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**POINTS FOR MILLMEN.**

**CONCENTRATING OR DIVIDING POWER?**

Skybone's mill was run by a 200 horse power "improved automatic" engine, and Skybone's ran a one-mule power "double compound condensing high-pressure" cussing machine when one little six-inch belt broke and he must needs stop the whole mill in order to fix that belt.

Skybone's finds that having every machine driven by one engine is not what it was cracked up to be. He can't see that he gains anything by it. It takes nearly as much fuel to run his big engine as it would to run several smaller machines; and even that is not much of a saving for fuel does not cost anything, so the nice patent engine is not appreciated much. If Skybone was up where coal was \$12 per ton and wood \$13 per cord, then it would pay to hunt around for "dandy" engines.

As things are generally found around saw mills, an engine with a good plain slide valve gives the best satisfaction, but the tendency now is to put in small independent engines, and as many of them are desired to be connected direct. They are necessarily made to run at high and consequently a different valve is needed.

Here is the keynote of success in building mills in the future. The old adage "a place for everything, and everything in its place" comes pretty near it for we will have "an engine to every machine, and each machine run by its own engine." A different valve is needed for these lightning engines. The slide-valve hardly does the work. The valve of an Armington and Symms engine is well adapted to quick work, but there is no way possible of taking up the wear of valve except by making a new one. The Westinghouse engine seems peculiarly adapted to this class of mill work, and gives satisfaction in every case where it has been used.

Let a man run ten years with a big all connected mill, and then let him pull out his white elephant of an engine and put in half a dozen small engines. That man will think himself in the prophets' "seventh heaven" before he has run his mill six months.

It will not be many years before shafting must go. Many mills are running lines of shafting 100, 200, and even 300 feet in length varying from 1 1/2" to 5" in diameter. It requires lots of power to keep this shafting in motion. In some cases over 50 per cent of the indicated horse power, has been swallowed up between engine and saw, or planer. With water power especially, the amount of shafting that must be turned by that poor water wheel is a fearful item.

As above stated, shafting must go, and electricity is the agent which will turn shafting out of doors. In the present crude state of development which the science of electricity has

attained, power can be transmitted with a loss of 40 to 50 per cent, and in some cases, even less. Now, if you have a big water power, just get a number of dynamo machines and set them to work at the river bank. Run wires to where you want your saws. Put an electric motor to each machine and you will have the best shafting in the world.

You will never be troubled with hot boxes, your shafting will never get out of line, nor will your belts break, or get caught and wind in around set screws or pulley hubs

Small saws can have motors connected direct, while with most machines, belting from motor to machine would bring the speed right.

Steam feed is the best known to day for sawing lumber, but it will in time be superseded by a little motor geared to the carriage. Any person who has ever had opportunity to watch the operation of an electric railway, cannot but be impressed with the fitness of electricity for this purpose. The ease with which it is controlled is a great point in its favor. The movement of a finger for five or six inches is sufficient to change from quick to slow feed and even to a quick reverse.

To come back to the main question, we must have a divided motor power, no matter whether it is derived from one big river, or from a battery of steam boilers. As before stated, it does not pay to shut down twenty machines and keep fifty idle in order to mend one miserable belt, or to connect one or two machines. Another great point is in the ease with which repairs can be made when the power is divided.

**SUNDAY WORK.**

The big engine or water wheel requires more or less Sunday work, and Sunday work doesn't pay. If any thing about the big mill shows signs of needing repairs, the verdict is "let it go until Sunday," and when Sunday comes all hands care more about getting out of the mill than they do about getting the work done properly. Things are smashed with "good enough," or "don't give a cuss," and Bob, Tom and Mike get themselves away as quickly as possible, leaving behind them jobs patched with a "chip and string," when good solid work should have been put into them. Such make shifts last about two days, then give out again and the mill shuts down three hours while you patch up again so it will go till Sunday.

There is nothing in the mechanical line which will so completely demoralize a mechanic as to be obliged to work on Sundays on repair work. It is not profitable. It does not pay the owner any more than it does the mechanic. Many a good man has spoiled himself by Sunday work. We should stop it. To stop it we must reconstruct some of our old mills, and put in independent engines, and rig things in such a manner that we can stop one machine without delaying eight or ten, and until this is done we shall always be troubled with half repaired

jobs, botched work and sneaking workmen. Let us start this thing as it should go, and not get into the custom of looking upon Sunday as a repair day. It will not take long if we keep on as we are going now, to get so accustomed to Sunday work that it will be required as a matter of course. Give this matter a thought. It is the right course, and it will pay us to adopt it and then—stick to it.

**THE HAND JOINTER.**

Lots of mills still use the old hand edger, or jointer, consisting of a long hand carriage running upon trucks, by a circular saw. To operate this machine unless it is in tiptop condition is misery complete. You put a thick board on that carriage and then push until you wish one leg was three inches shorter than its mate, and can almost imagine yourself leading a stubborn cow along a steep hillside.

This hand edging business is a thing of the past in many mills; and should be laid on the shelf in all. Live rolls are the things to have where hand work must be done, but it is better to get a regular machine which needs no more hard labor than is required by a planer.

Poor work and little of it is the rule with a hand jointer when you joint one edge of a board and then turn it over and joint the other edge. Two saws do much better work than one. Run work between them and if the work does not come out parallel, then there is a good opportunity to find the reason why.

With a hand jointer, if the saw is not exquisitely sharp and true, you can feel the board draw along under your hand while it is cutting, and the board will come out small at either end and large in the middle. If a board is twisted the edges will not be square. One end will be square while the edge at the other end is bevelling, or standing from 1-16 to 1/4 of an inch. Pull out the old jointer, and put in a gang edger and a power jointer. Don't be trudging along 50 years behind in this particular when you have a leg hand saw and a dozen other improved machines

**FIRES.**

There is nothing which can clean out a saw mill as quickly as fire, and there is nothing which the mill man is so careless about as he is with fire, if we except his boilers, and sometimes we think that they are neglected just because there is fire under them. Carelessness in this direction almost amounts to insanity and we can say that some mill owners are fools about handling fire. They have shavings lying about everywhere and if fire drops out of the boiler furnace, they will smother it out with a cart-load of fresh shavings. See how they blow shavings into a fire room. It is outrageous. It should be made a criminal offence, liable to severe punishment

The insurance chaps catch on to this point a little and make owners of mills pay big premiums, but even the underwriters do not know of

one half the rottenness therein. There is no excuse for this idiosyncrasy with fire except pure unadulterated laziness and foolishness.

Mr. J. F. Langdon hit the nail very squarely on the head when he said "all spontaneous combustion in mills generally arose from spontaneous carelessness" on the part of some body. He might have said everybody connected with woodworking establishments, and then he would not have exaggerated at all.

The fellow who put his blower to work before he opened the damper of his boiler, was a fool; when the fire puffed out of the furnace doors and set the pile of shavings all afire, he wished he was somewhere else. This case is no fancy sketch. It happened not long since in Chelsea, Mass., and fifty men in the next building had to get out so quickly that they could not take their bench tools with them.

Piling lumber on top of a boiler to dry, is another foolhardy makeshift. We have seen it often tried, and we have had to get up in the night and turn a hydrant stream on it to keep the mill from going up in smoke.

Another fool of our acquaintance had a defective wall between boiler and dry room, and always kept a barrel of water close to the dry-room door in order to put out the sparks which occasionally blew themselves through the cracks and set fire to the lumber! This man was surely a fool, but he has many comrades. He is not alone in it by any means.

Live steam in a dry room is another cause of fire, but it is nothing in comparison with the danger arising from steam heating pipes. Very often they run under benches, through piles of lumber and among piles of shaving. The fine dry dust collects on them, the shavings pack down and become like tinder, while a bearing overhead is already to drop a little oil down upon the mass of touchwood, and the first we know, our spontaneous combustion, our mill goes up and again the daily paper says, "Mr. Fool's saw mill burned last night, cause unknown.—J. F. Holart in Saw Mill Gazette.

The two new canal basins that were opened at Montreal recently are known as St. Gabriel Nos. 3 and 4. One of them is about 740 feet long, the other about 620 feet, both being 125 feet wide, with a depth of water of 13 feet. The cost is in the neighborhood of \$150,000. They are intended for the use of the lumber and cordwood trade, which have had rather crowded quarters. The spaces round the basins will be divided into lots, which will be rented, but this will probably not be done until next season. Altogether there will be somewhere about thirty lots. The new basins will be a great accommodation to the lumber trade, as the dealers will be enabled to leave their lumber where it is unloaded, for a time, and ship it from there, instead of being compelled to cart it away to the yards.

## THE SPEED OF SAWS

The speed at which circular saws are run in great saw mill establishments, says *The Age of Steel*, is one of the curiosities of the age. Even 6-foot saws are run 720 revolutions to the minute, which seems to be the maximum speed for successful sawing. Running at 720 revolutions to the minute, the teeth of a 6 foot saw are travelling nearly three miles a minute, a speed which is very hard to contemplate. Six foot saws have been driven at as high a rate of speed as 820 revolutions to the minute, and in Michigan a few years ago a Canadian Company with an immense capital geared up their mill to run their six foot saw 850 revolutions to the minute; but at such high rates of speed as these lumber has never been successfully made, for reasons that are obvious. John Orm's mill, at Paducah, Ky., which a 76 inch saw and steels cut, on May 19th, 1877, 10,571 feet of 1 inch poplar boards in 69½ minutes. This was looked upon as a great achievement by Mr. Orm, and the result was given on his letter heads, with a head of horns for parentheses, and sawyers were invited to beat the showing and take the horns. It is worthy of notice that in this trail the saw made no saw dust; each tooth tore out a strip of wood about one quarter of an inch thick, and many of these have been kept as souvenirs. But Michigan sawyers probably beat the world on fast sawing; wonderful stories come floating down from the lumber regions of that State about "a day's big work." Some time ago we heard of a mill dropping sixteen 1 inch 16 foot boards a minute, but this was probably an exaggeration. Locally some very good sawing has been done also by a new mill, but inasmuch as the possibilities of the mill have not been fully developed we refrain from alluding to the results.

The old-time sawyer is a character. His calling keeps him in the back woods, where he has few opportunities of noting the progress of the industries and the march of improvements, so that his head is filled with all sorts of obsolete notions. For instance, he will conclude that for good sawing a saw must have just so many teeth; and it is the observation of generations that the number of teeth required never exceeds the number in the sawyer's saw, though the latter article may have come down to him from his grandfather, in whose days saw teeth were fower and farther apart than nowadays. And this prejudice is not wholly limited to the old-time sawyers, for saw manufacturers here report that since Northern men have gone into the South in recent years they find it unprofitable to carry stocks in southern cities, as was formerly the practice. Without a saw is of exactly the right size and happens to have exactly the right number and kind of teeth, the buyer orders one from the factory. A prominent local firm which used to carry a stock of saws valued at \$10,000 at New Orleans has discontinued the practice, and now supplies its agency in that city and another agency in Chicago with only enough saws for samples.

The sawyer is naturally fond of boasting, and his saw is the pride of heart. When he has to have his saw "fixed" he must watch every operation to see that no harm comes to it. If he is an old-time sawyer he will be very careful to tell you just exactly what he doesn't want done. And then after he has done all this he follows the saw into the factory and superintends the work of repairing it, commenting the while upon its great achievements. Even in Pike County, Missouri, and Pike County, Illinois, some of these old-time sawyers are to be discovered. Not infrequently some of these have work done at local establishments, and it is amusing to hear them talk of "big sawing." Some time ago a Pike County sawyer, who had an old twisted, snaggle-toothed circular to be repaired, presented himself at a local saw works, and after explaining the object of his visit was blandly asked by the superintendent how much lumber he could saw in a day with that saw. "Well, I have sawed as high as 4,000 feet in a day," replied the sawyer, "which I know is a pretty big figure, for it beat all of em in my part of the country, but it's a fact, mister, as sure as I'm set'n here."

"You don't mean to say you have sawed 5,000 feet in a day with this saw?"

"Yes, sir, it's a gospel fact and I can prove it

by 20 witnesses. There's Hiram Brown, John Butterfield," (and then he gave the names of the rest of the witnesses.)

"Now, what would you say," finally remarked the superintendent, "if I were to tell you that there are saw mills that turn out more than twice as much lumber in an hour as you can turn out in a day?"

"Without you seed the mills yourself I'd say you didn't know what you was talking about."

Then the superintendent went out and returned with John Orm's printed statement of 10,571 feet sawed in 69½ minutes. This, the old fellow thought, was one of "them printed lies."

## THE NEW TRACTION ENGINE

From the *Ontario Farmer*, August 28th

The New Traction Engine mentioned in a late issue, arrived in town early on Monday morning in a drenching rain which continued until three p. m. The roads were very muddy and many thought the New Traction could not come up town through the mud; but about half past three steam was let on and the little iron horse started for the town. Some loads of coal had been brought from the lake and met the engine on Simcoe Street. The horses were taken from the waggons and connection made to the engine by chains, until a load of eleven tons was made up of coal, waggons, and boys and men, and yet with only 40 lbs. of steam pressure, the load was taken to the gate of the Jos. Hall Machine Works. No difficulty was experienced in turning the corner at the Town Hall. The following day four holes were dug in the foundry yard 1½ feet deep, and the engine steamed into them and stopped, when steam was let on again, it passed out both forward and backward without any difficulty. This seemed a very severe test, but Mr. Galloway then directed that a hardwood scantling eight inches square be laid in front of the holes, and the engine again steamed into them and stopped, started again and passed over the scantling. Still not satisfied, Mr. Galloway directed that the engine be backed over the scantling in's and out of the holes. These very severe tests were gone through with twenty times or more, and were easily effected. The Governor Belt was then taken off and the engine driven at the rate of seven miles an hour. Two New Model Threshers and a Dungee Horse Power were then chained together and hitched behind the engine and tender, and started for the G. T. R. Station. On its way it turned three right angles and steamed its load up under the crane at the station, uncoupled, turned around and returned to the Hall Works as readily as a team of horses. Yesterday loads of coal, pig iron, a thresher, and an ordinary portable engine were coupled together, making 21 tons 700 lbs. Thirty boys climbed into the waggons, making a load of 23 tons, not counting the engine. Steam was let on and in a moment the train was in motion. Mr. Galloway assures us that he could readily have drawn 30 tons to the station had the coal and water tender been strong enough to have chained the load to, so that a constant supply of water could have been pumped into the boiler, and that with less than one fourth of a ton of coal he could have hauled it to the lake, with only a ten horse power engine. Mr. Galloway, the mechanical superintendent of the Hall Works, deserves great credit for the manner in which he conducted all the various experiments. Although he had not handled a Traction Engine for nearly fifteen years, he brought it up from the station, through the mud, drawing eleven tons, without an accident of any kind. He showed perfect control of the engine and good judgement in testing its capacity. While familiar with the developments in Traction Engines in Great Britain and the United States, he assures us that this engine is infinitely in advance of any he has ever seen or heard of. From our standpoint this engine marks an important era in the use of steam power, hardly second to the Railway Engine. It has more than fulfilled the claims we set forth in a late issue. The proprietors of the Jos. Hall Machine Works have the exclusive control of the patent for Canada for fifteen years.

We learn that a second engine has been purchased of Messrs. Wood, Taber & Morre, and is on the way here for the exhibition at London

and other places, and the one here will be shown at Toronto.

THIS FULLY WONDERFUL MOTIVE POWER GIVES TO THE HALL WORKS THE VERY FIRST POSITION IN THE DOMINION AS HOLDERS OF AGRICULTURAL MACHINERY. The New Model Thresher, the Hall Thresher, the Collins Patent Clover Thresher, the Pitt's, Planet, California, and Dungee Horse Powers (mounted and down), the Oshawa Engine, the Rubicon, Traction Engine, Walrath's Patent Straw Burning Engine, with and without traction attachment, Reapers, Mowers, Seeders, Grain Drills, Coal and Water Tenders, &c., all of the very best models, make a list that no other establishment in the Dominion of Canada, or even in the United States, can offer to the farmers. To Oshawa it means more than we have space in this issue to foretell.

Just as we are going to press the little steam horse has started with its coal and water tender and a New Model Thresher, for the top of the high hill north of Whitby town.

## AGAIN IN OPERATION.

The Flint & Holton saw mill resumed operations yesterday morning. It will be remembered that their mill and planing factory were consumed by fire last February. As soon as the weather would permit, the work of reconstruction began and has resulted in the saw mill being erected on the old site, which will have increased power and capacity over the mill consumed. The boilers, which did service before the fire, were found in good condition and are still doing service. A fine 120 horse power engine, from the Hamilton Manufacturing Co., Peterborough, furnishes the power. The stone walls and the boiler are all there is to remind one of the old mill; all the other furnishings are new throughout. Owing to the lateness of the season, it is not probable that the planing mill will rebuild until next season. This mill, instead of occupying a wing, as before the fire, will be in the part of the building formerly occupied by the elevator. The heavy losses sustained by this well known firm, and the phoenix like manner in which they survived these difficulties, commend them to the patronage they so long and deservedly received before the fire.—*Belleville Intelligencer*.

## DARKENING OAK

A correspondent in the *English Machine* gives the following process of treatment for darkening oak which he considers the best, after trying the various other processes used by the cabinet makers and builders to darken woods.

"Oak is fumigated by liquid ammonia, strength 80 degrees, which may be bought at any whole sale chemist's at 7s a gallon. The wood should be placed in a dark and air tight room, in a bag packing case, if you like, and half a pint or so of ammonia poured into a soup plate and placed upon the ground in the centre of the department. This done shut the entrance, and secure cracks, if any, by pasted slips of paper. Remember that the ammonia does not touch the oak, but the gas that comes from it acts in a wonderful manner upon the tannic acid in the wood, and browns it so deeply that a shaving or two may actually be taken off without removing the color. The depth of shade will entirely depend upon the quantity of ammonia used and the time the wood is exposed. Try an odd bit first experimentally, and then use your own judgment."

## ARTIFICIAL WEATHERING OF WOOD.

In an article on the preparation of wood for car finish, the *National Car Builder* mentions a Japanese method of treating wood for back grounds of ornamental work, which it regards as well worthy of attention. It consists, it says, in removing the softer portions of the fibre so as to leave the remaining grain in high relief—a sort of artificial weathering by which the softer portions are worn away. The method has not been very clearly described, but it appears from the information given that materials like Dutch rushes are employed to scour or grind away the surface. The boards are sometimes quarter-sawed, but more frequently they seem to have been taken nearly through the heart and at a

small angle with it. This gives long sweeping curves to the grain. After the required relief has been attained the wood is filled. The final coats seem to be a hard wax finish without a polish. For panels the effect is superb. As a back ground for metal work in relief, or for carving, it would be difficult to find anything richer. To produce such work does not appear very difficult. Although the cost of such panels in Japan is very great, they need not be expensive here. The hand labor necessary for wearing down the wood may be easily replaced by machinery. The desired effect would then be obtained quickly as well as easily. Probably the same results can be obtained by the use of the sand blast or with steel brushes. The first car builder who introduces this style of ornamentation will have something not only unique but beautiful. In many respects it would be more attractive than the stamped leather and the Lincrusta, now so fashionable. As patterns for stamped leather, these wood designs would be very desirable, and if we cannot have the original, it might be possible to get an imitation by the electrotype process which would answer every purpose.

## THE CANADIAN PACIFIC RAILWAY.

Rails have been laid on the western end to a point sixty miles west of the Columbia river. On the eastern end of the track is laid within forty miles of the Columbia (second crossing). The gap has, therefore, been reduced to 11 miles, and in that gap a great part of the roadbed is ready for the rails. All the grading up to within eighteen miles of the Columbia on this side will be finished by the middle of September if the rails on this end will be laid. It is said that there are not rails enough at Port Moody to complete the track to the Columbia, and that rails will be brought over the road from the east. Track is laid at the rate of about one mile per day at each end, and it is not expected there will be any serious interruption. The last spike will be driven about the end of October. Upon that occasion it is expected a large number of notables will come over from the east, although it is not likely there will be any public excursion. After the track has been joined there will remain a great deal of work before the road will be fairly ready for traffic, and it will probably not be really opened until some time next spring. In the meantime the extension and branch at this end, and the necessary terminal buildings and wharves, will be going on so as to be ready for through traffic. By that time it is expected that arrangements will have been completed for putting train ships on the various routes on the Pacific ocean.—*British Columbian*.

A DISPATCH from Ottawa on Sept 10th says. From present indications it is evident that in lumbering operations on the upper Ottawa this season the cut of square timber will be small, while there will be a great increase in logs. The square timber market in Quebec has been dull this year, so that lumbermen feel that a curtailment in the manufacture of square timber is a very great necessity. In sawn lumber there has been a very good demand at fair prices, so that the log trade has got an impetus.

TAR may be removed from the hands by rubbing with the outside of fresh orange or lemon peel and drying immediately. The volatile oils dissolve the tar so that it can be rubbed off.

Secret, involuntarily drains upon the system cured in thirty days. Pamphlet giving particulars, three letter stamps. Address, World's Dispensary Medical Association, Buffalo, N. Y.

## Advice to Mothers.

Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain and cutting teeth? If so, send at once and get a bottle of Mrs. Winslow's Soothing Syrup for children teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhoea, regulates the stomach and bowels, cures wind, colic, softens the gums, reduces inflammation and gives tone and energy to the whole system. Mrs. Winslow's Soothing Syrup for children teething is pleasant to the taste, and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle.

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### ICEBERG DUST.

One of the most interesting facts contributed by Prof. Furdenskjoeld to Popular Science is contained in his account of his examination—when about 80° north latitude, before reaching Fary's island, to northwest of Spitzbergen—of the snow which covered the icebergs, and which had come from a still higher latitude. He found it strewn with a multitude of minute black particles, spread over the surface or situated at the bottom of little pits, a great number of which were to be seen on the outward layer of snow; many of such particles were also lodged in the inferior strata. This dust, which became gray on drying, the professor found to contain a large proportion of metallic particles attracted by the magnet, and capable of decomposing sulphate of copper. An observation made a little later upon other icebergs proved the presence of similar dust in a layer of granulated crystalline snow situated beneath a stratum of light, fresh snow, and a hor of hardened snow. Upon analysis the professor found this matter to be composed in varying proportions of metallic iron, phosphorus, cobalt and fragments of diatomaceous earth.—*New York Sun.*

### What It has Done.

Mr. George Simpson, Toronto, says: "I have suffered severely with corns, and was unable to get relief from treatment of any kind until I was recommended to try HULLOWAY'S CORN CURE. After applying it for a few days I was enabled to remove the corn, root and branch, without pain whatever, and no inconvenience in using it. I can heartily recommend it to all suffering from corns."



### GRAND

**Colonial Exhibition in London, ENGLAND, 1886.**

FIFTY FOUR THOUSAND FEET RESERVED FOR CANADA.

First Royal Exhibition Commission Since 1862.

THE COLONIAL AND INDIAN EXHIBITION to be held in LONDON, England, commencing MAY 1st, 1886, is intended to be on a scale of great magnitude, having for object to mark an epoch in the relations of all the parts of the British Empire with each other.

In order to give becoming significance to the event, a Royal Commission is issued for the holding of this Exhibition, for the first time since 1862; and His Royal Highness the Prince of Wales has been appointed President by Her Majesty.

The very large space of 54,000 square feet has been allotted to the Dominion of Canada by command of the President, His Royal Highness.

This Exhibition is to be purely Colonial and Indian, and no competition from the United Kingdom or from foreign nations will be permitted, the object being to exhibit to the world at large what the Colonies can do.

The grandest opportunity ever offered to CANADA is thus afforded to show the distinguished place she occupies, by the progress she has made in AGRICULTURE, in HORTICULTURE, in the INDUSTRIAL and FINE ARTS, in the MANUFACTURING INDUSTRY, in the NEWEST IMPROVEMENTS in MANUFACTURING MACHINERY and MATERIALS, in PUBLIC WORKS by MOULDS and DIECASTS; also in an adequate display of her vast resources in the FORESTS, and in FOREST and MINERAL wealth, and also in SHIPPING.

All Canadians of all parties and classes are invited to come forward and vie with each other in endeavouring on this great occasion to put Canada in her true place as the greater colony of the British Empire, and to establish her proper position before the world.

Every farmer, every producer, and every manufacturer, has interest in assisting, it having been already demonstrated that extension of trade always follows such efforts.

By order,

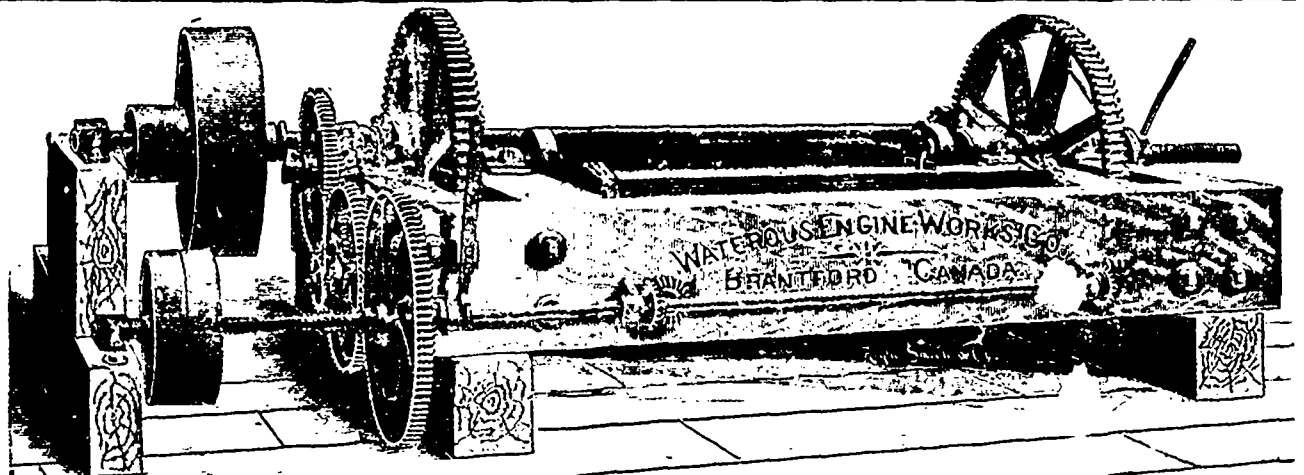
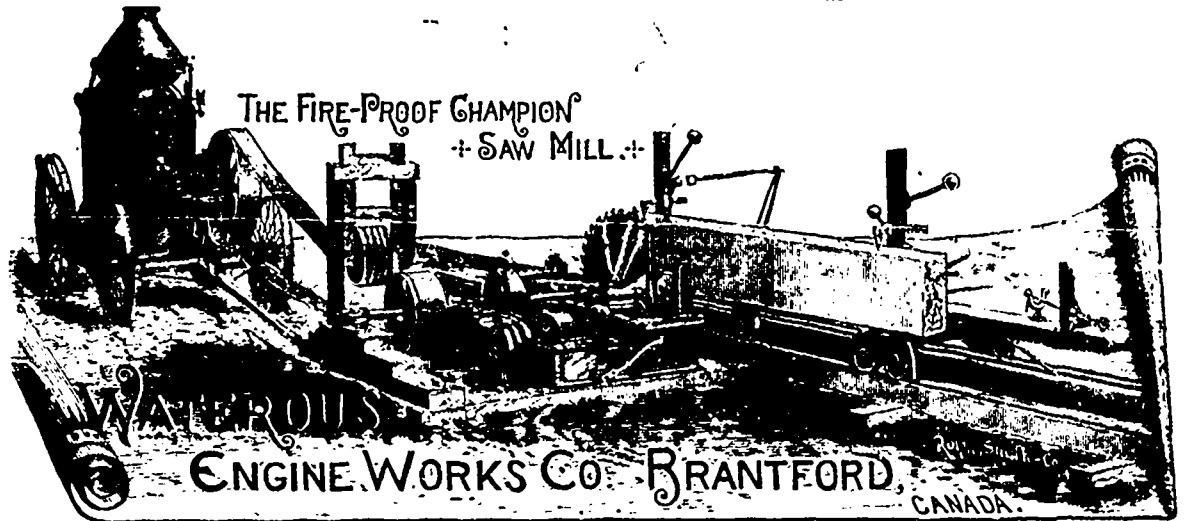
**JOHN LOWE,**

Sec. of the Dep't. of Agriculture.

Ottawa, 1st Sept., 1885.

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**AT THE REVIEW BOOK BINDERY.**

**MORTAR AS A BUILDING MATERIAL.**

A good deal has been said and written latterly, and even adjudicated upon, about the ingredients and composition of mortar for housebuilding, it being, in fact, very generally complained of when, as not infrequently happens, we hear of a new house, tumbling down, as it were, of their own accord, and without waiting for the suspicion of an earthquake or hurricane to afford them a decent excuse for so doing.

Then arises the question of how the mortar was made, and generally this one inconsiderable material has to stand the racket for all the rest, and bear the blame, especially if any neighbors come forward and declare that they saw a great deal of common garden mold mixed with the lime. The catastrophe is then held to be accounted for, though in point of fact dry walls are built in some parts of the country out of irregular shaped stones, that last for ages, without any mortar at all. Park and game preserves are sometimes so enclosed, and every building, in regard to stability and durability, should be made as independent of it as possible. But as an excluder of weather, rain, wind, and external moisture of all kinds, good mortar or cement is indispensable in housebuilding, and it is maintained by some authorities that modern science, widespread, and loudly lauded as it is, has lost the art of making it of the same durability as some of our old castles and Roman remains prove it to have been in ancient days.

Not a few of these ruins owe their present existence entirely to the perfect satisfaction if we may so term it, of the mortar with which they were constructed. Caerphilly Castle, about seven miles from Cardiff northward is an instance of this. There a tower knocked out of its perpendicular, by the balls of Cromwell's artillery, overhangs its base, of which only a section remains by about eleven feet, as if it were one solid stone, and early in the present century the then Marquis of Bute (to whom the property belonged) offered the people of the town of Caerphilly the use of the ruins, merely for the fetching away, to construct some new buildings then in contemplation. But the offer was found to be of no avail. The tenants considered it cheaper to get their stone from the more distant quarry on the usual terms, than to be at the cost of separating them from each other in the fallen blocks of the old castle close by, on which their pickaxes labored in vain.

But it is not alone as to the integrity of a building that true and good mortar is necessary. There are other uses it appears which miss it in this country, uses scarcely less important to the votaries of art and its patrons; and a contemporary calls attention to it, in a voice of no uncertain sound, as if very sure of his authority.

In the *St. James Gazette*, of a recent date, treating of the "lost art of fresco painting" in England, the writer draws some conclusions, which seem to us to be a challenge to the building trade, either to refute the hypothesis laid down, or to justify itself for not adopting the Italian method of using lime in the construction of mortar. It is denied that the difference of climate has anything whatever to do with the dampness of our walls, and the gradual fading of our frescoes, and it goes on to account for it thus:—

"In saying 'it is the lime,' the reply may be nearer to the mark. But the remarkable excellence of some of our English limes, such as that, for example, of Southam on the one hand, and the extraordinary variety of the limestones of Casale, of Liguria, of Tortona, and of the Emilian, Tuscan, Roman, and Sicilian provinces on the other, is so great that to speak of the difference between English and Italian lime is to betray ignorance of the essentials of the subject."

The pith of the argument, and the reason of our transferring a large extract from it to our columns, is contained in what follows:—

"There is, however, one point in which there is not only a difference but a contrast between English and Italian walls. It is in the preparation of the lime for use. It is the habit of the English architect to require that the lime should be used fresh, almost hot, from slaking. Lime that was yesterday slaked, if not

worked up in the course of the day, is by many specifications deemed unfit for use, and ordered to be removed from the ground. The Italian method is the very reverse. There among the first preparations for a new building is the digging of a pit large enough to hold the lime that it is calculated will be required for the building. The proper quantity is at once put in this pit, covered with water, and kept under water during the whole process of the work. What is required for daily use is dug from this pit, in a pasty condition, and wrought up with sand or with pezzolana as required for use. And the excellence of the plan is apparent. Weeping walls, with streaks of half melted mortar running down their faces, are unknown in Italy. For walling, for roofing, for flooring, for scagliola, or for fresco, the fine close damp paste is at once applicable. The value of the method cannot be doubted by those who try it. From the Roman times, no doubt, it has been in vogue in Italy. And therefore it is that, apart from the effects of earthquakes, the Italian builds for centuries—not for years. So he did fourteen hundred years ago in Britain. Let any one study the masonry of the Roman times the herring bone brick-work at Rochester, the concrete that is as solid as rock at Corfe—and he will see that with English lime treated in the Italian method the builder need not trouble himself about the climate of England."

It is observable that the writer of this criticism calls British architects not builders to account for their assumed indifference to the mode of mixing and applying the mortar to be used under their contracts. But it may be questioned if any architect's position entitles him to exact any departure from the established method of mixing and applying the mortar to be used, and introducing that of another country, unless the contract he was employed to superintend, made some reference to the subject. If the statement of our contemporary be true our building fraternity have evidently fallen into a bad system of making mortar, and we commend the subject to their serious consideration, as it will cast them so little to apply the remedy if they find themselves in the wrong. The trade will not be revolutionized by it. If the Italian system would stand the contractor five or ten pounds more in additional lime, a codicil to that effect might be tacked on at the foot of the agreement, nothing more. The architect would then be responsible for the goodness of the material to be applied in that department.

In conclusion the critic takes wider field, and his remarks, written with so firm a pen, are worthy of the attention of the trade:—

"It is not fresco alone that is a 'lost art' when lime is used fresh; it is the same with scagliola. It is the same with 'rough cast.' It is the same in the 'villa architecture' of urban and suburban notoriety and of Georgian taste. Mortar hardly anywhere in England plays its proper part in building. Everywhere it is a sort of temporary plaster; and the use of the more costly cements has been encouraged by the badness of the ordinary mortar."

"It is difficult to avoid drawing the true lesson from this comparison of methods. In one case the results are admirable, permanent—the same to-day that they were 2,000 years ago. In the other they are transient, shifty affected by damp, affected by frost—all that they should not be. The painter of to-day does not, like Michael Angelo or Leonardo de Vinci, unite the skill and practice of the architect with that of graphic art. He takes the wall as it is given him. And the consequence is that he can do nothing with it worthy of his art. The inimitable boldness and freedom of the touch on the fresh surface is denied him. And when his work perishes we laugh at the painter and grumble at the climate, unjustly."

There is a positiveness about these statements which gives them an air of emanating from the writer's own experience. But bold assertions are liable to be met with equally unqualified denials, and it is not unlikely but some equally competent hand may speak up for the British builder, and place the subject before our readers in a light which will remove all reproach from him, as a whole, on the question of the art of making mortar. *Timber Trades Journal.*

**THE ADVANTAGE OF WHOLESALE MARKETS.**

I have lately been a favorite notion with manufacturers that the way to make the most money out of lumber was to ship it from the mill directly to the country yards or to consumers. In cases where mills are remote from any great lumber centre the mill man has no other way to dispose of his product than to ship it by the one railroad, which is probably his only outlet, to retail dealers, contractors, or any body that will buy it. In times of speculative demand a manufacturer thus situated does well enough, but when times are dull and there is only a consumptive demand for lumber, he often finds that the great markets, at ports, or both combined, are able to satisfy the greater portion of the requirement. This is so because in times of slow business and small profits the hand to mouth ways of buying is the rule, and dealers and contractors prefer to purchase at a market where assortments are full, and they can get just what they want and no more, have half a dozen sorts loaded into a single car if they choose, with an end load of sash and blinds. This cannot be done where resort is had to a single isolated mill, or even three or a half dozen in a bunch. It is for this reason that in times of depressed trade the tendency is to load the great markets with lumber, while at the same time the smaller points demoralize all values by cutting prices on the surplus that remains at the mills after all has been sold that was possible.

A dealer in this city lately remarked that the trouble caused by the Wisconsin mill men in Iowa and Nebraska was not the amount of lumber they sold, but the way it was done. The interior mills, not having an assortment, send out salesmen with instructions to sell certain kinds of stock of which the mill has a surplus, in spite of all competition. When a salesman from Chicago, or any other market, encounters the price made by the Wisconsin drummer, he has no other recourse but to meet them by an equivalent reduction. If the lumber from the interior Wisconsin mills could go to a central market and there enter into the general stock, and be shipped thence to the retail yards, and such were the general system adopted in the disposition of mill product, the sacrifice of profits could be measurably avoided.

This desultory raiding of prices is what is working ruin to the lumber trade, and whittling down margins until in many cases they disappear entirely. The evil has been intensified within the past two or three years by the opening up of new districts, the building of new mills, and the construction of railroads. By such recent enterprises the older channels of distribution have been broken into, and the currents of trade deflected from their original lines. In making these observations we, of course, have particular reference to the white pine trade of the Northwest, but the yellow pine business of the South could be brought under the same rule. Lumber is a commodity with a commercial value. In its rough and unassorted state as it comes from the log it is not in a merchantable shape for distribution. In order to place it in merchants' stocks it must be graded and piled. The trade at large demands a diversified list of sorts. One mill, or two, or half a dozen in a bunch, cannot always furnish what a widespread demand in city and country requires. For this reason there must be, and will be, concentration of stocks in great markets. After lumber is well assorted, graded and piled, it should have a value commensurate with the outlay for getting it into that shape. But it can never retain its proper value as long as scattered mills are continually raiding prices with particular sorts such as they may have in surplus, and, very likely, can only produce owing to character of timber or capacity of mills. If there could be a unity of purpose among the leading manufacturers, by which markets could be established at convenient points, so that the lumber of the scattered mills could be concentrated and held in general wholesale stock, it would do more to steady prices and secure margins to both producers and dealers than anything else. But as matters are now progressing the best of our pine is being slaughtered and forced into distribution

in a turbulent struggle to secure a minimum profit.

Two of the great manufacturing concerns at Menominee, Mich., have initiated piling and distribution from that point. One of them has shipped 4,000,000 to 5,000,000 this season, and has so broken its stocks that it is noticeable that latterly its shipments from that point have greatly decreased, simply by lack of assortments, but if all the mills at the mouth of the Menominee were to pile their lumber, there would be such an accumulation of stocks as to afford a resource for constant shipment. It added to this, the lumber of the scattered mills in the back country, and along the shore, were concentrated at the mouth of the Menominee, a commanding market could be established that would have a controlling influence over transportation, prices and trade distribution.

There should be wholesale markets of assorted and graded stocks at Menominee, Ashland, Duluth, Wausaw, and Eau Claire, to localize the trade of the districts of which they are the centres. In the lower peninsula of Michigan it is difficult to designate a place outside of Detroit, which is already a market, and Saginaw, which is adding a yard trade to its cargo business, as a point for a wholesale yard market. Grand Rapids, however, should be an eligible place for such a business, where the product of the mills to the northward could be deposited for grading and distribution. If the requisite rail connection with Lake Michigan mill points were also made, Grand Rapids would become a secondary market for much of the lumber to be distributed eastward and southward. In any event the larger share of the product of Lake Michigan mills must go to the Chicago market for distribution.

It is not claimed that the policy here outlined can be carried into full effect. The lumber business, in its various branches, is inherently opposed to combination or unity of purpose. The manufacturers will probably continue to go on slaughtering their pine and crowding it on the market without reference to the nature or extent of the demand. But the evident truth will still remain, that if the desultory method of scattering stocks could be changed to one of concentration at secondary markets, where distribution could be systematized and prices controlled, it would be much better for all concerned.—*Northwestern Lumberman.*

**CALIFORNIA SKIDWAY.**

The *San Francisco Chronicle* thus describes a skidway that is built in California on which to move logs from the gulches to the mills: "The mill being located, then commences the building of a skid road up the ravine to be first worked out. A road eight or 10 feet wide is made with a grade as uniform as the ground permits. Sometimes the roadway has to be raised eight, 10, or perhaps 15 feet, with long pens filled with earth. After the grade is completed the road is laid with timbers resembling railway ties, two or three feet apart, and sunk into the ground the depth of a stick. At either end the ties or timbers are held in place by braces extending from one to the other, locked in by tenons and corresponding notches. Without these braces the first log coming down the road would be certain to leave it in ruins; with them a road will bear the transportation of logs an entire season, or until the gulch is exhausted of timber. When finished, the road, with its cross timbers just above the ground, resembles a winding stairway, and the dense shade of the overhanging trees gives it a romantic and enchanting appearance."

**Brown's Little Jake.**

"Why, Brown, how short your coat is," said Jones one day to his friend Brown, who wittily replied: "Yes; but it will be long enough before I get another." Some men spend so much for medicines that neither heal nor help them. That new clothes is with them like angels' visits—few and far between. Internal cures, weakness of the lungs, shortness of breath and lingering coughs, soon yield to the magic influence of that royal remedy, Dr. J. V. Pierce's "Golden Medical Discovery."

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**ALWAYS HAVE TOOLS HANDY.**

It is impossible for a workman to keep every sort of a tool he may need, or have use for, among his kit of tools, if he has anything to do with repairing machinery or keeping it in order. If a machine is worth cleaning up it is worth having a few special tools fitted and kept where they will be handy for no other purpose than for adjusting and changing the parts of the machine. In the simple matter of belting the workman is obliged whenever one of these ripping connections becomes loose, or is torn apart at the lacing and gets wound about on the shaft, to hunt over every department in his chest of tools for a piece of lacing he once saw, or among a box of nails and screws for a few belt hooks he may be in need of. It is very easy for any one to arrange a spare corner for a few lengths of lacing, belt punch, belt awl, with hooks or any other form of connection, and keep them where they will be ready at a moment's notice, instead of waiting until these simple tools are wanted for immediate use. One of the great advantages of belting over gearing is that a belt is very easily replaced, while a gear wheel would require the shutting down of the whole concern for the greater part of the day, and although a belt can be replaced or taken off and repaired in one tenth of the time, nearly this amount of time is wasted by every one concerned in searching for one of these little articles for making belt holes, or for a side of leather to strip off a length of lace. It is very true that an accident by which a belt gives out, if it can be called an accident, does not occur every day, but it is all the more reason that the necessary tools and material to work with should be protected with as much care as the work they are to assist, for it is during these idle moments that they are likely to get misplaced. In looking after the welfare of any machine, or the amount of production expected from any tool, as much depends on the means of adjusting as in any part of its operation.—Ex.

**THE NEW BRUNSWICK TRADING COMPANY.**

The London Bullionist says: The New Brunswick Trading Company (Limited), capital \$300,000, in 10,000 preference shares of £10 each, which are to bear at 6 per cent. cumulative dividend, and 20,000 ordinary shares of £10 each, of which 3,000 are to be fully paid up, and 5,000 with £4 paid, are to be issued to the vendors in part payment of the purchase money. At present, only the preference shares are offered for subscription. This company has been organized to take over and develop the business of Messrs. Guy, Bevan & Co., and Messrs. R. A. & J. J. Stewart, of Miramichi, New Brunswick. These businesses have hitherto consisted chiefly in the purchase, manufacture, and shipment of wooden goods, at Miramichi, and the sale of them in the United Kingdom, the Continent, and the Colonies. The company proposes to acquire both businesses as joint concerns—the mills, plant stock, and materials, with their valuable freehold and selected leasehold lands, consisting of about 110,000 acres, the mortgage (which carries with it certain advantages conducive to economy in working), advances on securities of ascertained value owned by both firms, together with the business and goodwill. The price of the properties, including the plant, steam tug, scows, etc., amounts to about £50,000, subject to adjustment of fluctuating and current assets, from the 30th, April, 1885, (from which date the transfer takes place.

The prospectus anticipates that by working the two businesses to be acquired as one concern, there will be a saving of expense and a large additional profit, and that after paying the fixed dividend on the preference shares, there will remain a handsome dividend on the ordinary shares. A few points which are worth the consideration of intending investors are these:—First, the directors of the company are all men possessing large experience in the trade which the amalgamation of the two businesses will cause a large saving in expenses, besides an increase of profit from the cessation of opposition. The business to be acquired is undoubtedly an old one, and the accountants' reports which

accompany the prospectus point to a long course of profitable trading. The company will take over nothing but actual assets, for which the vendors are paid in shares, which they are bound to hold for five years.

**HALL WORKS.**

From the North Ontario Reformer, August 28th. The demand for New Model Threshers, Engines and Horse Powers, is so great that the Hall Works are working over time with 140 men to meet it. The works open at half past six, a. m., and close at seven, p. m., stopping only half an hour for dinner. If it were not for the admirable system adopted by the present management, even this extra time would not meet the demand for the New Model. We are informed that orders for the New Traction are being received by telegraph. We have no doubt but that when the great superiority of the engine is known, a still further increase on the force will be required.

O-haws cannot but be benefitted by the introduction of so very important an improvement in the use of steam power.

**BUSINESS REVIVING.**

"The way to resume is to resume," Horace Greeley said. It may have been applicable to the relations of the Government to the resumption of specie payments, but is not entirely so with respect to the resumption of business activity. Depression cannot be driven away with the breath of the nostrils or routed by the marshalling of words. It will take its departure only when the conditions which induced it shall have passed away. While saying, "Lo, prosperous times are at hand," will not have much effect in accelerating their coming, the words have a cheerful, encouraging sound which raise the spirits and impart brightness to the countenance. A good many times in the two or three years the cry has been raised that the skies were brightening, and the clouds have not rolled by; nevertheless the words have not been without a good effect upon ourselves. "Hope springs eternal in the human breast."

The words of encouragement are again being spoken. On every side is heard the murmuring sounds of a rising tide, say those whose ears are attuned to the sounds and eyes sharpened to the signs of increasing activity in the business hive. A well-informed exchange says, "There is no more room for doubt that the general business situation shows signs of improvement. There are evidences on every hand to prove that tide of a new prosperity has set this way. For some weeks there has been a correspondence in reports from all quarters telling of improvements in trade indications which could not be without its significance. The distinctively trade journals bear witness to the reality of the change. Bradstreet's, one of the most careful of them, notices in a recent issue a better business feeling and a larger volume of trade in almost every important trade centre in the country. . . . We do not believe it to be premature to congratulate the public because the worst is over. It is more than probable that the whole country is about to experience a business revival." What signs of better times are observable in the lumber trade? There has been felt a greater demand and seen an advance in prices within the month. The advance in prices has been imputed to the effect of the strike on the Saginaw river, but that is not sufficient to account for it. Say the stoppage of the mills curtails the output 200,000,000 feet out of 8,000,000,000 feet, the product of the Northwest including Michigan, would not be sufficient to cause an advance of 50 cents to \$1 per M on a market that was devoid of activity, or as stagnant at the opening of the season. There is not only a conviction abroad that the supply of lumber is not going to be as abundant as for some years past, but the quickening of a demand is felt. Read what Dr. Ward says of pine stumps in Manitoba and think of his confidence in refusing \$17 per M for logs. The doctor is an enthusiast, owns the best stock in the world, but his assurance in demanding \$18.50 per M for logs indicates his belief that good pine is as good as gold and there is money in it. Now, there is a good deal of pine in the country, and if there were not the motions of a revival being felt

there would not be the desire to get hold of pine and buy stock that is manifested all the board. This quickening has awakened the speculators in the stock exchange and they are staking their millions in railroads as they have not done for two years past. There will probably not be a "boom" this year, but its last half will be better than the first. Confidence is felt that there will be good crops. The wheat crop will be something less than last year, corn and oats promise to yield largely, and money is abundant and obtainable on reasonable terms for legitimate enterprises. There has been a good deal of building going on in spite of the dullness, and the Pioneer Press notes that in St. Paul, "the last months of the year 1885 will see more building begun than was dreamed of in the beginning of the year," and the same sentiment prevails in other northwestern towns. The west cannot be prosperous without the east feeling the effect, and it is being felt. There are causes of discouragement on the Saginaw river in the labor troubles. But the outlook now is for an adjustment very soon which will enable the mills to resume operations. When they do matters will brighten very much and we shall share in the general quickening of activity. The signs may be deceptive, but taking a cheerful view of the situation cannot well have an ill effect.—Lumberman's Gazette

**HOW TO SUCCEED.**

Young men starting in life, says the Journal of Progress, should not forget that a machine is made of various delicately interdependent parts. Enthusiasm is one element of success. Enterprise another. Integrity of purpose a third. Singleness of purpose a fourth. Pluck a fifth. Clear-sighted knowledge of the practical requirements of the age should be possessed. The thousands of failures every year would be fewer in number if those who enter the ranks of trade and manufacture fully comprehended all that is demanded of them. The world and society is severe, exacting and unrelenting masters. Out of the 12,000 failures last year, 10,000 were failures of those who had less than \$5,000. But want of capital is only one cause of failures. The greatest successes have been those who had scarcely any capital. Vanderbilt, the elder, began life of a canal boatman. Jay Gould as the head of a tannery. True greatness comes from humble beginnings. The head and heart must be right. The right kind of purpose must be first formed.

**\$500 Reward.**

The former proprietor of Dr. Sage's Catarrh Remedy, for years made a standing, public offer in all American newspapers of \$500 reward, for a case of Catarrh that he could not cure. The present proprietors have renewed this offer. All the druggists sell this Remedy, together with the "Douches," and all other appliances advised to be used in connection with it. No catarrh patient is longer able to say "I cannot be cured." You get \$500 in case of failure.

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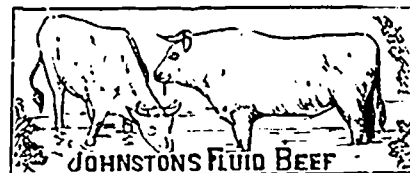
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PETERBOROUGH, Ont., SEPT. 15, 1885.

THE *Belleville Intelligencer* says that the Rathbun Company, through their Kingston agency, have forwarded to Calgary, N. W. T., the material for a house, ready to be set up.

THE Rathbun Company have been awarded the contract of furnishing the telegraph poles, about 200 in number, for the Amherst Island Telegraph Company.

A PROMINENT American lumberman had his coat of arms painted on the panels of his carriage, with the Latin motto "Vidi," which by interpretation is "I saw."

MR. IRVING, superintendent of the cash and door factory, at Deseronto, finds himself exceedingly busy filling the numerous orders sent into that establishment. The domestic market during the past season has been very good and has kept all departments more than busy.—*Tribune*.

LUIS WARD, secretary of the Pere Marquette Boom Co., at Ludington, states that the quantity of logs that will be brought down the Pere Marquette river this season will not exceed 80,000,000 feet, against 130,000,000 feet for last season. The curtailment policy has evidently been made practical on the Pere Marquette.

THE *Lumber World* for September says.—The Duluth Lumber Co. shipped by car to the southwest 4,250,000 feet of lumber during July. The company has sold to the Port Arthur Lumber Company 1,000,000 feet, which is all to be shipped at once. One cargo has already been sent forward, and two more will be forwarded next week on the City of Montreal and her consort. The two boats will take about 600,000 feet. Although the price of lumber is little firmer and better than a few weeks ago, it is still below the cost of production.

THE signs of preparation foretell a pretty lively season in the woods the coming winter, and it is safe to calculate upon a considerable increase in operations over last year. Supplies will be about the same in price as last year, but there is a probability that wages will be somewhat higher. If the demand for lumber keeps steady and the stock of logs shall be used up as closely as now seems likely to be the case, operations in the woods will begin early and be of quite liberal dimensions, but there is little danger of a repetition of the glut of 1882-3.—*Lumberman's Gazette*.

MEN hired by Messrs. Peter McLaren and Boyd Caldwell for work at their shanties during the winter, pass over the Kingston & Pembroke Railroad daily.

THE Messrs. Gilmour are erecting a new boom at a cost of \$13,000 at the Cascades, up the Gatineau. The work is being carried on under the superintendence of Mr. Bingham.

MR. PAUL LAMOTHE, ship builder, of Montreal, was awarded the contract for building the new tow boat for the Upper Ottawa Towing Company, to take the place of the steamer C. O'Kello, which was burned some weeks ago. She is to be ready for the opening of navigation next year.

THE *Timber Trades Journal* of Aug. 20th says:—Intelligence received at Paris states that forest fires have again broken out in the vicinity of Bonn, in Algeria, an area of ten kilos being in flames. Fears are entertained that the conflagration will extend over the entire forest region.

A GREAT trouble in drying lumber quickly has been the tendency to form a hard shell on the outer surface before the interior saps have been vaporized, this hard shell preventing the escape of the sap. To overcome this difficulty, a new lumber drier heats the wood to a temperature of 225 to 250 degrees, where it is allowed to remain two or three hours, when steam is shut off and the temperature of the wood is reduced to about 100 degrees by cold water or cold air. It is then reheated and cooled as before, the operation being repeated until the lumber is thoroughly seasoned. We believe this is a good idea.—*Wood-Worker, Indianapolis*.

THE Minneapolis *Wood and Iron*, commenting on the lumber trade situation there, says:—Since our last report the shipments from Minneapolis have averaged over 50 car loads per day. Logs are nearly all out of the streams, those remaining being confined to the St. Croix. No important changes have been made in the list; cull dimension was advanced from \$7 to \$8, and fourth siding went the other way from \$17 to \$15. Considering the general condition of the trade throughout the country some surprise has been shown that dealers have not advanced prices all along the line, but the dealers have no special cause for complaint over ruling quotations and the demand has shown no falling off.

THE *Wood Worker* mentions a new process for toughening timber, by which white wood can be made so rough as to require a cold chisel to split it. This result is reached by steaming timber and submitting it to end pressure—technically upsetting it—thus compressing the cells and fibres into one compact mass. It is the opinion of those who have experimented with the process, that wood can be compressed seventy-five per cent, and that the timber which is now considered unfit for use in such work as carriage building, could be made valuable by this means, and more especially since the rapid consumption of our best ash and hickory will sooner or later render some substitute necessary.

**A CARGO FLEET.**

THE Duluth *Herald* chronicles the departure of the largest fleet that ever left that harbor for Chicago. It had over a million feet of lumber that had been sold under inspection. The *Herald* continuing says:—"The cargoes from which Chicago formerly drew its immense supplies are not available as they were to meet the demands. Although there is pine enough in Michigan for a great many years to come, it is harder to get at and costs more. Chicago dealers will soon be obliged to look elsewhere for their supplies, and the most convenient new market they can find is at Duluth. Lumber is cheap, comparatively speaking, and the rates are low. During the season of navigation there would be no difficulty in getting immense quantities by way of the lake, and the various railroad routes we now have to Chicago guarantee competition rates by rail."

**WOOD-WORKING PATENTS.**

The following list of patents relating to the wood working interests, granted by the U. S. Patent Office, August 25th, 1885, is specially reported by Franklin H. Hough, solicitor of American and foreign patents, 925 F. Street, N. W., Washington, D. C.:

324,487.—Lathe, wood turning—W. A. Kettering, Defiance, O.  
324,840.—Log unloader—W. E. Hill, Kalamazoo, Mich.  
325,159.—Saw, hand—G. N. Clemson, Middleton, N. Y.  
325,052.—Saw set—H. M. Chamberlain, Waltham Mass.  
325,101.—Saw set—L. F. Markham, Grand Rapids, Mich.  
325,080.—Saw sets, feed mechanism for—H. H. Hitchcock, Detroit, Mich.  
325,035.—Saw setting machine—J. H. C. Winston, Lynchburg, Va.  
321,925.—Saw teeth, securing diamonds in—A. H. Lucas, Allegheny, Pa.  
324,842.—Sawing machine, scroll—H. L. Caro, Mich.

**PATENTS ISSUED SEPT. 1.**

325,364.—Saw, chain W. S. Shippe, Minerva, Ohio.  
325,629.—Saw mill, band—L. T. Pyott, Philadelphia, Pa.  
325,607.—Saw mill dog—A. Delaney & J. M. Bond, Richmond, Va.  
325,295.—Saw mill set works, indicator for—A. J. West, Aberdeen, Wash. Tr.  
325,467.—Saw swaging device—E. Williamson, Bay City, Mich.  
325,571.—Spokeshave—C. W. Smith, Westerville, R. I.  
325,483.—Wood landing machine—J. W. Blaisdell, Brooklyn, N. Y.  
325,627.—Wood polishing machine—F. Gale, Muskegon, Mich.  
325,279.—Wood working machine—H. H. Sheip, Philadelphia, Mich.

**PATENTS ISSUED SEPT. 8.**

326,005.—Chuck, lathe—G. Wilson, Caro, Mich.  
325,831.—Lathe—J. O. Haas, Hepler, Pa.  
326,000.—Lathe—F. A. Weiman, Owosso, Mich.  
325,029.—Saw—Bucke & Moses, Rochester, N. Y.  
325,727.—Saw mill, circular—A. Brogden, Oakkosh, Wis.  
325,693.—Shingle sawing machine—W. J. Perkins, Grand Rapids, Mich.

**FOREST FIRES.**

A special correspondent of the *Montreal Herald* writing from Port Moody, B.C., gives the following account of forest fires in that locality:—"Forest fires have been making havoc with that same railway these last few days. The spaces on each side of the track have never been properly cleared of the felled timber. Consequently the fences for many miles at the end of the road have been in great part consumed, and will have to be renewed. Not only so, but many bridges, cutouts and over ties have been badly damaged, although large gangs of men have been continually at work in their efforts to protect them from the fire.

These great forest fires on this heavily timbered coast are something frightful yet grand to the view. Unfortunately we have them every summer; but this year, owing to the unusually long drought, they are being unprecedentedly violent and destructive. No one ever knows, or will ever acknowledge that he knows, how these fiery scourges originate. In this place (Port Moody) for instance, we, one day, see a smoke rising in some direction. It is reported in other quarters. Thus, in a day or two, the whole place is surrounded by a belt of fire. The appearance thus produced in the night time is grand and beautiful in the highest degree, and throws the most elaborately prepared artificial illuminations and fireworks literally into the shade. The hills which make the circumference of the great natural amphitheatre which surrounds Port Moody, are clothed and crowded with gigantic forests of the pine tribe. Looking around this amphitheatre after nightfall, we see thousands of torches—lanthorns—lamps—what shall I call them?—burning with

a steady light; and these will continue to burn until extinguished by a heavy rain. Then, frequently there springs up, now here, now there, what may be called a prolonged and dazzling flash, as some new victim in the shape of a gigantic cedar or pine is attacked by the fire, and the flames rush with a loud roar, up to its very topmost spire, probably over a hundred feet high. In a minute or two its resinous foliage is quite consumed, and its trunk becomes another great permanent torch. After a few days this beautiful sight ceases to be visible. The air becomes so impregnated with smoke that nothing can be seen—sometimes not even at two hundred yards distance and at noonday. But we can hear the work of destruction going furiously on—the war of the flames and the crash and thunder of falling trees, occurring like minute guns. It is the frequency of these falling trees which makes it dangerous for any one to approach near to these fires. Some six men have been employed, for the last few days, in clearing off immense trees from two miles of the road between New Westminster and Port Moody, to enable stage and mail coaches to pass; and no one can tell how much longer their services may be required. It is very sad to see the enormous destruction of valuable timber caused by these forest fires; but the people of no part of this Dominion ever yet have seemed to take a proper view of the matter. Of course, there have been many exceptions; but the mass are indifferent.

**ALASKA FORESTS.**

Alaska forests contain enough timber to supply the world. The forests of pine, spruce, fir and hemlock, cover every island of the archipelago, and a goodly portion of the mainland. The trees are straight and tall and grow close together. The only saw mill at present in operation is at Douglas Island, and so far there has not been a cord of timber cut for shipment. The trees as a rule do not always cut up into good sized boards. For fuel, however, the wood is excellent, and much of it is available for building purposes. There is little decorative wood, although the yellow pine is richly covered and might be used to advantage in interior work. Alaska spruce is an excellent variety, and often measures five feet in diameter. It is considered the best spruce in the world and the supply is very abundant. In the interior of the country timber is of much heavier growth than near the coast and on the islands. Regarding the hemlock, there is a large supply, and the bark compares favorably with that of all the eastern trees used in tanning establishments.

**LUMBER AT AUCTION.**

The *New York Times* of Sept. 2nd says:—The first public sale of lumber in the yards of the New York Lumber Auction Company, on the North River, foot of West Twenty-third street, occurred yesterday morning. The lumber was sold in lots of 5,000 feet and over, and the sales aggregated 5,000 feet. The prices obtained are reported as averaging up to the usual wholesale market prices. For instance, whitewood, firsts and seconds, brought \$25 to \$30; oak, quartered, \$7.50; Kentucky walnut, \$85; 2 inch ash, \$37; boxwood culls, \$14, and first and seconds, \$21; roofing boards, \$16.50; box pine, \$12. No other woods were sold.

Auction lumber sales are an established feature of the business in Liverpool, London, and the Continent, and they establish the ruling prices in the market. But the plan has never before been tried in this country, and there is much interest as to its results upon the market here. The regular dealers are outspoken against the scheme, some of them fearing that it will reduce prices and cut into their business.

"The idea of the auction sales," explained Mr. T. S. Atchison, manager of the yards, "is to bring the consignor and consumer closer together. The advantage to the consignor is in quickening sales, saving the profits which are now eaten up by car service and interest, resulting from the delay in disposing of the cargo or carload in small lots, sometimes requiring six months. We will sell in cargoes to dealers and large manufacturing consumers

# ST. CATHARINES SAW WORKS!

R. H. SMITH & CO.,

MANUFACTURERS OF EVERY DESCRIPTION OF

ST CATHARINES, ONTARIO.

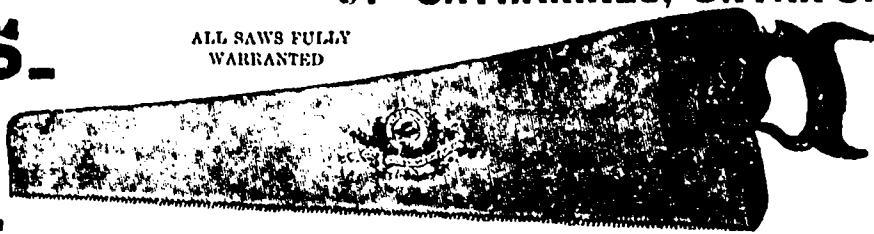
## SAWS.

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Sole Manufacturers for the Dominion of  
Canada of the

### "SIMONDS" SAWS.

All Our SAWS are now made under the "SIMONDS" PATENT PROCESS.



of lumber who now make their own contracts for months ahead with the lumber manufacturer. Our Commission of 10 per cent. covers all expenses on consignments, except hauling, piling, and the ordinary charges for inspection, and our company assumes all responsibility for purchasers. I do not think the auction will materially effect the yard sales, as well sell only large lots, and the yard sales are in comparatively small lots at retail prices."

The lots up for sale yesterday were consignments from different parts of the country. Several large manufacturing consumers attended the sale, some from out of town, but principally New York and Brooklyn were represented. Two sales a month will be held until the 1st of November, when they will be made tri-monthly. De Witt C. Wheeler is president of the company, and Latimer E. Jones, the wholesale lumber dealer at No. 116 West Twenty-third street, is the secretary and treasurer.

#### A NEW TRACTION ENGINE.

Mr. Ryan and Mr. F. W. Glen, M.P., visited Eaton, N. Y., last week, for the purpose of making final arrangements with Messrs. Wood, Taber & Morse, for the control of their new Traction Engine in Canada, and we are pleased to say that in the interest of Oshawa they succeeded. Messrs. Wood, Taber & Morse were the first manufacturers in the United States to build Portable Engines on wheels, some 35 years ago, and have turned out more of this class of engines than any other firm there since their first introduction. Their engine has been the model for nearly every large builder in the United States and Canada. The first Oshawa Engine was purchased from them. An immense sum of money has been expended upon experiments with Traction Engines during the past ten years, and thousands of them, such as they were, have been sold, but Mr. Glen has refused to recommend any heretofore introduced to the customers of the Hall Works. Messrs. Wood, Taber & Morse have spent ten years in perfecting the New Traction, and have now for the first time offered it to the public as a desirable and complete machine. It was put in operation for Messrs. Ryan and Glen, and a series of severe tests applied. It drew up a hill, the grade of which was 1 100 feet to the mile, five engines which weighed together 11 tons, stopped in the middle of the hill and then went on. Four holes were dug 16 inches deep under each road wheel and the engine started, and without any difficulty came out of the holes. The hind wheels were backed off the road side so that they were at least 2 1/2 feet lower than the front wheels. A scantling 6 inches square was then placed before the front wheels, and when steam was let on the engine at once passed up over the scantling. One of these engines travelled 34 miles over as hilly a road as the base line from Oshawa to Bowmanville in one day, drew a water and coal waggon, and only consumed half a ton of steam coal. A 12-horse power traction of this kind can draw from Oshawa Station to the town 25 tons as fast as a team walks with two tons. Can easily draw ten tons from the port to the town. Heretofore the traction machinery has been applied to the rear wheels of the engine only. Messrs. Wood, Taber & Morse are the FIRST

IN THE WORLD TO SUCCESSFULLY APPLY IT TO ALL FOUR WHEELS. The engine can be turned around by the driver in less space than is required to turn a farm waggon with a team of horses, goes backward as easily as forward - can bring down a sharp grade safely as heavy a load as it can take up. Its value to the thresherman can hardly be over-estimated. At present he buys an engine and thresher, two teams of horses and employs two men and gladly works for \$12 per day. If he could be employed all the year he would be pleased to work for less. Now he can dispense with the horses and harness during the threshing season and at its close he is ready to do any class of heavy teaming—for instance, he can draw four loads of coal of ten tons each from the harbor to the town which at 30 cents per ton is \$12. It costs 60 cents to team it at present. He requires no barn, a shed without a floor ten feet high and eight feet wide is all he needs. In place of oats or hay he has a pile of coal or wood. Carefully used the engine will last for ten years, about as long as the average team of horses can endure to do constant and heavy work. No one can force the very great change that this wonderful advance in Traction Engines will create in transporting very heavy freight short distances. It will drive the horse from the plough at an early day, in fact there is no end to the ways in which it can be made to do the heavy labor which is now performed by horses. Mr. Glen informs us that Messrs. Wood, Taber & Morse had 112 Portable Engines painted and ready for shipment in their shops and yards besides those in process of construction. They were shipped to all parts of the United States, South America and Mexico. The New Traction will be shown at the Toronto Industrial Exhibition.—*P. J. J. J. J.* Aug. 21st.

The Dominion Government has decided to send a collection of lumber and minerals to the Colonial Exhibition in London, in addition to the collection exhibited at Antwerp. Prof. Selwyn has been entrusted with the task of selecting the mineral exhibit, and a practical man will be chosen to supervise the lumber collection.

The great diaphoretic and anodyne, for colds, fevers and inflammatory attacks, is Dr. Pierce's Compound Extract of Small Wood, also cures colic, cramps, cholera morbus, diarrhoea and dysentery, or bloody-flux. Only 1 cent.

#### Axes & Cross-Cut Saws.

- CANADIAN AXES.**  
Both inlaid and overlaid steels, 10 patterns, from \$7.00 upwards per dozen.
- AMERICAN AXES.**  
Both inlaid and overlaid steels, eight patterns, from \$10.00 upwards per dozen.
- SILVER STEEL LANCE-TOOTH CROSS-CUT SAWS.**  
Warranted to be good temper or will be replaced. Special three square and extra fine cut flat files for these saws.
- BLOCKING AND BROAD AXES**  
Of extra shape and quality. Samples of axes and saws sent to any address on approval and for selection.

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A FULL LINE of all Size Single and Double Belting constantly in stock.  
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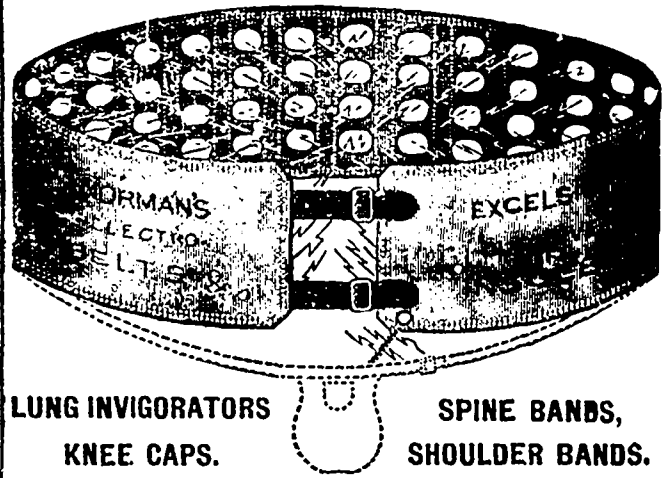
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and all diseases of men, and is a grand remedy for Female Complaints also. Circular and consultation free.

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## THE UPPER MISSISSIPPI DISTRICT.

MINNEAPOLIS, MINN., August 25.—The local lumberman's exchange met last evening, and affirmed the action of the meeting held here on Friday of last week and advanced the price of common lumber, dimension, and E and D stock \$1, as agreed, but declined to advance the price of fencing. This action was reached only because fencing is already higher at Minneapolis than at almost any other point. At Winona, La Crosse, Dubuque, Fort Madison, and Clinton No. 1 fencing is quoted at \$16, and at Burlington \$14; Eau Claire and Necedah at \$12.50, and Minneapolis at \$16. Second fencing here is quoted at \$12, and at lower river points at 12.50. The claim is made, however, that there is about \$1 difference in the grade. The secretary of the exchange was directed to notify the exchanges in other cities of the action regarding fencing, and the reason therefor. And just how generally it will be adopted remains to be seen, since one or two firms are reported not to have changed their lists—to all their customers, at least—after the May meeting. Those were small dealers.

The advent of the Chicago, Burlington and Quincy I think played a part in bringing about the advance in the list. Representatives of the road busied themselves for a time going up and down the river seeking to make the most favorable contract possible for something over 20,000,000 feet of timbers, chiefly 6 x 6 x 16. Mr. Joyce, of Lyons, made a bid of \$16 per thousand at the mill, and the La Crosse manufacturers refused to bid altogether. So did the firms at Winona. Mr. Weyerhaeuser took in the order, so he says, at \$16.50. Possibly the item of transportation figured in the ultimate sale. The new line is destined to use a great deal of lumber, both in bridges and trestle work. It traverses the east bank of the Mississippi pretty faithfully and encounters a succession of streams and run ways, so that the proportion of bridge material will be much larger than used in the building of prairie roads.

The intimate relationship existing between the Manitoba and the Burlington received further proof at the annual meeting of the Manitoba, which was held on Friday, and at which Mr. Henry D. Minot, who is largely interested, as is his father, in the Burlington road, was elected a director in the Manitoba. E. P. Reynolds & Co., of Rock Island, are to build all the road below the mouth of the Wisconsin and D. C. Shepherd & Co., of St. Paul, all north of that except 30 miles opposite Winona. The line is to be completed within a year and word will be prosecuted all winter.

T. B. Walker has about completed arrangements for the building of another saw mill in the mill in the Red river valley, this time at Grand Forks. The project has been considered for a year, but Mr. Walker thinks it will go through now. He is having some of the logs sawed at Mr. Mudgett's mill, a single circular mill, at the present time, and is running his Crookston mill to its full capacity.

The Manitoba Company has a crew of engineers in the field surveying a line southeast from Crookston below Leech lake. This is the third company which has penetrated that region and the prospects are that the great pine forest north of the Northern Pacific in Minnesota will very soon be traversed by one or more railroads. Of course this means to the lumbermen better facilities for getting into the woods and in handling supplies and the multiplication of railroad saw mills. But it has a wider significance. It will be remembered that at the last session of the legislature an act was passed transferring the grants of land originally made to the Duluth & Winnipeg to the Brainerd & Northern, provided that the Duluth & Winnipeg should not build its line by August of next year. The grant consists of 2,000,000 acres of land lying in the pine region north of the Northern Pacific and valued at \$2,000,000 or \$3,000,000. While it was claimed by Mr. Kindred, the prime mover in the Brainerd & Northern, that the new road was to be an independent one with its southern terminus at Brainerd, the general impression prevailed that it was to be a feeder of the Northern Pacific and that the latter road was to in this way invade Manitoba's territory in the Red River valley. The line as surveyed extends to Red

Lake Falls. This invasion the Manitoba threatens to resent by building the Duluth & Winnipeg, and practically paralleling the Northern Pacific from Crookston to Duluth, and by an extension of its Grand Forks and Devil's Lake division to some point on the Missouri river. A second object is aimed at in the project. The Manitoba is now compelled to carry such business as is designed for Duluth by a circuitous route via St. Cloud and Hinckley from the Red River valley. The new line will give it a direct route and place it in a position where it can at least defend itself against the Northern Pacific. There is every indication that the great northern lumber region is the next battle ground of railroads in this state and that the great domain above the Northern Pacific, much of which is desirable agricultural land, is about to be made accessible for population.

Heath Brothers, who have for a number of years operated a saw mill near Pine City, have assigned with liabilities of about \$13,000 without assets enough to pay it.

It is announced here that the Chicago, Milwaukee & St. Paul will build its line Kansas City from Ottumwa, Iowa, southwest and that the work will be undertaken very early next spring. This step is in retaliation for the invasion of its territory in the Northwest by the Burlington—and so the war goes on.

The saw mills are still pegging away at the logs and will cut up about 50,000,000 feet this month. Opinions are divided about the number of logs yet in the pond. John De Laittre places it at 145,000,000 and Mr. Farnham at 125,000,000. It is admitted now that from 20,000,000 to 40,000,000 feet will be carried over under the most favorable circumstances, but all depends upon what shrinkage has occurred in the old logs. Logs have been coming in freely which were cut five years ago and the owners now entertain the hope of being able to determine just how much their long carried wood scale has shrunk in the process of time.

J. H. Upham, of Duluth, was the successful bidder at the assignee's sale of the mill property of the Paige-Smith Lumber company on Tuesday. He got it for \$33,500, whereas it is said that the first cost was about \$150,000. There was a number of prominent lumbermen at the sale and much interest was manifested. Bidding started at \$25,000. It is believed Upham bought the property as a speculation.—*Northwestern Lumberman.*

## SYMPTOMS OF IMPROVEMENT.

The *Timber Trades Journal* says.—In our last number we referred to the turning point in trade as something not likely to be very remote, if it had not already arrived, and we pointed out from the public returns the evidence that no improvement was yet visible in the official documents of the national business. Nevertheless the probability of a better state of things being near at hand was distinctly intimated, and in the week that has since passed that view has been visibly sustained.

In our impression of June 20th we recorded the sale of a cargo of hewn pitch pine ex Medbor, from Charleston of good dimensions, at Liverpool, which fetched under the hammer on an average very little over a shilling per cubic foot, the highest price obtained for 60 ft. long and upwards by 18 and 19 inch being 1s. 1½d. per foot, or 66s. 6d. per load, while most of the cargo, including pieces 50 to 58 feet long by 15 in. square, brought only 1s. per foot. It is true the reporter qualifies the circumstance by stating that "the quality, like the price was also low." At the same sale the highest price that could be got for St. John and Halifax spruce, of best sizes and lengths, was £6 5s. to £7 2s. 6d. But even as late as July 25th pitch pine of fine dimensions and good quality, say 70 feet long, was to be had for 13½d. per foot, though choice lots went higher, and at the same time three cargoes of spruce were sold, only one of which averaged over £6 (£6 4s. 6d.).

Let us contrast this with the Liverpool sales reported in our last number, where nothing less than £6 15s. was paid for regular St. John spruce 3x9, and as high as £7 15s. for 3x11 of good lengths 12 ft. and upwards. This sale may be regarded as testifying to an advance of at least 10s. a standard on spruce, and it has

occurred in the face of a great many timber ships arriving; more, in fact, by some 14 than came into London the same week. No sales of hewn pitch pine took place, but sawn, which has sometimes gone at lower prices than the large hewn timber, was evidently on firm ground, as most of it was withdrawn in expectation of doing better later on, though some of it fetched 18d. per foot cube.

Liverpool being the chief emporium of spruce and pitch pine, on account of its readiness of access from the Atlantic and its great trade with the manufacturing districts, is naturally looked to for the tendency of the market in those goods, and their public sales being of cargoes, or large parcels, of one description of timber, they are more easily followed and reckoned up, if we may use the term, than the intermingled variety of specifications from all parts of the world which crowd our London catalogues.

It is true that one swallow does not make a summer, and a considerable influx of goods of one kind soon checks a rising demand. The anxiety to realize when many competitors are at our heels may bring down spruce again, and as a matter of fact the sale of Moscow Mackay which we report this week; hardly seems to show a slight weakness in prices. The captain who knows pretty nearly how many ships were on their way, or loading with the same stuff for the same port, if he happens to get a quick passage, and is beforehand with the most of them, will like to avail himself of his opportunity, and make his market before their arrival. This principle pervades every trade, and prices are brought down by those who must realize as soon as possible, in order to meet their own engagements. Otherwise there is nothing to disturb the trade in the fact of the importation continuing its activity. There is still a considerable quantity of timber goods in arrear of last year's import, and a general impression prevails that it will not be effaced before the close of the season—that, in fact, there is no disposition abroad to load our markets too heavily. It is even thought that the shippers cannot do it now, even if they were so inclined, without damaging their own cause, and the risk of losing more than could be gained by it.

Our Stockholm correspondent considers that the autumn shipments from Sweden will be very moderate, though by the statistical returns up to the end of June it does not appear that the export of deal and timber from Sweden was by any means a small one in comparison with other years. It was only a trifle below that of last year and 1883; but it was about 30,000 standards more than in 1882, and considerably more than double that of 1881, as thus: The export of deals this year was 283,405 standards; that of 1881, 109,158 standards; last year to same date the export of deals was 294,094 standards; the difference in excess of the present was not four per cent., and the floating down of goods to the saw mills on many of the principal rivers of Sweden is said to be nearly over. There is, doubtless, plenty of stock in some hands, but on the whole the supply is said to be by no means excessive.

The legitimate trade of this country can still take its regular supplies; and, counting on its customary outlets, Sweden might find a destination for all she desires to ship without pushing the goods on reluctant markets. But it happens, unfortunately, that speculation is suspended for a while in France. The cholera epidemic has damped all the ardour of buyers by its reappearance at Marseilles, and where a great trade was expected to be done no orders it seems can be obtained. This will be some disadvantage to the British importers, because a good deal that was intended for France will possibly be landed here instead. On the other hand, both in Sweden and Finland the stock is said to be lower than usual, and shipments are likely to be very moderate for the rest of the season.

In no article of merchandise has the depression in trade been made more manifest than in that of copper, a metal of which money is coined, and which might therefore be expected to maintain its ground better than less valuable productions. This time last year it was worth £55 per ton, and the year before it was above

£63 at this period. Now it is below £43 per ton, and the market not firm at that. The imports of North American copper have been more than double what they were last year at this time, and that year sent us more than double the quantity of 1882. The recent fall is said to have shut up several of the smaller copper mines in the Lake Superior district. But the larger can still work without loss by their greater facilities in machinery, and perhaps richer veins of ore. They are, however, anxiously looking for a revival of trade to restore prices to something more like a living profit than they admit of now.

Trade seems to have been gradually bowed down for the last two years, and to have almost lost all chance of again reasserting itself with its ancient vigor. Everywhere production is overloading it, and it must quail still further under the accumulation, unless some check can be found to restrain production within reasonable bounds. It is assumed that when it no longer pays to produce an article of trade it will no longer be prepared for market till a better price can be obtained for it. This is true in theory, but it is not always so in practice. A going concern which turns a great deal of money dies hard, also how does it happen that so many important manufacturing stop for large sums of money and with very insignificant assets? They must have long been insolvent, but still staying off the catastrophe as long as possible. When all chance of redeeming their losses has faded away, then step in the lawyer and his satellites, and the property and plant are sacrificed to the still further injury of the trade. Another adventurer with some capital is found to take the works at a reduced rent, and competition and heavy expenses perhaps beat him out of the market at last in the same way as his predecessors in the business were evicted; and by this fatality of working for nothing, as it were, the trade is damaged through all its branches till nobody can without great difficulty and some good luck make a living by it.

Thus we see, when a great depression has prevailed over trade for any considerable time, how many tangled obligations have to be unravelled before it can recover itself and resume its ancient enterprise and power.

But to that desirable end there must, sooner or later, be a beginning, and in the timber trade at least the fact of a palpable improvement in the spruce sales and a firmer tone in those of Southern pine may fairly be regarded as affording a reasonable hope that we are once more on the road to the good time coming, though of that even now we may entertain some doubt as to its very close proximity.

## \$100. TRACTION ENGINE PRIZE.

From the *Ontario Reformer*, August 28th.

We are informed that the manufacturers of Traction Engines, except the proprietors of the Hall Works have declined to compete for the \$100 prize offered by Capt. McMaster, Vice President of Toronto Industrial Association, and that therefore the Association are about to withdraw the prize.

The proprietors of the Joseph Hall Machine Works promptly informed the Secretary of the Association that they would compete for the prize, and have gone to very considerable expense to do so. We cannot see the justice of withdrawing the prize. In some lines of cattle only one exhibitor has been present, and yet the prize was not withdrawn. The fact that the manufacturers of SO CALLED TRACTION ENGINES do not feel inclined to meet the New Traction in a fair contest, under the direction of competent and disinterested judges, is no reason for withdrawing the prize. The Hall works Engine will however, be on hand at the exhibition, ready to submit to any tests that may be demanded.

Mr. Glen, M. P., General Manager of the Hall Works, informs us that they will couple a Ten Horse Rubicon Traction Engine to any 16 Horse Power Traction Engine made in Canada, and if the 10 Horse Rubicon cannot draw the 16 Horse of any Canadian make backwards, they will abandon their claim to the \$100 prize.

A FIRE at Barrow-in-Farness destroyed the works of the Barrow ship building company, causing a loss of £100,000.

### Chips.

THE loss by the fire on August 10th at Shaw Bros. & Cassils' tannery, at Roxton Falls, Que., is estimated at about forty thousand dollars. There is only some four thousand dollars of insurance.

THE Saginaw valley strike is weakening, there are now 40 mills resumed at the East Saginaw end of the river, 28 at the old terms, and the remainder at ten hours, with a proportionate reduction in pay.

THE total number of logs rafted and delivered at Muskegon this season, up to August 15th, was 2,293,187; in 1884, during a like period, there were 3,394,800 logs rafted, making a difference between the results of the two seasons of 1,101,613 logs.

THE Duluth Improvement Company has been incorporated, with the object of carrying out a system of dock construction in that city. The improvement will lie back of the present dock line, between Fifth avenue west and Rice's point, and will cover a space, now a marsh, 4,000 feet long. The design includes a number of slips, with intervening wharfage warehouses, etc.

AT Fulton, Arkansas, on the Red river, there is a saw mill which is probably the only one of its kind in the United States. Its unique feature is that it saws only black walnut, the logs being floated down the Red river. The mill consists of one circular saw and edger, and cuts about 12,000 feet per day, the entire product being shipped to the owner, H. Hermann, a furniture manufacturer in New York city.

THE *Timber Trades Journal* of Aug. 22nd says:—Messrs. Taylor, Pierce & Co., of Liverpool and Fleetwood, are now discharging at the latter place the first cargo of Quebec goods that has arrived into that port this season. It includes 2nd and 3rd quality deals, and prime ash, elm, hickory, and waney board pine. We understand that this is a most excellent consignment, having been shipped under the personal supervision of Messrs. Taylor, Pierce & Co.'s representative at Quebec. This firm is also discharging at Fleetwood spruce and Baltic goods, a large portion of which is going into immediate consumption.

THE *Timber Trades Journal* says:—Amongst the recent arrivals we notice a sample parcel of Cape boxwood, delivered at the West India Dock Warwick Castle, consisting of 53 pieces, weighing nearly three tons. The logs are of good size, sound and clean grown. This wood possesses a closeness of grain almost equal to the best Abassian boxwood, and it is thought will suit admirably for engraver's purposes. From the specimens of this wood, and engravings printed from it, which were shown at the Forestry Exhibition at Edinburg last year, it would appear to be one of the best hardwoods yet put forward as a substitute to supply the demand for the ever diminishing supply of boxwood.

#### EXHIBITION.

The Liverpool correspondent of the *Timber Trades Journal* says:—The prospectus of the International Exhibition of Travelling, Navigation, Commerce, and Manufactures, to be held next year, is now being issued, and from the influential list of guarantors and prominent names set forth in the various committees, it should prove a success worthy of this city and its commercial reputation. Under the various headings of which exhibits of its commerce will be shown is that of "Timber and Fancy Woods," notified under section 7, division III., over which we understand P. Owen, Esq., of Messrs. Farnworth & Jardine, and R. Coltart, Esq., of Messrs. R. Coltart & Co., timber brokers, will preside.

Considering the important position held by this port in the timber and fancy wood trades, it is to be hoped that the various wood producing countries will put forth strenuous efforts to make the exhibition, especially of timber, one worthy of the city and of the various countries from which its markets are supplied.

We must look to the Dominion of Canada to send forward really good examples of its wealth of woods. The United States, too, must send forward good exhibits of its various kinds of timber, both in its natural and manufactured state, such as oak converted into scantling ready for wagon building, hickory in the log, and also shaped into spokes, and a hundred other things always in use, black walnut wood, whitewood, dogwood, locust, and, in point of fact, everything and anything in the shape of wood goods.

We should like to see a better show of the products of Norway, Sweden, Russia, and Prussia, than was the case at the Exhibition of Forestry at Edinburgh last year, which left much to be desired. The guarantee fund has already reached the amount of about £38,000, and strenuous efforts are being made by appealing widely to the commercial classes and to the tradesmen of the city to increase this amount.

With this object, and to bring the exhibition more prominently before the public, the Mayor of the city has been requested to call a public meeting of the inhabitants, and he has fixed the 6th, October as the most convenient date.

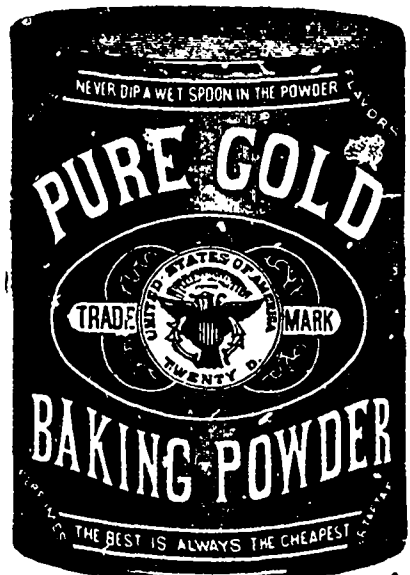
#### The New Traction Engine

From the *Ontario Reformer*, Aug. 28th.

As we were going to press the New Traction Engine started with a throe-her for the town of Whitby, thence north towards Brooklin. It returned a short time since, having made 14 miles without delay or accident. The long and heavy hill north of Whitby had been newly gravelled, but offered no impediment to the two kinds of the engine. As an engine for drawing a threshing machine it has been clearly demonstrated that it has no rival on this continent.

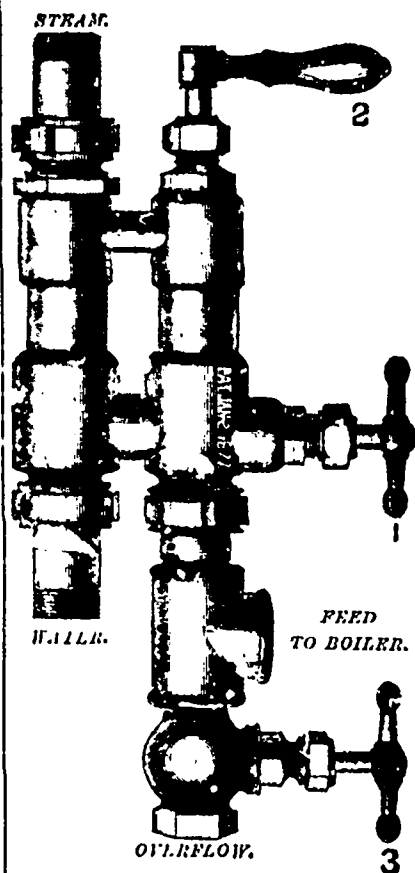
#### Catarrh—A New Treatment.

Perhaps the most extraordinary success that has been achieved in modern science has been attained by the Dixon treatment for Catarrh. Out of 2,000 patients treated during the past six months, fully ninety per cent. have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent. of the patients presenting themselves to the regular practitioner are benefited, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adapted his cure to their extermination; this accomplished the Catarrh is practically cured, and the permanency is unquestioned, as cures effected by him four years ago are cures still. No one else has ever attempted to cure Catarrh in this manner, and no other treatment has ever cured Catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 305 King street west, Toronto, Canada, and enclose a stamp for their treatise on Catarrh.—*Montreal Star*, 1st/22.



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For Holding Logs upon a Saw Mill Carriage while being Sawn into Lumber.

These Milldogs I guarantee to give satisfaction in every case. They will hold a frozen log as well as a soft one, for cutting Scantling, Square Timber, etc. These Dogs cannot be excelled, I sell them all on their own merits, give ten or fifteen days trial, and then, if not satisfactory, return them to my order, as I have no agents on the road this year, I will sell them at a reduced price. Send for Circular and price list.

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Auction Sale of Timber Berths.

DEPARTMENT OF CROWN LANDS.  
(WOODS AND FORESTRY BRANCH.)

Toronto 10th August, 1885.

NOTICE is hereby given that certain territory on the North Shore of Lake Huron will be offered for sale by Public Auction, as timber berths, at the Department of Crown Lands, Toronto, on Thursday the Twenty-second Day of October next, at one o'clock p. m.

T. B. PARDEE,  
Commissioner

NOTE.—Particulars as to locality and description of limits, area, etc., and terms and condition of sale, will be furnished on application personally, or by letter to the Department of Crown Lands, where also maps of the territory can be obtained.

No unauthorized advertisement of the above will be paid for.

VALUABLE  
SAW MILL PROPERTY  
—AND—  
TIMBER LIMITS,  
NEAR MONTREAL.  
To be Sold at Sheriff's Sale.

There will be sold on the 21st SEPTEMBER next, at the Court House, in Montreal, a large Steam Saw Mill Property, situated on the St. Lawrence River at the entrance of the Ottawa, within fifteen miles of Montreal, about three hundred acres of farming land (freehold), and about three hundred square miles of timber limits well watered for driving purposes. There is every facility for doing a large lumber business here, and is well worth the attention of lumber dealers. Further particulars can be had by reference to the Quebec Official Gazette of the 15th August, or to the LIQUIDATORS OF THE EXCHANGE BANK, Montreal. 2217

Market Reports.

MONTREAL.

From Our Own Correspondent

SKIT. 9.—The building trade in company with almost all others is suffering from the stagnation caused by the smallpox scare in this city, and the lumber trade has been very quiet, although everything considered the amount of goods moving has been fair. Prices are unchanged and very little appearance of any improvement, indeed there has been a strong desire on the part of buyers to obtain lower figures, but sellers are unwilling to give way except for large lots, which could possibly be obtained a shade under our list. The following are the prices at the yards.—

Table listing lumber prices for various types of wood like Pine, Spruce, Fir, etc., with prices per 1000 feet.

SHIPPING.

Shipments of lumber for the past two weeks have been very quiet as will be seen by the returns given below. The demand for tonnage has also been very slack. The latest engagements of tonnage were as follows. To Liverpool, SS Mericana and SS Mayo 45s, the SS Ben Hope, cargo partly from Montreal and partly from Quebec, 46s, 3d. To Avonmouth steamer engagements have been made at 45s. Reported engagements to London at 47s. 6d., regular liners to Liverpool 47s. 6d. to 50s. South American freights, \$12 to \$13, according to size of ship. The following are the recorded shipments at the Custom House for the past two weeks: SS Fern Holmes, to London, 57,348 deals and 1,388 deal ends; BK Hecla, for Buenos Ayres, 709,138 feet pine lumber; BK Bachelors, for Buenos Ayres, 554,015 feet pine lumber; SS Texas to Bristol, 452 deal ends and 3,298 boards; SS Toronto, for Liverpool, 11,083 deals, 4,305 boards and 452 ends; SS Lake Nipigon, for Liverpool, 5,727 deals; SS Oxenholme, for Liverpool, 16,694 deals, 2,336 boards and 10,000 feet of lumber; SS Cremona, for London, 31,140 deals; SS Tetania, for Glasgow, 3,614 deals and 1,403 deal ends; SS Brooklyn, for Liverpool, 1,157 deals and 9,199 boards; BK Piskatika, for Buenos Ayres, 520,755 feet pine lumber; SS Lake Huron, for Liverpool, 13,284 deals.

CORWOOD.

The recent cold and unseasonable weather has caused quiet a demand for wood from the retail yards, but as they are generally well stocked there has not been much activity experienced in a wholesale way, prices remaining steady as before. We quote at the wharves and railway station ex cartage as follows:

Table listing prices for different types of wood like Long Maple, Long Birch, Long Beech, Tamarack.

TORONTO.

From Our Own Correspondent

SKIT. 9.—Considerable more lumber has been handled by the wholesale men during the last two weeks, than the two weeks preceding my last letter, and the retail men on the whole have done a fair trade, with the prospect of a fair fall's business. New streets are still opening and a large number of buildings in course of completion, with numerous foundations being laid for finishing this year. The houses now being built are of a better class than formerly erected, and neater, as a rule, in appearance, and I think it may be truthfully asserted that no other city in our broad Dominion is making such rapid strides in wealth, and all that go to make up a large city.

There is now a better demand for sawn lath; this is usually the case as the close of the season comes on. Yet prices cannot be said to have advanced. Nearly all the mills now run one or two lath machines, so that the supply is

abundant and no shortage likely to take place. Your correspondent has just returned from a tour among the mills in the northern section, and finds that the quantity of lumber on hand is not as large as supposed by many people. There is ample piling room at most of the mills visited, and a very small percentage of good lumber on the stocks—this portion of the cut being generally shipped out as fast as it is fit to be removed, so that any accumulation of stock now at the mills is generally of the coarser grades of boards and plank. Prices for this class of lumber is likely to rule low for the remainder of the season. The duties imposed on lumber shipped to American ports is nearly a complete barrier to shipping the coarser grades of lumber there, and vessels are seeking cargoes at the various mills on the upper lakes and fail to find them for the above reasons. If this obstacle was removed a market for our coarse lumber would soon be found, and until such times as this is the case it will be more or less a drag on our market, and I firmly believe that the day is not far distant when our cousins over the lakes will find out that it is as much to their interest to remove this barrier to trade as it would be to our benefit.

The quantity of shingles at the mills is much smaller than it was two months ago, and the demand in western Ontario for XXX is fair. Sales for XX is weak and likely to remain so for the remainder of the season. Basswood is lower in value than formerly, culls more especially cannot be got rid of in any quantity worth mentioning. The demand for hardwoods is fair, but not hardly remunerative to the manufacturer, when the rigid inspection required by the purchaser is taken into account.

Shipments over our docks are small and vessels have difficulty in obtaining freight, \$1 per M to Oswego being the ruling freight. When grain moves it will likely advance, but not to any great extent, as there are quite sufficient vessels to carry all the lumber likely to be moved, that are unfit to carry grain.

Table listing prices for Mill cull boards, Shipping cull boards, Scantling and joint, etc.

Table listing prices for Cutting up planks to dry, Round dressing stocks, Picks Am. Inspection, Three uppers, Am. Inspection.

Table listing prices for 1 1/2-inch flooring, 1 1/4-inch flooring, Beaded Sheeting, etc.

LONDON

The Timber Trades Journal of Aug 29th says.—Without being able to point to any decided advance in prices at the present sales, yet there was decidedly an improved tone which governed the proceedings, and this was particularly noticeable at Messrs. Churchill & Sims' sale this week, and no clearer illustration of this improvement could be found than that supplied by the willingness on the part of the dealers present to exceed the prices they had marked down as their limit.

The red pine, ex Carin, from Quebec, 3-11, starting at £3, was eventually knocked down to the original bidder at £12 10s. It was some time before the broker could get the room to name a price, but when once the ball had been set rolling there was no lack of competition; the buyer did not care to waste either the time of the room or his own by repeating the process, but took the following lot at similar figure without more ado. The 2 in. narrow stuff sold cheaply, but there is not a very wide market for this class of wood, and red pine just now is

rather plentifully represented in the dock stocks.

This week has probably witnessed the arrival to London of the biggest cargo of deals ever known—at any rate to the river Thames. The cargo to which we refer is that of the steamer Regius, from Montreal, which hauled into the Millwall on Tuesday last, having on board no less than 1,272 Petersburg standards for account of Messrs. Bryant, Pownis & Bryant. The deck load of this big vessel amounted to over 200 standards, a tolerably big cargo of itself if we go back a dozen seasons or so.

The Regius is a large bulky steamer built more for cargo than passengers, being some 360 feet long by 45 feet beam, and discharging her deck cargo into some twenty two lighters that range on either side, presented a somewhat astonishing picture standing out in bold relief in the middle of the Millwall Docks.

Some more vivid idea of the vast amount of timber this vessel brings can be obtained by imagining her cargo spread along a roadway and extending for 167 miles. One can hardly realize it, but such would be the fact all the same, and the deals composing her cargo would be sufficient to form a plank footway from London to Cardiff!

It is stated by a Canadian authority, speaking of this very cargo, that it would require the pine produce of a thousand acres of ordinary forest land such as they have to depend on over there to supply the wood this vessel brings. Of course we are not able to say what proportion of the large acreage alluded to consisted of pine suitable for conversion, but such a monster shipment could not be obtained except of a very extended surface. The Regius's deals are chiefly 4th, but she also brings boards, besides the superior qualities of Booth's, Hamilton's and other cuts. We do not recollect having seen brighter and fresher looking deals of the above quality. Most of the cargo is for delivery overside to the various mills, the Imperial taking the Lion's share.

The allotment letters of the New Brunswick Trading Co., of London, were, we understand, posted on Tuesday last. The ordinary capital we learn was over applied for, but the allotment did not exceed the number of shares named in the prospectus. The preference shares have also, it seems, been largely subscribed. Thus the Company seems to have started under very favorable auspices.

LIVERPOOL.

The Timber Trades Journal of Aug. 29th says.—The general tone of business during the week has, so far from showing further signs of improvement as was generally anticipated, proved to be the reverse, and what little increase in the volume of trade and improvement in prices has been lost.

The auction sales, which have been numerous during the week, might have been supposed to infuse some life into the trade, but all alike have been of the dullest and most unsatisfactory nature. Prices have been down, and the bidding so slow that the patience and perseverance of the various auctioneers have been taxed to the utmost.

In the manufacturing districts the reports from all quarters are unanimous in describing the various trades as being in a most unsatisfactory condition, and, as if this was not bad enough, there are still no indications of a settlement of the wages dispute in Oldham, both men and employers remaining quite firm. Unfortunately the dispute appears to be spreading, the spinners in Bolton and the adjacent district having given notice to reduce wages 5 per cent.

GLASGOW.

The Timber Trades Journal of Aug. 29th says.—An auction sale of log timber and deals at Greenock and one of deals, &c., at Glasgow have been held within the week. A quiet demand was shown, though the attendance was good. About 400 logs were disposed of at the Greenock sale besides various lots of deals. A variety of goods were comprised in the catalogue for the sale here on the 26th inst., consisting mostly of deals, various quantities; also wainscot oak, billets and planks, &c.; but the bulk was withdrawn, there being little competition, and offers not coming up to the

views of the brokers. A lot of 1st quality broad Michigan pine deals brought 3s. 7 1/2d. per cubic foot.

Although the import of pine deals from Quebec and Montreal to Clyde ports has up to date been on the whole rather larger than that of last year, for some period there has been a very small proportion of 1st quality deals among this season's arrival. There are, however, some parcels of first Michigan deals now landing and being yarded here.

The totals arrivals this year of deals at Glasgow per steamers from Quebec and Montreal amount at date to 183,000 pieces; and at Greenock per sailing vessels from Quebec, 68,000 pieces. In 1884, at corresponding date, the totals were: Glasgow 156,000 pieces and Greenock 58,000 pieces; but it is to be noted that the total import of Canadian deals last year as compared with preceding ones was exceptionally small. At present, however, in view of the generally quiet demand, the market may be considered pretty well stocked, especially as regards the ordinary qualities.

BUFFALO.

We quote cargo lots:—

Table listing prices for Buffalo cargo lots like Uppers, Common, Culls.

TONAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

Table listing prices for TONAWANDA cargo lots like Three uppers, Common, Culls.

ALBANY.

Quotations at the yards are as follows:—

Large table listing prices for various types of lumber like Pine, Spruce, Fir, Hemlock, etc., with prices per 1000 feet.

It is said there are 22,000,000 acres of timber land in western Washington territory, an area equal to all of New England except Maine and Rhode Island. And it is further said, that the quantity of timber is so great that the saw mills of Puget Sound, with their present capacity of 500,000,000 feet per year, would take 1,000 years to cut it down.

WEST HARTLEPOOL.

The Timber Trades Journal of Aug. 29th says.—Very few orders are being received for sawn wood goods, but the demand is steady even if quiet, and certainly no worse than has been felt for several weeks past. Orders for deals, battens, and boards from the general building community are exceedingly scarce, but a few good sized orders are being loaded up for such considerable buyers as the North-Eastern Railway Company and from inland merchants. Quebec yellow pine deals are seen in fair demand, but the business doing is more of a wholesale character, merchants who hold little or none of these goods buying from the importer

for stock account In large timber the demand is rather better, and the same remark applies to the mining timber department. As amongst deals so in timber, a fair demand is seen for the Quebec goods recently landed, and a good many orders for oak, ash, birch, yellow and waxy board pine are being loaded up, whilst a steady business is doing from the sawn pitch pine and Stettin oak stocks. The sleeper cutting mills of Messrs. Burt, Boulton & Haywood, and Messrs. Lauder & Co. appear well employed, but there is not so much doing as usual at the sleeper mill belonging to the North-Eastern Railway Company.

THE ERIE CANAL.

The Erie Canal is a far too important factor to the lumbering interests of the State of New York to be ignored. Cheap canal transportation to the seaboard is not only of direct benefit to the inhabitants of the state, but affects also all those western shippers and merchants who utilize the lakerooute to Buffalo and Tonawanda as the best means of bringing their lumber to market; and the better the Erie Canal can be used for its legitimate purpose the larger will be the benefit accruing to the lumbering interests of the Northern States. It is a well known fact that its capacity has, of late years, become insufficient to counter-balance the very close competition of the railroads; deeper water and larger locks are demanded, which will enable the boats used at present to take a bigger load, and by a saving of time in the larger locks, make perhaps two more trips during the season. The question has of late been extensively agitated by shippers and boatmen, and at a call for a canal conference at Utica recently, the response was most encouraging and harmonious. The often discussed question of national aid for the Erie Canal was rejected, as the Empire State was considered wealthy enough to maintain a free canal with capacity in keeping with the present times. An urgent appeal is to be made for the appropriation of money to increase the size of the locks so that the two boats can go through at the same time; and to clean the bottom of the canal and by piling the dredgings on the banks, increase the depth of water at least one foot, which will allow the use of steam towing. With these improvements the canal is considered to be in a condition to meet all the demands for some time to come and thereby maintain its high office as a regulator of freight charges between the west and the seaboard. Both political parties of the State will be called upon to insert planks to that purpose in their platform for the coming fall campaign, and it is not at all impossible, that the one who refuses to do so, will be the party that has to bear defeat in the coming election.—Buffalo Lumber World.

TRADE AT DULUTH.

The Lumber World says:—Although Duluth is striding forward to its unmistakable destiny as a center of trade and commerce, says the Lake Superior News, it needs many things as yet unnoticed to round the completeness of its growth. Our citizens must not rely too strongly on lake commerce and grain trading, these things alone will not make a city. The one thing now needed is more manufacturing industries. Furniture factories, wooden establishments of all kinds, mills for production of wood pulp paper, twine factories and numberless other industries which will occur to the seeker investments. The forests in the neighborhood are composed of pine, pitch, oak, maple, poplar and many other woods, all useful, but all except the pine unused. Iron, steel, copper, and other metals are produced in our immediate neighborhood. For the manufacture of woodenware Duluth presents every advantage, fuel is cheap, labor is plenty, raw material is at hand, a market immense in extent is at our doors.

Professional Etiquette

prevents some doctors from advertising their skill, but we are bound by no such conventional rules, and think that if we make a discovery that is of benefit to our fellow-men, we ought to spread the fact to the whole land. Therefore we cause to be published throughout the land the fact that Dr. H. V. Merce's "Golden Medical Discovery" is the best known remedy for consumption (scrofula of the lungs) and kindred diseases. Send two letter stamps for Dr. Merce's complete treatise on consumption, with unsurpassed means of self-treatment. Address World's Dispensary Medical Association, Buffalo N. Y.

FORESTRY CONGRESS.

The next annual meeting of the American Forestry Congress will be held in Boston, beginning Sept. 22nd, and the programme of the proceedings gives promise of an unusually interesting conference. There is now a pretty general appreciation of the importance of taking action to protect existing forests and plant new ones, and the considerations actuating the congress must appeal to a common sentiment, since every condition of life is affected much or little by them. Experience has shown that the wholesale clearing of forest clad hills and mountains seriously influences the water supply, decreasing, or making it irregular; and the immediate benefit to agricultural interests derived from properly distributed forest areas has come to be understood by every intelligent farmer. It is obvious, therefore, that the present mad policy of converting forests into timber without proper selection and with no provision to replace them must ultimately seriously affect the wealth of the country.—Chicago Inter-Ocean.

GREAT CANALS.

The Imperial Canal of China is over 1,000 miles long. In the year 1851 was completed the greatest undertaking of the kind on the European continent, the canal of Langsuedoc, or the canal du Midi, to connect the Atlantic with the Mediterranean; its length is 148 miles, it has more than 100 locks and about 50 aqueducts, and its highest part is no less than 600 feet above the sea; it is navigable for vessels of upward of 600 tons. The largest ship canal in Europe is the great North Holland Canal, completed in 1825—125 feet wide at the water surface, 31 feet wide at the bottom, and has a depth of 20 feet, it extends from Amsterdam to the Helder, 51 miles. The Caledonian Canal, in Scotland, has a total length of 60 miles, including three lakes. The Suez Canal is 88 miles long, of which 66 miles are actual canal. The Erie Canal is 320 1/2 miles long; the Ohio Canal, Cleveland to Portsmouth, 232; the Miami and Erie, Cincinnati to Toledo, 291; the Wabash and Erie, Evansville to the Ohio line, 374.—Scottish American.

FIRST LOCOMOTIVE.

Thirty-two years ago when the first locomotive engine passed through the Tablar Bridge which was a new experiment on a grand scale. What an anxious day must that have been for Robert Stephenson! It was then that he won his greatest fame as an engineer. It was, indeed, a great triumph to carry a train through a tubular bridge over the Straits of Menai. The largest arched span that had been previously constructed was 240 feet, and here rigid iron tubes 460 feet long were stretched in mid air where the tallest ships could sail beneath them. So broken had Stephenson's rest been whilst planning this great enterprise, that when he got the first tube floated, and was satisfied that all was safe he said, "Now I shall go to bed!" But although so far successful the anxieties connected with the enterprise was not at an end, for the bridge, which is now the wonder and marvel of the traveller, had only been commenced; and so exhaustive was the gigantic undertaking, that in referring to it after its completion, Stephenson says, "It was a most anxious, harassing time with me. Often at night time I would be tossing about, seeking sleep in vain. The tubes filled my head! I went to bed with them, and got up with them. In the gray of the morning when I looked across the square in which I resided (in London), it seemed an immense distance across to the house on the opposite side. It was nearly the same length as the span of my tubular bridge." When the first tube had been floated a friend remarked to him, "This great work has made you ten years older;" to which he replied, "I have not slept sound for three weeks!"

This "Big Mill" of the Rathbun Company at Deseronto cut 1,060,977 feet of lumber during the month of August.

A disease of so delicate a nature as a stricture of the urethra should only be entrusted to those of large experience and skill. By our improved methods we have been enabled to speedily and permanently cure hundreds of the worst cases. Pamphlet, references and terms, three letter stamps. World's Dispensary Medical Association, 663 Main Street, Buffalo, N. Y.

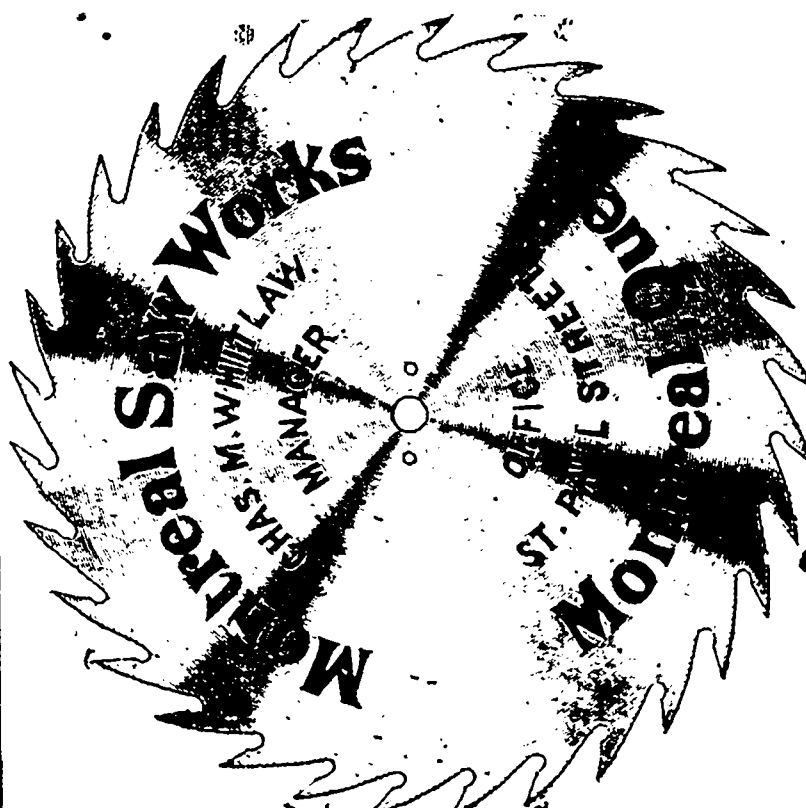
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Catalogues and Price Lists furnished on application.

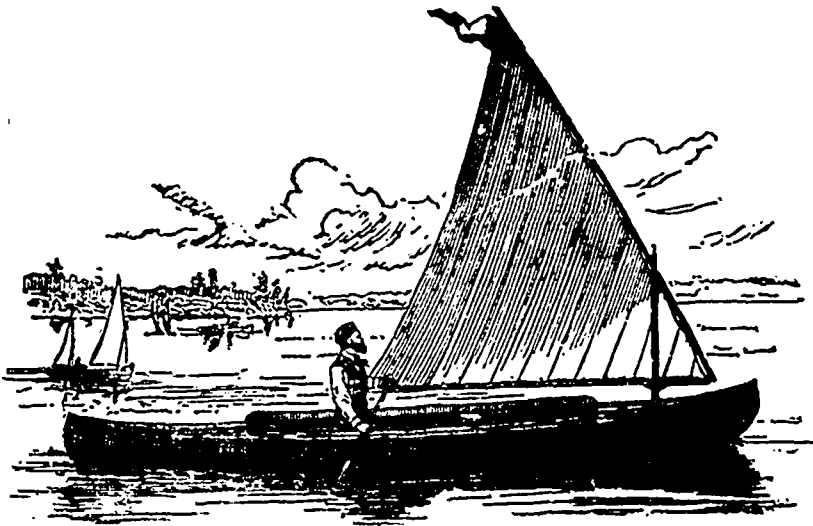
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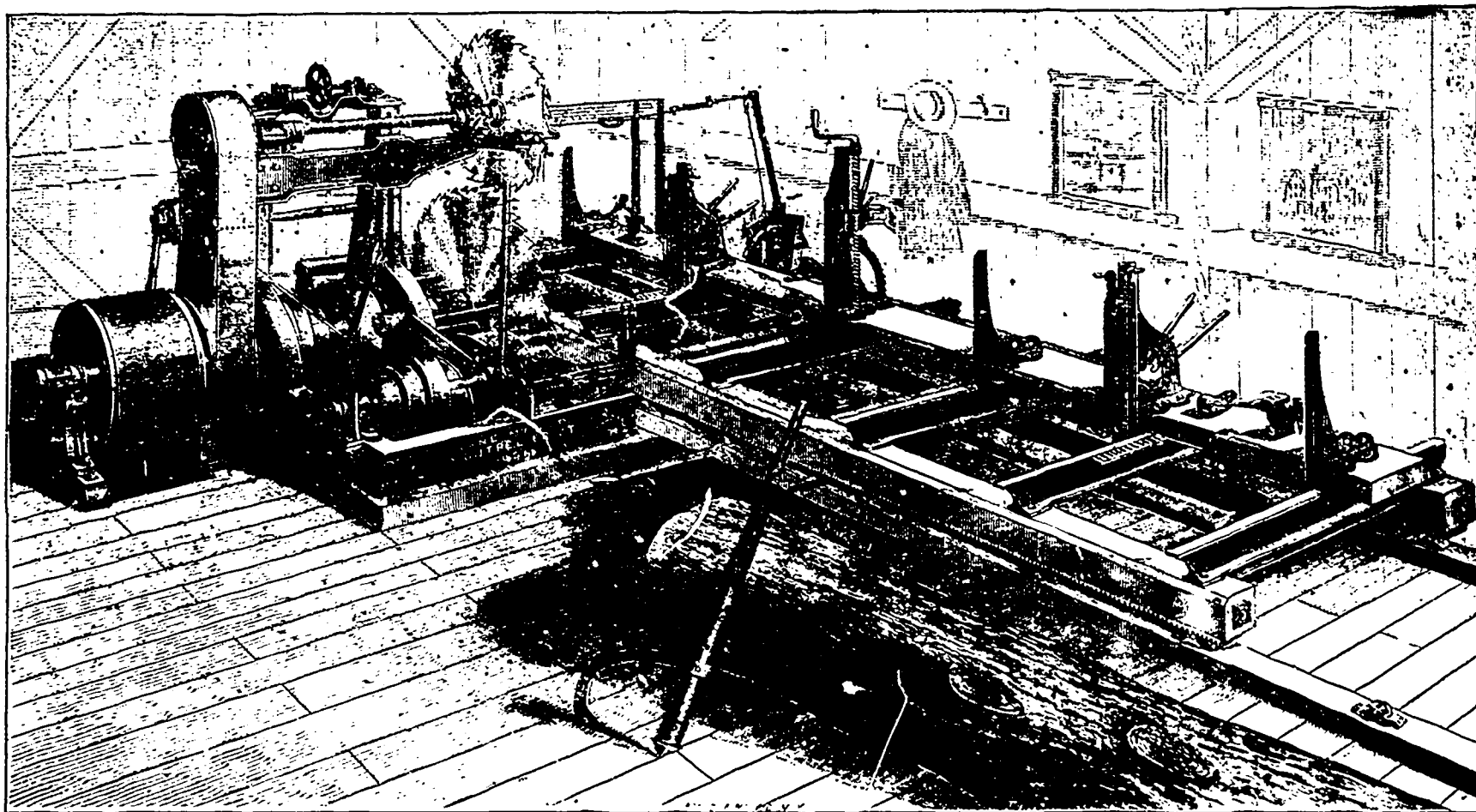
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Circular Saw Mills,  
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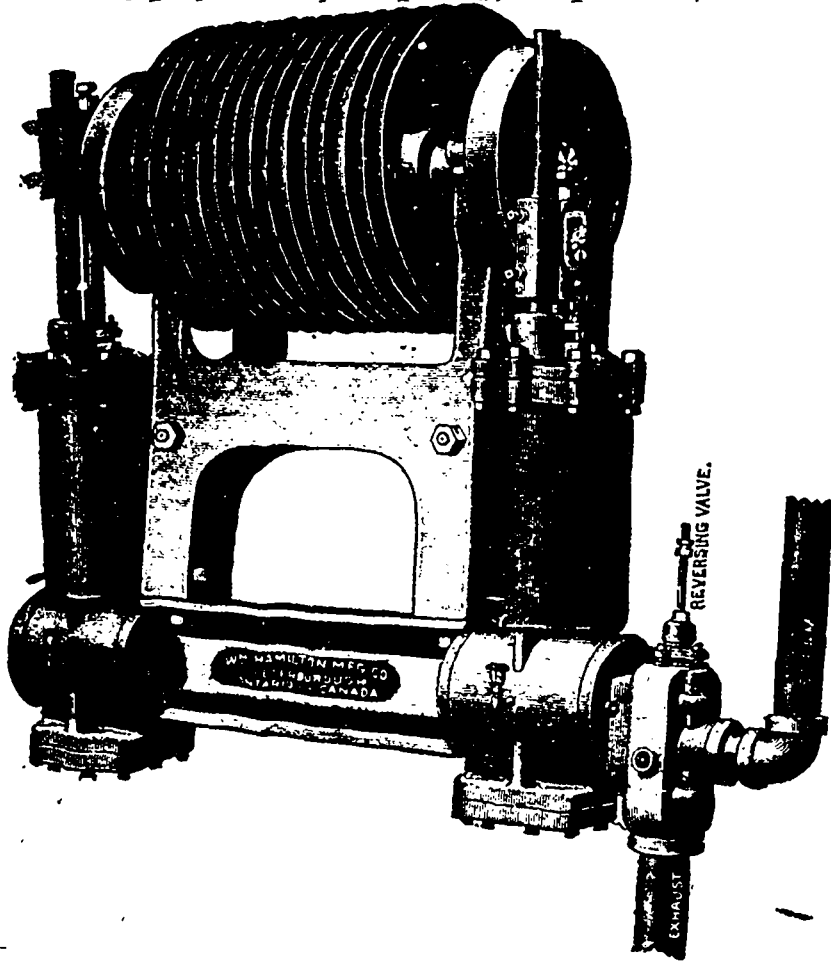
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*This Engine has practically but two moving parts, aside from cranks and shafts. The whole array of eccentrics, valves, valve rods, connecting rods, cross heads, slides, levers, rock shafts, bell cranks, etc., is done away with, and the very perfection of simplicity, compactness, durability and cheapness attained.*



The above engraving illustrates the Twin Engine, 10x16, for Rope Feed, for Saw Mill Carriages. The spool is 27 in. diameter, 30 in. face, is grooved 2 in. pitch for 1½ in. rope. The shaft is steel, 4½ in. diameter, with disk cranks. No connecting rods, eccentrics or valve rods to get loose and out of order. The ports are in the trunions, and worked by an oscillation of the cylinders, and are held in their place in the downward motion by a steam cushion below. The sawyer's valve is a perfect balance, and by moving this valve the engine can be reversed, stopped or started almost instantaneously if necessary, as the sawyer has perfect control of it by his lever either to go fast or slow. Should the sawyer let go of his lever either by mistake or any other cause, it is balanced so that the valve will come to the centre and cut the steam off both cylinders and stop the feed. When standing, the lever is locked or fastened, so that it is impossible for it to start off itself. The engine stands upright below the carriage, and bolted to two upright beams, placed on the mill for the purpose. When a rack is preferred in place of the rope, we put on a steel wheel 30 in. in diameter, and the engine placed high enough to work into the rack on carriage bar, or if the beams come in the way, an idler wheel can be used between engine and rack segs; or, the engine can be placed at a distance and have a shaft

from it to the carriage; or it can be placed in the engine room, where it is under the control of the engineer for oiling, thence by shaft and pinion to carriage rack bars. These engines are well adapted for cutting long logs, or where the logs are mixed, the advantage of this feed will be apparent to mill men. When the carriages are used in two or more sections, the coupling and uncoupling of each section is quick and simple.

There were two of these feeds working this summer and giving the best of satisfaction, one with rope feed at James Playfair & Co's Mill, Sturgeon Bay, near Waubaushene, and one at the new mill furnished by us to Francis Carswell & Co., at Calabogie Lake, on the Kingston and Pembroke R. R. This mill is working with the Rack and Pinion feed, and drops from fifteen to seventeen stock boards per minute. We have also sent one to the Rathbun Company, Deseronto, to put in to feed their heavy Circular Mills. They will also commend themselves for various other cases, especially for running Elevators, hoisting Engines, and wherever a simple and easily reversible motion is required.

## We would also call attention to our Improved Band Saw-Mill for cutting logs

*We guarantee this to be the best Mill of its kind got up, and would ask any one wanting a good Band Saw-Mill to communicate with us. We would also call the attention of Mill Men to our new IRON GANGS, CIRCULAR MILLS and MILL MACHINERY. For further information, prices, &c., address the Manufacturers,*

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## SAVE INSURANCE.

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*Our Independent AIR PUMPS and Condensers will effect a saving of 50 to 50 per cent. when applied to high pressure Engines.*

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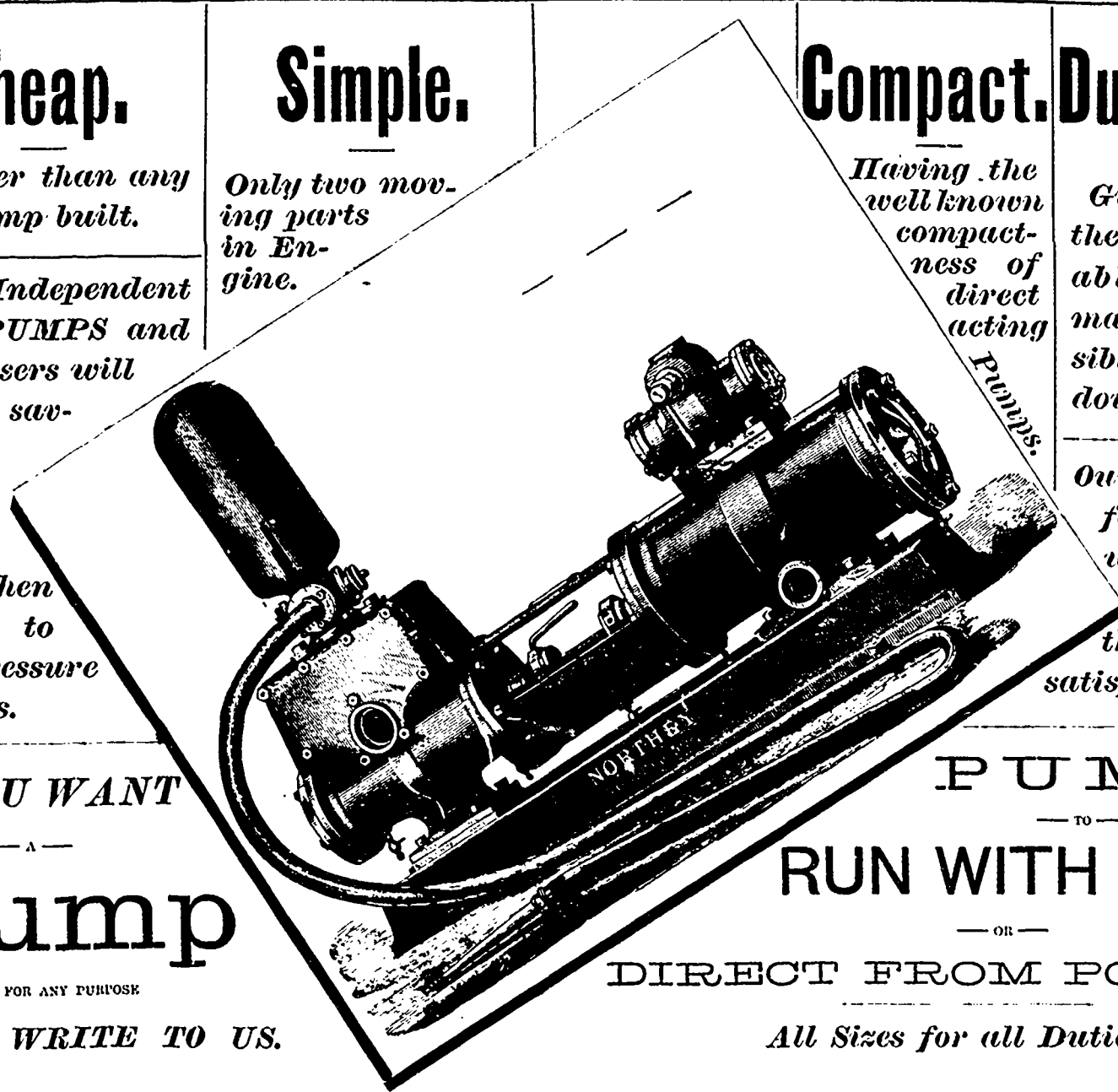
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*Having the well known compactness of direct acting Pumps.*

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*Our PUMPS for general water supply give the greatest satisfaction.*



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SEND FOR CIRCULAR AND STATE YOUR REQUIREMENTS.

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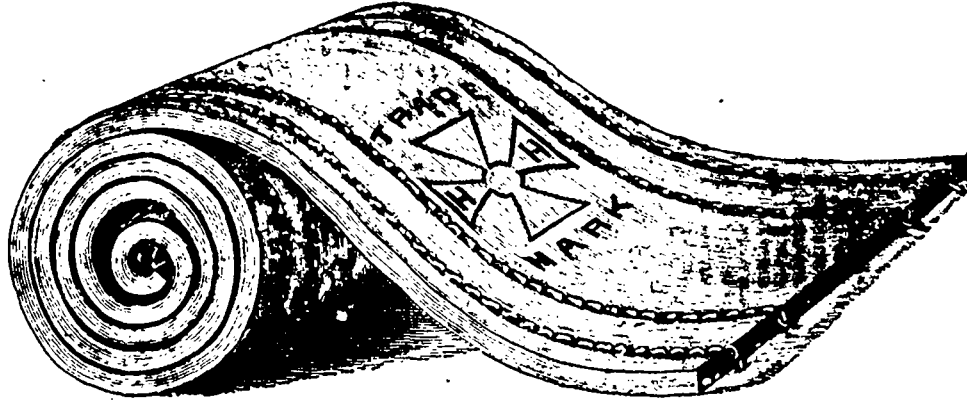


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 commend it to manufacturers as the cheapest  
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 Yours respectfully,  
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