undecided condition. No one has any inclination to purchase beyond absolute requirements and the whole tone is listless and inanimate. Although stocks are small no anxiety is shown to secure goods, the prevailing impression being that all requirements can be obtained as and when desired at the public auctions or other channels.

From Denny, Mott & Dickson's English trade circular for April we note the following remarks: The spring shipments of Canadian timber are badly wanted, as the market is bare of Oak and Yellow Pine of good quality. Shippers have placed the new season's timber coming forward at good prices, and consumers must be prepared for higher rates for both Oak and Yellow Pine, although Elm should be cheaper owing to the insignificant demand.

Farnworth and Jardine, in their last timber circular report there has been little enquiry for yellow pine timber from Canada and the deliveries, chiefly of Waney, have been very moderate. Waney maintains its value, but square pine is quite neglected, and prices are lower; stocks are light. Red pine is very light in stock, but is very seldom inquired for. Oak has been in dull demand, and there is no change in value; the stock is moderate. Oak planks continue in active demand, and prices are steady; recent arrivals have gone direct into consumption, and the stock is now very light. Elm has been quite neglected, but the stock is moderate. Ash is seldom inquired for, and none has gone into consumption. Pine deals have moved off slowly and the stock remaining over is too heavy for this season of the year; prices are easier but sales are difficult to effect, buyers preferring to await the new import. Quebec staves are seldom inquired for. From New Brunswick there have been no arrivals, and the deliveries, continuing fair, stocks are now reduced to a lower point than for many years past; notwithstanding this, and a probable moderate import, it is difficult to maintain even present low prices. Pine deals are quite neglected, and the stock, though light, is sufficient. Birch has moved off slowly; the stock is moderate, but prices are easier. Birch planks have not been imported.

DISAPPEARANCE OF TIMBER.

It is stated that oak timber especially is rapidly disappearing from Europe, although half of the area of Sweden, one-fourth of Norway, one-sixth that of Switzerland, and 780,000 square miles in Russia are said to be yet in forest. The consumption of oak in France has doubled during the last fifty years, she requires 15,000,000 cubic feet yearly for wine casks alone, 75,000 for building purposes, 600,000 cubic feet for her fleet, and 150,000 cubic feet for railway carriages; £800,000 worth of staves were imported in 1852; £5,000,000 worth are now needed. Since losing Alsace and Lorraine, France contains 150,000,000 acres; about 20,000,000 acres of this surface is covered with forest. Holland and Belgium are nearly denuded of timber, and are large importers. North Germany is rich in forest, but within half a century has commenced to cut down young trees. Australia has sold her forests since railroads have been introduced. In Italy no forests remain. Spain and Greece are almost woodless. The southern coast of the Mediterranean is almost forestless.

His worship Mayor Stewart and Messrs. W. G. Perley, Hector Cameron and Charles J. Pusey, of Ottawa, waited on the Minister of Railways and Canals recently, asking him to grant a subsidy for the unfinished portion of the Irondale, Bankroft & Ottawa Railway. The proposed road is an air line between Ottawa and Orillia, at which latter point it connects with the northern and Pacific railway and at Ottawa with the Canada Atlantic. The total length of the line is about one hundred and twenty-five miles, fifty of which has already been subsidized at the rate of \$3,200 per mile, that is the portion between Bancroft and Irondale. It is for the balance that the deputation asked assistance in building. Ten miles of the line between Irondale and Kinsmouth have already been built. The country through which this line will run is an entirely new one and abounds in mineral and timber wealth. The line will traverse a portion of the County of Carleton, Lanark and Renfrew striking Georgian Bay at Orillia. Already iron mines are being worked at Kinsmouth and others will follow directly the road is opened. The Minister promises to give the matter his consideration.

OTTAWA LETTER.

MAY 23rd, 1887.

From Our Own Correspondent.

ALL fears of damage from the high water in the Ottawa river has now completely subsided. The water rose to a very high pitch but reached the highest about a week ago. Since then the water has fallen very fast. It was at one time feared that the mills at the Chaudiere would be shut down but nothing of that kind occurred. Since I last wrote you Messrs. Parley & Pattee's lath mill at the Chaudiere was completely destroyed by fire with a loss of probably \$6000. As there was a heavy wind blowing at the time it was feared that the fire would extend to the other mills and the lumber piles but the prompt energy and discipline of the city fire brigade speedily dissipated all fears and the fire was confined to the lath mill. The firm are now getting everything in preparation for the erection of a new lath mill on the old site.

The movements in lumber from this point are fairly active although no material change has yet taken place in prices. All the deliveries so far are on last year's contracts. Nearly all the shipments are taking place to the United States and the barge traffic on the Redeau Canal is kept well employed in this particular. None of last winter's cut of logs has yet reached the mills here from the Upper Ottawa but a good many are now out of the tributaries and are in the Ottawa, being in charge of the Upper Ottawa Towing Company. Speaking of the Towing Company, I may mention that they have placed a new iron boat on the Lower Allumette lake this season and have called her after one of the best known lumbermen of the Ottawa, G. B. Pattee. This addition to the company's fleet was much required as the boat used last season in the territory assigned to the "G. B. Pattee" was very old and not of sufficient capacity to handle all the logs assigned.

There is considerable discussion in lumber circles here with regard to the recent action of the Quebec government in raising the ground rent on limits, and of the Ontario Government in putting up the dues 25 per cent. This latter action makes the lumber dealers who operate in Ontario pay \$1 per thousand feet instead of 75 cents formerly.

The Chaudiere lumbermen and others in the Province who work their limits year after year do not object to the increase of ground rents by the Quebec Government nearly so much as those lumbermen who merely hold the limits for speculation, and these latter class are not a few. There are men in the province of Quebec who never cut a log or a stick of timber, but who, when a limit is for sale are most eager and active buyers, and gain hold of the limit either to hold it themselves for an advance or simply act the part of middleman or agent for another, who for purposes not known to themselves do not care to enter into public competition. The amount of rise in the ground rents do not amount to much for men who work their limits, but it does amount to a good deal to men who are simply holding the limits for speculative purposes, for then the rise is just so much more to pay without any return. The result of this will be to make it much easier for those lumbermen working their limits to purchase those held on speculation, as it will no longer pay for speculators to hold limits for any considerable time. In the matter of the rise in the ground rent the Chaudiere men do not make any strong objections, but they are a unit on one point, the Ontario Crown dues are excessive, three quarters of a cent on square timber and 25 cents per thousand put on sawlog board measure. This increase looks trifling at first appearance but it is anything but trifling. With J. R. Booth, Parley & Pattee, Bronson & Weston it means \$20,000 a year each. As a result of the increase of ground rent some of the lumbermen say that they will relinquish possession of some claims on the Gatineau and in case they do this land will be thrown open for settlement. On the whole, although the Crown dues are a little excessive, the rise in the ground rent will have one good effect. It will banish the dog in the manger lumbermen who only hold what might otherwise be profitably worked that he might make a haul out of the exigencies of the trade.

One thing is now forcing its attention upon men engaged in the trade and that is there is not sufficient officials to prevent forest fires, and fires will be destructive until this adequate protection is extended. For the whole Upper Ottawa forests, which is thousands of miles in extent, there are only about half a dozen men employed, whose duty it is to look after the setting out of fires. How in the name of common sense is this handful of men going to prevent the putting out of forest fires? Now as I write, extensive fires are raging on the Dumoine river, on Black river and on the Schyan, and tens of thousands of dollars worth of valuable lumber is being destroyed. It is an old saying, but its truth is not spoiled by age, that the fire has destroyed more than the axe, and this truth is repeating itself every day. This spring has been remarkable for having no rain so far and the waste material in the bush is in a very inflammable state. Hunters, drivers and others who

perambulate through the woods have to eat, and in order to eat they must cook, and in order to cook they must make a fire. When the repast is over they go about their business but leave behind them the nucleus of a devastation. The governments of both Ontario and Quebec make a big blunder when they do not increase their staff of bush rangers and see to it that they do their duty. Enough of valuable timber has been destroyed in the Upper Ottawa region this spring to pay the salaries of a thousand men. One man cannot cover hundreds of miles of territory. He cannot be ubiquitous. Therefore I say it is false economy having only a few men to do the work of a hundred. They cannot do it and the country suffers in one of its chief wealth producing resources. Wise administrations would look after a matter of such importance. Fortunately, the weather has been calm and that in itself confined the fires, but should a heavy wind set in now and no rain come, hundreds of miles of valuable timber will be laid waste. Last week a jobber on Black River for J. R. Booth had a shanty burned and all the rigging and stores that it contained for next winter's use burned with it.

The water in several of the lesser streams has gone down within the last week very rapidly and fears are some of the log drives on these lesser streams will be stuck unless rain comes to replenish the fast diminishing water. On the larger streams, however, their has been high water and it still maintains a good pitch, and no fears are entertained but that logs drawn on such will come out all right.

Messrs. Klock Bros., of Klock's Mills, are shipping by rail 65 cribs of square lumber to the Quebec market. It will be railed to Papineauville, there dumped into the Ottawa, rafted and floated to Quebec.

NEW BRUNSWICK.

From our own Correspondent.

THE Maritime Bank failure has ceased to cause so much excitement as in the first days of the disclosures of the means by which the shareholders and depositors were defrauded of their money, and as permanent liquidators have been appointed the winding up of this unfortunate institution will now be proceeded with in proper and legal form.

The Messrs. Stewart's have succeeded in earning for themselves an unenviable notoriety, and certainly the senior member of this prominent concern must be remarkably thin skinned, for I hear of his having entered suits for libel against this and that newspaper, that has dared to lift up its voice, and voice the popular idea as to the strange methods of business adopted by the gentleman mentioned. I sincerely hope the CANADA LUMBERMAN will not fall under the ban, or excite the ire of this timber king.

We have had a very strange season, so far, in our section. No rains in the upland district, and in the low-lying sections of the St. John river there has been a regular flood. The telegraph has doubtless informed your readers of the vast extent of this unprecedented freshet, and of the enormous amount of damage occasioned by the overflowing waters. Other sections of the country are very much in need of rain, although it is certainly a great mercy that we have had none lately, for, had we been visited by our usual spring rains, the damage caused by the waters of the St. John and its tributaries would have been almost incalculable.

Lumber remains very quiet, indeed as far as the English market is concerned, it is dull to the extreme. The latest reports from London and Liverpool are to the effect that while the consumption since the first of the year has been fair, the stock is lighter than for many years, and the import much less than for a long time, still there is no life in the market. Prices still remain at a very low figure, and dealers will not put in stock but simply buy from hand to mouth. All this is very discouraging to manufacturers and shippers on this side of the water, who were in hopes that this season would open with something near remunerative prices for our great staple.

The American market on the other hand seems to present a brighter and more buoyant appearance, and prices there opened well and still maintain a good position. Laths are selling well in New York at this writing, bringing \$2.50 per thousand, and in the Boston market and at the Sound ports, clear boards and good random cargoes command paying prices. It is to be hoped for the sake of the coasting trade of these lower Provinces that no friction will occur between the Dominion Government and that of the United States, causing the enforcement of the Non-Intercourse Bill; for there is no denying the fact that were this bill to come into operation very serious financial trouble would follow in this and other maritime localities; perhaps I may be somewhat pessimistic in my views on this matter, but I know what a large industry our coasting trade with the United States is, and I would be sorry indeed to have any action on the part of our own government place this industry in any jeopardy. I trust that no trouble may arise, and I am inclined to think from recent action on the

part of the Government that calmer counsels have prevailed and that peace and good will between neighbors will be maintained.

MADAWASKA, N. B., May 25th, 1887.

To the Editor of the Canada Lumberman.

DEAR SIR,—Your valuable journal deserves the greatest of credit for the interest taken to stir up and show the fraud practised by allowing Americans to slaughter our forests and use it as if it were their own.

At the eleventh hour Dame Rumor says that the export duty on raw lumber is about to be exacted on the head waters of the River St. John, whereas if it had been put in force years ago Brother Jonathan and New Brunswick capitalists never would have laid out a hundred thousand dollars on the American side to manufacture the lumber they have taken out of our forests for years back.

The American duty saved by floating our lumber on their side, and there manufactured, was equal to allowing Americans a premium of \$3 per M. superficial feet on all the cedar they have robbed our forest out of, besides reaping the benefit of manufacturing the same.

Our politicians pay too little attention to protect the small channels of our resources, which swell up the large ones, and the sooner they learn to protect all the small feeders leading to our Treasury the sooner our revenue will be able to stand the heavy drain public demand makes on it daily.

Some say it is only a make believe, and others say its the intention to make American's pay all back export duty on lumber they have robbed and stole away. No doubt the latter would be harsh and not doing as we would wish be done by, as we failed in our duty to enforce the tariff in time, before New Brunswick and American capital built mills on the American side to manufacture our lumber, but, on the other hand, they had to run their own risk of getting clear of paying.

We can blame our local Parliament more than the Dominion for it's the former's duty to see that our Province resources are not tampered with by Americans. But capitalists and monopolist carry it: N. B. House of Assembly in one pocket, and the Legislative Council in the other, and if I am called on to show it, I shall do so with pleasure, by referring to acts they endorsed, now disgracing our statutes.

It is already rumored that by the enforcement of the export duty new shingle mills will be in operation this summer. All we want is a fair deal with foreigners to manufacture our lumber. Place us on an equal footing with them, to manufacture our own lumber, by exacting an export equal to their import, and we ask no favours, but to do as we have been doing, giving Americans \$3 per M. feet of a premium over us to slaughter and manufacture our lumber, no wonder us New Brunswickers have to leave the country daily to seek a living abroad.

Next month we will know more about the new energy the export duty will create.

Respectfully yours,

O. P. BYRAM.

THE QUEBEC TIMBER COMPANY, LIMITED.

The report of the Quebec Timber Company, Limited, to be submitted to the annual meeting on the 4th inst., is as under:—
The balance-sheet and revenue account for the year ending 31st December, 1886, with the auditor's report, are herewith submitted.

The Quebec accounts have been audited and certified as correct by Mr. William Walker, the Canadian auditor.

The revenue accounts for the year 1885 showed a profit of £2,232 18s 1d., and it was expected that the profit for 1886 would have largely exceeded that sum.

A large quantity of logs had been got out, and a sale had been arranged at remunerative prices. Owing, however, to an exceptionally dry season, and consequent scarcity of water in the rivers, comparatively few of the logs reached the mills.

In the annexed revenue account credit has been taken for a sum of £11,700 8s. 2d., as the cost of the logs got out and in the rivers at 31st December, 1886, and the same sum appears in the balance-sheet as an asset. The logs are all so situated that it is confidently expected they will reach the mills shortly after the rivers open this spring. There is every reason to believe that a considerable profit will be realized by their sale.

The directors have arranged for remittances from Canada to meet the interest due to the company's creditors at Whitsunday, and they hope, at or prior to the term of Martinmas, to receive remittances from Canada which will enable them considerably to reduce the indebtedness of the company, and to meet the interest due at Martinmas.

The manager of the company has been in this country for a few weeks, but he has returned to Quebec, in order to have everything ready at the mills for the arrival of the logs in April.

One of the directors Mr. James Tait, retires by rotation. Mr. Moncrieff and Mr. Walker, the auditors, also retire, and their re-appointment is recommended.

THE NEWS.

ONTARIO.

—A steam saw mill has lately been fitted up in Owen Sound.

—Mr. A. Oetzel is building a new planing mill at Waterloo, Ontario.

—Mr. R. B. Armstrong is talking about erecting a large shingle mill at Parry Sound.

—One of A. Caldwell & Co.'s men was drowned in the first drive of lumber on the Clyde.

—The fires in the pines along the Central Ontario Railway are still burning furiously.

—The Cedar Mill at Deseronto is now in full blast and everything points to a busy season.

—The Longford Lumber Company's new shingle mill near Orillia, is now running at full capacity.

—Park's new planing mill at Stouffville, Ont., is in operation and employs a large gang of men.

—The L'Original saw mills have already closed down, having sawed up all the logs and timber on hand.

—The firm of Watt & Carr, planing mill proprietors, Wickham, has been succeeded by Watt & Little.

—James Benrock has been admitted as a partner to the firm of Scrimgeour Bros., sash and door manufacturers, Stratford.

—Mr. John Knight's mill at Hobart has commenced operations, and will cut about 3½ million feet of logs this season.

—Mr. Joseph Maunder has placed a new twenty-five horse power boiler in his planing and shingle mill at Little Britton, Ontario.

—Some of the drives on the creeks and smaller streams of the Upper Ottawa have commenced and high water is anticipated.

—A meeting of creditors has been called to consider the affairs of Wm. Latch, wholesale lumber merchant of Toronto, who is in difficulties.

—The lumbermen at the Chaudiere have now begun running full blast night and day, and if the logs hold out will continue to do so from now on.

—Mr. A. Wing is running the Lynden, Ont., saw mill full blast on custom and bill lumber. He intends shipping principally to Brantford this summer.

—The Rathbun Company's mill at Campbellford has resumed work. New coal and lumber sheds will be built on their property in the town.

—The different saw mills on the Penetanguishene bay are being put in trim for an early start. A big cut will be made here during the ensuing season.

—Booth and Gordon's saw log drive on Indian river has been in progress for some time. The first of the drive reached Pembroke about the tenth of May.

—Mr. O. J. Phelps, lumberman, member for West Simcoe in the Local Legislature, is, it is said, likely to be made sheriff of Lincoln. He formerly lived Merriton.

—The steam barge Kincardine has been bought by P. C. & J. J. Pearson, and will be used with the schooner Phebe Catharine in the Georgian Bay lumber trade.

—No definite approximate idea can yet be obtained of the total log cut of the Ottawa river and its tributaries, but 600,000,000 feet is the figure generally put down.

—Mr. George Smith, contractor, with a large gang of men is busy at the foundation of the new building for the Terra Cotta Lumber Company's works at Deseronto.

—Amongst others who will use the railway to facilitate shipment will be Timmins and Gorman, who have this season made a large timber cut on the Whanapitee river.

—Shipments of square timber by the C.P.R. to Papineauville will shortly begin. The timber will be dumped off at Papineauville, and there rafted for the Quebec market.

—A new tug has been built by the Owen Sound Dry Dock Company for the Michael's Bay Lumber Co. She is strongly built, well fitted up, and will be known by the name of *Arver*.

—Bronson & Weston's saw log drive on the Schyan is in full blast. The number of logs made by the firm on this stream this year will about equal last season, but the quality will be superior.

—The Manotick mills are again running, after being closed for some time on account of the spring floods, during which time the mill hands were busily engaged in fitting up for a good summer work.

—Large quantities of saw logs are now being shipped over Mr. J. R. Booth's Noshousing Railway between Nipissing and Noshousing lake. Thence they go by water to the mouth of the Mattaw. River.

—Messrs. Bronson & Weston, of Ottawa, have engaged a gang of men employed at their lumber yards at the Deep Cut, completing the lines of tramway over the entire yard which were commenced last summer.

—The saw mill belonging to the estate of Henry Bros., Randwick, Ont., was recently sold for \$1,800 to Mr. J. B. Smith, of Toronto, who will remove the machinery to North Bay where he has timber limits.

—A correspondent writing from Wickham says that the mills thereabouts are now nearly all running, but the usual cut will be reduced about one-quarter owing to the deep snow of last winter and the prevailing low prices.

—Messrs. McArthur & Thompson, of Fenelon Falls, who have been heavy buyers of timber of various descriptions in the back country during the past winter, have already got their drive of logs under way of their mills at Fenelon.

—Stratford *Beacon*: Mr. Peter Megan has taken the contract to cut logs for Mr. Corcoran at Beaver Creek, about 90 miles northeast of Selkirk, on Lake Winnipeg. He expects the contract—about five million feet—will occupy about two years.

—The new iron steam boat built at Pembroke last winter for the Upper Ottawa Towing Co. has been launched. The steamer has been christened the "C. B. Pattee," which does not look quite so handy as the boat herself, but we suppose will do.

—Fifteen doors, fine specimens of workmanship, were shipped from the Rathbun Company's door factory recently for Manchester, England, where they will be placed on view at the great Queen's Jubilee Exhibition to be held in that city during the coming summer.

—The Upper Ottawa Improvement Co. have submitted to the Government their tariff of rates for the ensuing year. It is understood that the rates this season for towing and passing timber through the company's works on the Upper Ottawa River will be considerably lower than last year.

—The great mill of Gilmour & Co., Trenton, Ont., is capable of cutting 350,000 feet of lumber in ten hours. The mill turns out 50,000 feet of ordered stuff for builders every day. The shingle mill attached cuts 125,000 daily. The planing mill has a daily capacity for 80,000 feet of lumber.

—The ice in going out of the lake broke the boom at Thistle & Co.'s mill, Pembroke, and some three or four thousand logs escaped. The logs were carried over the rapids but were caught by a boom lower down. They will be disposed of by Thistle & Co. to other lumbermen farther down the river.

—"The Longford Relief Association" is the name of a society lately organized by the employes of the Longford Lumber Co. Its object is to extend a helping hand and relieve all members, who from sickness or other misfortune may require pecuniary or medical aid. The idea is a good one and should be adopted elsewhere.

—The mill of the Conger Lumber Co., at Parry Sound, commenced the season's operations the same date as last year. The mill of the Parry Sound Lumber Co. has also commenced cutting. The Midland and North Shore Lumber Co.'s mill will commence about the first of June. Prospects for the season are reported as encouraging.

—The Fawcett correspondent of the Orillia *Packet* says: This place has at last settled down to the usual bustle of its milling activity, and by the appearance of the large stock which Trenouth Bros. have boomed in the river it promises to be a busy season for them at least. They have started their shingle mill and are doing good work for the outset.

—A serious accident occurred a few days since to the workmen employed building the Ontario Lumber Company's new mill at Midland. The scaffold fell, throwing Thos. Gowan, Baker, and a young man named Hawkins to the ground. The former two fell on their heads and Gowan is dangerously injured. Baker is also seriously hurt, but will recover. Gowan's recovery is doubtful.

—Bush fires have been raging in the timber limits along the Mississippi and Clyde rivers. The hands at A. Caldwell & Son's mill, Clyde Forks, had to remain up all night to prevent the building from being destroyed. The fire swept over the trees to the river's edge, and only the water intervening saved the property. This is a bad season for fires, as the leaves have not appeared, and every wood is dry and partially dead. It is said that Edwards & Co. will be severe losers.

—Mr. O. E. Comstock, of Arrprior, is reported as saying that the past season has been very unprofitable to the lumbermen. The snow has been so deep that it was impossible to get the logs out and many thousand feet of valuable timber will lie in the woods all the summer, simply because it could not be moved. Many of the lumbermen who had engaged their men by the week sent them home early in the season. The loss will amount to a good round figure, and many of the lumbermen will be almost stranded.

—Within the corporate limits of the town of Trenton a substantial dam has lately been built at a cost of \$70,000, Gilmour & Co., lumbermen, and the town, each expending half that sum. The dam gives a head of 17 feet. The corporation intends to utilize a portion of the power for water works, and will offer the rest to manufacturers on advantageous terms to locate there and establish various industries.

—The estimate of square timber made in the Nipissing and Ottawa districts during the past season is, white pine 530,000 feet, waxy white pine 355,000 feet, red pine 485,000 feet; total 1,370,000 feet. The export of Canadian timber to Michigan is expected to be heavy this year. From the Nipissing district it is computed that about 75,000 standards of logs will go into Michigan. The district lumbermen unite in protesting against the increase made by the Quebec Government in the ground rents of timber lands. They claim the new rents to be exorbitant. It is said to be their intention to strip the timber from the areas in Quebec in as brief a space as possible in order that they may thus cease to pay the increase.

—In the afternoon of May 11th, a serious fire broke out in the lath mill of Perley & Pattee, at Ottawa, which at one time threatened to be a very serious conflagration. By the timely arrival of the city fire brigade, however, and a favorable wind, the flames were confined to the building in which the fire originated, which was in a very short space of time reduced to ashes. The fire raged with great fury and the large mill belonging to Perley & Pattee as well as Mr. J. R. Booth's mill was at one time in great danger. The fire originated amongst some tar rope in the store room. The loss is estimated at about \$15,000. The burned mill was nearly new, being only erected a few years ago. It was insured.

—The improvements going on at Messrs. Train & Son's saw mill at Burk's Falls, are advancing towards completion. The two Luffel Wheels have been set in the bulkhead which is compact and strongly built. The change of location of the Luffel's to the middle of the building and directly under the saw, gives an increased power and a saving of time in the work. The flume has been extended to accommodate the new order of things and also adds to the motive power of the mill. They are getting in the timbers and preparing for the machinery which is now here and on the way. A large number of logs are already at the mill awaiting the starting up, among them are a fine lot of hardwood logs for Messrs. Knight Bros.

—During the winter Mr. James Agret and Geo. Campbell have had a quantity of white pine timber take out in the vicinity of Ragged Chute, on the Quyon river. In the cut was one tree which is certainly deserving of note, says the *Equity*. It stood on the property of U. Keeler, near the bank of the stream, and was a well-known monarch of the forest. Mr. Wm. Somerville, of Shawville, having been sent off 20 years ago to purchase it. Unfortunately when cut down last winter, the tree broke off 37 feet from the stump, and again at 55 feet; this middle section (18 feet) of the tree was shattered to atoms, and rendered useless, but the remaining sections were manufactured into blocks of timber of the following dimensions: Butt—37x37 inches, feet long. Top—20x30 inches, 22 feet long. This tree is said to have been the largest on the Ottawa.

With the breaking up of the ice in Deschenes Lake, one of the large cakes struck the reserve boom at Thompson's Bay and broke it. The ice passed out again and went on towards the falls near the Chaudiere. It again took a swerve and struck the boom where some 40,000 reserve logs belonging to the Upper Ottawa Improvement Company were stored and broke it in two places. The boom immediately opened and some 5,000 logs at the outside calculation, escaped and passed over the falls. The logs which escaped will be collected by men all along the river and handed over to the Lower Ottawa Boom Co., and stored at their reserve boom near Carillon. Mr. Green of the Upper Ottawa Improvement Company states that the ice on the Deschenes lake this spring was the heaviest and firmest since the year 1876, when the whole of the Chaudiere was flooded.

—The steamer Kincardine, which arrived in the port of Owen Sound, recently, lumber laden from Dyer's Bay, brings the news of a terrible ride a young fellow had at Lymburne's mill. The mill is built on the shore of the Georgian Bay, at the base of a hill which rises perpendicularly at its back to a height of some 300 feet. Down this hill runs a chute connecting the waters of a spring lake on the top of the hill with those of the Georgian Bay. This chute is used for running logs from the mountain lake to the bay below, and down which they plunge with terrible swiftness, the angle of descension being fully 45 degrees. The young fellow at the time of the accident was stationed at the mouth of the chute starting logs on their mad race, when he slipped, and, falling into the swift-running water was carried with a mass of logs down the fearful course of the chute to the lake below, where he was picked up almost dead. His injuries are so severe that he cannot recover.

McDonald's planing mill at Oakville, Ont., was burned on May 18th. Loss, \$3000; partly insured.

Mr. J. H. Bowman, of Dundas, is erecting an addition to his planing factory, in which to manufacture furniture.

The Dominion Terra Cotta Lumber Co., Deseronto, have applied for incorporation. The capital of this company will be \$200,000.

The large planing mill belonging to W. H. Baldwin & Co., Ottawa, had a narrow escape from destruction by fire on May 13th. The bursting of a coal oil lamp was the cause. Damage very slight.

Mr. Harvey Francis, of the firm of Francis, Carswell & Co., lumbermen of Calabogie, Ont., has severed his connection with that firm. His successor in business is Mr. E. McKay, of Renfrew.

Extensive repairs have taken place on the upper reaches of the Madawaska and the dams repaired between the High Falls and Arnprior. The slide at Arnprior has also been attended to.

The slides, piers and boom at Des Joachim have been carefully looked after, considerable improvements have been put on the South Chaudiere slides and also to the piers. The aprons of the slides have been replaced.

The river improvements this year have been extensive. At the Roche Captaine the slides have been repaired as well as the slide piers and the same done to the mountain slide at Portage du Fort. The long slide on the Coulonge has also received attention as well as the booms at the mouth of Black River. The slides near the mouth of the Pettewawa have been repaired and the aprons replaced and the boom at the mouth strengthened.

The men engaged at Chew Bros. mill at Midland having made up their minds that ten hours was sufficient to constitute a day's work, asked that they be allowed to go on at seven instead of six o'clock. Not getting a satisfactory answer immediately they went out on strike, resulting in the shutting down of the mill for a few hours only, as enough of the men went back to work to allow of the mill running as usual. The proprietors say that if the other mills are willing to adopt the ten hour system they will do the same.

The lumbermen and the City of Belleville, through the Harbor Committee, have arrived at an amicable understanding as to the terms of the new agreement, re harbor tolls. The Harbor Committee have reported the following as the text of the agreement entered into for the next five years, and recommend that the Solicitor be authorized to draw an agreement as follows:—That \$100 be allowed the lumbermen annually for swinging the booms. That a reduction of 1-16 of a cent be made on saw logs. That up to 12½ per cent. be allowed for repairs and renewals. That the city put in piers.

The Upper Ottawa Towing Company are making active preparations for the season's work. Tugs Hirman Robinson and Bronson, and the Str. C. O'Keley will manage the "pull" between Pembroke and Des Joachim. The two former will ply between the Des Joachim boom and Fort William boom, while the latter will handle the logs between Fort William and the head of Allumette rapids. In the lower Allumette lake the company will place a new iron boat which is now being finished at Pembroke. The boats will ply night and day during the towing season. Operations in this line will, it is expected, be later this season than it has been since 1884.

A large number of lumbermen were present at Coate & Co's auction rooms in the city of Toronto, on April 28th, when the executors of the estate of the late R. C. Smith, of Port Hope, offered for sale the timber limits and saw mills owned by the deceased. Parcel 1—On the White Fish River, Georgian Bay, area 36 square miles. Parcel 2—situate on the White Fish River, Georgian Bay, area 27 square miles, were disposed of by private sale to a gentleman representing a syndicate of Michigan lumbermen. Parcel 3—Dominion Government Indian Reserve, No. 8, situated at the mouth of White Fish river, Georgian Bay, area 14 square miles, was withdrawn at \$3,900. Four lots in the township of Sherbourne, estimated to produce 7,000,000 of merchantable timber went to Joseph Adams for \$19,000. Six lots in the township of Stanhope, watered by streams tributary to the Gull river waters, all of which are navigable for saw logs and timber, and within 30 to 35 miles of stations on the Victoria Railway, with an area of 25¼ sq. miles, were not sold, the highest bid, which was \$57,100, falling short of the reserve. Bidding on this lot started at \$5,000. Messrs. M. Boyd & Co., Bobcaygeon, by private sale secured 16 lots in the township of Glamorgan. The price paid was not made public. Three parcels in the township of Lutterworth were offered but withdrawn at \$2,500. A bid of \$2,100 secured the transfer of two lots in Monmouth township to Sadler, Dundas & Co., of Lindsay. Nine sections in Sherbourne and Digby townships were withdrawn at \$26,500, re-offered and again withdrawn at \$27,500.

QUEBEC.

Large bush fires are in progress northeast of Quebec.

W. J. Brown's large lumber yard, at Quebec, was destroyed by fire on the 14th May

The offices being erected at the Chaudiere by Messrs. Hurdman & Co. are fast approaching completion.

The saw mill at Island Brook, belonging to G. W. French, was burned recently. Loss, \$2,200; insurance, \$1,000.

Messrs. W. J. Hunt and John B. Paddon, have purchased the Wilson farm and saw mill at Millby, Que., for \$4,000.

Messrs. McNevin & Co's saw mill was completely inundated during the recent Montreal floods, and \$2,000 worth of timber floated away.

The Quebec Chronicle notes that large quantities of square timber, round maple, firewood and other lumber are now coming into the city daily over the Lake St. John Railway.

Messrs. Gilmour & Co. have given Father Paradis permission to cut on their limits 600 pine logs, to be used in the construction of a new church at Ste. Philomene de Montceuf.

It is stated that pine deals in the province of Quebec and elsewhere are likely to be much under last years, heavy sales having been made for the United States markets at high prices, and there are prospects of still further considerable sales for the latter market, which is in exceptionally good condition.

The principal timber on which crown dues were paid during the last fiscal year, in the Province of Quebec, was as follows:—Saw logs, 861,339 white pine 17 in. and over; do. 1,325,759 under 17 inches. Spruce, 1,038,957; hardwood, 491; ash, hemlock and tamarac, 9,190—all logs; boom timber, 9,037 pieces; firewood, about 8,000 cords; shingles, 6,833 M.; railway ties and sleepers, 123,946; and some smaller items. The dues paid by timber men amounted to \$411,220, ground rents \$100,548. The timber manufactured in the province in 1884-5 was; saw logs, pine, 2,187,098; Spruce, 1,038,957; square timber, white and red pine, 6,148, pes., 222,552 ft., (a vast shrinkage from 111,529 pes. and 5,453,890 ft. in 1875-6;) birch elm and maples, 5,784 pes. or 148,526 ft., (a shrinkage from 36,595 pes. or 913,713 ft. in 1874-5); small tamarac, pine, spruce, boom timber and flat timber, 14,650 pes. or 603,012 lineal feet. (a shrinkage from 25,952 pes. or 4,849,402 lineal feet in 1882-3); knees, buttocks, ties, pickets, etc., 155,587 pieces, or less than one third of 1881-2; firewood, lathwood, bark, etc., 12,699 cords, or less than half of 1883-4. The totals of dues, ground rents, bonus, interest and fines collected since Confederation are as follows:—

1866-67.....	\$ 95 115	1876-77.....	\$351,323
1867-68.....	331,751	1877-78.....	314,880
1868-69.....	362,868	1878-79.....	342,881
1869-70.....	406,480	1879-80.....	543,518
1870-71.....	444,752	1880-81.....	668,596
1871-72.....	518,682	1881-82.....	684,743
1872-73.....	527,976	1882-83.....	660,757
1873-74.....	532,734	1883-84.....	530,115
1874-75.....	386,774	1884-85.....	528,574
1875-76.....	391,618.		

NEW BRUNSWICK.

Business men in Sackville, N. B., are consulting as to the establishment of a wood-working factory at that point.

Ritchie's mill and the Hickson mill at Newcastle have commenced operations. Both have undergone extensive improvements this spring.

Messrs. B. Toombs & Co., Moncton, N. B., have six ship loads of pulp wood and 30,000 railroad cross-ties ready for shipment, the most of which will go to Philadelphia.

Upwards of six million feet of lumber is reported to have floated through the Fredericton Bridge one day recently. Some of the logs came all the way from Madawaska.

Last winter's crop of logs at Sackville, N. B., is numbered by the *Chignecto Post* at 437,500. At Joggin's store the quantity got out was 23,000,000 feet; 36,500 pieces piling and 500 cords of pulp wood. The latter will be shipped to Providence, R. I., for paper making. The *Post* says that a greater amount of logging was done last season than in any previous year.

MANITOBA AND THE NORTH-WEST.

The Selkirk Lumber Company, of Manitoba, have the largest cut of any on the lake. 1,600,000 logs.

Wyatt & Co are thinking of establishing a sash and door factory in connection with their lumber yard at Virden, Man.

Major Walker, of Calgary, will open a branch lumber yard at Banff, which will be supplied from his mill at Kananaskis.

Lowell & Scarry have at out finished a contract for cutting 50,000 ties at Black Island, in Lake Winnipeg, for the Hudson Bay railway.

The Eau Clair Milling Co. are building an immense saw mill on the Bow River, and are anticipating a healthy business as soon as it gets in operation.

R. & J. Watson have purchased the planing mill property at Portage la Prairie, which has been idle for some time, and will put it in shape for beginning operations at once.

The Keewatin Lumber Company intend opening up a yard at Winnipeg, under the management of Mr. R. E. Souter. That gentleman will be succeeded at Keewatin by Andrew McNeil, of Vermillion Bay.

At Chatham, N. B., on May 12th, J. B. Snowball's locomotive shops, blacksmith shop and 50,000 feet of lumber was destroyed by fire. Loss, partly covered in Greenwich Insurance Co., of New York, and Sun, of London.

A deputation on the Calgary Board of Trade waited on Supt. Whyte of the Canadian Pacific Railway the other day in regard to freight rates on lumber, and asked for a reduction of the now practically prohibitory rates from the west. An exchange says that he agreed with the deputation and said that he would endeavour to have the rates reduced.

Application is made by the Moore & Macdowall Lumbering Company (limited) for an act of incorporation empowering them to purchase and hold timber limits and to transact a general lumber business. The capital stock is \$200,000. The chief place of business is Prince Albert settlement, and the incorporators are Messrs. H. S. Moore, Prince Albert; Day Hoyt McDonald, Prince Albert; A. Lewden, Prince Albert; R. Blanchard, Winnipeg; A. Waldo and F. Newby, Ottawa, Ont.

The Winnipeg *Free Press* says:—British Columbia lumber is taking quite a hold in the city and is becoming a prime favorite with carpenters and cabinet makers for certain classes of work. Large quantities of pine and cedar are being imported and the trade gives promise of developing into quite a business. Its advantage over our local timber is that much larger boards can be obtained. For instance a consignment to hand the other day contained a board three feet broad and sixteen long without a flaw or knot in it.

The saw mill owners at Keewatin, believing that they were paying more taxes than they should, got up a petition to the Government, asking that Keewatin be declared a separate municipality. The Rat Portage people objected strongly to the withdrawal of the mill men from the municipality, and a deputation was sent to Toronto to look after the interests of the council. The matter has been compromised by the Rat Portage council agreeing to exempt logs and lumber from taxation; remit one-half of taxes on mill building, plant, etc., except school rates; and exempt all mill property from any debenture by-laws which may in future be passed by the majority of the people in the western part of the municipality. The arrangement will apply to all mill property in the township of Rat Portage.

Application has been made to the Dominion Parliament for incorporation of a company under the name of "Moore & Macdowall, (Limited)." Incorporation is sought for the purposes of purchasing and holding and selling timber lands and other lands, in fee or otherwise, and also timber and timber limits by lease, license or otherwise, and for the manufacture and purchase and sale of saw logs, timber and lumber, and the carrying on of the business of lumbering in all its branches, including the building of dams, piers, docks and timber slides, and the making of improvements in the channels of rivers; also the erecting or acquiring by purchase, lease or otherwise of sawmills, planing mills and other mills for the manufacture of doors sashes and any other articles of which wood shall form a component part; also the building and opening of grist mills and flour mills and the carrying on of all business incident thereto or usually connected therewith, with power to purchase and sell and deal in grain and flour and breadstuffs generally. Also the building, acquiring, owning, chartering, navigating and using steam and other vessels and craft and other works and means of transport necessary or convenient for carrying on the operations of the company generally, all within the Dominion of Canada. The chief place of business of the company is to be situated in Prince Albert Settlement in the District of Saskatchewan. The capital stock of the company is to be \$200,000, divided into 4,000 shares of fifty dollars each. The names in full of the applicants and their addresses and calling are as follows:—Henry Stewart Moore, of Prince Albert, Lumberman; Day Hoyt Macdowall, of the same place, Lumberman; Alexander Loudoun, of the same place, Lumberman; Robert Blanchard, of the City of Winnipeg, in the Province of Manitoba, Doctor of Medicine; Edward Waldo, of the City of Ottawa, in the Province of Ontario, Insurance Agent, and Frank Newby, of the said City of Ottawa, clerk in the Civil Service of Canada, who will be the first or provisional directors of said company, and all of whom are resident in Canada.

The Canada Lumberman

DEVOTED TO THE LUMBER AND WOOD WORKING
INTERESTS OF THE DOMINION.

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The CANADA LUMBERMAN is filed at the Office of Messrs SAMUEL DRACON & Co., 164 Ludlow Street, London, England, who also receive advertisements and subscriptions for this paper.

PETERBOROUGH, ONT., JUNE, 1887.

EDITORIAL COMMENT.

WE are indebted to the courtesy of the New York *Lumber Trade Journal* for a copy of the New York Inspection Rules for the inspection of hardwoods adopted by the Lumber Trade Association of that city on April 12th last. It is gotten up in pamphlet form, and will prove handy for reference.

THE CANADA LUMBERMAN published monthly by A. G. Mortimer, Peterborough, Ont., and the only paper devoted to the trade in the Dominion, has issued its first annual special edition in new type and on fine paper. The LUMBERMAN is full of interesting and valuable information and must be read with extreme satisfaction by Canadian dealers in the products of the forest. Moreover, it is well printed. We wish it continued prosperity.—*Kingston News*.

THE request of manufacturers of barrels and staves that an export duty should be imposed upon elm logs should receive the favorable consideration of the Finance Minister, as no doubt it will. It is but carrying out the principle of the increased duty upon saw logs last year and the duty placed upon shingle bolts in the present season. There is no reason why manufacturers in the United States should be privileged to obtain elm logs from Canada free of duty, while they have the benefit of a protective duty. Countervailing protection is due to our own manufacturers and mechanics in order to do them justice. Such is the policy we have adopted, and there is no good reason why an exception should be made in this case.

NOTWITHSTANDING the present export duty on logs entering the United States, it is computed that fully 75,000 standards will leave the Nipissing District this season to be manufactured across the border. Instead of the export decreasing under the lately imposed duty, a considerable increase is perceptible, which is being brought about principally by the depletion of the Michigan forests. THE LUMBERMAN agrees with the many Canadian lumbermen who are advocating a further increase in the duty, in order to prevent our native woods being slaughtered for the benefit of foreign manufacturers. If Americans refuse to build mills in this country and employ Canadian labor, they should be made to pay handsomely for the privilege of manufacturing our logs on the other side. It is hoped that the Dominion Government will take further action in this matter before the close of the present session.

THE newly announced tariff changes include the following: "Export duty on shingle bolts of pine or cedar and cedar logs capable of being made into shingle bolts, \$1.50 per cord of 128 cubic feet." This is not as important a provision as those of last year increasing the export duties on pine and spruce saw logs, but it is a further step in the same right direction. It is also satisfactory as showing that the attention of the administration is still directed to this matter, and steps will be taken to enforce the law. It would manifestly be an absurdity to extend this principle unless it were determined to carry out its application more thoroughly than in the past, when the small amount received from these duties showed that payment must have been evaded in some cases. The protection of our own industries, instead of letting our forests be stripped for the profit of foreign mill-owners, is certainly a salutary principle, and one that should be vigorously enforced.

Now that the Parliament of Canada is sitting, we would again urge upon the Dominion authorities the propriety of making adequate provision for the enforcement of the export duty on saw logs, which was wisely augmented last session. Our friends in the United States are evidently preparing to supply their saw mills more largely with saw logs from the forests on the waters of Lakes Huron and Superior. If they meet with any success in their operations they are certain to increase them in the future. This we cannot prevent, but we may discourage it, in favour of our own lumbermen and if they are to compete with us in our own forests they should at all events be made to contribute to our revenue. They should not be allowed to escape payment of the dues on any saw logs they may convey across the line and the necessary provision should be made to ensure this. Otherwise the Act will remain a dead letter and it might just as well not have been passed.

APPENDED to Mr. J. T. Wylde's report on trade relations between Canada and the West Indies are some useful tables from which we take the following suggestive figures. Among the chief articles of import into Jamaica there appear under the head of wood, white pine \$95,000, pitch pine \$60,000, cypress shingles \$26,400, cedar shingles \$5,500. The United States exports for the year to the British West Indian Islands contained: Boards, deals, &c., \$239,488, shingles \$37,685, shooks \$169,682, staves and headings \$30,483, other lumber \$11,883, timber \$1,468, manufactures of wood \$115,322: To Cuba the United States sent lumber \$229,350, hoops and hop poles \$286,929, shooks \$897,307, staves and headings \$83,000, empty hogsheads and barrels \$263,265, furniture \$38,985, other manufactures of wood, \$37,000. To Porto Rico they sent: boards, deals &c., \$44,661, hoops and hop poles, \$27,727, shooks, \$157,740, staves and headings \$29,693, other lumber \$9,893, timber \$102, manufactures of wood \$12,674. Why should not Canada do a large share of this trade?

THE Chicago *Northwestern Lumberman* says:—"It looks as if the Dominion Government had taken an unfair advantage of American stumpage owners in selling them extensive limits, and afterwards putting an export duty on logs, that deprive them of realizing on their investment." We are not aware of the Dominion Government having sold any limits to "Americans," and certainly it has not sold extensive limits to them. The limits in the Georgian Bay region are the property of the Province of Ontario or of those holding from it, and any purchases must have been made from them. The Dominion Government alone has the right to demand export duties. We are glad to learn from our Chicago contemporary that the export duty has had the desired effect of checking the movement "that had begun to assume important proportions" of Canadian logs to mills in the United States. The wisdom of our policy may seem doubtful to our neighbors, who are not disinterested judges, but our own people are fully convinced of the wisdom of using our natural resources so that the profit of manufacturing them may accrue to Canadians rather than to foreigners.

PRESIDENT CLEVELAND seems so far to be anything but eager to avail himself of the power given to him by Congress of retaliating against our commerce, for our maintenance of our rights in regard to our fisheries. Neither do the people of the United States seem very anxious to press upon him to take immediate action in the matter. It looks indeed very much as though the Representatives and Senators had been influenced in their course by a spirit of brag combined with political wire-pulling, and that they were more eager to make the threat than to see it carried out. Our lumbermen however should not allow themselves to be lulled into a feeling of security that may prove fallacious. Should any collision occur through our protection of our fisheries, as may well happen, public feeling in the States may be aroused and such pressure may be put upon the President as to force him to act, even though it may be with reluctance. This possibility should therefore be faced, and our lumbermen should prepare themselves to open new channels for disposing of the produce of their mills. The necessity may not arise, but it is well to be ready for it. It may appear to be unlikely; but we know that some shrewd business men in the United States have prepared for this eventuality, and we may therefore conclude that there is some risk.

ON another page will be found the report of a meeting held in Montreal during the past month, at which the question of increased timber dues and ground rents was discussed by the leading lumber operators of the country. It was resolved, that the timber trade as recently as the year 1880 assented to a large increase in dues, and for this reason the further increase was considered a gross injustice. It was also resolved by the bankers present that any considerable increase of charges on the trade would so deteriorate the security in timber licenses as to deter the banks from making the necessary

advances for the carrying on of the trade. The deputation appointed at the meeting referred to waited on Mr. Mercier and Mr. Garveau, Minister of Crown Lands, urging that the Government re-consider their action. Mr. Mercier in reply stated that it was the fixed policy of the Government to increase the timber rents, as the financial condition of the province demanded it, and for this reason he could not accede to their request. This decision on the part of the Quebec Legislature will, without doubt, be a crushing blow to the greatest industry of that province. In Quebec at present large areas are unmarketed because it costs too much already to get the timber out. It has been stated by one of the leading operators that lumbermen have not been making money for some years past; that they have not cut more than a third of their ordinary stock, and this increase will prove disastrous and likely result in bankruptcy to many engaged in large operations. Mr. Mercier's argument that the necessities of the revenue are great is doubtless correct, but if by his present action the leading industry of the province is crippled, we fear he will realize when too late how unwise his present course has been.

OF very great importance to lumbermen is a measure passed in the last session of the Ontario Legislature to be known as the Saw Logs Driving Act, 1887, which we republish at length for the information of our readers. No doubt it was framed and enacted with a desire to benefit the trade, to prevent inconvenient delays, to obviate disputes and to afford a means of adjusting them fairly and equitably should they arise. Whether it will have the intended result is far less certain. It cannot be denied that there have been many disputes arising from the unintentional or wilful obstruction of drives by others ahead of them, or from the accidental or deliberate mingling of drives belonging to different owners. It was therefore obviously to be desired that there should be means readily available to remove such evils as far as possible, and to give redress in case of damage being inflicted. But we cannot help fearing that this measure may be found to conduce to disputes, ill-will and litigation. It seems to offer inducements to the reckless, the over-zealous or the litigious to exercise little care in avoiding causes of disagreement, or to show little conciliation in the case of any difficulty. The very fact that hitherto the settlement of such questions was difficult and costly, has had a restraining influence, causing a reluctance to give occasion for dispute and a willingness to adopt any reasonable compromise. The very increase of facilities for trying such questions and for taking action if unaccommodated, may have a tendency to aggravate the very evil the Act was intended to remedy. We hope however that it may not be so. At all events, now that this Act is the law of the land it should have a fair trial, so that if it is not found to work well in any respect it may be amended next year, or as any weak points may be discovered by practical experience. It would be useless now that the Act is passed to criticise any of the details, which may be left to the test of time and experience of its operation.

A NUMBER of important changes have taken place among the lumber journals in the United States during the month of May. The Chicago *Lumber Trade Journal* has been sold by Mr. S. D. Morgan, the late proprietor and founder, to a company which is now seeking incorporation. The names of those interested are: Messrs. G. W. Hotchkiss, Walter C. Wright, E. S. Hotchkiss, and W. W. Hogle, all of whom are already well known in lumber circles. Following this change comes the suspension of the oldest lumber journal in the United States, the *Lumberman's Gazette*, of Bay City, Mich., which closes its career after an existence of thirty-two years. The subscription list and good-will have been purchased by the proprietors of the progressive and ably conducted *Timberman*, Chicago, which undertakes to supply the news of the Saginaw Valley in a crispy and entertaining style. The *Timberman* has thrown off its baby clothes and become aged so quick that we hardly expect to know it hereafter. However, if it continues to prosper as it has during the past year, we will soon expect to see it standing on the top rail looking down upon its contemporaries, not in the same spirit as does its big city contemporary to-day, but in the happy knowledge of superior skill and enterprise. We wish it all the success possible in its extended field. The last, but not least, of the changes referred to is in the *Mississippi Valley Lumberman and Manufacturer*, the publication of which has been transferred from Mr. Platt B. Walker, to Messrs. J. Newton Nind, Platt B. Walker, jr., Wm. R. Gregory and W. C. Edgar, who are seeking incorporation under the name of the "Lumberman Publishing Company." This journal has been established for about eleven years and has won for itself the good will of the trade and a liberal support. The new proprietors are said to be first-class journalists and thoroughly conversant with the needs of the trade. THE LUMBERMAN extends to the new management its best wishes for the future success of this already valuable publication.

THE AUSTRALIAN TRADE.

THERE has appeared in the *Canada Gazette* since our last issue a despatch from Downing Street regarding the proposed Jubilee International Exhibition to be held this year in Adelaide, the capital of South Australia, which is celebrating its fiftieth year as a colony.

After the Royal Commission, the Colonial proclamation and the list of officers there comes a full detailed classification of the exhibits. Those that are of most special interest for our readers we give as follows:—

DEPARTMENT II.

Section D.—Furniture and Objects of General Use in Constructions and in Dwellings.

Class 217.—Heavy Furniture—Chairs, Tables &c., Suites for Drawing, Dining, and other Rooms, Chamber Suites, Bedsteads, Office and Library Furniture, Vestibule Furniture, Church Furniture and Decoration.

Class 228.—Manufactured Parts of Buildings—Sash, Blinds, Mantels, Metalwork, &c.

DEPARTMENT V

Section B.—Machines and Tools for Working Metal, Wood and Stone.

Class 510.—Machines and Tools for Working Wood:—Planing, Sawing, Turning, Veneering, Grooving, Mortising, Tongueing, Cutting, Moulding, Stamping, Carving, Cask-making and Cork-cutting, &c.

“ 511.—Machines for direct-acting Steam-sawing, &c.

“ 519.—Tools, Implements, &c., for working Metal, Wood and Stone, not before enumerated.

DEPARTMENT VI.

Section A.—Arbiculture and Forest Products.

Class 600.—Timber and Trunks of Trees, entire or in transverse Sections, with specimens of Barks, Leaves, Flowers, Seed Vessels, and Seeds, Masts, Spars, Knees, Longitudinal Sections of Trees, Railway Ties, Ship Timber, Lumber roughly sawed as Planks.

Shingles, Laths and Staves, split or sawn.

“ 601.—Timber and Lumber prepared in various ways to resist Decay and Combustion, as by injection of salts of copper and zinc, &c.

“ 602.—Ornamental Woods used in Decorating and for Furniture, as Veneers of Mahogany, Rosewood, Ebony, Walnut, Maple and Madrona, Cedar Huon Pine, Blackwood (*Acacia Melanoxylon*), &c.

“ 603.—Dyewoods, Barks, Galls and other Vegetable Substances for Coloring and Tanning.

In the long list there are other classes which might be of some interest to our readers, but we have given the more important. Appended to the classification is the following:—

MEMO.—Should any proposed exhibit be unprovided for in the foregoing classification, entries may be made under the head of “Unenumerated.”

As the dates for making applications for space and for receiving articles for exhibition are both now passed, the exhibition being opened on June 20th, to last for six months, this information comes too late for Canadians to avail themselves of it. We publish it, however, because it forcibly draws attention to the existence of a too much neglected market in Australia, and throws some light upon the articles that are there considered of importance.

The advantages of this market for the products of our forest are not sufficiently known, and most certainly are not utilized as they might be. The mainland of Australia possesses a great variety and quantity of hardwoods (very hard indeed most of them are) but of pine and woods of that nature in which Canadian forests are so rich, Australian forests may be said for all practical purposes to be destitute. Consequently for their supply of such material they have to rely upon New Zealand, “Oregon” and “Norway.” New Zealand pine is excellent but the supply is not unlimited and there is a large home demand. “Oregon” may be looked upon as a general trade term applicable to importations from the Pacific Coast of North America, including British Columbia, which should be fully as well able to supply the demand as our neighbors in the States. The same remark may partially apply to “Norway,” which includes other countries of Northern Europe, and even transshipments from Canada as being of much the same class. There seems no sufficient reason why Eastern Canada should not now do a portion of this trade direct. This is the more feasible as Australia does not require so much rough timber as more highly manufactured goods, and therefore of greater value in proportion to bulk or weight and better able to stand freight charges. As an instance of this the Australian Colonies besides largely consuming sashes, doors, &c., have imported wooden houses ready framed and fitted for erection without the employment of skilled labour upon them. As to their demand for smaller wooden wares, they must be obvious under their peculiar circumstances and we will not now particularize them though they are well worth the attention of the Canadian trader.

There is a great market for Canadian forests products in Australia, and steps should be taken to develop this trade which has hardly been touched hitherto.

HARD ON THE LUMBERMEN.

THE following letter received from the Department of Crown Lands for Ontario explains itself:—

TORONTO, 4th May, 1887.

Editor CANADA LUMBERMAN.

SIR,—An order in Council was passed 27th ulto., increasing the rate of ground rent on land under timber license in Ontario from \$2 to \$3 per square mile per annum, and also increasing the rate of dues on pine timber, square or waney, and on pine saw logs, from 1¼ cents to 2 cents per cubic foot on the timber, and from 75 cents to \$1 per thousand feet board measure on logs. The increase on ground rent to take place on and after the first day of May, 1887, and the increased dues on pine timber and saw logs to be payable on all such timber cut under license on and after the date last mentioned.

As many of your readers take an interest in matters connected with the above, the information is sent to you for your use as an item for your paper.

Your obedient servant,
AUBREY WHITE,
Assistant Commissioner.

The feeling of the lumbermen, so far as we are able to learn, regarding the order in Council referred to above, is one of universal disappointment and alarm. It was not to be wondered at that the Ontario Government, after learning of the action taken by Mr. Mercier in the Quebec Legislature, in raising the ground rents on timber limits, should take a similar stand. With this, however, they were not satisfied, but have dealt a far more serious blow by increasing the Crown dues on all lumber cut in the Province of Ontario from 1¼ to 2 cents per cubic foot on timber, and 25 cents per M. feet board measure on logs. From a casual look at these figures one would imagine that the increase was so small that little harm would result from the change. But instead of this the matter is of momentous concern to all engaged in the trade, and we are safe in saying that no greater injustice has ever before been perpetrated on the lumber operators of this Province. The statement is authoritatively made by our Ottawa correspondent that the larger operators, such as Mr. J. R. Booth, Messrs. Perley & Pattee and others, will, under this increased tax, lose annually in the neighborhood of \$20,000. It is therefore not to be wondered at that the lumbermen are seriously alarmed and chagrined at this quite unexpected legislation on the part of the Ontario Government, and are combining together with the object of bettering their condition.

The Government, of course, defends its action in this matter by claiming the necessity of increased revenue. Evidently the manner in which additional revenue is secured, or whether the obtaining of the same is calculated to demoralize any branch of trade, are matters, the consideration of which has had but little weight. We doubt very much if the financial condition of the Province is in such an unsatisfactory condition as to make this step necessary. From the Provincial Treasurer's last annual report we learn that the finances of the Province are in an unusually satisfactory condition, and that it has a large balance to its credit. As to the exact amount of that balance there is considerable difference of opinion, but a fair estimate would place it at about four million dollars. This certainly does not look as if the exigencies of the case demanded this unjust treatment of the lumbermen. There is probably no other government which is in so comfortable a pecuniary condition. About one-sixth of the whole revenue of this Province is already derived from the sale of the Crown timber, and by present indications it would seem that a sufficient additional tax is to be levied to cause stagnation, and make it almost impossible for any timber operator to do a successful business.

The lumbermen seem disinclined to make any serious protest against the slight increase in ground rents, but will oppose the increase of Crown dues to the utmost. It is their desire to make some kind of an arrangement, if possible, similar to the twenty years' agreement which has just elapsed, and it is to be hoped that sufficient influence can be brought to bear on the Mowat Government as to influence them in withdrawing, or at least amending, the order issued during the past month.

WEST INDIAN TRADE.

THERE appears to be every prospect that the Dominion Authorities will take steps to promote the increase of direct trade with the West Indies, both the British Islands and those under a foreign flag. The proposed lines of steamships if established, as seems likely, cannot fail to have a good effect in this direction. The valuable report of Mr. J. J. Wyld, the agent of the Dominion in the West Indies throws additional light upon this subject, which had already attracted considerable attention. He shows the magnitude of the trade that can thus be thrown open, the ease with which it may be augmented, and the adaptability of Canadian produce for the requirements of the West Indian Islands.

The timber trades of the Dominion have an interest second to none in this question. These Islands require a large quantity of just such material as our forests are calculated to supply. Indeed they already import largely through the ports of the

United States of lumber and woollen goods of various kinds that come either from Canada or from the Northwestern States having similar forests. Why should we not establish a direct trade with them in these articles that would give us at least a share in the profit of supplying them? There is the advantage of their requiring not only such lumber as we can produce but much of it in a further manufactured conditions, so that our planing mills and kindred industries would feel the benefit as well as the saw mills.

The trade as a body should use any influence it can bring to bear upon the Dominion Authorities to induce them to grant a subsidy to the proposed lines of steamers. And when this is accomplished they should as individuals prepare to avail themselves as far as possible of this virtually new opening, which is capable of being so largely developed if the requirements of the market are duly considered and steps are taken to suit it.

THE INCREASE IN GROUND RENTS.

Since our last issue owners of Quebec timber limits have not been slow in condemning the action of the Mercier Government in increasing the ground rents from \$2 to \$5 per square mile. A meeting of lumbermen and those interested in the lumber trade, held in Montreal during the month, was very largely attended.

Mr. James McLaren occupied the chair, Mr. H. E. Bronson acting as secretary. Among those present were Messrs. Andrew Thomson, president of the Union Bank; James King, J. R. Booth, H. Atkinson, R. R. Grindley, general manager Bank of British North America; Jos. Kavanagh, Wm. Mackay, George Grinnell, F. Wolferstan Thomas, general manager Molson's bank; Geo. Hague, general manager Merchants' bank; W. J. Buchanan, of the Bank of Montreal; A. Thomson, Jacques Grenier, president Banque du Peuple; E. S. Clouston, local manager Bank of Montreal; H. A. Paice, T. Nash, manager Union bank; C. A. Vallee, manager Banque Nationale; W. Weir, president, Banque Ville Marie; J. O. Lafreniere, W. W. L. Chipman, manager Ontario bank; Montreal; E. H. Grandbois, J. Charlton, M. P., James King, H. A. Coulston, J. S. Murphy, John Walker, G. B. Hall, W. C. Edwards, M. P., George Bryson, H. Robinson, O. Latour, James Gillies, E. D. Moore, the Hon. John Hamilton, A. Gilmour, R. R. Ross, J. G. Johnston, T. E. Kelley, R. White, William Little, John Roache, W. G. Perley, W. R. Hustle, W. E. Thompson, E. B. Eddy, Robt. Gill, manager Bank of Commerce, Ottawa; Thos. Murray, M. P., John Bryson, M. P., Robert Hurdman, W. H. Hurdman, Robert Reford, J. Murray Smith, manager Bank of Toronto, Montreal; Alex. Baptist, Jas. Dean, E. H. Bronson, G. A. Grier and Mr. Girouard, Quebec.

After considerable discussion the following resolutions were passed. Moved by Mr. John Charlton, M. P., seconded by Mr. J. R. Booth,

That this meeting desires to give expression to the following considerations in connection with the recent advance made by the Government of the Province of Quebec on the ground rent upon timber limits.

That the lumber industry is the leading industry in the Province, inasmuch as it is the principal source of Provincial revenue apart from the Dominion subsidy, and touches directly or indirectly every commercial interest in the community; that the lumber trade as recently as in the year 1885, having in view the then financial position of the Quebec Government, assented to a large increase in dues; that at the present price of timber lands, the profits arising from the prosecution of lumber manufacture are not commensurate with the risk involved, and the large amount of capital required.

That this meeting, representing the lumber industry of the Province, would deprecate any increase in charges, which will be so burdensome as to cripple the trade and thereby in the same degree injure the laboring, farming, banking and general commercial interests of the Province.

Moved by Mr. W. J. Buchanan, Bank of Montreal, seconded by Mr. George Hague, Merchants' Bank:

That the banking interests of the Province of Quebec, being largely interested directly and indirectly in the lumber industry, in common with all the other commercial interests in the Province, and being fully conversant with the fact that the profits derived from the lumber trade are small in comparison with the risks involved and the capital employed, believe that any considerable increase in charges upon the trade would so impair the security in timber licenses as to deter the banks from making the advances from time to time necessary for the efficient carrying on of the trade, and that any serious curtailment of such advances would reduce the output of lumber and thereby diminish the Provincial revenue.

As this might further result in impairing the credit of the province they venture to express the hope that the Government of Quebec will be induced to reconsider their recent action in increasing to so serious an extent the charges upon timber limits.

Moved by Mr. W. G. Perley, M. P., seconded by Mr. H. Atkinson:—

That Messrs. Ward, Thompson, McLaren, Roache, Latour, Charlton, Booth, King, Edwards, Powell, Robinson and Bronson be a deputation appointed to wait upon the Quebec Government to urge upon it the opinions of this meeting upon the question of Crown timber charges.

THE HAMILTON LUMBER TRADE.

THE *Hamilton Spectator* of a recent date contains the following information regarding the recent changes in the lumber trade at that port. The other day a *Spectator* reporter called on Mr. John Bradley, of the firm of Platt & Bradley, to find out something about the lumber trade and the business prospects for the coming season. In former years the reporter noticed large quantities of square timber floating in the bay off the Grand Trunk railway docks, enclosed by large floating booms to keep the logs from drifting away, and generally about the end of April an old black steam barge with a high fore-castle and poop something like the pictures you see of the ships of Sir Walter Raleigh, only not half so much style about her, used to puff importantly up the bay towing a line of chuckle-headed, stumpy-masted barges much larger than herself. Another fleet used to come from Kingston towed by a fine steam barge called the D. D. Calvin, and as they all anchored in a cluster off the old emigrant wharf near the Grand Trunk station they presented a very picturesque appearance. The fleets were manned by descendants of the old French Canadian voyageurs with bristly black moustaches and wearing red tuques, blue shirts, corduroy pants and big rubber boots coming up to their thighs. The barges were anchored with their sterns towards the booms, two large trap doors on either side of the rudder down near the surface of the water were pulled open by a pulley and ropes from above, and the logs were coaxed up to these apertures by some of the bristly whiskered brigands, who balanced themselves on the rolling logs with marvelous dexterity as a rule—and occasionally went souse into the iced water as an exception—until the heads of the logs were tilted up with a block and tackle, then a chain was brought from the interior of the vessel's hold and grappled on to them. A direct descendant of Jacques Cartier stood at the port hole and when he yelled something in French and jabbed his long pike pole fiercely the big log was yanked bodily into the bowels of the barge, if the vessels happened to have a pony engine on board, or hoisted slowly in by the power afforded by a couple of angular mules that promenaded sleepily around the big capstan away up forward on the forecastle, and waved their big ears with graceful languor as if to impress the beholder with the fact that they could understand the voluminous and gaudy article of French talked by their sailor Jehu with one hand behind their backs. When all the fleet had filled their intestinal parts with squared timber, the little black steam barge marshalled them in line and the tow looked even a trifle majestic as it started off and the sinuous procession swept round in a graceful curve and headed for the canal.

This year, however, there does not appear to be any square timber in the docks at all, and the reporter dropped round to see Mr. Bradley and inquire the whyness thereof.

"Well," said Mr. Bradley in answer to the inquiry, "before the amalgamation of the Grand Trunk and Great Western large quantities of square timber and logs used to come down on the latter road and then be rafted or shipped on timber barges to Montreal and Quebec for shipment to the old country. After the building of the Canadian Pacific railway and the amalgamation of the other two roads this mode of shipment became less popular or was to a great extent diverted to Toronto and Brockville. The shipment of square timber by water from this harbor has almost entirely ceased this year (though I understand there is a small lot at the N. & N. W. elevator) and the reason is that the consignees on the other side of the Atlantic prefer now to receive it in the shape of sawed lumber, as in that way they pay freight simply on what they can use while when importing the square timber they had to pay for the carriage of a lot of waste material. As a matter of fact they find it cheaper and better to get their lumber cut here instead of importing the timber or logs and cutting it over there. Before long English buyers will send their orders with instructions to have the material cut to the proper sizes for which they require to use it. Another reason is that the demand for rock elm lumber has fallen off in England owing to the depression in the ship building trade, and this used to be the chief variety exported from points on the line of the Wellington, Grey and Bruce via Hamilton. The timber is nearly all cut out up that way, anyhow.

"The source from which the lumber comes which is used here, or shipped from this city, is the Muskoka district, though there is also quite a quantity rafted down from the north shore to Collingwood and Meaford. That is about all the trade that is tributary to Hamilton to any extent, and a good deal of that goes to Toronto and Brockville. The Ottawa river and the district about Lake Nipissing is the great timber producing region of Canada.

"The prospects for trade this year are very good. We are shipping quite a lot to England and the eastern states. The eastern states are depending more upon us for the lumber they use every day, and in the course of a few years when the remainder of their timber is cut out they will be almost entirely

dependent upon Canadian lumbermen because the lumbering regions of Michigan and Wisconsin are so much farther away that they cannot successfully compete with us owing to the difference in freight rates. It would be necessary for the Yankees to take such points as that into their serious consideration before putting any retaliation bill into force."

A GREAT FLOOD IN NEW BRUNSWICK.

THE floods along the valley of the St. John River in New Brunswick, which are stated as being the greatest since 1834, indicates that an immense section of the finest part of the province is threatened with a terrible disaster. The water reached a height all along the river from St. John to the Grand Falls, a distance of nearly 250 miles, unequalled in the history of the province. The damage done is incalculable, 10,000,000 of lumber having been swept out of the booms in the vicinity of Fredericton, and much of it has gone out to sea. The booms have been swept away like straws, and before they could be replaced nearly all the lumber cut on the St. John and its tributaries had been carried down or spread over the immense tracts of flooded country below Fredericton, or passing through the falls at St. John and driven to sea. This loss coming upon the lumbermen after the Maritime Bank crash, which fell particularly heavy upon them, will tax their resources to the utmost.

Bad as matters now are, worse is feared. The snow all over the upper country—the sources of the St. John—is from two to five feet deep in the woods, while in nearly all the lake expansions of the river the ice is still firm. The weather is getting hot, and should a heavy rain come on a disaster unparalleled in the history of the country will overtake the valley of the St. John. In 1854 there was the greatest flood on record, but in height of water and extent of country submerged the present flood exceeds even that. That flood was followed by the cholera, and the connection of the two made 1854 a marked year in New Brunswick. The present great flood, coupled with the fact that cholera is abroad, has caused already the discussion of the effect on the health of the people in the flooded country. The water has backed up the Oromocto river, a distance of nearly 50 miles, covering the track of the N. B. railway for miles, and blocking traffic. At Westfield, 15 miles from St. John, the Nerepis bridge, erected in 1874 at a cost of \$200,000, was carried away on Wednesday. The railway track here is under water, and at Rothesay the Intercolonial has been undermined, and transfer of passengers and mails is necessary.

Owing to the narrow outlet at St. John, it will be weeks yet before the water drains off to its usual level. In the meantime the loss and suffering will be incalculable.

RAT PORTAGE MILLS.

THE mills around the head of the lake have completed their preparations for the summer's work and some of them have commenced cutting. At this time a look at the mills, their capacity for work, and the expected cut of the season might be interesting.

The Rainy Lake Lumber Co.'s mill is situated immediately in the town, and when fully equipped has the greatest cutting capacity of all. It is in liquidation at the present time, and last season was not working until the fall. This season the liquidator has instructed the manager, Mr. Hall, to run the mill and cut up the logs on hand. To do this the mills, which contain two rotary saws, will be run to its utmost capacity until September. The output will be about 100,000 feet long timber, 30,000 lath, and about the same of shingles per day, making for the season about 12,000,000 feet of lumber besides lath and shingles.

About a mile west from the village is the settlement around Norman Mills. Here are three large mills. The first owned by Henry Bulwer was not run last season, but will this season, we understand, be run to its full capacity and with its one circular will turn out about 50,000 feet per day.

Next to this is the mill and plant owned by the Minnesota and Ontario Lumber Co. This is a one rotary and one gang saw mill, and will turn out about 125,000 feet per day, and will run the full season, making for the summer about 16,000,000 feet of lumber.

Occupying almost the same yard is the mill owned by Cameron & Kennedy. It is a one circular mill and runs night and day, turning out about 80,000 feet per day.

These are all steam mills, but at Keewatin about one and a half miles farther west along the C. P. R. are two water mills, one owned by Dick & Banning, and the other by the Keewatin Lumber Company. The former is a small mill with only one circular. They having a drying kiln attached for seasoning lumber and do a good business. The prospects for this season are good and the mill will be taxed to its utmost, but what will be the amount we cannot say.

The Mather mill is one of the most prosperous mills on the lake, and is managed by the Mathers, who have a controlling

interest in the company. There are two circulars and one gang saw in the mill, and when running to its full extent, cuts about 150,000 per day. Owing to the lowness of the water in the lake they will not be able to keep all the saws going. The government has commenced the construction of a dam at the second outlet of the lake, with the intention of raising it to give sufficient water for this mill. In that case their cut for this season will be large. All these mills have planing mills attached which are kept running most of the time. There are in the yards at the present time about 25,000,000 feet of lumber.

The anticipated cut for the sawing season from all the mills from 65 to 75 million feet, making a total amount of lumber in the yards this season of nearly 100 million feet. To do this work an array of men is employed, and a great amount of money put in circulation. The town is now full of men, some from the camps and some from the outside, and all to be employed in making the lumber to supply the prairie section of our Dominion, for it is from here that the principal supply comes. The logs to supply these mills are cut during the winter season in the Rainy Lake and Rainy River district, floated down these waters and their tributaries to the Lake of the Woods, and thence towed by a fleet of tugs to their destination.—*Winnipeg Free Press.*

THE YUKAN TERRITORY.

An exploring expedition is on foot under the Dominion Government auspices, from which there seems every reason to believe many important discoveries will result regarding the mineral resources of the Dominion. The object of this enterprise organized by the Hon. Thos. White, Minister of the Interior, is for the exploration of the Yukon River, undoubtedly one of the finest streams on the continent. The river is computed to be over 2,000 miles in length and for 783 miles passes through the northwestern part of British Columbia. There is every indication that the region abounds in gold, silver, coal, lead, copper and other precious metals and surface gold mines have already been worked with great success nearly 2,000 men having been employed in this work during the past season. The Government have deemed the discoveries thus far of sufficient importance to warrant an official investigation, and a joint topographical and geological expedition has been organized, which will be under the direction of Dr. Dawson. The expedition starts early in May, and the result of its operations will be awaited with general interest in mining circles in British Columbia, Alaska and the Pacific States having already become much agitated over the prospective disclosures.

RAFTING LOGS.

The attempt to float logs from Nova Scotia to New York, which so signally failed in the case of the famous "cigar" raft of Amherst, even before the structure had been launched, was considered a remarkable enterprise. That method of transporting raw forest product may yet become a success, though it is considered doubtful. The rafting of logs on the great lakes, though from the earlier periods of lumbering in Michigan practiced to some extent, has been a hazardous undertaking. Of late years raftsmen have learned by experience, so that they are now able to guard against the danger of breaking up in turbulent seas, by the use of heavy boom sticks, etc., and losses from such cause are less frequent than formerly. A large amount of logs have, within the past two years, been floated from Lake Superior to Lake Huron and Saginaw river mills. Other large quantities have been floated to Alpena and Bay City from the Canadian shores of Georgian Bay. But probably few Michigan, or even Canadian lumbermen are aware that an attempt was ever made to float a raft across the Atlantic ocean; yet such was the fact. In its issue of February 19, the *Timber Trades' Journal*, of London, England, contained a letter from a gentleman, who stated that a so-called raft of timber made a voyage from British North America to Great Britain about the year 1812. The structure was in the form of a ship, and was named the Baron of Renfrew, was jury rigged and crossed the ocean under sail. She contained 5,000 English loads of timber. Unfortunately, just as the voyage was being completed the mast was caught by a gale in the Irish channel became unmanageable, and went ashore somewhere between Liverpool and Glasgow, and broke up. It is thought that the experiment has never been repeated. At the time, the timbermen of Great Britain were somewhat uneasy for fear that the attempt would be a success, which naturally would have had the effect to change the order of existing business, and reduce values and profits. Now the scheme of rafting pine from the southern states to ports in Great Britain is being discussed. It is thought by some that the powerful steam tugs of later times should be sufficient to handle such a float as the Baron of Renfrew in a gale, and that thus the hazard that attended the voyage in that instance would not pertain to a similar experiment now. But the doubters as yet are in the vast majority.

ADVERTISEMENTS.

THOSE wishing to BUY or SELL TIMBER LANDS, LUMBER or SECOND HAND MACHINERY will find THE CANADA LUMBERMAN an excellent medium in which to make known their wants. Advertisements of this character will be inserted at the low rate of ONE CENT A WORD, cash to accompany the order in every case.

Address A. G. MORTIMER, Publisher, Peterborough, Ont.

TRADE REVIEW.

TORONTO.

From Our Own Correspondent.

During the former part of the month of May trade was good. A steadily increasing demand for lumber of all grades gave evidence that we might expect a more than ordinary summer's work. Toward the latter part of the month a falling off, true a slight one, was noticed, owing doubtless to the nearness of June.

Long joists are beginning to arrive in quantity, but still the supply is not equal to the demand. Hemlock, much abused hemlock, is coming more and more into use. Quantities of scantling and joists are finding ready sale and enquiries are numerous. Mill run boards, as well as dressing and better, dry, are disposed of quickly, and at very good figures. Pine mill stuff is very scarce and a shade firmer at the yards, prices being from \$13 in some yards to \$14 in others.

A quantity of elm and ash square timber for export is now being rafted. Some of the sticks are remarkably fine.

Since the G.T.R. is charging storage the quantity of lumber piled in R.R. yards has greatly diminished, very little fresh taking the place of the old piles.

Excepting the changes rated above, the quotations remain about the same.

From conversation with builders, planing mill men, &c., we learn that all expect a strike, after which the usual miserable consequences will follow. Judging from what we hear the strike will be fought out by both sides, to the bitter end, each party employing the customary tactics to enlist public sympathy, &c.

The stone masons being on strike for some time, has to a certain extent retarded building operations, as no work of any consequence could be begun previous to the laying of the foundation. At present writing there are no indications that a speedy settlement will be had. If boycotting is to be the order, we need not look for a peaceable solution of the annual difficulty.

It is not necessary to add to grievances, real or supposed. The least said and done the better, and the more easy to unite parties apparently discordant. Neither masters nor men are in a position to prolong any dispute. The former have their bills for material purchase maturing, as well as in some cases, notes for new machinery falling due, to say nothing about the hundred and one other expenses to be met. Nor can the latter stand idle for any time. The past winter was long, and many good mechanics were out of work, glad to take any job, even that very unpleasant one of cutting ice.

In view of a busy season, beneficial to all, masters and men should try and prevent a strike. Some concessions must be made by both sides, and the sooner this is done the better. It is worse than childish for either or both sides to stand out for some fancied grievance, and after weeks, perhaps months, of strife and mutual recrimination, and enforced idleness, agree on some scale of wages and hours which could have been assented to at the beginning.

The following are the ruling quotations in this city at present:-

Mill cull boards & scantling	80 00	Dressing stocks	10 00	18 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. Inspection	30 00	30 00
Scantling and joist, up to 16 ft	13 00	Three uppers, Am. Inspection	40 00	40 00
" " " " " "	18 ft 14 01	B. M.		
" " " " " "	21 ft 15 00	1 1/2 in flooring, dressed	25 00	30 00
" " " " " "	22 ft 10 00	" " " " " "	14 00	15 00
" " " " " "	24 ft 17 00	" " " " " "	25 00	25 00
" " " " " "	26 ft 18 00	" " " " " "	14 00	14 00
" " " " " "	28 ft 19 00	" " " " " "	16 00	20 00
" " " " " "	30 ft 20 00	" " " " " "	12 00	14 00
" " " " " "	32 ft 21 00	Boarded Sheeting, dressed	15 00	20 00
" " " " " "	34 ft	Clapboarding, dressed	12 50	
" " " " " "	22 ft 22 60	XXX sawn shingles, #1	2 75	2 90
" " " " " "	23 ft 24 00	Sawn Lath	2 25	
" " " " " "	24 ft 27 00	Red oak	20 00	25 00
" " " " " "	40 to 44 ft 30 00	White	25 00	30 00
Cutting up planks 1 1/2 and thicker dry	20 00	Basswood, No. 1 & 2	18 00	20 00
" " boards	20 00	Cherry, No. 1 & 2	50 00	60 00
		Whitewash 1 & 2	26 00	30 00
		Black ash 1 & 2	20 00	25 00

HAMILTON.

According to the Dundas Banner, Hamilton will not be the scene of very extensive lumbering operations this year. The cut of timber in the Muskoka district has fallen off about 25 per cent. The chief reason for the light cut is the great depth of snow all winter. In some places roads three miles long have been made through the snow to get out the timber. English orders, Mr. Flatt says, are running more largely to boards and deals, and the result will be that more timber will be sawed in Canada and less exported in the log. Flatt & Bradley are filling an order the like of which has not been given in Canada for many years. It is a shipment of pine masts for the English Navy, which has been in other years supplied from the forests of Norway. The masts are cut in Beverly township in this County, and in the neighborhood of Weston, Woodbridge and Saginaw, Mich. They are magnificent sticks, some of them 110 feet long. Those cut in Canada will be rafted at Toronto and go to England from Halifax.

The following are the ruling prices in the retail yards:

Mill cull boards and scantling	8 00 to 8 10 00	1 1/2 flooring, rough	10 00 to 18 00
Shipping cull boards, promiscuous widths	10 00 to 12 00	1 1/2 flooring, dressed	10 00 to 18 00
Shipping cull stocks	13 00	face measure	32 00
Scantling and joist up to 6 ft.	13 00	1 1/2 flooring dressed	10 00 to 18 00
Scantling and joist up to 8 ft.	13 50	face measure	25 00
Scantling and joist up to 10 ft.	14 00	Beel sheeting 1	28 00 to 30 00
Scantling and joist up to 12 ft.	15 00	Picks A. M.	30 00
Scantling and joist up to 14 ft.	16 00	Inspection	30 00
Scantling and joist up to 16 ft.	17 00	Three Uppers A. M.	40 00
Scantling and joist up to 18 ft.	18 00	Inspection	40 00
Scantling and joist up to 20 ft.	19 00	XXX sawn shingles per M.	2 00 to 2 75
Scantling and joist up to 22 ft.	20 00	Fawn Lath	2 25
Scantling and joist up to 24 ft.	21 00	Red oak	20 00 to 25 00
Scantling and joist up to 26 ft.	22 00	White oak	25 00 to 30 00
Scantling and joist up to 28 ft.	23 00	Basswood No. 1 and 2	18 00 to 20 00
Scantling and joist up to 30 ft.	24 00	Cherry No. 1 and 2	60 00 to 60 00
Cutting up plank 1 1/2 and thicker, dry	20 00 to 25 00	White Ash No. 1 and 2	25 00 to 30 00
Cutting up board's	20 00	Black Ash No. 1 and 2	20 00 to 25 00
Dressing stocks	10 00 to 18 00		

MONTREAL LUMBER MARKET.

MONTREAL, May 25th.

Activity has characterized the lumber trade in Montreal during the past month, and a brisk business both in city and country orders has been transacted at the yards; and in car loads a large business has also been done. Although there is a large amount of building under way here, and the prospects for the future still bright, dealers do not anticipate any radical change in prices.

There have been large arrivals per barges via the Lachine Canal, and a good number are reported to be also on the way.

Shipments to Europe have now begun, and the first cargoes for South America will be despatched about the beginning of June.

The Grand Trunk Railway have issued a circular to those concerned in the shipment of timber, telegraph poles, masts &c., in regard to the manner of loading on flat cars, of which the following is a synopsis:-

"When the material is so long, that two cars are required, one good sound bearing piece or saddle of sufficient thickness to keep the timber clear of the car floor must be placed on each car near the trucks next the end of the load; but if the timbers are too short for the saddles to be so placed, they may be brought to any point between the trucks sufficiently near to each other to prevent the shortest from working out between stakes; two good stakes being fixed on both sides of each car in pockets near to saddle or bearing piece, and tied across with telegraph wire to keep the load from spreading; one wire being over the top of the load and another about one-third down so as to prevent the stakes working out.

When a few long poles have to be loaded on the top of two cars of short ones, a bearing piece must be securely fixed across each car on the top of the short poles to keep the long ones clear. Only two of the stakes on each side of such cars must run up so as to allow them to curve freely.

When the timbers are too long to be safely carried on two cars, a third must in all cases be used, the load to be kept entirely clear of the centre car by one bearing piece being placed on end cars and the whole tied and staked as before described.

Should there be sufficient timber for two loads, either of which would require a third car, but the total length of which will not be equal to more than five cars, each load may be placed upon two cars with bearing pieces or saddles of sufficient thickness to keep the timber clear of the car floor throughout, at a point between the trucks of each car, and near to those next to the end of the load, the fifth car being placed between the two loads so as to cover the projecting ends. The timber in this as in all other cases must be tied with wire in the manner before described.

The cars must be so loaded as to leave the breaks easily accessible and operative.

When the load occupies more than one car, the weight car-

ried should not be allowed to exceed two-thirds of the capacity of the cars on which the load rests, and particular care must be taken to prevent overloading.

No cars must be used for such traffic unless they are in good repair, have good iron trucks, not less than six inch journals and are of equal height, and when for points in the United States the wheels must stand the limit gauge."

The following are the quotations of the yards here:-

Pine, 1st quality, #1	80 00	10 00	14 00
Pine 2nd "	60 00	10 00	14 00
Pine, shipping culls, #1	14 00	10 00	14 00
" " " "	14 00	10 00	14 00
Pine 4th quality deals	10 00	10 00	14 00
Pine, mill culls, #1	8 00	10 00	14 00
Spruce, #1	10 00	10 00	14 00
Hemlock, #1	9 00	10 00	14 00
Ash, run of log culls out, #1	20 00	25 00	
B. S. run of log culls out, #1	218 00	220 00	
Oak, #1	40 00	100 00	
Walnut #1	60 00	100 00	
Cherry, #1	80 00	100 00	
Butternut, #1	35 00	70 00	
Birch, #1	20 00	25 00	
Hard Maple, #1	25 00	30 00	
Lath, #1	1 00	0 00	
Shingles, 1st, #1	2 00	3 00	
Shingles, 2nd, #1	2 00	0 00	

ALBANY.

The lumber business here is reported good, while a scarcity of stock exists in several yards. Prices are inclined slightly downwards, although the opinion seems to be that there is really no necessity for any break. The season in all probability will be a short one. Manufacturers were three weeks late in starting their mills, logs being scarce owing to scarcity of water and forest fires. The following are the ruling prices:

Pine, clear, #1	85 00	80 00	
Pine, fourths	50 00	37 00	
Pine, select	42 00	44 00	
Pine, good box	22 00	33 00	
Pine, common box	13 00	15 00	
Pine 10-in. plank, each	00 46	00 47	
Pine, 10-in. plank, culls, each	00 24	00 27	
Pine boards, 10-in.	00 30	00 32	
Pine, 10-in. boards, culls	00 16	00 20	
Pine, 10-in. boards, 10 ft., #1	23 00	32 00	
Pine, 12-in. boards, 16 ft	28 00	32 00	
Pine, 12-in. boards, 13 ft	22 00	32 00	
Pine, 1 1/2-in. siding, select	40 00	43 00	
Pine, 1 1/2-in. siding, common	15 00	18 00	
Pine, 1 1/2-in. siding, select	40 00	42 00	
Pine, 1-in. siding, common	13 00	15 00	
Spruce, boards, each	00 00	00 10	
Spruce, plank, 1 1/2-in., each	00 00	00 20	
Spruce, plank, 2-in., each	00 00	00 30	
Spruce, wall strips, each	00 00	00 12	
Hemlock, boards, each	00 00	00 14	
Hemlock, joist, 1x6, each	00 00	00 32	
Hemlock, joist, 2x4, each	00 00	00 14	
Hemlock, wall strips, 2x4, each	00 00	00 11	
Black walnut, good, #1	8100	120 00	
Black walnut, 3/4 inch	80 00	80 00	
Black walnut, 1/2 inch	80 00	85 00	
Seymour, 1-inch	23 00	23 00	
Seymour, 3/4-inch	21 00	23 00	
White wood, 1-inch and thicker	38 00	40 00	
White wood, 3/4-inch	28 00	30 00	
Ash, good, #1	40 00	43 00	
Ash, second quality, #1	25 00	30 00	
Cherry, good, #1	60 00	65 00	
Cherry, common, #1	25 00	30 00	
Oak, good, #1	40 00	43 00	
Oak, second quality, #1	20 00	25 00	
Basswood, #1	25 00	30 00	
Hickory, #1	00 00	40 00	
Maple, Canada, #1	23 00	30 00	
Maple American, per M	28 00	32 00	
Chastnut, #1	38 00	40 00	
Shingles, shaved, pine, #1	0 00	6 50	
shingles 2nd quality, extra, sawed	0 00	6 50	
pine clear, sawed	4 30	4 00	
cedar, mixed	0 00	2 13	
hemlock	2 25	2 37	
Lath, hemlock	0 00	2 53	
Lath, spruce	0 00	2 50	

SAGINAW VALLEY.

The market here is fairly active. Prices are somewhat firmer and lumbermen are cheerful. The call is for the coarser grades chiefly. The correspondent of the N. W. Lumberman furnishes the following information: Buyers have been here from Rochester, Brooklyn, Albany, Cleveland, Buffalo, Akron, and Cincinnati, and they have taken large blocks of lumber. I note sales of 2,000,000 feet at \$10, \$20, and \$38; 600,000 at \$11, \$22, and \$40; 700,000 feet at \$10, \$20, and \$38; 400,000 feet at \$9.50, \$19 and \$38; 2,300,000 feet at \$10, \$20 and \$38; 600,000 straight, and it is said this lot sold better than \$10, \$20 and \$38 under inspection. E. Hall, of Bay City, has closed out all of his dry white pine and reports Norway in good demand. Rust Bros. & Co. have sold all on their South Saginaw dock but 500,000 feet. Sibley & Beringer sold 4,000,000 Norway piece stuff and stripes, cut at Cheboygan, to Chicago parties. The price was not reported. A number of sales have been made, the details regarding which are not obtainable being purposely suppressed. Fully 25,000,000 feet have changed hands during the week. Nearly all that has been sold straight during the week has gone at \$14.50 to \$16. Box lumber meets a ready sale at \$10 to \$10.50.

There is very active demand for shingles, and stocks are scarce. River brands are quoted strong at \$2.25 to \$3.25, and interior mills at \$2.10, \$3 and \$3.10.

The yard trade is active and healthy, although occasional complaints are made of discriminating rates to some points.

CARGO QUOTATIONS.

Shipping culls	8 00	Under straight	
Common	15 00	Measure	16 00
S-uppers	30 00	Shingles, XXX	2 85
Bill stuff	8 00	Shingles clear butts	1 85
Norway bil stuff	8 00	White pine ath.	1 75

YARD TRADE.

3 uppers wide and thick	45 00	Fencing, coarse common	8 00
Do. 1 in.	40 00	Fencing, mill culls	4 00
Selects	35 00	No. 1 stock 12 in.	14 00
Pine common	27 00	No. 2 stocks	11 00
1, 1 1/2, 2 in. cut ups	20 00	Wide common	12 00
No. 1 base, 7, 8 and 9 in select	35 00	Piece stuff and timber	0 00
No. 2 do. (fine common)	27 00	12, 14, 16, 18 ft	9 00
No. 1 floor strips	40 00	1/2 do. 20 ft	12 00
No. 2 "	27 00	Lath	1 00
No. 3 "	17 00	Lath No. 2 (cul)	1 00
Fencing	12 00	Shingles XXX	3 15
		Clear butts	1 90

DRESSING.

1 1/2 Making drop siding	2 25
1 1/2 Making bevel siding and ceiling	3 00

NEW YORK CITY.

The wholesale market is only fairly active. The water transport facilities being now fully available considerable lumber is arriving to fill up and complete stocks.

White pine is in active demand and firm in tone, but receivers are positive that there will be a shortage in the receipts and are rather anxious to work off everything that comes forward.

Table with 2 columns: Item description and Price. Includes items like Pine, very choice and ex. drv., Pine, good, Pine, shipping box, etc.

OSWEGO, N. Y.

Table with 2 columns: Item description and Price. Includes items like Three uppers, Pickings, Cutting up, No. 1, etc.

DETROIT, MICH.

Table with 2 columns: Item description and Price. Includes items like Uppers, 4x4, 5x4 & 6x4, Selects, etc.

TONAWANDA.

Trade is excellent and rates satisfactory. Orders for large lots are coming in rapidly, while orders for white pine are in demand, the greatest enquiry is for box, but the supply is limited.

Table with 2 columns: Item description and Price. Includes items like Three uppers, Common, etc.

YARD PRICES—CAR LOTS.

Table with 2 columns: Item description and Price. Includes items like 3 uppers, 2 uppers, Pickings, etc.

CHICAGO.

From Our Own Correspondent.

Business in the lumber trade here still continues to be good but of course shipments are not so large as they were in March for the reason that western buyers took advantage of the Railway rates, prior to April 1st, which was considerably lower than now, and laid in a good stock.

The following are the ruling quotations at present:—

Table with 2 columns: Receipts for week ending May 12, and Receipts from Jan. 1 to May 10, inclusive. Includes items like Lumber, Shingles.

Table with 2 columns: Stock on hand April 1, including both sides of cargo. Includes items like Lumber, Shingles, Lath.

Table with 2 columns: Finishing Lumber Rough. Includes items like 1st and 2d clear, 1 inch, 1st and 2d clear, 1 1/2 and 2 inch, etc.

Table with 2 columns: Stock Boards. Includes items like 12 in. A, 12 to 16 ft, 12 in. B, etc.

Table with 2 columns: Flooring—Pressed and Matched. Includes items like A flooring, B flooring, C flooring, etc.

Table with 2 columns: Riding—Tied. Includes items like 1st and 2d clear, 12 ft, 1st and 2d clear, 14 and 16 ft, etc.

Table with 2 columns: Ready Ceiling—Tied. Includes items like Clear, 1x4 @ 6 in., A, 1x6 in., etc.

Table with 2 columns: Common Boards—Rotted. Includes items like Com. boards, 1 in. 12 to 20 ft, 10, 12 to 16 ft, etc.

Table with 2 columns: Fir—Dry. Includes items like Joint and scantling, 2x4, 12, 18 and 16 ft, etc.

Table with 2 columns: Timber and Dressing—Dry. Includes items like Joint and scantling, 2x4, 12, 12, 14 and 16 ft, etc.

NEWS NOTES.

Francis and Cassels' limits on the lower Madawaska have been considerably damaged during the past fortnight by forest fires.

The Canadian Transportation Company has already sold tickets to 5,000 persons who are going to Sault Ste. Marie with the view of locating there.

Emery Brothers, of Saginaw, will saw this year ten million feet board measure at Midland. They have leased the mills of the British American Lumber Company.

An effect of the export duty on saw logs has been to put a stop, or very nearly so, to the rafting of logs from the Georgian Bay to Saginaw and Chicago, or the carrying of them in enormous barges to those points.

A serious fire has occurred at Mr. Sewall's mill, Jacques Cartier, near Quebec, during which about 40,000 Quebec standards of spruce deals were entirely destroyed.

Very heavy bush fires have been raging for some time past in the northern portion of Tiny, near Penetanguishene. They started at Methodist Point, and have swept nearly across Tiny Point, burning both sides of the road for several miles.

United States Consul Hotchkiss reports \$1,633,820 as the value of lumber exported from the Ottawa district to the United States during the three-quarters ending March 31.

The first crib of square lumber for the season passed over the Chaudiere Slides May 25th. The timber was made near the Rocky farm and is the property of Klock Bros. Aylmer.

The piles in the boom works of the Port Arthur Lumber Company, Port Arthur, Ont., 300 in number, were raised from six to 12 feet, last winter, by the action of the frost; in fact, the boom was nearly frozen out, and will have to be hammered back in place.

A gentleman who has lately arrived from the Desert is reported as saying that in some places all the snow has not yet left the ground. The water in the creeks and the Desert and Gatineau rivers are very high and is somewhat impeding the lumber drives.

Reports from Quebec state that the drives are progressing favorably. The American Markets are consuming large quantities of spruce, and the demand for spruce boards this spring is in excess of the supply.

Terrible bush fires have been raging on Allumette Island during the past fortnight, in many instances doing great damage. In some sections on the Quebec side whole districts have been devastated, barns burned and much valuable timber destroyed.

There is every present prospect of a large shipping trade being carried on at Whitby harbour this year. At present the wharves are filled high with lumber and cedar poles, and several carloads have had to stand this week until the larges would come and load their cargoes.

Many of the Chaudiere lumbermen are introducing a new and improved article of machinery called the slapper. It is a large iron wheel which is placed directly over the jack ladder and when the log is drawn up out of the water on the jack ladder, this wheel, which is covered with sharp spikes and attached to a heavy moving frame-work attached to beams above, catches the log on the upper side and runs along it after the fashion of a cog wheel until it is sawn, thus holding the log solid upon the saw carriage and preventing it from jumping while being sawn.

Byron Equity: Messrs. William Richards, Hiram Richards, Jesse Smith and Wm. Lathian stopped at the Forest House on Thursday night. They were on their way down the river, having completed the work of building improvements for this season. The last job disposed of was a rudder boom, built at Pembroke but intended to be floated down to Lapsse, when navigation opens. This boom is the second of the kind which has been built by the company, the first having been constructed at the Chats Rapids a few years ago.

THE NASSAU MILLS.

THE new mill just completed at Nassau, near Peterborough, was visited by a LUMBERMAN reporter a few days ago, in company with the proprietor, Mr. J. M. Irwin. This mill, the erection of which was commenced in December last, is designed and laid out quite different to the ordinary saw mill, being a combination of planing, saw and shingle mill. It is situated directly on the edge of the Otonabee river, while in the rear is a fairly large pond, in which the timber is floated and from thence conveyed to the saw. Running along both sides of the new building are railway switches connecting with the Grand Trunk. In this connection it is worthy of mention that Mr. Irwin has already constructed over two miles of switch, which connect the two mills and lumber yards. The latest edition to the "Red Mills" property is a heavy frame structure, 40 x 100 feet, three stories in height, the roof of which is covered with corrugated iron. To one side is erected the engine and boiler house, 35 feet square, in which is contained a 75-horse power "Beckett" engine and three boilers. The ground floor of the mill proper is used as a planing mill, in which is also located the main driving shafts for operating the machinery on the different floors. Here, among a number of other wood-working machines, to be found what is known as the "Lightning" planer, which is indeed a magnificent machine. The board is conveyed into this machine in its rough state, carried through, planed and grooved, and by a simple device carried into a box car at the opposite side of the mill, where it is piled and ready for shipment.

The second floor is used exclusively for bill timber, which is manufactured up to 60 feet lengths. The third floor is utilized for the manufacture of shingles. The various departments have a capacity as follows:—Planing mill, 40,000 feet per day; bill timber mill, 25 to 30 thousand feet per day; shingle mill, 30,000 per day. The whole arrangement is unique, and a credit to the practical common sense of the owner, under whose personal supervision the work was carried out.

While referring to the improvements which are going on, it is not out of place to mention that the large water mill has also been undergoing considerable changes and cutting operations will soon be commenced. This mill, which has operated for the last thirty years, has a capacity of 100,000 feet per day. It is operated by two Lffel and eight central discharge water wheels, the estimated power being 500-horse power.

Mr. Irwin's limits are situated at the head waters of the Otonabee, and the logs are floated down that stream to the mills. Employment is given to about 250 men on an average, although that number is largely increased at certain seasons of the year. The cut of logs last winter is given as 13,000,000 feet.

Should any LUMBERMAN readers ever think of visiting these mills with the object of "painting the town red," they are strongly advised to stop away as every building in the village already bears that color, and it would be difficult for even a Lumberman to make it brighter.

Mr. Adam, of Gattineau Point, and formerly of Cookstown, who has got out a new patent for a saw to manufacture bevel-edged shingles, has completed the construction of a large factory at Gattineau Point. Instead of manufacturing shingles out of blocks, Mr. Adam has purchased some 900 logs seized by Father Paradis on the Gilmour limits some time ago. The new style of shingles is represented to be far ahead of the ordinary shingle, and Mr. Adam has made several large sales already.

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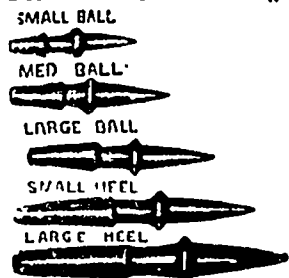
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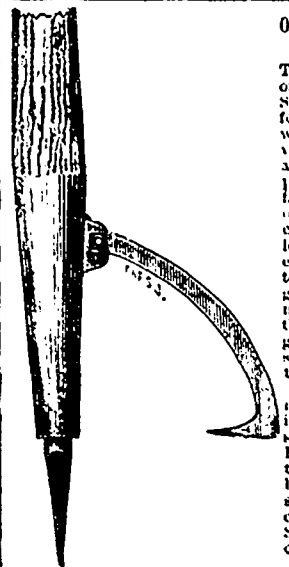
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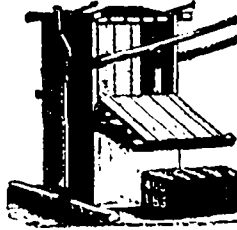
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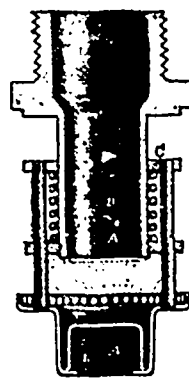
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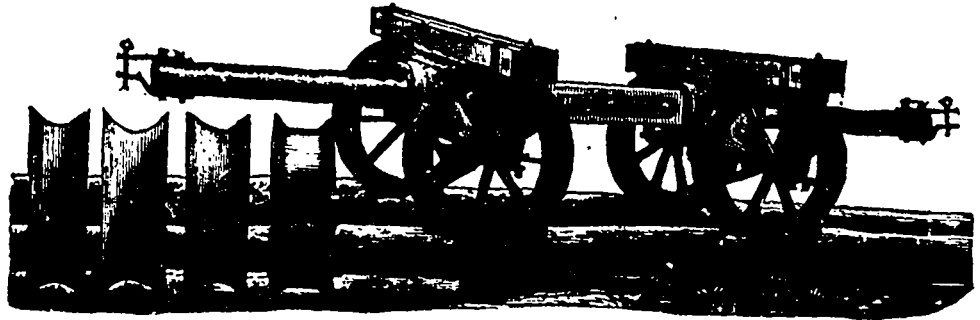
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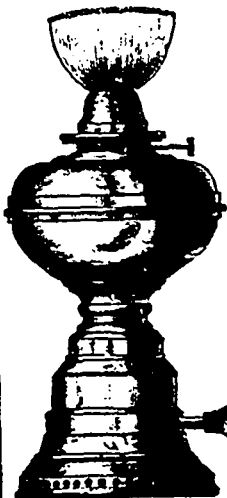
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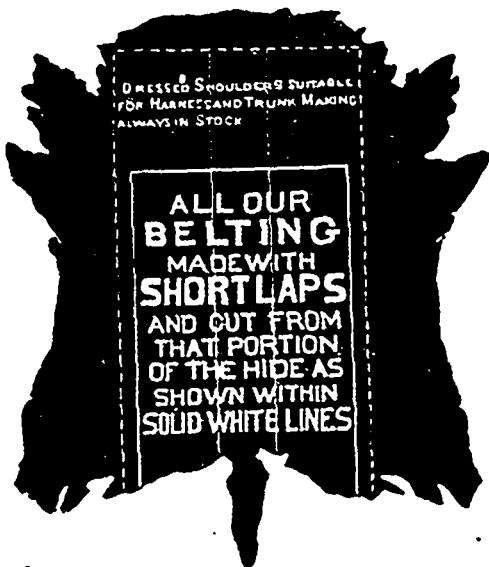
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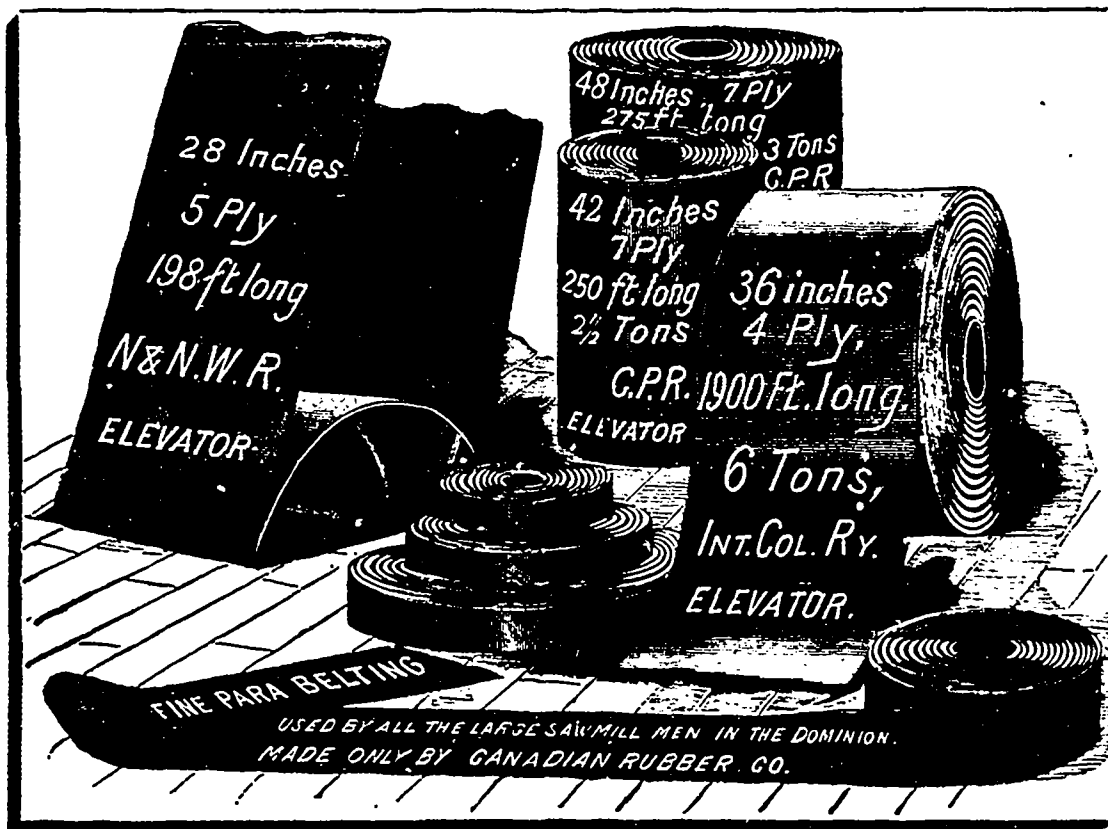
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