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VOL. I.

PETERBOROUGH, ONT., OCTOBER 1, 1881.

NO. 23.

A Mr. BEACH is arranging to build paper and pulp mills at Eau Claire, Wis., the cost of which will be from \$50,000 to \$60,000.

It is reported that a regular army of pine hunters are ransacking the north shore of Lake Superior and extending their limit as far west as the prairies in search of any odd groves of timber which Uncle Sam may have left.

EVERY Virginian over ten years of age is asked by the State Commissioner of Agriculture to celebrate the Yorktown centennial by planting a walnut or other tree, either in the yard, field, forest, or roadside. A sensible idea.—Boston Post.

JOHN MCGREGOR, of Midland, has closed a contract with C. H. Plummer, of Saginaw, for 320 acres of pine timber land on the Au Gres river, the consideration being \$12,500. It is calculated that the tract will produce 5,000,000 feet of pine.

IN Sonoma county, Cal., a railway track crosses a deep ravine upon the upright trunks of the trees, which have been sawed off upon a horizontal line. In the centre of the ravine a firm support is furnished by two huge redwood trees, which have been cut off seventy-five feet above the ground.

AT Parishville, St. Lawrence county, N. Y., are the largest butter-tub factories in the Empire State. About 4,000,000 feet of lumber are worked up into tubs each year, the industry furnishing constant employment to one hundred and fifty men. The tubs are made mostly of spruce, brought down the St. Regis river from the Adirondack region during the spring freshets.

THE Quebec correspondent of the Montreal *Moniteur du Commerce* says that the transportation of square timber from the Upper Ottawa by the Q. M. O. & O. railway has succeeded perfectly. From the 20th to the 31st of August there arrived at Quebec by this route 116 cars containing about 1400 pieces. We congratulate the management of the company upon this result.

THE Menominee *Herald* says:—The Kirby-Carpenter company will have cut 65,000,000 feet of lumber by the close of navigation. The Ludington, Wells & Van Schaick company will show a scale of 50,000,000 feet of lumber, while the other mills on this side of the beautiful river will have increased their last year's cut. It is safe to place the cut of the Menominee mills at 165,000,000 feet.

The works of Lyford & Tebbetts, at Locks, Mill, Me., turns out from 300 to 400 gross of spools a day. The material used is white birch, which is brought to the factory in large quantities

by the farmers of the vicinity, and stacked and dried in the yard. Considerable birch is also brought from along the line of the Grand Trunk railway. The machine takes the sticks in the rough, and the spools roll out at the other end. The amount of birch manufactured into spools in this State is very large, the product finding sale largely in Connecticut at from seven to forty cents a gross, according to size.

THE *Timber Trades Journal*, of August 27th, says:—We were congratulating the trade last week on the return of the chartering market to its usual routine, in the employment of a preponderance of sailing tonnage, but this week again turns the scale heavily the other way. Of seventy-one ships arrived (timber laden) forty-five are steamers, and some of these bring 400 to 600 standards. If it is important that the deficiency of the spring supply should be made up all at once, this may be matter for satisfaction to the trade, but the market is less liable to be disturbed when the importation is more evenly distributed in sailing vessels.

A HARRISBURG paper calls attention to the maple and hemlock forests of Pennsylvania, and remarks that there has never been the right kind of enterprise to render those woods as important and useful as they merit. It is claimed that the maple wealth of the Keystone State is as great as that of black walnut once was, if properly handled, because the wood is hard and can be utilized to produce a beautiful effect in building and furniture. There is an enormous supply of maple in Pennsylvania, and it is predicted that sooner or later it will become one of the most profitable sources of industry in the State.

THE tolls of the Sturgeon Bay, Wis., ship canal this season will amount to \$30,000, and it is stated that the company never expected more than \$15,000 for any season. This favorable showing is made despite the fact that many masters go through the canal light, and return with their loads of lumber and other cargoes round by the bay and lake, fearing to pass through the canal on account of the low stage of water, which now has an average depth of only twelve feet. The work of deepening is going on, and it is anticipated that by October 15 the depth will be fourteen feet. The docking of the sides will soon be completed. When the work is fully accomplished and the greatest intended depth of water secured, the use of the canal will greatly augment, and the receipts for tolls must far exceed the most sanguine expectations of the projection.

The *Northwestern Lumberman* says:—The following report of the area of vacant lands in the upper peninsula, made to the State commissioner of Michigan, will be of interest to log and lumber operators. The number of acres is set down

as follows: Chippewa county, 292,600; Mackinac, 78,000; Schoolcraft, 137,500; Delta, 135,340; Marquette, 233,600; Menominee, 45,800; Baraga, 62,000; Houghton, 69,000; Keweenaw, 4,000; Ontonagon, 363,000; Isle Royale, 14,640—a total of 1,415,480 acres. The land in Chippewa, Mackinac, Schoolcraft, Baraga, Houghton, Keweenaw, Ontonagon and Isle Royale counties is all subject to private entry at \$1.25 per acre, as are also 100,940 acres in Delta, 195,000 in Marquette, and 27,300 in Menominee counties. The balance of land in these counties: 34,400 acres in Delta, 28,600 acres in Marquette, and 18,500 acres in Menominee counties are subject to pre-emption and homestead entries only. The past year has witnessed an unprecedented demand for upper peninsula government lands, and should the sales continue at the same rate during the coming twelve months, the amount of Uncle Samuel's possessions in that part of the State will be lessened almost one-half.

Indian Foresters.

The *Lumberman's Gazette* says:—It is stated by the early settlers of southern Michigan that when they came the forests were so free of underbrush and saplings that a wagon could be driven through the woods in any direction, which had the appearance of well kept groves. The reason given by the settlers for this condition of the forests was, that the annual fires which were promoted by the Indians, kept down the undergrowth and prevented the accumulation of debris. Whatever was the cause, it is certain that a change has taken place in the southern Michigan forests since the advent of the white settlers. The trees are denser and the saplings so thick that it would be unpleasant riding a horse through them, to say nothing of driving a team with a wagon attached. The moral of this matter would seem to be that if the Indians could keep the forests in such a condition that a fire running through them would do good and not evil, the smarter white man ought to be able to do as much. But a white man is not an Indian, and his time is taken up with something besides taking care of the woods. The forests supplied the wants of the Indians, and they had nothing else to do but give them such care as was necessary to promote their own safety and existence.

Southern Forests.

The *New Orleans Democrat*, in the course of an article on southern timber and its superior quality for manufacturing purposes, says:—They have been cutting timber in the counties and parishes along Mississippi sound for a century or so, yet the latest forestry report shows that in these counties from 75 to 98 per cent. of the area is wooded land. The greater portion of the State is forest, the timber being of the greatest variety pine, ash, oak and cypress; while Mississippi, Florida and Arkansas are

equally good fields for saw mills and lumber yards. New Orleans, indeed, is the centre of the largest section of the wooded lands in the Union, and will in time wrest from Chicago its claim to be the lumber capital of the country, and from Cincinnati the manufacture of furniture boxes, etc. In the many estimates of the wealth of the south this is something that has never been included. There will be a department especially devoted to southern woods at the Atlanta exhibition. Here, certainly, Louisiana ought to carry off the honor of making the best display.

Pine Land Sales.

The *Northwestern Lumberman* says that Cook & Dowling, of Montague, Mich., have recently sold about 20,000,000 feet of stumpage, on the line of the Chicago & West Michigan railroad, near East Golden, to W. H. Bigelow & Co., of Muskegon. The logs will all be taken to Mackinac to be sawed, and Messrs. Bigelow & Co. will begin cutting the timber at once. Mr. G. A. Wagar, a well known Michigan lumberman, has just bought 400 acres of what is known as "canal" land, in town 18-15, in connection with which transaction there appears to be something of a joke on a Chicago operator. The Canal Company's lands have been in the market for some years, but Mr. C. Mears, of this city, was supposed to own the only feasible outlet for the timber, in consequence of which it is asserted that he expected to absorb the land at his own figures, or thereabouts. Certain other gentlemen, with a propensity for gathering up timber land, have concluded that lumber is in sufficient demand to warrant bringing out the logs from this region by rail, and have quietly brought the most of it up.

Wanton Destruction.

The wanton destruction of timber goes on practically unchecked in the California Sierras. To say nothing of the mroads made upon Government lands by usurpation, for lumber traffic, vast quantities of valuable timber are annually destroyed by cattle men and careless and wanton campers. The former make a practice of setting fire to great pine trees for the purpose of thinning out the forests, thereby creating better cattle ranges, and the latter are quite as destructive without any special motive. The California *Commercial Herald* says:—For months past great fires have been burning in the forests by San I Truckee, and scores of fires are now nightly seen throughout that region. The destruction caused by these fires is very great, and will be seriously felt in future years as the supply of lumber in the more accessible places becomes materially reduced.

MOTHERS do not drug your children with poisonous opiate, in the form of Soothing Syrup, when one bottle of Dr. Fowler's Extract of Wild Strawberry will allay all irritation of the stomach and bowels incident to teething. It is pleasant, mild, and harmless, and is a positive specific for every form of summer complaint. All druggers supply it at 37 cents per bottle.

WHERE BIG TREES GROW.

SEATTLE, Wyoming, Aug. 15.—Few persons east of the continental divide know and appreciate the forests of this region and of Oregon and Washington Territories. In Eastern Washington and Oregon there are large tracts of timber lands as yet untouched, save for the demand for domestic uses, and which are awaiting the completion of the routes of transportation now in progress. In the Blue Mountains of Eastern Oregon, and in the Cascade Mountains along the Takina, Clearwater, and other streams in Eastern Washington, there is a sufficient quantity of timber to supply all local demands and leave a large surplus for shipment to the prairies of Montana, Idaho, Dakota, and other markets. But it is to Puget Sound that the lumberman of the future must look for the material with which to supply his mills. There is a district of country extending from the Columbia river north to and into British Columbia, and from the Pacific Ocean to the Cascade range, and surrounding the waters of Puget Sound, which is almost entirely covered with one of the finest bodies of timber in the world. There one can see a whole forest of such tall, straight, gently tapering fir trees as would gladden the heart of a shipmaster, and can travel scores of miles through gigantic lumber trees, ready for the logger's axe and saw.

The Sound district comprises a tract about 200 miles in length, with an average width of 100 miles. Estimating one-half the growth to be lumber trees, and to make 25,000 feet of lumber per acre, gives the approximate original amount of standing timber at 160,000,000,000 feet. Deducting from this the amount already cut, which is estimated at 2,500,000,000 feet, leaves now standing approximately 157,500,000,000 feet. The timber consists chiefly of pine, with considerable quantities of fir, spruce, cedar and redwood, and a small supply of white oak, hemlock and maple. The trees of this region show luxuriant growth. The yellow fir frequently attains a height of 250 feet; pine, 120 to 160 feet; silver fir, 150 feet; white cedar, 100 feet; white oak, 70 feet, and black spruce, 60 feet. Cedars have been found to measure 63 feet in girth, with a height of 120 feet. The pine trees are known to the lumbermen as of two varieties—"sap" and "overgrown." The "sap" tree yields 6000 to 8,000 feet of lumber, and the "overgrown" 7,000 to 15,000 feet. Of this timber is made of all grades of lumber—ship timbers, fencing, pickets, railroad ties, barrel staves and headings, household furniture, &c.—and the product is shipped in large quantities to the Pacific coast of South America, the Sandwich Islands and Mexico, while some trade is done with Australia, France and England.

The first saw-mill on Puget Sound was a small water-power mill with capacity of about 1,000 feet of lumber daily. It was built in 1851, and was followed in 1853 by a steam mill erected at Seattle, with capacity for cutting 8,000 to 10,000 feet per day. Since this time the business has increased to more than 200,000,000 feet of lumber per annum. The following tabular statement shows the production of the Puget Sound district at different periods, in 1,000 feet, value and average price per 1,000 feet:—

Table with 4 columns: Years, Thousand Feet, Value, Average Price. Data for years 1855-56 to 1880-81.

It will be noticed that the price has steadily fallen, which is due to the increased number of mills, to competition, and to increased facilities for handling logs and lumber.

The export trade has rapidly increased, and from the best data obtainable is shown as follows:—

Table with 5 columns: Years, Boards, Deals, Joists, &c., Feet, Value, Lath, Palings, Pickets, &c., Value, Total Value. Data for years 1855-56 to 1880-81.

The mills of the Sound are some fifteen in number, and they are most desirably situated

for economical production. Some of them form towns in themselves, with dwellings, stores, shops, steam tugs, and lumber vessels, all owned by the companies. The largest, situated at Port Ludlow, has a daily capacity of 225,000 feet. Following is a list of the mills, with the daily cutting capacity of each:—

Table with 2 columns: Mill Name, Feet. Data for mills like Port Gamble, Port Ludlow, Port Madison, etc.

The custom at nearly all the mills is to await the receipt of an order and saw the lumber to fill it, and one can frequently see a fleet of half a dozen or more vessels loading at once with lumber fresh from the saws of these mammoth mills. Shipbuilding is an industry of considerable importance on the sound in connection with the lumber interest, as nearly all the vessels engaged in the trade are built here of native timber. The first vessel built on the sound was a sloop of 14.68 tons, in 1858. From that time the number has increased yearly, with 12 vessels built in 1864, aggregating 753.30 tons; 19 vessels in 1869, 1,952.10 tons; 14 vessels in 1879, 965.99 tons. The whole number built since 1858 is 162, with a total of 20,083.28 tons.

The day seems not far distant when the western half of the American continent, at least, will look to Puget Sound for its entire lumber supply, and with the completion of the routes of transportation projected and in course of construction, lumber can be furnished to points as far east as the Mississippi river at less cost than from the Atlantic seaboard.

The waters of the Sound are recognized as the finest harbor in the world, and fleets of lumber vessels, tug-boats towing logs, and steamships plying between the various ports, carrying passengers, mails, and freight are seen on all sides. There are many desirable localities for the establishment of factories for the manufacture of barrels, pails and tubs, and of house trimmings, such as doors, sash, blinds, mouldings, &c.

At Seattle, the most important town on the sound, a large barrel factory has been for some time in successful operation, the lumber used being a very fine quality of cypress. Also at Seattle are six saw mills, besides several mills for dressing lumber and for the manufacture of builders' trimmings. Nearly all the vessels engaged in the lumber trade, as well as some of those employed in the coal trade, from Seattle to San Francisco, are made here. All the wood used in their construction from false-keel to topmast is pine of the various kinds, cut, sawed, shaped and put in place in some instances within a distance of half a mile. One sees on the sound craft of all sizes, from the row boat to a schooner of 400 tons, built entirely of native lumber, and within such easy distance of the forest that their construction must of necessity be economical. The time is coming when one of the greatest and most profitable industries of Washington Territory will be the building of ships upon the shores of her beautiful and land-locked harbor.

Everything here seems to favor the lumberman. He has no severe winter weather to contend with. The forest reaches to the shores of the sound, which are not abrupt or precipitous, but incline gradually to the water. Numerous streams flow into the Sound, the waters of which have no current except such as is caused by the action of the tide, and logs are easily towed to any point. Thus is avoided the delay, dangers and expense of a severe winter season spent in the woods, and the "driving" down rapid and swollen streams during the spring rise, and with no danger of a sudden rise breaking a "boom" and scattering the labor of months.

In this description the heart only of the lumber country has been taken. To the north it extends into the British possessions, although after passing Frazier river the growth is not so good. Taking into consideration the vast quantity of material, the excellence of harbor, and the economy with which mills, factories and hip-yards can be supplied, it is no wonder that

Puget Sound is called the future great lumber treasury of the United States.—N. Y. Times.

Sale of Timber Limits.

OTTAWA, Sept. 20.—The announcement of extensive sales of timber limits on private account brought together a large assembly of lumbermen at the Grand Union Hotel this afternoon. The following limits were disposed of:—The R. C. Campbell limit on the Front Lake branch of the Petowawa river, 39 square miles, sold to Wm. Moore, of Tarbolton, en bloc, for \$29,500; Fraser & McDougall limit, berths 164 and 169 on Big Lake, River Des Moines, Quebec, 100 square miles, sold to W. G. Perley, Ottawa, for \$90,000; Frazer & McDougall limit, berths 165 and 168, 100 square miles, to Alex. Fraser, Westmeath, \$59,000; Fraser & McDougall limit, berth 167, 50 square miles, to E. B. Eddy, \$15,600; berth 4, Deep river, 14 1/2 square miles, to E. Moore, \$4,200. The following were offered, but not sold:—Sir Francis Hinck's limit, 50 square miles, between the Coulongo and the Des Moines rivers, \$110 per mile bid, limit withdrawn; Brannon limit, so-called, offered on account of Mr. McMaster, Toronto, being berth No. 4, Kippowa, 50 square miles, \$485 per square mile bid, withdrawn; berths 23, 53 and 51, Nipissing, 26 square miles each, were withdrawn, notwithstanding bids of \$75,000 for the three and \$50,000 for one berth. The Nipissing limit, berth 168, was offered and withdrawn. Several limits were offered for sale by Mr. Brower, auctioneer, alternately with Mr. Tackaberry, but after spirited bidding they were withdrawn. The prices realized and offered were good.

The following limits were disposed of by Mr. Tackaberry in addition to those above mentioned: Fraser & McDougall limits, berths 164 and 169, to Perley & Pattee, for \$90,000; berths 165 and 168, 100 square miles, and berth 166, 50 square miles, to A. Fraser, for \$59,000 and \$36,000 respectively; berth 167, 50 square miles, to E. B. Eddy, for \$14,000. Deep river limit, berth 4, 14 1/2 square miles, to E. Mohler, for \$4,200. Buck and Stewart limits, 13 1/2 square miles, to Perley and Pattee, for \$3,700. The following limits were offered for sale, but were withdrawn owing to the bidding not being sufficiently high: Brannon limit, on the Kippowa, fifty square miles, \$195 per mile, offered and refused. Lako Nipissing limits, berths 23, 43 and 51, 108 square miles, \$75,000 offered for the lot, and \$50,000 for the lot, and \$50,000 for berth 23 and refused. Mattawa limit, license 168, sixty square miles. Kippowa limit, berth 63, 50 square miles. Mr. Brower also offered for sale several limits, but as they did not bring the reserve price, they were withdrawn.

American Poles in England.

In the House of Commons, recently, one of the members asked the Postmaster-General whether it is a fact that the Post Office Department uses foreign timber only for telegraph posts, whereas many railway companies use home-grown timber for that purpose; and, if so, whether he will cause inquiry to be made as to the relative price and value of home-grown and foreign timber in different portions of the United Kingdom, with a view to directing the use of home-grown timber where such a course can be adopted with advantage or without prejudice to the public service. Mr. Fawcett replied that the telegraph poles were of foreign timber, and he found that foreign timber was also used by the railway companies for similar purposes. The reason why foreign timber was preferred was the greater durability arising out of what was known as the cressote process, which made it last much longer than home-grown timber.—Northwestern Lumberman.

THE EVERT REVIEW thinks every man in the country is fortunate who is the owner of hemlock land. For both timber, manufactured lumber and tanbark, the hemlock is growing rapidly into favor in all the great lumber markets abroad. Every man who is the owner of a good piece of hemlock land should not part with it at anything like present prices. It is a good investment, in fact, one of the best that any man can make in the way of buying timber land.

THEY ALL DO IT—Everybody uses "TRABERRY" for the teeth and breath, the newest, brightest, coolest little toilet gem extant. Try a 5 cent sample.

THE ENGLISH TRADE.

The London Timber Trades Journal says:—The aspect of the timber trade may be said to be quite as favorable at the present time as that of most others. There is no expectation of any considerable rise in prices, nor any apprehension of a serious fall. Some importers will find themselves shorter of stock at the end of the season than they would desire, while others will wish they had not bought quite so freely. But as a rule the trade will probably be fairly well supplied, and they are likely to get a fair remunerative profit on the business they do. There is a short importation of Russian stock up to date, amounting to about a third part of the whole shortage of import compared with last year, yet there is no want of Russian deals exhibited by the prices they fetch at the public sales, which seldom exceed the cost of importation; and as the deficiency will no doubt be partly made up before the season closes, it is not likely that better prices than those now current will be obtained for deals from that region.

Our record of imports this week contains the arrival of upwards of 770 cargoes of wood. In London alone one hundred and thirty-six timber laden vessels arriving within the compass of a week's return surpasses all that we have hitherto had to record during the present or any other year in that way. But the great preponderance as to numbers is with sailing ships, as not one-third of them are steamers this time. Russia and Russian Finland are now pressing forward the arrears of the spring shipments, nor are Sweden and Norway slow to avail themselves of every occasion to get goods forward to this country while the season is inviting. A few more such weeks and the shortage as compared with last year may melt into insignificance. This sudden supply is extraordinary.

The Land Rage in Winnipeg.

The first thing that strikes the visitor before he has been six hours in Winnipeg is the tremendous rage going on for speculation in land. This rage is almost equal to the gold or diamond fevers, and though the prospects of the city are at present good, it is feared they may be injured by the speculations which are going on, and which are very cleverly manipulated by designing speculators. Large sums of money are being made, and one man, by no means one of the largest speculators, has without doubt realized \$20,000 since the spring. Go where you will there is nothing but land talked, and if you cannot talk land you had better "step down and out," for people will think you a fool. Knots cluster around the hotels and in every public place, and with all the one absorbing topic is—Land! Auction sales go on every evening, and lots are sold not only in Winnipeg, but all over the country. People rush in and buy lots that they know no more about than the man in the moon, and the following bears this out:—At a sale of lots recently, a little boy between 13 and 14 edged his way through the crowd, and going up to a gentleman interested in land, who by the way is brother of the worthy Sheriff of York, pointed out to him on a map two lots, and asked if they were good ones. The gentleman said yes, and asked why he wanted to know. "Well," said the boy, "I've saved \$25 round the hotel, and I'm going to invest it in land, and I thought I'd pay so much on these, and sell them as soon as there was a rise." The gentleman showed him some lots which he thought he could do better with, and the boy departed to think over the matter.—Globe Cor.

Worthless Stuff.

Not so fast my friend; if you could see the strong, healthy, blooming men, women and children that have been raised from beds of sickness, suffering and almost death by the use of Hop Bitters, you would say "Glorious and invaluable remedy."—Philadelphia Times.

NOW THAT THE TRAVELING SEASON IS AT HAND, no traveller should be without a bottle of Dr. Fowler's Extract of Wild Strawberry, to counteract the bad effects of the change of climate, water and diet, fruitful sources of bowel complaints. Wild Strawberry is a specific for sea sickness, nausea, vomiting, colic, cholera morbus, diarrhoea and dysentery. Contains no opium, is pleasant to the taste, and certain in its effects. 3 1/2 cents per bottle. Ask your druggist for it.

NO TRUTH IS CLEARER than that Scriptural declaration—"The blood is life." and the leaves shall be for the healing of the Nations." Burdock Blood Bitters is purely vegetable, and makes pure blood, renovates, invigorates, and restores the system when impoverished by disease. One bottle, at the nominal cost of one dollar, will convince the most sceptical of these assertions.

BOILER EXPLOSION.

KAD RESULT FROM A DEFECTIVE GAUGE OR CARELESSNESS OF STEAM.

BELLEVILLE, Sept. 24.—A shocking thrashing machine accident occurred in Thurlow yesterday afternoon. A local paper publishes the following particulars:—

One of the most terrible and fatal accidents that ever occurred in this vicinity took place yesterday afternoon between 6 and 7 o'clock, at the farm of Mr. George Caldwell, eighth con. of Thurlow, and about one and a half miles east of Zirous Hills. Mr. Owen Reeds steam thrasher had been engaged during the day by Mr. Caldwell, and through some defect of the gauge or carelessness on the part of the engineer the head of steam carried was not fully known. The consequence was that the boiler of the thrasher exploded with terrific force, tearing everything into pieces and scattering death and destruction on all sides. Inson, thrasher, who was engaged near the cylinder at the time the explosion occurred, was struck by pieces of the shattered engine, and his skull was badly crushed. He died almost instantly. Andrew Lloyd, who was also near by, was blown fully twenty-five yards from the engine, and his abdomen was torn open so that his bowels protruded. Death was almost instantaneous in his case. Also Wm. Malcolm, son of Mr. Wm. Malcolm of this city, and who was formerly foreman of the gas house here, was instantly killed. He was employed on the machine and was a promising young man of about twenty years. Miss Viola Caldwell, daughter of Geo. Caldwell, aged eleven, who was near the machine watching the operations, was struck by a piece of the engine and her neck broken. She, too, died in a few moments. But these casualties, horrible as they are, did not complete the injuries inflicted upon life and limb. Mr. Caldwell was seriously, but not fatally wounded. Henry Garvin was dangerously injured, and may die. C. Gerkin was also painfully injured. The engine was shattered into a hundred pieces, and part of it was driven into the barn, setting fire to the straw. By great efforts the flames were extinguished before it had done much damage. The scene at the barn after the accident baffles description. The writer got his information from an eyewitness who describes the anguish of the bereaved friends as heartrending in the extreme. While some cared for the wounded, others gathered about the mutilated forms of the killed and rent the air with their cries. Strong, active men, who, a few moments ago were exchanging greetings and anticipated nothing but happiness, lay upon the ground bleeding and dead. The little girl Viola was not mutilated, and her death was so sudden that her countenance retained a natural expression in death. All around were broken and splintered parts of the engine. The shades of night closed over one of the saddest and crushing scenes ever witnessed in this part of Canada. Mr. Geo. Caldwell, who suffers such a terrible loss by this accident, is a brother of Dr. Caldwell dentist, of this city, and is a widower of about 48 years. He owns a farm of 200 acres, and is a prosperous farmer. His mother resides with him.

LATER.—Further particulars of the thrashing machine disaster show that Mr Caldwell was not injured, and that it was not his daughter, but her cousin Viola or "Lotie," who was killed. The two children were sitting with arms intertwined when the explosion took place. A portion of the boiler struck Lotie, killing her instantly, and Helen was severely scalded. The little one who was killed was a daughter of David Caldwell, a brother of George. The body of Andrew Lloyd was thrown 192 paces, and that of Malcolm nearly as far. Gavan, who was injured, is already able to be about, but it is feared that Helen Caldwell will die, as she inhaled a quantity of steam. Inson, the thrasher, was thirty-two years of age and had three children. He lived in Thurlow. Lloyd was about twenty-five years of age, unmarried, and lived in the village of Plainfield. Malcolm was about twenty years old, and lived in Belleville. Large pieces of the boiler were blown into fields adjoining, and were picked up at distances from 200 to 300 yards from the scene of the accident.

BUSH FIRES.

The following extract from an essay on Forestry by Bucke Withan, of Ottawa, is of interest and value at the present time: "The enormous waste from bush fires is quite incredible to those who have not witnessed their devastation. These originate through careless settlers and hunters, who camp in the woods, and sometimes, though rarely, by the lumbermen themselves, or by surveyors who make smudges to ward off the attacks of flies and mosquitoes. These fires started during a dry season are stopped only by large streams, lakes, swamps, or by heavy continuous rains. The fires leave a barren waste, and are only replaced by a scrub growth of birch or poplar. Stringent laws have been passed by the Ontario Government against originators of fires, but unfortunately no sufficient machinery has been created to put these laws in force, though petitions have from time to time been forwarded to the Government by the millowners and the lumbermen. It is estimated that more timber has been destroyed by bush fires than has been exported altogether from the country. It is evident that if these fires could be suppressed and the young trees which are left on the pine lands after the large timber has been cut out could be protected and allowed to grow up, a valuable forest would be formed for a continuous supply if to this were added some systematic scheme by the Government for planting on its waste lands, it is not yet too late to recuperate the pine timber forests of this country. To further the proposed undertaking it would be well to import a few practical foresters, in order that their wisdom, acquired by the old, might be utilized in the new world. The increase in the revenue derived from the Crown lands dues by the Government could be profitably expended in protecting and fostering the timber interests on the public domain. The staff of twenty or thirty rangers at present employed by the Government have done inestimable service, but it is obviously impossible for such a small staff of but partly employed men to ascertain the origin of destructive conflagrations. The writer would therefore suggest that the Government appoint permanently the required number of wood rangers or inspectors, that one or more constables be employed for every limit of 100 miles square." Whose duty should it be to apprehend and report to the ranger or other officer any case of violation of Crown timber regulations, especially with regard to fires. At present the regulations are very good, but there is no one specially to enforce them, saving the few rangers referred to. Mr. Hutchins, who compiled the timber article for the United States census, states that at the present rate of cutting the Canadian supply of timber will give out about the same time as that of the United States, that is, in about thirty or forty years. Hence the timber trade of the continent will thence be transferred to the Pacific slope. One of the largest millowners on the Ottawa informed the speaker that he thinks there will not be any pine for exportation from Canada twenty years hence. Should this Province, therefore, wish to retain her timber interests there must be no delay in dealing with the question.

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THE CANOE ISLANDS

They are found only on the latest local map of Lake George, these isles of the best that to say of the American Canoe Association. Some five miles northward from Crosbyside they rest; three of them—blue in the haze, green in the sunshine on the waters of the most enchanting of American lakes. The second week of August saw them the centre of the canoeing interest. Thitherward under sail and paddle came sun-browned, blue-shirted ones, from as far west as Wisconsin, and as far east as Maine. Most of them had been some days or weeks on the way, taking their vacations in the open air; cruising in their canoes by day, and sleeping in them or in tents beside them by night. There were clergymen, lawyers, doctors, journalists, manufacturers, foundrymen, merchants, students, and all the other trades and professions. For the A. C. A. is eminently Catholic in its scope, and says "no" to a candidate for admission to its ranks only on the most obviously objectionable grounds.

Gradually the main island assumed the appearance of a considerable camp, while the second in size was appropriated by the Cincinnati club, which sent the largest single delegation, and was in itself the centre of a life and enthusiasm that were unknown upon the main island.

Among the most notable of the arrivals early in the week was that of the Canadian contingent, hailing from Peterborough and Ottawa. They arrived in the midst of a heavy blow from the northward, the sea running quite high and the lake covered with whitecaps. The Canadians use the open hunting canoe, built on the general lines of the aboriginal "birch," but beautifully finished in bass, cedar and other woods, and polished like highly finished cabinet work. The voyageurs had come down the Dominion rivers and Lake Champlain, bringing their camp equipment with them, and in the eyes of canoeists from lower latitudes the dainty craft were watched down perilously low in the water. It seemed like harnessing a high-spirited racer to a lumber wagon, this loading a light and graceful creature with five or six times its weight of men and material. On they came, however, rising, cork like over the seas, the long-bladed paddles flashing, and lithe, muscular forms of the Canadians bending to the work as it became necessary to veer to one side or the other in order to avoid an unusually threatening series of waves. Presently they swept round into the lee of the island, saluted gracefully with their paddles in answer to the cheers from the shore, then landed, and in an hour or so had their tents pitched, and the Union Jack of England flying at their landing.

These Canadians carry home with them the hearty admiration of their American brethren. With two centuries of canoeing behind them they came down to Lake George as modestly as if they expected to learn something from neophytes; and when the leader, Mr. Edwards, of Peterborough, was unanimously chosen Vice Commodore of the association for the ensuing year, he actually protested against it as too great an honor.

Wednesday was announced by the local press and on the hotel bulletins as "ladies' day," and the camps and canoes were prepared for inspection. The canoes, with all sail set, were taken out of water and arranged in line along the main path of the island, everything being ship-shape and man-of-war fashion so far as practical. By the middle of the forenoon visitors began to arrive with their escorts from the various hotels on the mainland, and presently the wooded island was gay with bright dresses and parasols, which went from boat to boat and from tent to tent, full of interested curiosity about every detail of camp life. The ingenious contrivances in the way of portable stoves, compact cooking kits, and all the appliances to which canoeists resort to increase comfort while taking up but little room, were fully explained.

Thursday, the opening day of the races, saw the prettiest sight of the week. The wind was favorable, and nearly half a hundred fairy craft ran down to Crosbyside under sail. Every style of rig, standing, balance and Chinese lug, later on like those of the Italian felucca, began to appear. Plain boom, gaff and sprit sails, all were filled by the northerly breeze, and the lower reaches of the lake were thickly sprinkled with white sails and the flashing blades of paddles. One upset

occurred, successfully and safely performed by a member of the New York club, who subsequently distinguished himself by winning every sailing race in which he started, and presently all hands were at Crosbyside making ready to participate in the three days' regatta which followed.

Of these I will say nothing save that, as was appropriate, a Western son of Anak carried off the two principal prizes assigned for the muscular paddle, while salt-water seamanship secured the two which were assigned for the sailing races.

The ceremonies ended on Saturday night with a supper tendered by Mr. Crosby, of the Crosbyside Hotel, and on Monday the canoeists departed for their respective homes, or for the conclusion of cruises interrupted by the programme of regatta week.

The Association may now be regarded as an accomplished fact. Its membership is about 150, and its composition is as unexceptional, its purposes as healthful and health-giving as can readily be in any such organization. Sporting characters, in the objectionable sense of the term, are unknown upon its rolls, and it seems destined to fulfill its mission of developing a spirit of good fellowship and camaraderie which can hardly be attained in like degree by any other athletic association in the land. The secretary is M. C. A. Neils, Slingerlands, N. Y.

Of the recreation in its general aspects, a word may perhaps be appropriately said in conclusion. The term does not properly describe the craft, and indeed the pundits of the guild are puzzled to find a terse definition of the word. The aboriginal canoe, "birch" or Kayak with its paddle is perhaps the purest type, but modern ingenuity turns out a boat which is in all essentials a little yacht. It is fitted with sails, lockers, water-tight life-saving compartments, is decked over, affords comfortable sleeping accommodations for its crew of one, and is in all respects a safe and convenient vessel in which to cruise on lakes and rivers, and along the sea coast. Long and in some cases adventurous voyages have been made with its aid, and the accidents have been remarkably few. The whole life of the canoeist indeed teaches self-reliance and readiness under all circumstances to act promptly and with judgment.

Eternal vigilance is the price of dry flannels in a canoe cruise, and readiness of resource is a characteristic of the canoeist as it is of the sailor. No out-of-door sport that is worthy the name is without its dangers, and anything that will within reasonable bounds foster a spirit of healthful adventure must tend to develop a finer quality in the manhood of the race. Base ball, cricket, rowing, tennis and the other stock of out-of-door gymnastics have their times and seasons, but the canoe takes rank in some respects, in many, as its disciples believe—above them all. It brings its devotee nearer to nature, and opens to him possibilities of pure and genuine recreation such as none of the others can afford. By Charles Lydard Norton, in the *Chatham Union*.

The Timber Used For Matches.

There has been about fifty five thousand hours of each hour every day are spent in by the inhabitants of Europe in striking lucifer matches upon the box and the wall. The computation is based upon the following curious statistics:—Europe consumes 100,000,000,000 matches annually. Assuming that each individual of Europe occupies the brief period of his sojourn on earth, and we have reason to believe that it is rarely performed in a shorter time—it will be obvious to every ready reckoner that the above mentioned amazing number of hours must be annually devoted to the production of artificial light by friction, in our quarter of the globe alone. This is food for much quaint speculation in the seemingly anomalous fact that Europeans dispose of nearly sixty-four per cent in saprophytic sticks, tipped with some inflammable composition, upon sympathetic substances of various descriptions. It is also interesting to learn that four hundred thousand cubic yards of timber and four hundred and twenty thousand pounds weight of phosphorus are in annual requisition for the manufacture of the seven hundred and thirty thousand millions of matches used up by Europe in the course of every year.

DRY ROT IN TIMBER.

This disease, if it may be so termed, is still a matter of doubt between naturalists who have sought to explain the production of the fungi. Some have maintained that the fungi producing dry rot are spontaneously developed; others that they are produced by seed taken up and supported in the air, until favorable conditions are presented. The fine powder which distinguishes dry rot is composed of myriads of reproductive spores of the fungus. From a mildew it assumes a delicate, white vegetation, and afterwards a leathery appearance. The fungi, over different materials, are of various colors, sometimes reddish, violet, brown, at others white or gray. It is well known that very damp situations are not favorable to the growth of the fungus. In dry situations it is found to spread rapidly, and we have seen the sides of a party-wall covered with its fibrous, cotton-like texture, the roots or filaments appearing to have extended from the basement. In this case the painting of the wall was in a pulverizing state, and the skirting and flooring covered by it. The situation was quite dry. Absolute wet prevents its growth, but damp combined with warmth appears to be favorable to decay. One of the principal naval builders of the Chatham, Eng., dockyard has said that the destruction of timber by dry rot cannot take place unless air, moisture and heat are all present, and that the entire exclusion of any of these three stays the mischief. Mr. Britton, in his work on "Dry Rot," who quotes this opinion, observes, "The admission of air has long been considered the only means of destroying the fungus, but as this has frequently proved ineffectual, it must not be always taken as a certain remedy." He also says the air admitted ought to be dry air, so as to absorb the moisture; it will then exhaust the fungus. But care should be taken to let the air escape, and not allow it to convey the seeds of the disease to other parts of the building. Hence, the value of free ventilation behind all skirtings, dados, wainscoting and floors in the first place. At eighty degrees Fahrenheit dry rot proceeds rapidly, but at from 100 to 120 it is arrested. At low temperatures it is also arrested. To prevent rot good seasoning and ventilation are essential. Charring after seasoning and coal-tar are recommended. To cure dry rot a solution of corrosive sublimate in water, an ounce to a gallon, used hot, or a solution of sulphate of copper, half a pound to a gallon of water, used hot, are good washes.—*Northwestern Lumberman*.

To Make a Frame House Cool.

The *New York Tribune* in a recent issue recommends the following method for rendering an ordinary frame house dry, warm and cool:— "These conditions are obtained by the introduction of a mortar or concrete wall between the upright timbers or 'studding' of the ordinary balloon frame. The wall is very cheaply made, the mortar being simply filled in between boards loosely nailed on, and as soon as the first or lower filling has set, the boards are taken off and nailed on higher up, and the space again filled. In this way, the filling process and removal of the boards being repeated as often as necessary, the wall may be carried up as high as desired, whether to the roof, or only to the top of the first story, but the full height of the studding is best. The plaster may be put directly upon the interior surface of this wall, which of course will be of the same thickness as the width of the studding timbers, usually four inches, and will be flush with them on both sides. But to prevent the dampness which a solid wall without an interior air-space would be sure to produce, strips of lath must be nailed up and down on the outside of the house, and the siding nailed to and through these strips. There will now remain, when the siding is put on, a space of about one-third of an inch between the siding and the wall. This is not sufficient for a harbor for rats and mice, while it is quite enough to insure the retention of its warmth by the wall during the winter night, at least in a sufficient degree to prevent frost. On the other hand, the heated condition of the outer surface of the siding in summer will not be readily transmitted through the non-conducting material of the wall, which will therefore maintain nearly the same temperature day and night at all seasons."

MORE BUSH FIRES.

A REPEITION OF THE LATE BURNES IN MICHIGAN.—SERIOUS CONFLAGRATION.

CARTHAGE, N. Y., Sept. 17.—The forest fires which broke out on Thursday a few miles south have been increasing ever since. Yesterday the wind blew a gale, and the fire spread so rapidly that many farmers were unable to remove their crops and stock, which with many buildings were burned. Hundreds of people have been employed for the past twenty four hours in removing their household goods and farming implements to places of safety. The people of the village responded to calls for help to fight the fire until the streets were deserted. Three men named Kelly, Getman and Flood went into the woods yesterday morning, and have not since been heard from. It is said that twenty houses in the Irish settlement were burned since Thursday night. The grass and seed burn like tinder, and the fire spreads with incredible rapidity if the wind blows. The fire is at present approaching the cemetery through a swamp, and the people are preparing to save it if possible. There are no signs of rain.

Big Thing.

American journals have heretofore enjoyed the satisfaction of getting up the most monstrous and absurd things capable of being reduced to print, but they are fast losing ground and Europe is coming to the front. The last number of the *Journal of Forestry*, London, Eng., contains a most remarkable article translated from the *La Gaceta de la Industria*, of Spain; it reports:—"The Americans are projecting a work exceeding in magnitude any which have hitherto been dreamed of. They propose to unite America to Europe by a railway tunnel along the bottom of the Atlantic Ocean. The tunnel will be formed of an iron tube 5,600 kilometers in length and 8 metres in diameter. To enable it to resist the pressure to which it will be subjected, the tube is to be 50 centimetres thick and in sections 50 metres in length. Detailed information is given in regard to the proposed operations of construction at the bottom of the ocean, with notices of the arrangements for securing telegraphic communication, electric light and ventilation. Mr. Edison, who is one of the commission of engineers to which the project has been submitted, has given assurance that by means of an electric locomotive of his invention the distance of 5,600 kilometres may be travelled in fifty hours, and the colossal undertaking, inclusive of rolling stock, is not to cost more than 2,000 millions of francs." The *Gaceta* gives also a summary of a projected extension of the Moscow and Novogorod railway by Orenburg and the river Ural to Orish, the European terminus and starting point of the Asiatic line toward Tashkent-Kohlan, through desert regions requiring the construction of numerous bridges, cuttings, tunnels and work-shops of corresponding magnitude, the final terminus being Peking. It is spoken of as being beyond doubt one of the greatest undertakings of which human activity can conceive.

Blaze in a Lumber Yard.

BARRIE, Sept. 15.—The lumber in Mayor Ardagh's mill-yard, situated on the bay shore half way between here and Allandale, was discovered on fire about noon to-day, and the alarm quickly sounded, but on account of the extremely high wind blowing at the time, the flames had made considerable headway before the fire engine got over. The Northern Railway Company also sent their engine and a large number of men from Allandale to the firemen's assistance. They fought the battle well, and succeeded in keeping the fire within the lumber yard, although the mill and many of the surrounding houses had a narrow escape. The loss on lumber is estimated at from \$7,000 to \$8,000. On account of the absence of Mr. Ardagh in Toronto, it cannot be ascertained whether the lumber was insured or not. The origin of the fire is not known, but is supposed to have been caused by a spark from the mill or a passing train.

Were man to conform more to the laws of health and of nature, and be less addicted to the gratification of his passions, it would not be necessary to advertise Feltz's Compound Syrup of Hypophosphites as a restorative for the power of the brain and nervous system, while the world's progress and enlightenment would indeed be marvellous.

FOREST CULTURE ON THE PRAIRIES.

In a thickly-wooded country it is natural that settlers should turn their chief efforts to getting rid of the timber. Only a very small portion of it can be utilized for building and fences; the rest is valuable only for the potash it will produce. This is true of the early settlements. After a while the merchantable timber, the black walnut, where it happens to grow, the pine, the oak, the bird's-eye maple, are worth marketing. At a further stage, such as that which the State of New York has now reached, almost all kinds of hardwood are valuable, not only to produce heat, but for use in manufactures. In a country where the prairies are out of all proportion to the woodlands, large necessities are of an opposite kind; instead of tree destruction, which is the law of progress in forest lands, tree planting is a necessity. But there is, nevertheless, a natural reluctance to engage in it. To plant in autumn or spring a crop that will be reaped in the coming summer is what most strongly recommends itself to the farmer. To plant and reap in a few months is the sort of alternation that suits him best. To plant trees which may be years in arriving at maturity, which the planter may never live to see fit for use or the market, offers a too remote chance of compensation for the labor and patience expended, to make planting trees an alluring enterprise. And besides tree growing, which consumes a number of years, raises a question of capital. If a farmer has no capital which he can afford to invest without the hope of a return for a number of years, he cannot go into forest culture, even with a strong inclination to do so.

In such a state of things, forest culture needs special encouragement. Bounties and freedom from taxes have both been tried in the western States. In some cases a fixed sum has been paid for every tree planted; but the temptation to fraud which the premium held out sometimes proved too strong to be resisted. This plan, judged by its results, can scarcely be recommended for adoption. The freeing of timber-planted land from taxes is said to have answered better; but if frauds can be perpetrated under one form of bonus, it is difficult to see why the same evil may not happen under the other. To be sure, a tree planted in the spring might have its absence explained some months after, on the plea that it was dead. Taxes are payable every year, and they would not be likely to be remitted on land which the assessors did not find devoted to forestry. There is, therefore, a reason for preferring the remission of the tax. Whether the remission of the municipal tax, where there is no other, would prove sufficient, is a question. It is clear that though the remission of state and municipal taxes might achieve the object desired, the remission of the municipal tax only might not bring equal success.

Another question should properly precede this: Is it desirable to offer pecuniary encouragement for forest planting on the prairies, in any form? This is an economical question with a political side; and if it be determined in the affirmative, then it is plain that any mode of encouragement to be adopted should be sufficient. And if it be not answered in the affirmative, it would be a waste of time to discuss it. The experience of other countries, notably the United States, not dissimilarly circumstanced, has decided the question in the affirmative; and we think it would be safe to allow that experience to guide us a moderate distance in the direction to which it points.

It will be much if men's minds be imbued with the necessity and the desirability of tree planting in our north-west. Nor should those who could afford to do it wait for bonuses to supply the necessary stimulus to exertion. If the distant hope of bonuses caused men to wait till they could get them, that hope might prove a discouragement instead of an encouragement. Whether it will pay prairie farmers to grow patches of forest, it will assuredly pay them to grow trees for shelter for their cattle.

The effect of forests on climate remains to be considered. The presence of trees is pretty well understood to conduce to rainfall. Treeless lands are sometimes barren, but by no means always. The Rocky Mountains, by their varying configuration, regulate the rainfall in different localities on the eastern slope. They deflect the clouds in particular directions, and leave some

belts of soil barren. If the planting of forests could correct this defect, which is scarcely probable, it would be advisable to plant gradually up to the barren belts first, and then invade them, as a means of giving them the conditions of fertility.

All that anyone can hope to do at present is to attract attention to the subject of tree planting on the prairies. And this it will not be easy to do, since the average prairie farmer in our North-west has his attention so completely engrossed by matters of more immediate interest. If nurserymen would turn their attention to that quarter, something might be done. The kind of trees suitable to be grown there would have to be ascertained. As a rule, a much greater variety than is actually grown for ornamental trees could easily be secured; and though the characteristic vegetation of each region ought to be the chief concern, the attainment of the widest possible variety is undoubtedly desirable. —*Monetary Times.*

The Value of Lumber.

The *Northwestern Lumberman* can see nothing to indicate why lumber will materially depreciate in value, no matter at what time the period may be placed. It is not reasonable to expect that the great tide of emigration will lessen, so long as this is a Republican Government, and the countries from which the immigrants come are governed by kings and queens. The foreign element will erect houses, barns and fences upon the plains that are now unsettled, and there is no reason to suppose that they will cease to do so until the western prairie States are settled as thickly as Ohio and New York. The demand for building material will increase. In cities other materials will be used largely in place of lumber, as they always have been; but on the whole wooden buildings will be the rule, instead of the exception, long after every person living on the earth to-day shall have gone where, so far as is known, there is no interest taken in buildings built by hands. The future promises no reduction in the cost of production; on the contrary, it is almost absolutely certain that the lumber cut from the logs that will be secured the coming winter will cost more than that now being sold. Provisions and grain will be higher the hauls will be longer, and everywhere stumpage is increasing in value. The boom in pine lands is, of itself, indicative that the days of cheap lumber are numbered, and no inconsiderable proportion of these lands are owned by men who, if necessary, are not only willing, but able to hold them.

Neither the demand nor the supply is an uncertain quantity. The former goes on with a stride that is increased from year to year, and the latter can be figured out with much precision. The ratio of increase of the young timber can be calculated, and the amount of standing timber adapted for commercial purposes is pretty well known. It is unlike the supply of iron and coal in this respect. The beds of the latter may run an unmeasurable distance underground, and in directions least expected, but there is no timber out of sight.

MACHINES TO DESTROY.

To the Editor of the *Scientific American*. You have in your issue of September 3 an article on "Fast Lumber Cutting in the Puget Sound." Yes, it is wonderful how we have progressed in wood cutting and wood working machinery, and we thereby cut up in ten years as much lumber as formerly would have taken one hundred years. We shall soon be in the same fix with all our timber scarcity as you described in an article lately on the black walnut. In fifty years from now, it seems, we can break up all our saw mills and wood working machinery, as there will be no timber to cut unless some one can come to our help and invent a timber growing machine. Are we not a great nation to invent machinery to destroy, so as to turn everything into cash.

G. H. TIMMERMAN.
St. Louis, Mo., September, 1881.

ZEPESA.—A healthy man never thinks of his stomach. The dyspeptic thinks of nothing else. Indigestion is a constant reminder. The wise man who finds himself suffering will spend a few cents for a bottle of *Zepesa*, from Brazil, the new and remarkable compound for cleansing and toning the system, for assisting the Digestive apparatus and the Liver to properly perform their duties in assimilating food. Get a 10 cent sample of *Zepesa*, the new remedy, of your druggist. A few doses will surprise you.

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CLERKSHIP IN SHANTY for Winter. Practical knowledge of timber object more than salary. 4 years experience in offices, 2 in timber. Age thirty-two. First class references. Address "CLERK," care of *Canada Lumberman*, Peterborough, Ontario. 122

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Collier Street, Adjoining the Market.
RATES REASONABLE, CENTRAL LOCATION,
FREE BUS TO AND FROM ALL TRAINS.
237 Every accommodation for Commercial and LUMBERMEN.
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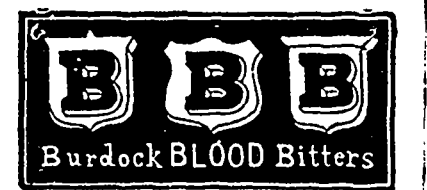
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The Canada Lumberman

DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

PUBLISHED SEMI-MONTHLY BY
TOKER & Co. PETERBOROUGH.

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All communications, orders and remittances should be addressed and made payable to TOKER & Co., Peterborough, Ont.

Communications intended for insertion in the CANADA LUMBERMAN, must be accompanied by the name of the writer, not necessarily for publication, but as a guarantee of good faith. Communications to insure insertion (if accepted) in the following number, should be in the hands of the publishers a week before the date of the next issue.

PETERBOROUGH, Ont. OCT. 1, 1881.

A FOREST DEPARTMENT.

Renewed interest in the subject of the management of our Woods and Forests has been awakened by recent events. The enormous devastation caused during the late dry season by forest fires, and the contemplated sale of timber limits in the Nipissing district by the Ontario Government, both deserve consideration, and have received it.

These two circumstances, though seemingly of such a widely different nature, in one aspect point in the same direction, and teach the same lesson. The bush fires have notoriously in many, if not in most, instances taken their start from the settlers' fires for clearing purposes. Again, the necessity for the sale of the Nipissing timber limits, when there is already so much pine land under license, and the propriety of economizing our supply of standing timber is so well recognized, arises from the fact that settlers are already establishing themselves on the land in question. Not only, therefore, is a premature sale forced upon the Province, if it would avoid the risk of the destruction of this portion of its capital, but the very fact of the sale will inevitably lead to fresh antagonism between the settlers and the lumbermen with their divergent interests.

It is clear when such evil results arise that there is something wrong with our forest management. That a wasteful destruction of valuable property should constantly occur—that the premature consumption instead of economical use of our fast diminishing forest wealth should be encouraged, are in themselves sufficient proofs that our system is faulty and extravagant.

Does it not seem obvious that the difficulty arises from the want of proper classification of the Crown Lands of the Provinces? Surely it would not be difficult to decide what lands should be opened for settlement, and what might be more advantageously maintained permanently as forest. Where the land is well fitted for cultivation, it may be advisable to clear off the timber and then admit the settler as quickly as possible. On the other hand, where the soil is better fitted for forest growth than for agriculture, the settler should be excluded altogether, and a proper system should be adopted for perpetuating the timber growth. Thus our resources—our capital—would be

utilized in the most fitting and economical manner. It is certain that mixing up settlement and lumbering has proved a failure.

We again urge the propriety of establishing a Bureau of Woods and Forests, which will take this and similar matters in hand.

AS OTHERS SEE US.

The following are extracts from a correspondent's letter to the *Scotsman* giving an interesting account of a flying visit he paid to Ottawa, detailing some of the sights he witnessed in that rapidly rising city—the capital of the Dominion of Canada:—"The leading thoroughfares," he says, "have been laid out on a handsome scale, and show a good many substantial buildings." Speaking of the cities he had visited throughout America, he says: "Not one can be said to have really tackled the most important object of municipal management. Quebec is a marvellous agglomeration of pitfalls and sloughs of despond; and in Montreal, though the foot pavements are somewhat better, the carriage ways, for that great commercial centre, are far from satisfactory. In the case of Ottawa, there is more or less paving to be seen along the principal thoroughfares, while the wooden sidewalks are kept in a fair state.

"Scarcely had I completed a general survey of Ottawa," he writes, "when I was taken in hand by a prominent citizen who had kindly undertaken to show the lions. We visited the extensive saw-mills, where timber, floated down the river from distances of fifty to a hundred miles, is cut up into boards. In their mechanical arrangements these mills are very much alike, though with more or less important variations in detail, suggested by the ingenuity of individual managers. In the river above them lie acres of logs, the shooting of which through long slides from a higher to a lower level is considered one of the local sights, and affords a certain mild sensation to tourists who care to trust themselves on the swiftly rushing rafts. Arrived at the mills, the logs are floated one by one into a still water dock, where they are clutched by machinery adapted to convert them into marketable boards with a minimum of manual labor. Hoisted up by means of a chain worked by gearing from the engine, a log is deposited on the travelling platform of a circular saw, revolving with such rapidity that in watching it you are reminded of Smith Mimer's sword, which went clean through a man without his feeling anything but a sort of coldness in his inward. A minute more, and with a weird sound which fancy might interpret as a shriek of triumph over the giant of the forest, the saw has whisked off a slab from one side of the rounded bole, a process which is presently repeated as the other side confronts the relentless teeth. Being thus roughly squared, the log is slid upon another table, where vertical saws, spaced according to the thickness of the boards required, cut their way simultaneously through masses of solid timber. Fed continuously into this machine, the logs come out as so many sheaves of plank. The trimming of rough edges is the work of another moment; and the boards are then sent travelling over a set of endless chains to be, on reaching a certain point, cut to the desired length and delivered at the far end in a state fit for the market. In Ottawa alone the extent and importance of the trade give employment to several thousand persons, whose appearance speaks volumes for the healthy and well-paid character of their occupation. Such indeed is the present prosperity of the lumbering interest that one establishment here has been fitted with the electric light, and is kept running day and night. Being driven by water, the mills have of course, to be closed with the advent of winter; hence this eagerness to make hay while the sun shines. Nail-making, again, illustrates that speed of production attained by division of labor which, whatever may be said against it from the artistic point of view, undoubtedly gives the consumer the advantage of a cheapness otherwise unattainable. As you watch the first stage of the process, before you can count half a dozen, a deft handed boy has slipped within an iron hoop the staves necessary to form a pail or tub. The hoop is driven tight, and the article passed on to a planing machine,

by which, in a trice, inside and out are reduced to perfect smoothness. The cutting of a groove and insertion of the bottom are accomplished with equal celerity; and, ere you have time to turn, the vessel has been fitted with a handle, and ready for the market.

"The power employed in the Ottawa mills is derived from the noble river which, just on the western verge of the town, forms a cataract ranked next to Niagara among the waterfalls of this continent. The depth of the descent does not exceed 40 or 60 ft.; but so great is the volume of water tumbling over a rocky ledge, some 200 feet in length, so terrible the turmoil of the seething caldron which receives its thundering fall, amid clouds of rainbow-tinted spray, that the effect, more especially when viewed from a platform in close proximity, is impressive to the pith of the sublime. Noting how the mill-wheel water passes off as a mere dribble from the edges of the current, one feels that in this enormous magazine of natural force there is a motive power far more than enough to propel all the saw-mills of Canada."

HOW TO FIGURE SPEED.—THE REASON WHY.

To the Editor of the *Canada Lumberman*.

SIR,—I notice in your last issue an article under the above title, written, as I understand it, for the purpose of explaining, in a plain way, the principle upon which the rule for computing the relative rates of speed between driving and driven pulleys of given sizes, as also the relative sizes of such pulleys for given rates of speed is based, for the special benefit of such parties interested as are supposed to be unlearned in such matters.

The object is a commendable one, and the writer evidently has a knowledge of the subject, but in presenting the "reasons why" in such a manner as to be easily understood by those for whom they are intended, and to be of practical use to them, the paper appears, to my mind, to be a failure.

The writer describes "the 'rule' laid down in the 'books'" for the solution of this problem—giving the diameter and speed of a driving pulley to find the speed of a driven pulley of a given diameter to be, "multiply the diameter of the driving pulley by its revolutions per minute, and divide by the diameter of the driven pulley." Of course, if it were required to find the size of a driven pulley to produce a given rate of speed, the rule would be—Multiply as before, and divide by the number of revolutions of the driven pulley.

With your permission, I will give my version of the "reasons why" for the above rules.

From the article referred to I quote the following example:—"Suppose the diameter of driver was 25 inches, its speed 180, and a speed of 600 was required, what would be the diameter of the driven pulley?"

The relative rate of speed of the two pulleys respectively is in inverse proportion to their respective diameters, therefore the above question should be stated thus:—

As 180 : 25 :: 600 : diameter driven pulley.
Every schoolboy knows that to work this out, you multiply the first and second terms, and divide by the third, say—

$$\frac{180 \times 25}{600} = 7\frac{1}{2}, \text{ the diameter required.}$$

In this operation you exemplify the "rule"—"Multiply the diameter of the driving pulley by its rate of speed, and divide by the speed of the driven pulley," clearly illustrating the principle upon which it is based.

To avoid complications and confusion in computing, where counter shafts are used, apply the above simple rule to each motion separately in regular order, either forward or backward, and you will arrive at a correct conclusion, no matter how many changes of speed or "train of gearing" there may be between the first motion and the last one.

Hoping this may be of use to some of your readers, I am, yours truly,

COGG WHEEL.

St. John, N.B., Sept. 21.

The good accomplished with steel pens is incalculable, but the cost of a box of Esterbrook's is only nominal. The stationers have them. The trade supplied by Brown Bros., Toronto.

TIMBER LIMITS BURNT.

The Kingston *Whig*, of Sept. 20th, says: Last evening a gentleman who has just arrived from "away back," was interviewed in relation to the destruction caused by fires, which of late have been so terrible, convincing settlers of the danger of starting them in dry times in order to clear their farms. The west part of Clarendon and the whole of Miller have been swept over by the fiery scourge, carrying destitution and loss.

Mr. Leopold Ohlman, who resides at a place near the mountain, has lost his barns, house, crops and fences.

Mr. J. Stalker has been a sufferer to a similar extent. The people are thankful that their lives have been spared.

The fire is now in the pines, and it is asserted that the limits of William Mackay, of Ottawa, have been greatly damaged. They were all burned over, and to preserve the charred timber from further destruction by borers and dry rot Mr. Mackay will need at once to remove the partially destroyed tree trunks and have them sawn up. A large number of men will be wanted to do this work.

Mr. McLaren's limits have also been burned over. The camps of the lumbermen in both Mackay's and McLaren's limits have been burned, but the depots and supply houses have not fallen a prey to the ravaging flames. It is hard to say what the extent of the damage has been.

The heaviest loss to the farmers will be those of their crops and fences. The wood is not of as much consequence to them as it is to the people of the cities who depend on the forest in the rear for their fuel supply.

The fires around Plovera are still raging, but there is now no fear of the destruction of the village. Yesterday the fires were but a few miles from Plovera.

Not much disaster so far has been wrought in Palmerston, the residents of which are very particular as to fire.

Canoto, which has not yet been much settled, but which is now open to settlements, has been all burned over and many acres are described as "a mouldering fire bed." The sight at night is said to have been grand. The country for miles has been lit up by the flames. A short time ago our informant drove out some miles to see the conflagration work up this side of what is known as the mountain. The scene was impressive, the flames creeping up the tall trees and leaping higher and higher until they reached the craggy peak. The fantastic and weird shapes in which the seething flames twisted presented an unparalleled sight in this vicinity. For some hours afterwards the glowing fire could be seen eating its way into the pines. It is stated that even green hardwood has fallen a prey to the destructive element. This is an unusual occurrence, due to the fact that the trees are now almost devoid of sap. The fires will smoulder for a long time unless rain falls.

The most mischievous fire observable is that which runs along the line of the K. & P. R., especially between Parham and the Mississippi.

Saw Mills Burned.

PHILIPSTON, Sept. 25.—About six o'clock this evening Anderson & Tennant's large saw mills, known as the Anten Mills, at Hendrie, three miles south of here, were burnt. The fire burst out suddenly near the boiler-room, and when discovered the interior was a mass of flames. The mill was totally destroyed; cause unknown. Its value was from \$15,000 to \$18,000. The insurance is reported from seven to ten thousand dollars. Very little lumber was burned. The Northern and North Western Railway lose flat cars, burnt.

The *Monetary Times* says that an enterprise of some importance is the coöperation of Messrs. Pike and Richardson, of Pikeville, near Chatham, Ont., who have contracted with parties in Europe to furnish five million elm hoops, twenty-five million elm staves and basswood headings innumerable. The firm has factories at Bismarck, Rodney, Comber, Tibury, Charing Cross and Buxton. They employ 370 men, besides those engaged in getting out logs, while the capacity of the works is 30,000,000 staves, 6,000,000 hoops, and 1,000,000 set barrel staves.

IMPORTANT MEETING.

THE SUBJECT OF FOREST FIRES CONSIDERED—
ESSAY ON FORESTRY.

At the meeting of the Ontario Agricultural Association, held in the City Hall, London, on September 21st, prize essays on forestry were read.

Mr. J. H. Aylesworth presided, and on the platform were professors Bell and Mills.

Professor Bell explained the objects of the meeting, and said the necessity for precautions being taken by the Government for the preservation of the forests was becoming more and more obvious. The essay which had been awarded the first prize by Professor Buckland, Mills and himself was written by Mr. D. Nichol, of Cataract, Frontenac county. He then read the essay, which embraced a list of all trees indigenous to the country, with the habits and values of the same, and their adaptability to the different soils. Directions for planting were also given at length, and some valuable information in regard to the destruction of forests by fire and other causes. The essay included a description of shrubs suitable for hedge plants, and the white cedar was highly recommended for that purpose. A mass of valuable information on the subject was contained in the essay.

Prof. Bell could corroborate what was said in regard to the white cedar for hedges from personal observation. The locust was also valuable for such purposes.

Prof. Mills proposed that Prof. Buck's essay on the same subject be read by the writer, as his observations on the subject were the result of a long experience.

Prof. Buck's essay referred to the immense destruction of forest areas by the early settlers of the country. At that time it would have been ridiculed if the proposal to save the timber had been made. He spoke of the timber interest as second only to that of agriculture in this country. The health-preserving properties of forests was pointed out, and the many other benefits derived from their presence. The annual revenue derived from the timber lands of Ontario aggregated over \$400,000. The destruction by fires was dwelt on, and some surprising statements made in regard to this. More trees have been destroyed by these bush fires than have ever been exported from the country. Some of the precautions taken by the Government against this destruction were related, and examples were drawn from those countries in which the tree felling was regulated strictly by the government. From the time occupied by hardwood in coming to maturity—80 to 150 years—it was most obvious that the government must become the producer. No private individual could undertake such a work. In the neighboring republic great encouragement was given to tree raising, by free grants of land, etc., for that purpose. One of the largest exporters in the country expressed his opinion that in twenty years there will be no pine to export from Canada. In conclusion, he stated that it was absolutely necessary that forest fires should be suppressed, and the Government ought to take steps for enforcing precautions having this effect in view. Secondly—the pine lands remaining should not be settled. Thirdly—waste lands should be immediately planted. The destruction of the forests, he said, would lead to the gradual decrease of rainfall and other evils.

Professor Bell said the object which the Society had in view in offering prizes for these essays was to draw the attention to a subject which was of vital importance to the country.—
Free Press.

DYSPEPSIA.—Strengthen your digestion—tone the stomach for utilizing and assimilating every atom of food you take, the body needs it for strength and vigor. *Zepes* cleanses the entire system, stimulates the Liver, keeps you regular, and able to eat ten-penny meals. Letters and postal cards come in daily, telling of cures and help from *Zepes*, from Brazil. Positive proof of the health and vigor it gives in a ten cent sample. Ask your druggist.

LADIES, would you be beautiful, have a clean complexion, free from blotches, pimples, and other skin diseases arising from impure blood; would you restore the bloom of health to the pallid cheek, the brilliant sparkle to the eye, and elasticity to the step, take Burdock Blood Bitters, the great blood purifier, vitalizer, and tonic. A sure cure for all forms of female complaints, weakness, and irregularities. One dollar per bottle. Sold by all druggists. T. MITCHELL & Co., Toronto.

OMEMEE.

KINCAID'S MILLS. We are pleased to notice the increased business which has sprung up in connection with Mr. Kincaid's saw, shingle and planing mills here. The product of these mills for the past season has been as follows:—Half a million feet of pine lumber, half a million of shingles, and two hundred thousand feet of hardwood, besides supplying the local demand and attending to large orders connected with building operations. Mr. Kincaid has shut down at present for want of water to bring logs to the mills. He was to leave for the woods on the 22nd Sept. to get out more logs from his limits in the township of Harvey. The bush fires made considerable havoc in these limits, destroying a large number of logs, &c.

Cedar Strips.

A Saginaw man has devised machinery for manufacturing cedar strips with which to line trunks. The machinery consists of a set of knives six and one-half feet long, which begin on the outside of a cedar log and cut it lengthwise into strips of any thickness required from the thirty-second to half an inch in thickness, the strips being delivered in a compact roll ready for use as soon as cut. The importance of this manufacture consists in the fact that cedar wood is a complete protection against all kinds of vermin, such as ants, cockroaches, lice, moths, and worms of all kinds. This ceiling can also be used for pantries, clothes presses, store-rooms, and all other apartments in the house, where insect pests are apt to be found. It can also be used for flooring. By the new method, the difficulty occasioned by the smallness and imperfection of cedar logs is overcome. By paring the strips thin, they can be made fifty feet long, and their flexibility prevents their breaking. For ceilings, the edges are beveled and glued together. It has been suggested that these thin cedar strips be used for mattresses.

Kentucky's Biggest Tree Felled.

The Louisville Commercial reports the felling of Kentucky's largest tree near Carr's. The tree measured 13 feet in diameter at the base. The cut was made 6 feet above the ground, where the tree was 12 feet through. The Commercial adds:—"From the cut to the first limb can be made eight good length rail cuts, each 10 feet long, which would split enough rails to fence a small farm. The first limb was nearly a dozen feet in diameter, and it would have, by itself, made a very large sawlog. Nearly all the small limbs had fallen and decayed away. Its plank measurement is computed at nearly 50,000 feet, besides several limbs that would make altogether, 25 cords of wood. On the day of the felling a large concourse of people marched from Vanceburg to the place. Colonel W. S. Rand, an able speaker, was the orator of the day. He and others, qualified to be good judges of such things, supposed that this mighty forester was four or five centuries old. There were to be distinctly seen over 300 rings, and it is not known how long since it completed its growth, as it has been dead for many years.

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A combination of Hops, Eucaly, Mandrake and Dandelion, with all the best and most rarest properties of all other Bitters, makes the greatest Blood Purifier, Liver Regulator, and Life and Health Restoring Agent on earth.

No disease can possibly long exist where Hop Bitters are used, so varied and perfect are their operations.

They give rest, life and vigor to the aged and infirm. To all whose employments cause irregularity of the bowels or urinary organs, or who require an Appetizer, Tonic and mild Stimulant, Hop Bitters are invaluable, without intoxicating.

No matter what your ailments or symptoms are what the disease or ailment is use Hop Bitters. Don't wait until you are so sick but if you only feel bad or miserable, use them at once. It may save your life. It has saved hundreds.

\$500 will be paid for a cure so they will not cure or help. Do not suffer or let your friends suffer, but use and urge them to use Hop Bitters.

Remember, Hop Bitters is no vile, drugged, drunken nostrum, but the Purest and Best Medicine ever made; the "INVALIDS FRIEND" and "HOPS" and no person or family should be without them.

D. J. C. is an absolute and irresistible cure for Drunkenness, use of opium, tobacco and narcotics. All sold by druggists. Send for Circular. Hop Bitters Mfg. Co., Rochester, N.Y. and Toronto, Ont.

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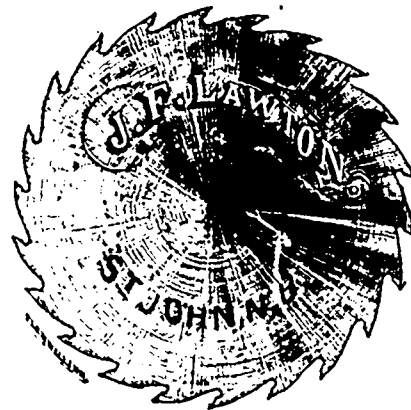
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SAWS REPAIRED in the best manner and on Short Notice.

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We give a Good Tweed Suit for.....\$6 00

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LUMBERMEN!

When you visit Toronto, come direct to OAK HALL, and fit yourselves out with a Good Suit. Remember the address:—OAK HALL, the Great One Price Clothing House, Toronto, opposite St. James Cathedral.

SALE OF TIMBER LIMITS

The Ottawa Free Press, of Sept. 20th, says:—The announcement that there would be sales of timber limits by Messrs. Brower and Tackaberry at the Grand Union this afternoon attracted to that place a large crowd of buyers and others. By two o'clock the spacious main office of the hotel was crowded with lumbermen, lawyers and business men, who were either engaged in conversation or examining the maps of the various limits which adorned the walls of the room.

About half-past two o'clock loud voices were heard in one corner of the room, rising over the general hum of conversation which filled the air. In the midst of the crowd, talking at the top of their voices and gesticulating wildly, were seen the two auctioneers. The matter in dispute was as to the order in which the sales should be conducted. It seems that both the auctioneers had advertised their sales to take place at two o'clock, and as it was obvious that they could not both sell at once, the question arose as to who should sell first. Each of the rivals had his friends who warmly espoused his cause. What with the loud tones of the auctioneers, the applause of their friends, and the suggestions of disinterested bystanders, there was a perfect babel of voices. In the midst of the hubbub, auctioneer Macdonald announced that he had intended to offer a farm for sale, but owing to the death of President Garfield, he would postpone it until after the funeral. This announcement was greeted with cheers and laughter, and had the effect of restoring good humor among the excited partisans of the two auctioneers.

A few minutes later Mr. Brower mounted a chair and addressed the crowd. He said he was willing to do anything that was fair. He was willing to leave the matter in the hands of his employers, who should make an arrangement with Mr. Tackaberry's employers. They, and not the auctioneers, were the proper people to settle the question.

No sooner had Mr. Brower vacated the chair than it was mounted by Mr. Tackaberry, who claimed that his sales had been advertised a long time before Mr. Brower's, and hinted that the latter had unfairly fixed the date of his sale of poor limits on the same day in order to take advantage of the crowd who would come to purchase his (Tackaberry's) good limits.

Mr. Brower retorted that the last speaker had never had a limit to sell at the time he had first advertised them; but that before starting for Manitoba he had stuck his name to the advertisement in order to let people know that he was coming back.

Then ensued a most amusing scene. The rival auctioneers jumped up and down off the chair alternately, and addressed the crowd in a highly excited manner. Recriminations and epithets the reverse of complimentary issued from the mouths of the speakers in the most lively manner. Auctioneer Tackaberry said this was no place for squabbling, and darkly hinted that the matter might be finished elsewhere. Just as it began to look as though the war might develop into something more than a wordy one, auctioneer Macdonald once more restored temporary good humor by shouting out that if both auctioneers would give in, he would sell the whole of the limits himself.

Hostilities ceased for a time, and about ten minutes later Mr. Tackaberry offered for sale Campbell's limit of 39 square miles, situated on the Trent Lake branch of the Petewawa river. The limit was put up en bloc, the first bid being \$15,000. The bidding was not very lively, and slowly by bids of \$1,000 apiece \$20,000 was reached. The bidding then hung fire for quite a time, until a voice in the rear of the crowd offered \$300 better. Half a dozen more bids of \$300 increase at a time brought the amount up to \$22,500, when the bidding ceased and the limit was knocked down to Mr. Wm. Moore for that sum.

While Mr. Tackaberry had been engaged with this sale, his rival mounted a chair in another part of the room, took documents and maps out of his pocket, and made every preparation for announcing a sale as soon as Mr. Tackaberry finished his first one. No sooner had the first limit been knocked down than Mr. Brower announced, in loud tones, that he was instructed to offer for sale a limit of fifty square miles on

the River Cologne, known as the Bryson limit. Mr. Tackaberry appealed to his audience not to leave him, as he intended to go right on selling. In proof of this, he commenced to read the description and terms of sale of another limit. Both auctioneers then attempted to conduct their sales at one and the same time. The result was a scene which was probably never witnessed at an auction before in Ottawa. What with the handsome room, the large crowd of shrewd looking business men with pencil and note book in hand, and the confused babel of voices, over which arose clear and distinct the voices of the auctioneers, it could not but remind the spectator who had visited the New York Gold Exchange in its palmy days of that famous institution. Both auctioneers talked for all he was worth, but scarcely a word either said could be distinguished. After a few moments Mr. Tackaberry's voice ceased for a time and bidding on Mr. Brower's sale commenced. The first bid was for \$2,000, and it rapidly ran up from that to \$3,500. Mr. Tackaberry then recommenced, and the confusion was worse than ever. A few moments later Mr. Gornully, who represented some of the parties for whom Mr. Tackaberry was selling, came over to Mr. Brower and informed him that it had been agreed that the sales should be conducted alternately.

Harmony having thus been restored, Mr. Brower proceeded with his sale, and the bidding advanced to \$9,000, when it ceased. After consultation with his employers, Mr. Brower then announced that the bidding having not come up to the expectation the limit would be withdrawn.

Mr. Tackaberry then put up a limit of fifty square miles situated between the Desmoine and Coulongo rivers, at present owned by Sir Francis Hincks, who was present. The first bid was for \$100 per mile, and the second for \$110. Here the bidding ceased and the limit was withdrawn.

Forest Fires.

The plague of smoke has settled down over Ontario. On Monday evening the darkness was so complete in the vicinity of Kingston as to be comparable only to that described as having visited Egypt in the time of Moses, while further west the colors which the sky displayed seemed to be reflections of the bottomless pit. So powerfully did these appearances work upon the imagination of the people that the possible near approach of the day of judgment became a subject of concern with many, while the most painful rumors of calamities to neighboring cities were flying in all directions. By forest fires an enormous amount of good property is being destroyed. We presume the gases of the smoke, when they reach the ground, make the best of manure, but it is manure of a very expensive kind, as we shall find in a few years when timber becomes scarce. It is very hard for the Canadian to realize the state of things which is approaching. So long has it been our lot to contend with the forest that we look upon it rather as an enemy than as a friend. But it requires little knowledge to see that the splendid lumber regions of Michigan and Canada are diminishing at a tremendous and ever accelerating pace, and that the demands of the continent are increasing with like rapidity. For railway ties alone the demand on our forests must be enormous just now. It becomes, then, a matter of life and death to protect the forests. This seems to persons used to the liberty of this country a simple impossibility. It is, however, a thing which has been achieved elsewhere and can be achieved here. It would be very queer in the eyes of a woodsman to be told, for instance, that he must on no account smoke in the bush, mosquitoes or no mosquitoes, and must only make fires under certain regulations. Yet such are the laws in Sweden, with the result of maintaining the forests of that country from year to year in undiminished productiveness. We are not prepared for such absolute laws here, but it is high time steps were taken to make forest fires less common. One thing that might be done is to have fire inspectors whose duty would be to report on the cause of every forest fire, large and small, and to suggest means to prevent the recurrence of the cause when discovered. — *Montreal Witness.*

TRY BURDOCK BLOOD PURIFIERS, the great system renovator, blood and liver syrup, acts on the bowels, liver and kidneys, and is a superb tonic.

THE AMERICAN TRADE.

The *Northwestern Lumberman*, of September 17th, says that but few changes in prices have been reported during the past week. Since the advance following the one made by the Chicago dealers, August 27, prices have been steady and very firm. With a single exception, there has been no weakness in the leading markets throughout the country. The volume of orders has been large, in many cases exceeding the ability of the dealers to supply. From Toledo we learn that the stock of dry lumber is nearly exhausted, and that some kinds are bringing more than price list quotations. Philadelphia has low stocks in some grades, and is looking toward another advance. The mills at Williamsport have shut down on account of low water, which, if it continues, will be liable to somewhat affect prices in that locality. Burlington, Vt., reports an extraordinary heavy trade, with every indication that it will continue throughout the season.

A lack of transportation facilities is common, not only in the west, but in the east as well. The shipment of orders is much delayed for want of cars, and as a consequence lumber is accumulating on the docks and mill-yards. Water freights are firmer, and in some cases have materially advanced. It is expected that the scarcity of cars will be more marked as the crops of the season begin to move more freely.

An extensive correspondence shows that stocks in the country yards are nowhere heavy, and we often hear the expression that at present they will be allowed to remain in that condition. Building operations have been suspended to some extent, more particularly among the farmers. The high prices obtained for their farm products may cause a revival, but it is sure to come late, and probably not to any extent until the coming spring.

In the Duluth region, and throughout Wisconsin, many of the mills that were filling their orders slowly, and in some cases were doubtful about their ability to fill some of them at all, have now plenty of logs, the late rains causing clean drives. Often it is necessary to ship lumber as fast as it comes from the saw, but the ones who were behind are glad to be able to do even as well as that.

Saw Waste.

One reason why the cabinet woods of the country are scarcer and dearer yearly is given in the editorial correspondence of the *Chicago Industrial World*. The gentleman has been spying out the land, and in the course of much interesting information, says:—"The unaccountable waste of timber is startling, if not appalling. While economists and all thoughtful men in the older States are gravely discussing the problem of the coming timber famine, the good natured, easy going farmers of Henry county (and all Missouri) are splitting magnificent walnut, butternut, cherry and mulberry trees into common rails for the enclosure of \$8, \$12 and \$20 lands, cutting them into logs for cabins, hovels and pig troughs, and even into common cordwood to sell on the market in competition with cheap coals. Still worse, many a woodland farmer girdles scores of valuable trees (even the stumps of which will be gathered for the coming markets), burns them in the new clearings, side by side with the baser woods, and wonders the while that he must pay enormous prices for solid walnut furniture from factories a thousand miles away."

A Black List.

The happenings of the past week in business circles in Ontario include a grave list of losses by fire. Accounts of forests blazing and homesteads destroyed in a number of western counties are followed by those of mills and factories devoured by the flames. Two planing mills, a hotel and two wagon shops are burned in Lis towel; Coates' shingle mill at Barrie, John Boyd's planing mill and J. P. White's mills at Whitesville are also burned, Thos. Ouillette, an extensive shipper of woods from the county of Essex has, we regret to see, sustained a heavy loss by the burning of his mill and piles of lumber at Gordon; Thomas Green & Co.'s planing mill in London is burned, and H. C. Green sustains a loss on lumber; W. A. Fraser, lumberer, Wallaceburg, is burned out; so is Henry Wells, of Salford. — *Monetary Times.*

BUSH FIRES AGAIN.

GRAND DESTRUCTION.—VILLAGES, SAW MILLS, LUMBER, FARMS, ETC.

GRAVENHURST STATION, Sept. 16.—The Woodstock Lumber Company's mill stock, about three millions, has been entirely consumed. The stock belongs to McDonogh, McCool & Oliver, of Toronto. It is understood to be insured, but to what extent is unknown. The whole of West Gravenhurst is burning at this moment (4.15 p.m.) One church and six houses have already gone, and if the wind, which is now blowing a gale, continues, another mill will go containing about two and a half million. The fire is already running in the sawdust. We have lost one car, and there are six more in danger, which we cannot get at, the track being burned.

LINDSAY, Sept. 16.—The bush fires last night were very disastrous. A strong wind prevailed all day, which almost rose to a hurricane during the evening. Losses by fire are reported this morning from all quarters. A bridge on the Victoria railway, near Kimmount, was burned; also the saw-mill and a large quantity of lumber belonging to Mr. Ashman, of Eldon. The barns of J. Birmingham and D. Jameson, in the same township, were destroyed with their contents. The wind continues high to-day, and it is feared that the fires will again start afresh. At one time last night it was expected the station buildings at Fenelon Falls would be burned, but by the efforts of the villagers they were saved.

How to Render Wood Fire-Proof.

F. Folbary, of New York, has devised a method of making wood incombustible without, in any way, altering its outward appearance. Wood prepared in accordance with his process may possibly be charred just at the surface, but the heat to which it is exposed, though ever intense, can never penetrate right into the wood, and touch its fibres. Timber petrified in this way is particularly suitable to staircases that are to resist a conflagration. The composition devised by the inventor is as follows:—35 pounds of sulphate of zinc, 22 pounds of potash, 44 pounds of alum, 22 pounds of sesquioxide of manganese, 22 pounds of sulphuric acid at 60°, and 45 pounds of water. The whole of the solid substances are put in an iron vessel containing the water at a temperature of 113° F. When all this solid matter is dissolved, the sulphuric acid is poured in slowly until the whole is saturated with it. The solution is now ready, and in order to prepare timber with it the pieces must be put on an iron grate in a suitable recipient, in accordance with the size of the pieces and the object for which they are intended, care being taken to leave half an inch between any two pieces. The composition is pumped into the recipient, and after the whole of the spaces have been filled up, it is left there in a boiling state for at least three hours. The wood is then taken out and placed on a grato like wooden stand in the open air, to make it dry and firm. When thus prepared the impregnated wood may be used for ship-building, and building in general, for railway carriages, scaffolding, posts, wooden pavements, and generally for all purposes, while it is desirable that the material should be able to resist fire.

On Piling Wood.

Many people who handle wood do not know that if they wish the bark to come off they should pile it bark down; if they wish to retain the bark, the opposite course should be taken. A correspondent writes to the *Detroit Post-Tribune* giving his experience, as follows:—"I have sold wood for over forty years in Michigan, and I find that when split wood is corded bark up it remains on until I sell and measure up the wood, and all that is piled bark down the bark falls off and measures nothing; besides, there is more heat in the bark than in the sap of the log. The most and best ashes are also in the bark. I have on my place now some maple wood that was chopped nine years ago and corded bark up, and the bark would hold on if I would draw the wood to Saginaw (18 miles) and cord up and measure; besides, the bark is lighter to draw. Where the bark is piled down the water runs in around the wood and makes it dozy, wet and heavy. Tell your neighbors to try it. Railroad companies would save thousands of dollars by piling their wood bark up."

THE LIVERPOOL TRADE.

Robert Coltart & Co.'s Wood Circular and Prices Current, dated Liverpool, 3rd of September, says:—

During the past month there has been a fair consumption, and prices generally have been well maintained, with a slight advance in some articles. The import as a whole has been on a moderate scale, but some stocks, especially pitch pine, still remain too large for the present demand; altogether there is a better feeling in the trade than has been observed for several months, only modified by the bad weather and gloomy prospects in the agricultural districts, where there is little hope of anything beyond a very deficient harvest.

COLONIAL WOODS.—Of square pine the import has been light, but the higher prices now asked have curtailed the consumption, which has amounted only to 85,000 feet, against 255,000 feet during the same period last year; the sales have been by retail. Waney board pine has arrived more freely, and the stock has considerably increased; a parcel of second quality, 1 1/2-inch average, has been sold at 22s. per foot. Of red pine a parcel of poor quality has been sold at 15d. per foot. For ash the demand is dull, prime wood only being wanted. A parcel of elm, 4 1/2 feet average, is reported sold at 23d. per foot. For oak the demand continues limited, and the arrivals are being held for better prices. The demand for wagon scantlings is good, and with the present moderate import, prices should improve. The consumption of birch continues limited, and the stock is about equal to that held at the same time last year; by auction, 161 logs from Oak Bay were sold at prices ranging from 13 1/2d. to 18 1/2d. per foot, and Dalhousie at 14d. to 16d. per foot. Black walnut has been sold at prices ranging from 4s. 7d. to 5s. 2 1/2d. per foot. The import of N. B. and N. S. spruce deals has consisted of 11,828 standards against 8,279 standards during the same period last year, but the consumption has also been on a large scale, namely, 12,603 standards; the present stock amounts to 16,605 standards; prices during the month have been fully maintained, opening at £6 15s. per standard for St. John, and afterwards improving to £7 per standard; by auction the cargo ex *New City* from St. John was sold at an average of £6 6s. 3d. per standard, *Miramichi* at £6 7s. 8d. per standard, and Oak Bay, N.S., at £6 14s. 10d. per standard; by private, *St. John* have been sold at £7 per standard, *Musquash* at £6 10s. 3d., and *Bay Verte* at £6 12s. 6d. per standard. Of Quebec pine deals the stock still remains heavy, consisting of 9,742 standards against 4,508 standards at the same time last year; there has, however, been a good consumption, and prices are without material change; 1st quality broad realized at auction £22 10s. and £23 per standard. Quebec merchantable pipe staves have been sold at £37 10s. per mille, and punchoon at £22 per mille.

NORTH OF EUROPE WOODS.—For fir timber the demand continues languid, and the stock is sufficient. Sales have been by retail only. The import of Norway flooring boards has been extremely light, and the consumption, although moderate, shows an increase over the same month last year; the present stock is not heavy. Prices have improved during the month, and sales have been made on a basis of £8 15s. per standard for 1st white, but shippers now hold out for higher prices. Of red deals several contract cargoes have arrived from Archangel, Onega, &c., and are going well into consumption. For mining timber the demand is dull. Masts and spars are inquired for. Fir staves have been sold at £7 7s. 6d. per standard c.i.f.

UNITED STATES, ETC. WOODS.—The stock of pitch pine is heavy, consisting of 1,410,000 feet, against 578,000 feet at the same time last year, and 847,000 feet in 1879. There has been a fair consumption, and the tendency of prices is upwards, no doubt induced by the high price of Quebec pine. By auction, the cargo of hewn timber, ex *Martin Luther*, from Pensacola, averaged about 16 1/2d. per foot for 85 feet average, and 16 1/2d. per foot for 31 feet average sawn. A parcel of prepared pitch pine flooring boards was sold by auction at £18 10s. per standard for 1 1/2 x 5 to 7; £17 5s. standard for 1 x 5 to 7, and £16 15s. per standard for 1 x 4 and 5. Oak Staves—New Orleans extra heavy pine have been sold at from

£60 10s. to £65 per mille; hoghead at £45 per mille, and barrel at £24 per mille.

PRICES.—FROM BRITISH AMERICA.

Yellow Pine Timber.	£	s.	d.	£	s.	d.
Quebec, per cubic foot	0	1	2	0	2	2
Waney board.	0	2	0	0	2	0
St. John's, 19 inches average.	0	1	8	0	1	0
Other ports	0	1	0	0	1	5
Red Pine, Quebec	0	1	0	0	1	7
Oak	0	2	8	0	2	11
Elm	0	1	8	0	2	0
Ash	0	1	6	0	2	0
Birch, St. John	0	1	2	0	1	5
Quebec	0	1	0	0	1	7
Nova Scotia	0	1	0	0	1	1
Spars, Spruce	0	0	10	0	1	0
Deals, Quebec and Michigan Pine—						
1st quality, per standard	19	0	0	20	10	0
2nd quality, per standard	13	10	0	14	0	0
3rd quality, per standard	8	5	0	8	15	0
Planks—						
Spruce, St. John	0	17	0	7	0	0
Nova Scotia, etc.	0	12	0	6	17	0
Staves—						
Quebec Merchantable Pipe, per M.	75	0	0	80	0	0
Quebec Culls, per M.	60	0	0	67	10	0
West India Merchantable Pipe, per M.	20	0	0	21	0	0
West India Culls, per M.	15	0	0	16	0	0
Oars, Ash, per running foot.	0	0	2 1/2	0	0	3
Handspikes, Hickory, per dozen	0	16	0	0	18	0
Lathwood, per fathom, 4 feet.	4	0	0	4	10	0

FROM THE UNITED STATES.

Hewn pitch pine, per cubic foot	0	1	3	0	1	5
Sawn pitch pine, per cubic foot	0	1	3	0	1	7
Prepared pitch pine flooring, Per. std.	18	0	0	19	0	0
Oak logs	0	2	0	0	2	6
Teakwood, East India, per load	10	10	0	13	0	0
Greenheart	6	0	0	6	10	0

NEW BRUNSWICK SHIPMENTS.

From January 1st to September 1st, of this year, the shipments from St. John, N. B., were as follows, giving the details of their respective destination:—

	Deals and battens	Boards and scant'g.	Pal-ings.	Pine.	Birch.
Bristol Channel	23,050,240	1,147,835	8,150	...	...
Liverpool	42,495,055	1,830,983	207,795	743	2,833
Continent	14,810,822	171,113	5,000	...	...
Glasgow	6,974,710	294,160	...	...	...
Queenstown	1,232,540	37,074	400	...	...
London	6,680,372	430,090	...	...	...
Barrow	1,002,127	11,544	...	...	...
Fleetwood	446,008	...	...	...	...
Carnarvon	330,891	297	...	...	650
Australia	1,205,504	32,607	35,020	...	...
Africa	1,009,331	114,324	...	...	...
Ayr	415,115	...	...	...	...
Faversham	639,933	1,008	...	...	...
Plymouth	440,540	...	...	...	...
Belfast	5,578,064	...	...	...	...
Dundalk	840,959	...	...	25	6
Limerick	1,770,326	...	...	...	...
Londonderry	2,277,629	...	...	...	...
Waterford	332,340	...	...	4	...
Silgo	405,793	...	...	...	...
Wexford	337,882	...	...	9	...
Newry	1,721,570	1,167	...	...	...
Droghda	707,119	...	...	...	...
Clonsilla	310,604	...	...	...	...
Cork Quay	4,093,348	52,455	...	...	...
Portrush	641,116	...	...	...	...
Dublin	7,641,232	20,488	...	...	...
Westport	633,294	...	...	...	...
Bantry	420,602	...	...	...	...
Galway	540,795	...	...	...	...
Warrenpoint	1,078,617	8,000	...	...	...
Kenmare	312,611	...	...	...	...
Clifden	226,035	...	...	...	...
Dungarven	422,659	...	...	...	...
Wicklow	341,540	...	...	...	...
Claro Castle	315,624	...	...	...	...
Hare Island	567,739	...	...	...	...
Total	133,094,143	4,201,613	284,903	768	3,609

THE WOMAN GENERAL in the battle field of life is general debility, which the vital forces often fail to conquer. Burdock Blood Bitters are over victorious against all attacks of chronic disease, they regulate the bowels, act upon the kidneys, liver, and all the secretions, tone up the debilitated system, strengthen the nerves, purify the blood and restore lost vitality. One dollar per bottle. All dealers in medicine can supply you.—T. MURKIN & Co., Toronto, General Agents.

D. S. BRIGGS,
9 TORONTO STREET, TORONTO.
WHOLESALE DEALER IN
Clear, Pickings, Common and Hardwood
Lumber, Lath, Shingles, &c.
BILL STUFF CUT TO ORDER.

J. K. POST & CO.
LUMBER MERCHANTS
And Shipping Agents.
OSWEGO, N. Y.

JAMES HADDEN,
MANUFACTURER OF
Shingles and Dressed Stuff.
Foxmead, P. O., County of Simcoe, Ont.
Two Planer for sale or exchange for a Boiler

S. S. MUTTON & Co.,
Wholesale Lumber Dealers
TORONTO.
We have for Sale a large quantity of PINE, OAK, WHITEWOOD, ASH, CHESTNUT, CHERRY, BUTTERNUT, BASSWOOD, &c.
A SET OF TUB MACHINERY FOR SALE.
CHEAP—OR EXCHANGE FOR LUMBER.

A. L. UNDERWOOD
WHOLESALE DEALER IN
White Pine, Basswood & Hardwood,
82 King Street East,
TORONTO, ONT.

J. G. EDWARDS
HARDWARE MERCHANT,
LINDSAY.
BELTING, FILES, BABBIT METAL,
CHAINS, ROPE, and
LUMBERING SUPPLIES.

WANTED.
Cherry, White Ash, Black Ash, and
Dry White Pine Lumber.
Quote Price delivered, and Carefully
Describe:—Quality, Widths, Length,
Thickness, and how long Sawed.
ROBERT C. LOWRY,
Wholesale Lumber,
55 Pine Street, New York.

WISDOM & FISH
IMPORTERS AND DEALERS IN
Rubber and Leather Belting
RUBBER HOSE, STEAM PACKING,
LUBRICATING OILS, COTTON WASTE
Wrought Iron Pipe and Fittings, &
And all Articles used in the Application of Steam to Machinery.
No. 41 Dock Street, St. John, N. B.
(SMALL'S BLOCK.)
N.B.—Estimates for Steam and Hot Water Heating Apparatus furnished on application. All work warranted.

SAMUEL WINDRIM,
MANUFACTURER OF
Agricultural Implements, Etc
MILLBROOK, ONTARIO.
HAVING DISPENSED WITH THE SERVICES OF AGENTS, I take this opportunity to bring to the notice of intending purchasers of Reaping Machines, that I have now on hand a quantity of the Celebrated
HANLAN REAPER,
which has NEVER BEEN BEATEN YET, and am prepared to allow the Agents commission—FIFTEEN PER CENT—on all purchases.

Penetanguishene Foundry
AND
MACHINE SHOP
CRAIG & CAMERON, Proprietors.
The undersigned beg to announce to the public that they are prepared to make all kinds of Mill and Steamboat Brass and Iron Castings.
All kinds of PLOW CASTINGS kept on hand. Plow Points and Landslides a specialty.
We have first-class machinery and are prepared to do all kinds of TURNING or PLANING on short notice.
We hope by strict attention to business and moderate charges, to merit a share of the public patronage.
All work guaranteed.
G. A. CRAIG,
C. CAMERON.

FOR SALE.
The Dexter & Whitwam Manufacturing Company, offer for Sale the Entire
Real Estate Plant and Machinery
OF THEIR EXTENSIVE
BENDING & TURNING FACTORY
Situated in the City of St. Thomas, in the County of Elgin, Ontario. For full particulars apply to H. BROWN, Manager, or E. MOORE, President.

J. T. LAMBERT,
Lumber and Commission Agent.
FOR SALE.
150 Mills. White Pine, 1 x 10 Stock
175 " do 1 x 12 " "
11 " do 2 x 10 " "
20 " do 2 x 12 " "
140 " do 1 inch Sliding.
20 " do 1 1/2 " "
16 " do 2 x 10 Joists.
10 " C Jar, 3 x 6 " "
19 " Basswood, 1 1/2 inch.
APPLY AT THE OFFICE,
WELLINGTON STREET, OTTAWA.

THE MART
BY F. W. COATE & CO.
SALE OF VALUABLE
Timber Limits
Near Lake Nipissing.

The subscribers have received instructions to sell by Public Auction, WITHOUT RESERVE, at the Mart 57 King St. East, in the City of Toronto, on
Wednesday, 5th Oct. Next
The Valuable Timber Limits situated near Lake Nipissing, and designated as Berths Nos. 29, 30 and 33 containing 30 square miles each.
The outlet from these limits is by the Bueve River which runs centrally through a large section of them affording first-rate facilities for running timber or log into Lake Nipissing.
By recent survey of two lines and ranging a portion of them, they are known to contain a large quantity of excellent White and Red Pine, represented to be quite equal, if not superior, in quantity and quality to any in the entire district; a considerable portion of it being in close proximity to the river, growing on good over surface and can be easily worked.
The Limits have not been worked, and will be sold to purchasers in separate lots as they are designated on liberal terms, which will be stated at time of sale. Sale to commence at 12 o'clock
F. W. COATE & Co.,
Auctioneers

Flexible Board Rules
With Steel Head, either Cleveland or London make, at \$1.75 Each.
GEORGE STETHEM
PETERBOROUGH,

Market Reports.

LONDON, ONT.

From Our Own Correspondent.

SEPTEMBER 23.—"It never rains but it pours" is an old saying, and as a fulfilment of the old time assertion, we have had no less than two mill fires here since my last letter.

On Sunday the 11th Sept. about 5 p. m. a fire broke out in the extensive planing mills of Thos. Green of this city, and before long it had developed into an immense conflagration. The fire commenced at the north end of the building, which is bounded by the G. W. R. track, and it is supposed was started by a spark from a passing engine. All the fire force was immediately at work, and kept the blaze from spreading as far as practicable. The building, however, soon became a total ruin, and the loss will fall heavily on Mr. T. Green. It is estimated at about \$25,000, on which there was an insurance of \$5,000 in the Commercial Union. Mr. H. C. Green's loss will be about \$1,000, fully covered by insurance.

A few days ago an alarm was sounded indicating a fire at Wright & Durand's planing mill, but with the prompt response of the fire brigade it was soon extinguished, with very trifling loss.

The meeting of creditors of G. C. Hargreaves was adjourned, one creditor standing out against the offer made. This creditor has, I understand, garnished an amount coming to the insolvent estate which will give him about two-thirds of his claim. Mr. Hargreaves' first offer has been augmented by a better offer than he made at the first meeting, and it is generally being accepted, and the firm will likely go on again.

The market has not been so brisk for the past two weeks, as suggested in my last letter, though there is a steady business doing.

The Provincial Exhibition is now in full blast, and there is consequently a temporary suspension.

No fresh contracts of any account have been made. The last contract for laying the block pavement will likely be given out again, and fresh tenders will be solicited.

Below I append price list:—

QUOTATIONS.

Table with 2 columns: Item description and Price. Includes Mill cull boards and scantling, Shipping cull boards, Common beams, Scantling and joist, Common stocks, Cutting up (sunk and beam), Sound dressing stocks, Clear and picks, Three uppers, 1/2 inch dressed and matched flooring, XXX sawn shingles, Lath per 1000 feet.

TORONTO.

From Our Own Correspondent.

SEPTEMBER 23.—There is not much that is new here in lumber matters to record. Shipments of lumber, lath and shingles from the north to this city continue brisk, and the lumber flats on H. & N. W. R. are continually employed, and many more could be profitably used if at the command of shippers. The company are receiving new cars from the Ontario Car Co., London, every few days, but the increase in numbers has not as yet been sensibly felt. The number of car loads of lumber, shingles, lath and cedar posts arriving daily foots up some seventy-five or eighty, and under the increased freight tariff the railway company must be netting something quite handsome; and most of this advance doubtless comes out of the middlemen, as up to the time of writing there has been no advance in prices on the local market, and most certainly the prices at which dimension stuff is sold on cars here afford no margin of profit to any one. There is no sound reason why lath stuff cut to order should not produce to the manufacturers and middlemen at least one dollar per thousand above present prices, and it remains entirely with the mill men to say whether such shall be the case or not. The rates at which short dimension stuff is now selling by car load leave the manufacturer about

\$6.50 per M. at the mill door, and it is a sheer waste of lumber and time to try and produce bill stuff at any such prices. Of course the answer is, if all the rest are willing to demand an advance, well and good, and this is just where the rub comes in. Each man, or firm, runs on the go-as-you-please system. Want of organization is at the bottom of the whole trouble. The pine continues to be slaughtered, and some one other than the manufacturer derives the benefit. The fire fiend steps in and helps on the demolition of our pine forests, and the time is not far distant when it will become a serious question where we shall obtain our supply from. No doubt many will laugh at this idea, but it is not so hard to calculate how long our pine forests will stand the present drain, and the end is much nearer than many may suppose.

You will notice that shingles have not held the advance formerly noted, and mainly through the action of one retailer who happened to have made a favorable contract last season for a quantity to be delivered during the present year, and who is too modest to demand more than a living profit, therefore other retailers conclude that they must follow suit, even if they do business for nothing. The retail yards here held fair stocks, except in joisting, which is scarce; and when we take into account the number of mills lately destroyed by fire, and the numbers engaged in cutting stock boards where formerly bill stuff was cut, it is hard to see how the yards can hope to obtain a full supply of the latter. The quantity of lumber now being consumed in Toronto is far in advance of anything before known, and if retailers fail to reap their harvest while they have the chance, they will have only themselves to blame for it.

Shipments over the dock are brisker than at any other time during this season. Cars are unloaded here promptly, and there is no great accumulation of lumber on the docks, so that if nothing occurs to mar the present calculations, the remainder of the navigable season will be a busy one, and it seems probable that lighter stocks will remain on hand at the close of navigation than at any time during the last several years; and should the ensuing winter prove favorable for logging purposes, there will doubtless be large stocks got in, as much of the timber over which the fire has run will have to be cut or it will be useless after the next season has passed over.

QUOTATIONS.

Table with 2 columns: Item description and Price. Includes Mill cull boards and scantling, Shipping cull boards, Scantling and joist, Cutting up planks to dry, Sound dressing stocks, Picks Am. inspection, 1 1/2 inch flooring, 1 1/2 inch rough, 1 1/2 inch dressed, 1 1/2 inch undressed, 1 1/2 inch dressed, 1 1/2 inch undressed, 1/2 Headed Sheeting, dressed, Clapboarding, dressed, XXX sawn shingles, XXX sawn shingles, Sawn lath.

OTTAWA.

From Our Own Correspondent.

SQUARE TIMBER.

SEPTEMBER 23.—The square timber trade has been booming this season, and more has passed down the Ottawa valley to the Quebec market than for quite a number of years past. The returns of the Chaudiere slides for the current year shows the following:—

Table with 2 columns: Item description and Price. Includes Square Timber, Round Piles, Flatted Timber, Dimension, Spars, Totals.

The returns for last year show 3,411 cribs as having passed through with 82,814 pieces. Take the cut of square timber alone, more than double

the quantity must have been taken out last winter than the previous one, for quite a number of rafts are laid up on the Upper Ottawa until next spring. In addition to this, 10,000 pieces are being brought down by rail for the British Canadian Company. A train of seventeen car loads per day have been passing this point for four weeks past, and will continue to do so for four weeks to come, in order to complete the contract entered into between the railway and the company. There are three rafts of square timber belonging to David Moore, and two owned by Latour, laid up above the Des Joachims.

CLEARANCES GRANTED.

During the present season 121 clearances for square timber, etc., have been granted at the Crown Timber office in this city—95 for timber cut on the Ontario side of the Ottawa valley, and 26 for the Quebec side. Clearances for the latter section do not extend below the Blanche river, about twelve miles below this point. The following shows the number of clearances granted to some of the leading lumbermen of the valley:—

Four clearances—J. R. Booth, B. Caldwell & Son, Richard White.

Three clearances—McLachlin Bros., William Mackey.

Two clearances—Barnet & McKay, Lambert & Conroy, David Moore, R. & W. Conroy, R. Campbell & Son, Thistle & Egan, Archie McLean, Jonathan Fraser & Co., McCoshen & Fraser, John Fraser, O. Latour, J. & B. Bryson, George A. Grier, C. & W. Mohr, A. & P. White, R. Campbell & Son, Alex. Fraser, J. B. Dickson.

Single clearances—Levi Young, R. Nagle, Gilmour & Co., W. C. Edwards & Co., Allan Grant, Wm. Powloy, Gillies Bros., R. H. Klock, Alex. Mackey, Bell & Hicky, J. & B. Grier, etc.

RAILWAY TIES.

Mr. Hebron Harris, of this city, has been shipping a great quantity of railway ties this season, from the Gatineau. The official exhibit sheet shows as follows:—

Table with 2 columns: Month and Quantity. Includes May, June, July, August, September.

In addition to the above there are 4,000 more to come down, about that number being stuck a few miles up the river, the water being very low. This will give a total of 59,227 ties cut on the Gatineau last winter. The ties are shipped to Cape Vincent and to Kingston for the railways.

THE LOG DRIVES.

Considerable difficulty is being experienced in getting the log drives of the Upper Ottawa down, owing to low water, but the mills are kept partially busy, a good many men being employed in running the logs through the Chats and Deschenes.

The final sweep on the Gatineau has been abandoned above Chelsea, about four miles from the mouth of the river. Forty thousand logs are stuck. Ex Ald. Bingham, who manages the Gatineau drive, says that such a thing never occurred before for sixteen years.

LUMBER QUOTATIONS.

There are no changes to note in the matter of lumber. Sales have been steady at firm prices. The following are the quotations:—

Table with 2 columns: Item description and Price. Includes 10-inch stocks, 12-inch stocks, Slidings, best quality, Slidings, 1-inch kind, Lath.

FREIGHTS.

The freightage business is dull at present, a number of barges being laid up owing to the difficulty experienced in getting through on account of low water. A good deal of head-docking has to be done on the Ottawa at some points. The river is over twenty feet lower than at its high water level in the spring. There is no change in freight rates, as shipping is not extra active at present, producers declining to make any large sales.

BLDGGS.

Some fifteen or twenty men are busy blasting a channel at the Remieux rapids, just above which there are some 300,000 logs which cannot otherwise be got down until the water rises. All the saw mills in this locality have been

running more or less irregularly for some time, and a number have been shut down for days at a time. The closing of Bronson & Weston's mills alone throws three hundred hands idle. By the bush fires the depot of Mr. J. R. Booth, on the Madawaska, was destroyed, with considerable provisions.

Gilmour & Co., of Hull, Q., have purchased two small locomotive engines for the purpose of shunting around loaded tramway cars in their extensive yards. The engines are to take the place of horses. They were made by Gilbert & Co.

Large numbers of shantymen are daily being sent up the river. The wages range from \$18 to \$30 a month, according to the work to be performed. A gang of one hundred men was recently sent to Waubesa, having been hired to work for the Georgian Bay Lumbering Co.

A barge got stuck in the Chute au Blondeau, Grace's Point, a short time ago, and it was found necessary to destroy the vessel in order to clear the channel and improve navigation.

ST. JOHN, N. B.

From Our Own Correspondent.

DEALS.

SEPTEMBER 21.—The most prominent feature of the deal trade for the moment is the striving among the ships in port to complete their loading on or before the first of October, in order to secure their deck loads, which they will not be allowed to clear with after that date. The stock of deals is extremely light, and there are but few deals coming into the market for sale, so that the prospect, in some cases, of ships securing their deck loads in time is rather uncertain.

The stock of deals here, at the commencement of last winter was less than had been the case for many years, but from present appearances, it is likely to be still less at the close of the present season. Under these circumstances, with improving markets in Great Britain, the fall operations are likely to be fairly profitable.

FREIGHTS.

Owing to the moderate deal supply and the push in loading the vessels now in port, as already referred to, there has been little demand for tonnage, and rates have slightly declined in consequence. We quote 55s. as about the market rate for Liverpool, &c.

VESSELS IN PORT.

The following is a list of the vessels in port, with their tonnage and destinations:— John Murphy, 1479, Liverpool, Missouri, 818, W. C. F. Freeman Dennis, 508, Liverpool. Antwerp, 573, Cork. Ella, 332, Glasgow. Nettie Murphy, 1373, Liverpool. Minnie Burrill, 1465, Liverpool. Herbert Beech, 1061, Liverpool. Annie Burrill, 597, Bordeaux. Anna P. Odell, 579, Glasgow. St. Julien, 1049, Liverpool, Harrow or Bristol Channel. Rothemay, 1250, London. Maggie M., 429, Bristol Channel. W. E. Heard, 567, Waterford. W. D. Wallet, 1413, rejoining. Galatea, 1400, Bristol Channel. Romola, 298, —. J. I. Smith, 1500, Liverpool. Elizabeth Childs, 595, Bristol Channel. Matille, 624, Melbourne. Althes, 375, Youghal. Buda, 340, Dundalk. Her Majesty, 1342, discharging. Liffey, 845, —. Dusty Miller, 535, —. Bonito, 529, Mercury. Stanley, 542, —. Hawthorne, 621, —. Windward, 607, discharging. Eleanora, 1049, —. Adept, 1102, waiting.

SHIPMENTS.

The shipments of deals and other sawn lumber are as follows:— For Europe 2,782,000 Sup. feet " United States..... 2,527,000 "

From Another Correspondent.

SEPTEMBER 23.—The English market is still firm, and we are aware of one cargo, part of which was sold in Liverpool at £7, and the balance held for a higher price. The last quotations we have give £6 15s. to £7, but better prices have been realized. The market in Lon-

don for one staple is good, as we notice one sale of dimension lumber at £8 10s., and other transactions running from £6 to £7 5s.

The American market has, of course, been affected this week by the death of the President. We can quote spruce boards and plank in Boston at \$12.50@14.50; laths, from \$1.70@1.80, with fair demand for good dry stock. In New York laths have dropped, and recent sales have been made at \$1.90.

Freights to transatlantic ports have varied the past week. We know of two charters for London, one at 58s. 9d., and one at 57s. 6.; also one at 60s. for Liverpool or Bristol Channel; and one at 59s., with the same choice of ports. Still another charter, is of a new character, say 57s. 6d., to any dock in the Mersey. Coastwise the freights have stiffened, and at this date we can quote for New York, \$3.65; Sound ports, \$3.25, and Boston, \$2.75. Outside deals are scarce, and prices are merely nominal, \$8.75 per M. being about the present rate. Logs also are hard to get, as those holding them are keeping them for their own use, and are not at all desirous of selling.

St. John, N. B., September 23rd, 1881.

ALBANY.

SEPTEMBER 22.—The *Argus* says the trade in the district since our last report has been very fair, and several large sales of box have been made. Inquiries are being received by rail from many of the points of consumption, giving indications of a very active fall trade. The disastrous fire at Oswego, last week, by which eight to ten million feet of lumber were burned, is going to cut the supply still further short. A good deal of this lumber, we understand, was sold to be delivered in New York, and as the season is getting short, it will be hard for the dealers to replace their stocks.

The receipts of lumber by lake at Buffalo for the week ending Sept. 20th were 7,363,400 feet and by rail—cars. The receipts by lake at Oswego for the week were 3,317,900 feet.

The receipts by canal at Albany from the opening of navigation to the 15th Sept. were:—

Bls. & Sct., ft. Shingles, m.	Timber, ft.	Staves, lbs.
1881....279,770,000	2,110	1,000
1880....238,800,400	2,603	5,400
		257,000

Freights from Bay City to Buffalo and Tonawanda, \$2.75 $\frac{1}{2}$ M.; from Saginaw, \$3.00. From Tonawanda to Albany, \$2.25. From Oswego to Albany, \$1.50@1.60. An advance in Ottawa freights is shortly expected. From Ottawa to Albany, by boats, \$3 $\frac{1}{2}$ M. feet.

River freights are steady:

To New York, $\frac{1}{2}$ M. ft.	\$	@1 00
To Bridgeport.....	@1 37	
To New Haven.....	@1 37	
To Providence, Fall River and Newport.....	2 00@2 25	
To Pawtucket.....	2 25@2 50	
To Norwalk.....	1 25@1 50	
To Hartford.....	@2 00	
To Norwich.....	@2 00	
To Middletown.....	@1 75	
To New London.....	@1 75	
To Philadelphia.....	@2 00	

Quotations at the yards are as follows:—

Pine, clear, $\frac{1}{2}$ M.	\$3	00@23 00
Pine, fourths.....	43	00@23 00
Pine, selects.....	43	00@23 00
Pine, good box.....	20	00@20 00
Pine, 10-in. plank, each.....	00	38@00 42
Pine, 10-in. plank, culls, each.....	00	00@00 22
Pine boards, 10-in.....	00	28@23 00
Pine, 10 in. boards, culls.....	00	18@00 19
Pine, 10 in. boards, 16 ft., $\frac{1}{2}$ M.....	25	00@20 00
Pine, 12 in. boards, 16 ft.....	25	00@20 00
Pine, 12 in. boards, 13 ft.....	23	00@20 00
Pine, 11 in. siding, select.....	00	00@42 00
Pine, 11 in. siding, common.....	16	00@19 00
Pine, 1 in. siding, select.....	40	00@42 00
Pine, 1 in. siding, common.....	16	00@19 00
Spruce, boards, each.....	00	00@00 16
Spruce, plank, 11-in., each.....	00	00@00 20
Spruce, plank, 2-in., each.....	00	00@00 30
Spruce, wall strips, each.....	00	11@00 12
Hemlock, boards, each.....	00	00@00 13
Hemlock, joint, 4x6, each.....	00	00@00 31
Hemlock, joint, 2x4, each.....	00	00@00 15
Hemlock, wall strips, 2x4, each.....	60	00@01 10
Ash, good, $\frac{1}{2}$ M.....	23	00@45 00
Ash, second quality, $\frac{1}{2}$ M.....	25	00@29 00
Cherry, good, $\frac{1}{2}$ M.....	60	00@70 00
Cherry, common, $\frac{1}{2}$ M.....	25	00@25 00
Oak, good, $\frac{1}{2}$ M.....	33	00@47 00
Oak, second quality, $\frac{1}{2}$ M.....	20	00@25 00
Basswood, $\frac{1}{2}$ M.....	25	00@23 00
Likory, $\frac{1}{2}$ M.....	35	00@40 00
Maple, Canada, $\frac{1}{2}$ M.....	25	00@30 00
Maple, American, per M.....	25	00@23 00
Chestnut, $\frac{1}{2}$ M.....	35	00@40 00
Shingles, shavel, pine, $\frac{1}{2}$ M.....	0	00@6 25
" 2nd quality.....	0	00@5 00
" extra, sawed, pine.....	0	00@4 40
" clear.....	0	00@3 30
" cedar, mixed.....	0	00@3 25
" cedar, XXX.....	0	00@4 00
" hemlock.....	0	00@2 25
Lath, hemlock, $\frac{1}{2}$ M.....	0	00@1 62
Lath, spruce.....	0	00@1 37
Lath, pine.....	0	00@2 00

CHICAGO.

SEPTEMBER 21.—The condition of the cargo market of this city has presented few if any features of interest or change since our last report. The closing half of last week was marked with only fair offerings, which, in the main, were taken, as had previously been the case for some days, with reasonable alacrity, and with well maintained firmness on the part of all better descriptions of cargoes, whether of dimension sizes, or ordinary cut of lumber. Piece stuff sold readily at \$11 to \$11.25 for good grades having a fair proportion of lengths above sixteen feet, \$12.50 and \$13 were not questioned on strictly long length cargo.

CARGO QUOTATIONS.

Joist and scantling, green, ordinary lengths	\$10 75@11 25
Joist and scantling, green, 20 feet and over	12 00@15 00
Mill run, choice green.....	16 60@21 00
Mill run, medium, green.....	13 00@16 50
Mill run, common.....	11 00@13 00
Shingles, standard.....	2 63@2 70
Shingles, extra A.....	2 70@2 80
Lath.....	1 85@1 90

LAKE FREIGHTS.

Manistee.....	\$2 12@2 25
Muskegon.....	1 87
Ludington.....	2 00@2 12
Grand Haven.....	1 87
Menominee.....	2 25
Sturgeon Bay.....	2 12@2 25
White Lake.....	1 87
Ford River.....	2 12@2 25

Receipts and shipments of lumber and shingles for the week ending September 21:

	RECEIPTS.	SHIPMENTS.
	Lumber. Shingles.	Lumber. Shingles.
1881.....	59,701,000 24,870,000	48,336,000 23,920,000
1880....	34,080,000 19,890,000	47,246,000 27,141,000

Receipts and shipments of lumber and shingles from January 1 to and including September 21:

	RECEIPTS.	SHIPMENTS.
	Lumber. Shingles.	Lumber. Shingles.
1881.....	1,235,092,000 559,609,000	1,232,476,000 557,020,000
1880....	1,079,933,000 462,774,000	1,035,554,000 488,532,000
In.....	215,054,000 97,462,000	230,922,000 68,433,000

BOSTON.

The *Journal of Commerce* of Sept. 24th says that business continues to keep very steady from week to week; while orders coming in are larger than for some time. Fine grades are rather low in the yards, owing to the marked preference on the part of buyers for this class of lumber. Mediums and randoms keep in good supply, and while the demand is only fair, enough is being consumed to hold values pretty steady. Western lumber is quoted about us, before, but it is not improbable that on finer grades an advance may be made owing to the large forest fires which destroyed some excellent timber districts. Moreover, prices at western depots have been in advance of our quotations for some time so that dealers have been expecting a rise here ere this. Hardwoods continue in good demand, with sales equal to the supply in almost every department. The following are earload quotations.

CANADA PINE.

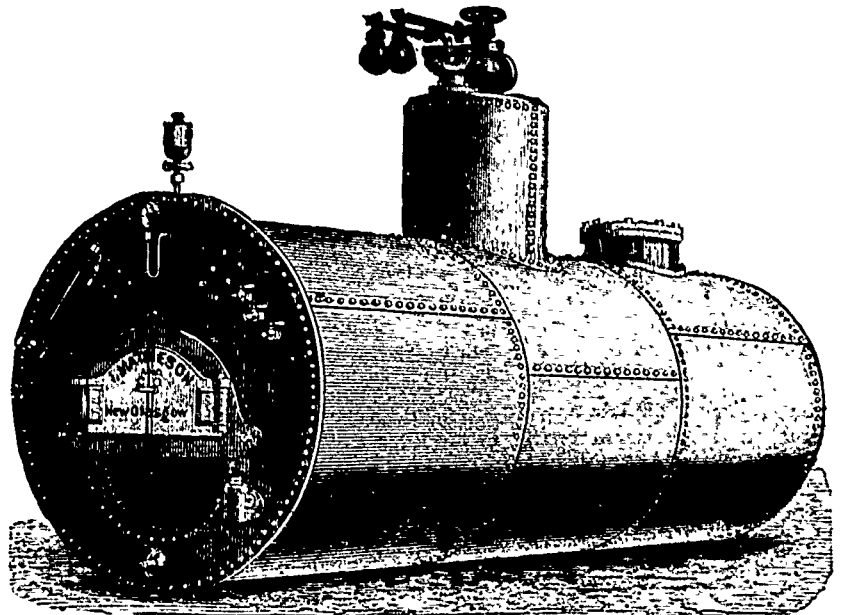
Selects, Dressed.....	\$18 00@20 50
Shelving, Dressed, 1st.....	40 00@42 00
" 2nds.....	32 00@35 00
Dressed Shippers.....	27 00@29 00
Dressed Box.....	18 00@20 00
Sheathing, 1st quality.....	42 00@45 00
" 2nd.....	34 00@35 00

OSWEGO, N.Y.

SEPTEMBER 17.—The following are the quotations:—

Three uppers.....	\$42 00@45 00
Pickings.....	32 00@35 00
Fine, common.....	20 00@25 00
Common.....	14 00@18 00
Culls.....	11 00@13 00
Mill run lots.....	17 00@22 00
Sidings, selected, 1 inch.....	30 00@37 00
" 1 1/2 inch.....	30 00@37 00
Mill run, 1x10, 13 to 16 feet.....	16 00@20 00
selected.....	20 00@25 00
shippers.....	15 00@16 00
Strip, 1 and 1 1/2 inch mill run.....	14 00@18 00
Culls, selected.....	22 00@30 00
Culls.....	10 00@13 00
Culls.....	25 00@40 00
1x6 selected for clapboards.....	3 75@3 85
Shingles, XXX, 18 inch, pine.....	2 75@2 85
XXX.....	3 00@3 20
XXX, 18 inch, cedar.....	2 25@2 40
XX.....	1 40@1 60

Since the fire, market has been firm and demand good, dealers are hardly able to supply the demand for want of an assortment which is very much broken. Prospects look towards a good fall trade. Customers in many instances are obliged to go to Buffalo and Saginaw to supply their wants.



ACADIA FOUNDRY
 J. MATHESON & CO. ENGINEERS & BOILER MAKERS.
 NEW GLASGOW, N.S.
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Northey's Steam Pump Works

BOILER FEED PUMPS, MINING PUMPS,
 AIR AND CIRCULATING PUMPS, PUMPS SPECIALLY ADAPTED FOR
 STEAM FIRE PUMPS, and OIL PIPE LINES,
 WRECKING PUMPS. And CITY WATER WORKS.

No. 47 King William Street.

HAMILTON, ONTARIO.

SEND FOR CIRCULAR.

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MILL SUPPLIES.

Extra Stretched and Patent Smooth Surface

RUBBER BELTING—in Stock, 2, 3, 4, 5, and 6 Plies.
 HOYT'S CELEBRATED LEATHER BELTING.
 COTTON BELTING, for Flour Mills. &c., Superior Quality.

DISSTON'S CELEBRATED MILL SAWS.

Steam Packing of all kinds, Rubber and Linen Hose, Silk Bolting Cloth, Emory Wheels, Lacing Leather (Pago's Genuine), Lard, Seal, Cylinder, Spindle, West Virginia and Wool Oils. Our Stock includes Mill Supplies and Rubber Goods of all kinds. Quotations furnished for any part of Canada.

ESTEY, ALLWOOD & CO., SAINT JOHN, NEW BRUNSWICK.

ROBERT W. LOWE,
 AUCTIONEER AND COMMISSION MERCHANT,
 81 SANDS BUILDING, PRINCE WILLIAM STREET.

Cash advanced on Goods put in for sale. No Storage charged. All kinds of Merchandise Bought and Sold. New and Second-hand Furniture always on hand. Agent for Hazelhurst & Co's WINTHROP COOKING RANGES, WATERLOO WOOD STOVES, FRANKLIN, &c., &c., &c.

122-1y

SAINT JOHN, NEW BRUNSWICK.

GREAT FIRE AT OSWEGO.

Oswego, Sept. 16.—Fire broke out to-day in a block of about ten or twelve tenements, at the foot of Water street, which were soon consumed, the wind being in the south. The flames spread to the lumber yards of C. H. Getmann, Bond and Jenkins and also about 3,000,000 feet of lumber were burned. The fire then spread to the lumber yard of Kenyon, White & Co., E. W. Rathbun & Co., and Page, Fairchild & Co. The former contained about 2,500,000 feet

and the latter about 3,000,000 feet. The indications are that 8,000,000 or 10,000,000 feet of lumber will be burned. The total loss on lumber, buildings, and docks will reach \$100,000; partly insured.

Beautifiers.

Ladies, you cannot make fair skin, rosy cheeks and sparkling eyes with all the cosmetics of France, or beautifiers of the world, while in poor health, and nothing will give you such good health, strength, buoyant spirits and beauty as Hop Bitters. A trial is certain proof.—*Telegraph.*

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4 QUEEN STREET EAST, TORONTO, ONTARIO.

Trusses for HERNIA, Rupture,

The most Durable and Beneficial kind known to Medical Science always in Stock, and fitted to the Body at Reasonable Prices.

BATTERIES FOR BATHS,

Of Special Sizes, made to order, both for Public and Private Use; and FARADIC BATTERIES always on hand. PRICES LOW. 1yl17

ROBIN & SADLER

594, 596, 598, St. Joseph St.

MONTREAL

Manufacturers

of

LEATHER BELTING

Fire-Engine

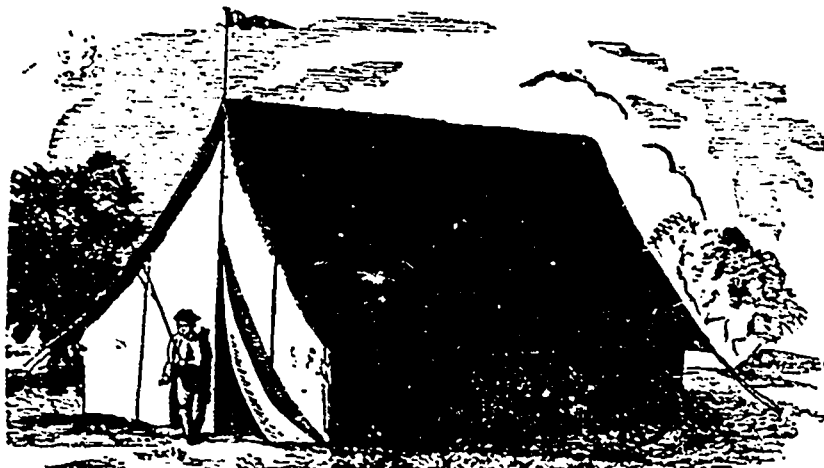
HOSE,

Lace Leather,

Mill Supplies, &c.

National Manufacturing Company

202 SPARKS STREET, OTTAWA.



Manufacturers of Tents for Lumbermen, Sportsmen, Camp Meetings, Photographers, Lawn and Military Encampments, with or without extra roofs, all sizes and styles, white or fancy striped, blow proof or plain. Prices from \$5 upwards. Flags of all descriptions, (regulation sizes) made of the best of silk-finish bunting. CAMPS BEDS (Bradley's Patent) the best bed ever invented; also when folded 2 x 6 in.; 3 feet long, weighing only 11 pounds, but strong enough to bear the weight of any man. Waterproof wagon and horse-covers, tarpaulins sheets, coats and leggings of every description made to order on the premises. Special rates to Lumbermen. Send for catalogue and price list to

NATIONAL MANUFACTURING CO.,
202 Sparks Street, Ottawa

The Best Axes in the World!

Single, Double and Triple Steel, 28 Patterns.



Warranted Good or Exchanged.



And Burrell's, Warnock's, and Dundas Axes, made specially for the Lumber Trade, repacked any weights without extra charge. Lindsay Pattern of Broad and Blocking Axes. LANCE TOOTH SAWS, warranted good. P. Jewell & Sons (Hartford, Conn.) LEATHER BELTING. CUT FILES. LATH YARN. Mill and Shanty Hardware. No. 1 LARD OIL. Heavy HAMES, BUOKLES and HARNESS TRIMMINGS. Ballard and other RIFLES, from \$10 each. Large assortment of CARTRIDGES.

GEORGE STETHEM, Peterborough, Ont.

Importer, Jobber and Retail Dealer in Hardware.

12117

Wrought Iron Shanty Cook Stoves

The Best Article ever offered to the Trade.

I have much pleasure in drawing attention to my WROUGHT IRON COOKING STOVE, for Shanty, Hotel and Boarding House use. These Stoves are made of Heavy Sheet Iron, the top and lining of the fire-box being of Heavy Cast Metal and all the connecting parts of substantial Wrought Iron Work. The dimensions of these Stoves are as follows:-

SINGLE OVEN STOVE

Top surface contains six 10-inch holes, with ample room between, and one oven 10 x 24 x 26.

DOUBLE OVEN STOVE

The Double Oven has a top surface containing twelve 10-inch pot holes, with two ovens, each 16 x 24 x 26. One fire-box of suitable size for area to be heated. Below will be found Testimonials from some of the leading Lumbermen, who have used my Wrought Iron Cook Stoves since I commenced manufacturing them. They are the names of gentlemen who are well known and reliable, and will carry more weight than any recommendation of my own could do.

The Best Stove I have ever Used.

PETERBOROUGH, May 31, 1880.

ADAM HALL, Esq., Peterborough. Dear Sir,—I have used your Wrought Iron Cooking Stove in our lumbering operations since its introduction here, and have no hesitation in saying that I prefer it to any other. For durability, economy and efficiency, where a large number of men are employed, it is the best stove I have ever used. You can, with confidence, offer it to hotels, boarding houses and lumbermen.

Yours truly, THOS. GEO. HAZLITT.

The Stove for Lumbermen.

PETERBOROUGH, June 1st, 1880.

ADAM HALL, Esq., Peterborough. My Dear Sir,—We have used your Wrought Iron Cooking Stove and find it is very satisfactory for lumber operations, especially so on drives. We can recommend it highly.

Yours truly, IRWIN & BOYD,

Gives the Greatest Satisfaction.

PETERBOROUGH, June 3rd, 1880.

A. HALL, Peterborough. Dear Sir,—I have had the Wrought Iron Cook Stove, purchased from you, in constant use ever since last fall, and it gives the greatest satisfaction in every respect. I can recommend them highly to any one who is in the lumber business.

Very truly yours, GEO. HILLIARD, S.P.

EVERY STOVE GUARANTEED

All the necessary TINWARE and CUTLERY for Shanties supplied at the Lowest Prices.

ADAM HALL, Peterborough.

HART EMERY WHEEL COMPANY, Limited

HAMILTON, CANADA.

GILBERT HART, Detroit,
President.

JAMES T. BARNARD, Hamilton,
Secretary-Treasurer.

SAMUEL BRIGGS, Hamilton,
Superintendent.

MANUFACTURERS OF THE CELEBRATED

DETROIT

EMERY and CORUNDUM WHEELS

These Wheels are

Wire Strengthened



And Specially Adapted

For Saw Gumming

Neither Animal nor Vegetable Glue or Gum being used in their composition, they are NOT LIABLE TO HEAT, and give out no Odors, while

They Surpass All Other Wheels for Free Cutting and Durability.

We refer to the following well known Saw Manufacturers for Opinions as to the Quality of our Wheels :

Messrs. SHURLEY & DIETRICH,
GALT.

Messrs. R. H. SMITH & CO.,
ST. CATHARINES.

JAMES ROBERTSON, ESQ.,
MONTREAL.

Messrs. JAMES ROBERTSON & CO.,
TORONTO.

WE ALSO REFER TO

WILLIAM HAMILTON, ESQ.,
PETERBOROUGH,
Manufacturer of the Covell Saw Sharpeners.

Messrs. H. B. RATHBUN & SON,
DESERONTO,
Lumber Merchants.

LUMBERMEN'S STATIONERY.

We will supply anything in the line of BLANKS or STATIONERY for Lumber Shanties and Offices at City prices.

Shanty Settlements

Shanty Orders

Shanty Receipts

Shanty Time Books

Shanty Log Books

Shanty Reports

Shanty Ledgers

Shanty Cash Books

Shanty Way Bills

Drive Books

Office Letterheads

Office Noteheads

Office Envelopes

Office Cards

Office Notes

Office Drafts

Office Orders

Office Receipts

Office Blank Books

Office Ship Account Books

And everything necessary to a complete office outfit.

All Printing done in the Highest Style of the Art, and at Lowest Living Prices.

Book-Binding of every Description got up in a very Neat and Superior manner.

Account Books Ruled and Bound to any desired Pattern.

For Schedule of Prices address, describing the kind and quality of work desired,

TOKER & CO.,

"THE CANADA LUMBERMAN,"

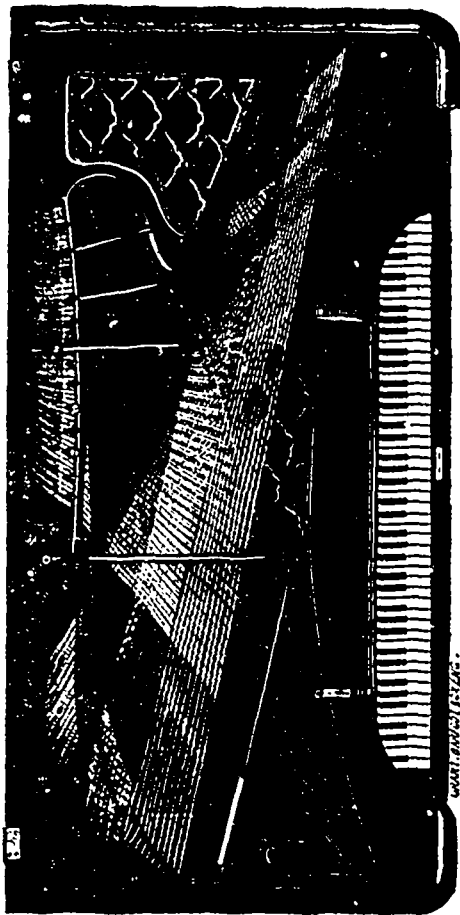
PETERBOROUGH, ONTARIO.

DAVID JONES' CELEBRATED Cast Steel Table Cutlery!

Best Cast Steel, Warranted.

Edge Tool & Cutlery Works, Woodstock, N.B.

Awarded Diploma and Medal by the New Brunswick Government in 1873.



The Rainer Piano Always Triumphant!

CARRIES OFF THE HONORS OF 1880 AS FOLLOWS:
 At Toronto Industrial Exhibition, 1st Prize, Diploma & Medal for Best Square Piano
 At Hamilton Provincial Exhibition - 1st Prize and Diploma
 At Brantford Southern Fair - 1st Prize and Diploma
 At Guelph Central Exhibition - 1st Prize and Diploma

SEND FOR CATALOGUE.
RAINER, SWEETNAM & HAZELTON,
 MANUFACTURERS,

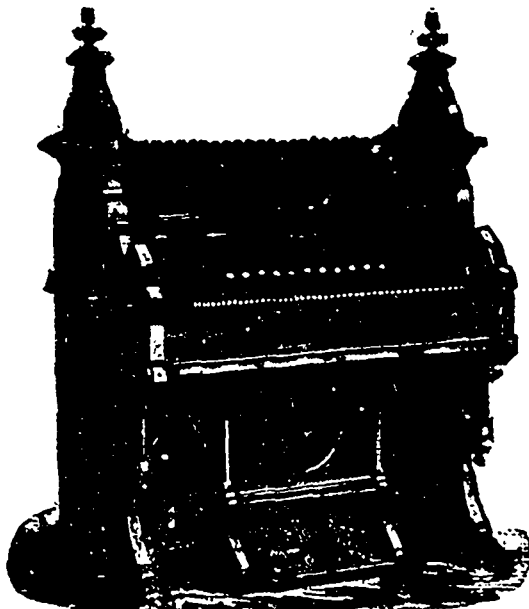
GUELPH, ONTARIO.

The Crowning Triumph of the Bell Organ

The Bell Organs have just received the HIGHEST AWARD and SPECIAL PRIZE (Gold Medal) at the International Exhibition, Sydney, Australia, this year for their Organs over all the English and American makers. This, along with the unlimited awards, prove that

THE BELL ORGANS LEAD THE WORLD.

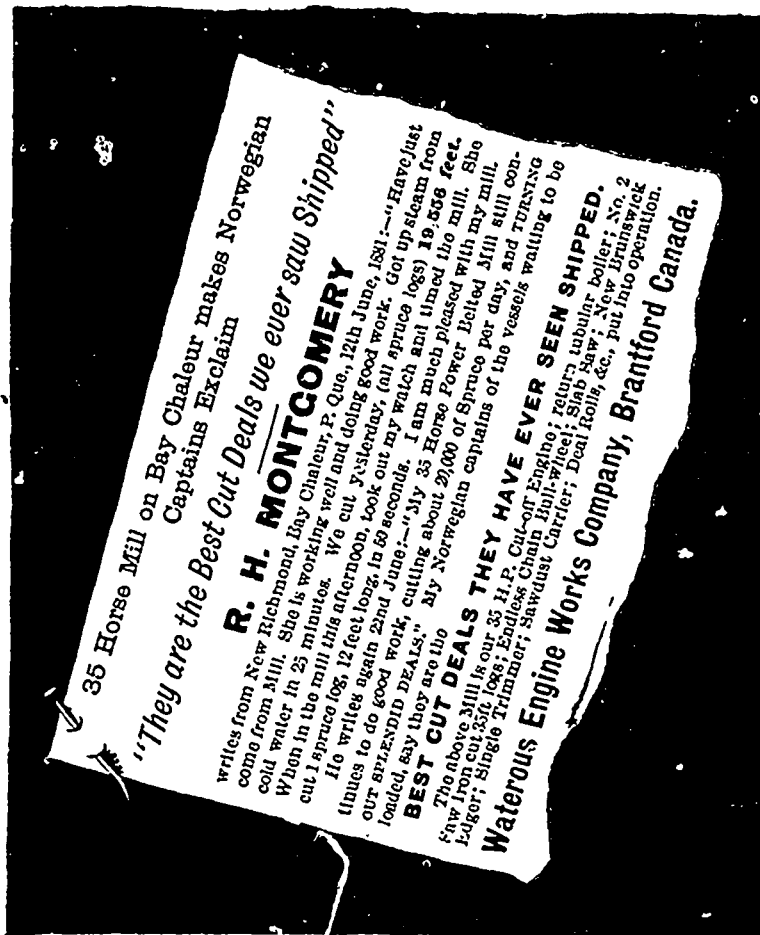
WE RECEIVED
 Medal and Diploma Provincial Exhibition, 1871
 Medal and Diploma Centennial Exhibition, 1876
 International Medal and Diploma, Sydney, Australia, 1877



WE RECEIVED
 Only Medal for Parlor Organ, Provincial Exhibition, 1878
 Only Medal for Parlor Organ, Industrial Exhibition, 1870
 And Gold Medal at Sydney, Australia, 1880

The Bell Organ Manufactory is the Largest and Oldest in the British Empire, and the fact that we have sold nearly 15,000 proves that they are the best in the market. We GUARANTEE ALL OUR ORGANS for five years. Correspondence invited. Illustrated Catalogue mailed free.

W. BELL & CO.
 41 to 47 East Market Square, GUELPH, Ont.



35 Horse Mill on Bay Chaleur makes Norwegian Captains Exclaim
"They are the Best Cut Deals we ever saw Shipped!"

R. H. MONTGOMERY

writes from New Richmond, Bay Chaleur, P. Que., 12th June, 1881:—"Have just come from Mill. She is working well and doing good work. Got up steam from cold water in 25 minutes. We cut yesterday, (all spruce logs) 19,536 feet when in the mill this afternoon. Look out my watch and timed the mill. She cut 1 spruce log, 12 feet long, in 56 seconds. I am much pleased with my mill. It writes again 2nd June:—"My 35 Horse Power Belted Mill still loaded, say they are the BEST CUT DEALS." My Norwegian captains of the vessels waiting to be loaded, say they are the BEST CUT DEALS THEY HAVE EVER SEEN SHIPPED. The above Mill is out 35 H.P. Cut-off Engine; return tubular boiler; No. 2 Four Drop cut 350 logs; Endless Chain Hoop-wire; Slat Saw; New Brunswick Ledger; Single Trimmer; Sawdust Carrier; Bed rolls, etc., put into operation. Waterous Engine Works Company, Brantford Canada.

LUMBERMEN

Will always find a Large Stock of

Shanty Blankets

AND

HORSE BLANKETS

At LOWEST Mill Price, at

JNO. MACDONALD & CO'S
TORONTO.

Send Sample Order for our **LINED SHAPED HORSE RUG**, a Specialty, highly recommended for **Wear and Warmth**

M. Covel's Latest Improved Automatic Saw Sharpener!

Is the Most Perfect Machine that has ever been introduced into Mills for that purpose.

CIRCULAR SAW STEAM FEED!

I would also call special attention to my

Heavy Circular Saw Mills

and for STEAM MILLS, would recommend the Steam Feed, having put in several which are giving the best of satisfaction, as will be seen by the following testimonials: -

GRAVENHURST, August 20th, 1880.

WM. HAMILTON, Esq., Peterborough.

DEAR SIR—I have used your Steam Feed for near four months, and it has given me perfect satisfaction in every way; it is admitted by every person who has seen it work to be the best feed ever invented. Since I put it into my mill, I have not lost ten minutes time fixing anything belonging to it. I can cut 18 boards 13 ft. long in one minute. It can do much smoother and better work than the piston feed. It is easily governed and reverses the carriages instantly. I am thoroughly satisfied with it and can recommend it to any person who has a Circular Saw Mill for cutting long or short logs. I consider I have cut more lumber than will pay for the Steam Feed since I got it than I would have cut had I not put it in.

Yours respectfully,

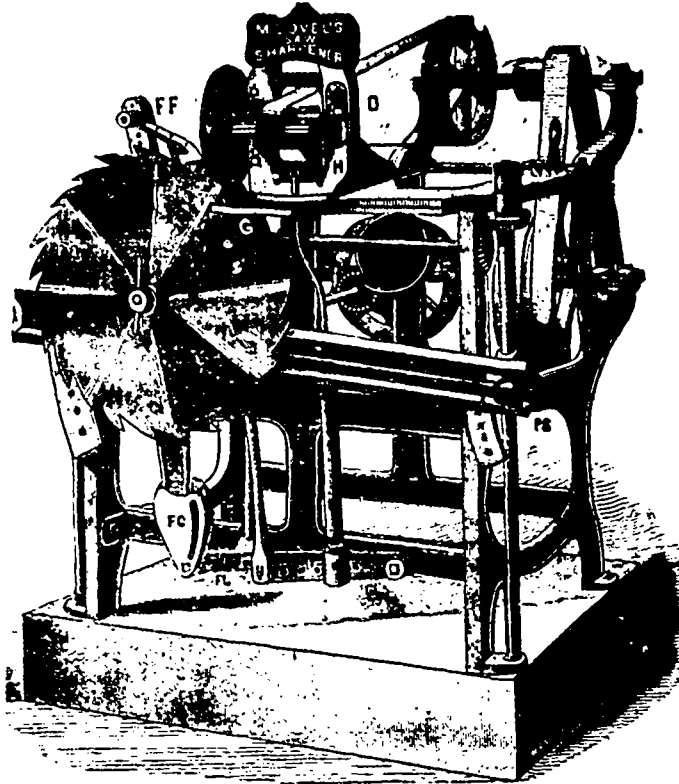
WILLIAM TAIT,
Lumberman, Gravenhurst.

TORONTO, August 11th, 1880.

WM. HAMILTON, Peterborough, Ont.

DEAR SIR—The Steam Feed you put in is working splendidly.

Yours, &c.,
THOMPSON, SMITH & SON.



MILL MACHINERY!

I am also manufacturing Saw Mill Machinery, for all sizes of Gang or Circular Mills, Spau or Doub's Circulars for Slabbing Small Logs. My Patent Jack Chain for drawing logs into Saw Mills, acknowledged by all to be the Cheapest and best ever got up; also, my Patent Lumber Markers, different sizes of Edgors, Gang Lath Mills, Trimmers, Power Gummers, and all Machinery used in a first class Gang or Circular Saw Mill; also, small Hand Gummers for use in the woods, for Cross-cut Saws. Rotary Pumps of different sizes, for Fire Protection in Mills, &c.

Horizontal Engines and Boilers



Where economy of fuel is the great consideration, along with uniformity of speed, such as is required in Grist and Flouring Mills, Woolen and Cotton Factories, or large Factories of any kind, I supply the Corliss Engine. I feel justified in saying that our Style, Workmanship and Finish on this Engine will be no discredit to its renown, and certainly is not equalled in this country for economy of fuel I have them working at 2 1/2 pounds of coal per horse-power per hour.

WILLIAM HAMILTON, PETERBOROUGH, ONT.

EMERY WHEELS FOR SAW GUMMING!



Solid Emery Wheels are now almost in universal use for the purpose of gulletting and gumming saws. Statistics show from 25,000 to 30,000 saw-mills in the United States. Many of these run only a single saw each. A one-saw mill would use one or two wheels a year, costing \$3 to \$4 each, and when such small mills order single Emery Wheels from the factory, the express charges often equal the cost of the wheel. There was a time when the quality of Emery Wheels was so uncertain, and the demand so feckle, that storekeepers could not afford to carry them in stock. Now, however, Saw Gumming Wheels have become as staple an article as Files, and every dealer in saws, Hardware and Mill Supplies can afford to carry a few dozen standard sizes in stock. Large dealers order stocks of \$500 to \$750 worth at a time. Saw Gumming Wheels are used with the edge (or face) square, round or beveled. Probably seven-eighths of all in use are beveled.

The principal sizes are:

8x4	} 3 in. hole.	10x4	} 3 in. hole.	12x4	} Holes, 1/2, 3/4 and 1 inch.
8x6		10x6		12x6	
8x8		10x8		12x8	
		12x10			
		12x12			
		12x14			

Probably more wheels 12x4, 12x6 and 12x8 are used than all the other sizes together. Saw Gumming Wheels are used, however, of all sizes up to 24x12. The most frequent complaint is that Emery Wheels harden the saw so that a file won't touch it. The answer is that you don't want a file to touch it. An expert workman will shape and sharpen the teeth with an Emery Wheel, leaving the teeth case hardened, in which condition the saw will cut about 33 per cent. more lumber than a soft saw will. Those who want to use the file, however, have only to touch the saw lightly a second time (after going all over it once), and this second touch will cut through the case-hardened scale.

A QUESTION OF QUALITY.

Thirteen years of experience as makers of, dealers in, and actual users of Emery Wheels, have led us to a decided opinion as to what quality is the best. We prefer for almost every use our "Extra Soft" wheel like the "Pocono." We believe that money lost through the rapid wear of the wheel is more than made up by the money saved on wages. As we cannot get every one to adopt our views, we make several qualities, so as to meet their views. We say to those who think they can only be satisfied with some other make of wheels (not Tanite), that we can furnish qualities to match any and every other make. If you have got used to some special quality of wheel, let us know what it is, and we can send you a Tanite Wheel of similar quality. Our regular classification of Saw Gumming Wheels is as follows:

CLASS 2. MEDIUM-HARD.—This Wheel is THE STANDARD Saw Gumming Wheel all over the world. Probably seven-eighths of all the Saw Gumming Wheels used are "Class 2." It cuts fast and keeps its shape well. Some think it too hard, some too soft. We prefer the "Pocono."

CLASS 3. MEDIUM-SOFT.—The same as to coarseness and fineness as "Class 2," but a softer, and therefore, freer cutting wheel.

CLASS "POCONO." EXTRA SOFT.—This Wheel we prefer to all others. It is both finer in grain and softer than either of the above. As a Saw Gumming Wheel, Class "Pocono" is specially suited to those practical and experienced Sawyers who know how to grind with a light touch, and who want a free cutting wheel that will not create much heat.

Illustrated Circulars and Catalogue, showing Cuts of Saw Gumming Machines, and Shapes, Sizes and Prices of Wheels, sent free on application.

The Tanite Co. Stroudsburg, Monroe Co. Pennsylvania

CANADIAN TRADE SPECIALLY SOLICITED.