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# THE CANADA LUMBERMAN.

VOLUME XI. }  
NUMBER 10. }

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## THE CANADA LUMBERMAN

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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

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

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

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

### TO VISITING LUMBERMEN.

LUMBERMEN visiting Toronto are invited to use the office of the LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way that they may desire.

THERE recently arrived at Montreal from British Columbia, via the C. P. R., three huge sticks of timber, which created a great deal of admiration, being the finest specimens of timber ever shipped from the Pacific Province to that city. The sticks are of Douglas fir, measuring three feet square and are sixty feet long, being knotless and together weigh about 20,000 lbs. The trees from which they came averaged from five and a-half to six feet in diameter. They were purchased by the Harbor Board for dredging purposes.

"I NEVER saw the lumber trade so bad before either during winter or summer," remarked a Toronto dealer the other day. "The whole bottom seems to have fallen out of the business. Last week one of our representatives took a trip west but only succeeded in disposing of one car, and that at a figure which makes the transaction next to unprofitable. In fact there is no demand, and it is almost impossible to effect a sale at any price. To the strike last spring is generally attributed the falling off in the local trade; as to the causes which have influenced that outside I am at sea. We are looking for an improvement after the exhibition, but are not anticipating great things."

THE run of square timber down the Ottawa is over for this season. The last raft passed Quyon on Sept. 17th. Mr. E. B. Greene, secretary of the Upper Ottawa Improvement Company, states that the run of square timber this year has been in excess of the past three or four years, although it is known that many of the lumbermen are booming at Quebec rather than sell in the present depressed state of the market. The cut of logs this year will be lighter than usual and there will be less felled in the woods during the coming winter than for several seasons past. Wages average \$8 less per month than last year.

THE balance sheet of Messrs. Bryant, Powis & Bryant, Limited, London, for the year ending last March makes a very unfavorable showing. The loss on the year's transactions is set down at £42,249. It was understood that the firm had lost heavily in Canada. The Canadian loss is divided into two items, £15,363 being the amount of bad debts made in connection with Davies & Murphy, of Quebec, and £13,000 the estimated deficiency on securities in Canada. The third and last item of loss is on the depreciation of stock since March 31st, 1889, which is estimated at £7,000, or about 6½ per cent. on the entire stock.

HUNDREDS of carloads of telegraph poles are shipped yearly from different points in Ontario, principally from Dundalk, Romney, Buckhorn and Kingsville, to Buffalo, Pittsburg, Syracuse, Cleveland, and many other points in the United States, and the tie trade of Romney, Buckhorn and Kingsville keeps many Canadian vessels constantly employed. Should the McKinley Bill, as amended by the Senate, become a law, it will entail great financial loss upon those who are engaged in shipping this class of products, many contractors having entered into engagements for the year at a stated price, the imposition of a 25 per cent. duty on posts, ties and telegraph poles will seriously affect them.

IN CANADA, says the London *Timber Trades Journal*, the position is not a whit better than at the Baltic ports, the output being far in excess of the demand, and it is reckoned by some authorities that the present depressed state of the market will extend over a couple of years. A great deal of the present evil is due to the desire abroad to hurry goods out—cutting for the American market, and accumulating goods too rapidly, with no alternative but to see them lying idle, or shipped at a sacrifice to the United Kingdom. The lumbering operations in the Dominion, anyhow, have far exceeded the demand, and, with plenty of other woods daily coming into competition, the interval above mentioned may be tided over before the recovery comes is over estimated.

A MAHOGANY tree lately cut in Honduras made three logs which were sold in Europe, says an exchange, and brought over \$11,000. The mahogany tree ranges from 1 to 7 feet in diameter, is often 60 feet to the first branches, and frequently exceeds 90 feet in height. The Honduras mahogany comes to market in logs from 2 to 4 feet square and 12 to 14 feet long, planks sometimes being obtained that are 7 feet wide. The weight of a cubic foot of mahogany varies from 35 to 53 pounds. As compared with oak, which is called 100 per cent., the strength of mahogany is 67 and 96, its stiffness is from 73 to 93, and its toughness from 61 to 99 per cent. The government engineer of Honduras estimates the total value of the trees, such as are regarded fit to be cut, at \$200,000,000, while the smaller trees not ready to cut are also worth a large amount.

THE alterations in the United States tariff, as passed by the Senate, in that portion of the Tariff bill which is known as Schedule D, will be found important changes. Lumber, sawn, N.E.S. is placed at \$2 per M.; planed \$2.50 per M.; grooved \$3 per M.; planed double \$3.50 per M. Boards, planks, deals, &c., of hemlock, white wood, basswood and sycamore \$1 per M. White pine boards \$1 per M. Timber, hewn and sawn, 10 per cent.; squared N.E.S. ½ cubic foot. Pine clapboards \$1 per M.; spruce \$1.50 per M. Pickets and palings 10 per cent. *à valorem*. Laths 15 cts. 1000 pieces. Shingles, white pine 20 cts. per M.; others 30 cts. Railway ties and telegraph poles, lighthouse tree, 25 per cent. Cedar posts and paving posts 25 per cent. Staves of wood all kinds 10 per cent.

LARGE investments of British capital have recently been made in the Southern states, but it seems as though the investors for some cause or other, studiously avoid the lumbering interests. At the present time, however, there is no incentive to go extensively in the business while there are so many engaged in it who are wishing that they were engaged at something else. A Baltimore paper states that \$3,000,000 of English money has just been invested in iron and other factories in Virginia; nearly \$5,000,000 in Florida phosphate mines and fertilizer factories, nearly \$1,000,000 in cotton and rolling mills, breweries and powder works in Tennessee; over \$1,000,000 in Texas coal mines, and other large amounts in Louisiana, South Carolina and Arkansas.

THE Ontario government has taken a new departure in regard to the sale of timber berths, and while it may not be very flattering to the American holders of Canadian timber limits, it may have the effect of preserving our forests for the benefit of Canadian operators and workmen. Among the conditions of the sale of timber berths in the Rainy River and Thunder Bay districts, to be held on October first, is a highly important one, of which the public have practically no knowledge. The conditions of the sale do not appear in the advertisement, but the one referred to reads as follows: "Timber cut from these limits to be manufactured in the province"; all of which means that all the timber cut from these limits must be manufactured in the Province of Ontario. This policy, once adopted by all the provinces, would be far more effectual in preserving our forests than any export duty upon logs we could impose.

A MICHIGAN lumberman, who recently visited the Ottawa and Georgian Bay districts, has the following to say in regard to the present condition of the lumber interests:—"I find that the American demand for timber limits is increasing and the stumpage is advancing in price. Already the talk of reciprocity is advancing the value of limits. Pieces of land which I looked over three months ago have advanced 25 per cent. in price. The cut of timber the coming winter will be curtailed considerably. The log cut will also be decreased. The docks seem to be pretty well filled with lumber which must be carried over the winter. The export trade during this season has not been brisk. The South American difficulty, it is supposed, is accountable for it to a large degree. In the South, Kentucky, Tennessee and North Carolina, where I spent May, June and July, I found a good deal of enquiry for stumpage. Operators do not seem to be making much money because they do not get enough for their lumber. There are too many small mills and stumpage is too cheap; however, I predict a bright future for the Southern lumber business."

AN English syndicate is lumbering extensively in Madagascar. Another syndicate has recently been organized in London to purchase a concession granted by the Queen of Madagascar consisting of about 1,500 square miles. The concession is for a term of ten and a half years. The land is said to be covered with a dense forest, in which there is a large percentage of ebony and rosewood. The forests contain in addition to this, however, teak nato intzy, azoyola and lalona, woods suitable for house building, ship building piling and furniture making. Azoyola is said to be much like black walnut in grain and color, and to be a suitable cabinet wood.

THE Memphis Lumber Exchange is having a beautiful cottage built, constructed of the native woods of Mississippi, Arkansas, Alabama and Tennessee. It will rest on a flat car and be hauled through many northern states, to show the growth of southern enterprise in the lumber business. It will be about fifteen feet in height, with entrances at either end of the car. The gables will face on both sides of the car, and the roof will be covered with cypress shingles and the sides will be partly covered with them. On the outside of the car will stand in large letters the names of the states from which the different woods in the cottages were obtained. It will be exhibited at different points in the west and northwest.

THE LUMBERMAN congratulates Mr. E. H. Bronson, of the Bronson & Weston Lumber Co., Ottawa, on his recent elevation to the position of member of the Ontario cabinet. Mr. Bronson is probably one of the best known lumbermen in the province and has been a member of the Provincial government for several terms. As a business man his ability is too well known to require comment here and as a man of sterling worth and integrity he fills a position achieved by few. It is rumored that he will soon be given a Portfolio in the House, and we have no doubt but that he will fill any position given him with credit to himself, and to the entire satisfaction of his constituents.

MAYOR McCaffrey, of Oswego, N. Y., is extensively engaged in importing telegraph poles from Canada, and is anything but pleased with the McKinley bill. He says:—"I import large numbers from Canada every year, and in no way compete with American lumber. At present these poles are admitted free. If the proposed duty of 25 per cent. is levied, it will make a difference of from 25 cents to \$1.25 on every pole imported. We pay for poles in Canada \$1 to \$5 each, according to length. The best quality of cedar is obtained in Canada—yellow cedar. The cedar of Michigan is known as white cedar, and is inferior to the yellow cedar of Canada. I can't understand why this proposed duty is imposed, unless it is to give the manufacturers of iron railroad ties and iron poles a monopoly."

THE meeting of the American Forestry Congress held at Quebec in the early part of last month was an event in the great lumber interests of the country. The inauguration address was delivered by Lieut.-Gov. Angers, who welcomed the American members to the city. In his address he referred to the forest wealth of this great continent, to the waste which has been going on for so many years, and especially in the United States, where the lands are sold outright to the lumber operator. He contrasted the Canadian method of dealing with public lands, and showed very clearly that the lease plan was by far the better of the two. Dwelling upon the enormous raids made on Canadian forests during the last few years, he referred to the fact that from 1867 to 1889, 10,430,000,000 feet of lumber, board measure, and 69,000,000 cubic feet of timber were removed from the province of Quebec, while the revenue derived from the lumber had been \$9,800,000, and more than \$1,000,000 last year. Hon. Mr. Joly opened the meeting of delegates to the congress. General James G. Wilson, of New York, gave information regarding the state of forestry in New York, after which he was followed by the Rev. G. F. Talbot, of Maine, and Mr. John Woods, of Boston, who dilated upon the state of

forestry in their respective states. The secretary, Mr. Fisher, of Philadelphia, in giving his report of the work done by the association during the past year, said twenty nine states and the provinces had joined the association. After reciting the number of members and financial position of the association the reports showed a general awakening of public opinion on the forestry question. The general devastation of the American forests was creating quite an excitement, and there was a general demand for proper legislation. The prospects were that before long forestry would be one of the greatest interests on the continent. A number of papers were read and addresses were delivered by a number of the delegates present, and before separating, the congress adopted resolutions recommending the sending of young men to Europe to study forestry, and also the modification of rules regulating the management of public timber lands in order to secure the re-wooding of forests. Protests were adopted against the threatened suppression of the board of forestry of California, and against the alienation of the last group of trees in Tulare county. Recommendations were also made in regard to the preservation of forests from fire. The American Forestry Association has been the means of doing much good since it first came into existence, and a very large field for usefulness lies before it.

THE delegation of lumbermen and pork-packers which waited on the Ontario government last month to press their demands for a more definite interpretation of recent amendments to the tariff laws relating to the duty on mess pork, was attended with very happy results to the lumbermen. The trade had all along considered that the duty of 1½ cents per lb., or \$3 per barrel, was all that would be expected on pork whether mess or clear; yet, however, several hundred barrels had been stopped in Montreal in bond, and a duty of three cents a pound, or \$6 a barrel demanded because the bones had been removed from the pieces, thus making them clear pork, and there in lay the point of contention. As there are some 60,000 barrels of mess pork used in the Ottawa Valley every year, it became a serious matter to the lumbermen. After due deliberation the cabinet sustained the contention of the lumbermen, and instructions were given to the customs department to collect only the old duty of \$3 a barrel in future.

AN arbitration is going on at Belleville, Ont., between the Messrs. Gilmour and the Rathbun company, before Messrs. J. M. Irwin and George H. Pape, arbitrators; arising out of a dispute as to the relative cost of driving their timber along a certain portion of the Trent river in the season of 1887. The arbitration will endeavor to arrange the dispute between the two firms as to the driving of the saw logs, cedars, railway ties, telegraph poles, etc. Both firms went into lumbering on the Trent river with the understanding that the driving was to be done jointly. The dispute is as to the amount of cost to be borne by each, as the two firms cannot agree upon the difference in driving saw logs and other lumber. The Gilmour's claim that two railway ties are equal to one standard log of 100 feet, while the other company claims that it takes four railway ties. It is also contended by the first named firm that two cedar posts equal one standard log while six is the figure mentioned by the Rathbun company. If the Gilmour contention is right the Rathbun company will it is said have to pay them a sum considerably over \$10,000.

COMMENTING upon the shipment of a vessel load of fir timber from Puget Sound to England, the *Winnipeg Commercial* says, that what is true of Puget Sound may also be applied to our own province of British Columbia. The Pacific province has a great wealth of timber of the same variety and at least as fine quality as the Puget Sound country. Lumbering has made rapid progress in British Columbia during the last year or two, and the trade there is reaching out for new markets for their manufactures. British Columbia mills have every advantage which can possibly be enjoyed by Puget Sound mills so far as foreign trade is concerned, and

they should be able to compete successfully for this trade. If Great Britain wants Pacific coast lumber British Columbia should be able to supply it to the best advantage, as regards price and quality, or dimension. British Columbia lumbermen have been exporting for years to Australia, South America and Asiatic ports, and some shipments have also gone forward to Great Britain. The trade in the latter direction is no doubt destined to expand. If ever the Panama canal is completed, and there is no doubt but that it will be in time, the cost of shipping Pacific coast lumber to Europe would be materially reduced and the trade would experience a great "boom." In the matter of domestic trade, British Columbia lumbermen are at a disadvantage perhaps with the Puget Sound mills, as the home market is more restricted. The local demand is limited to the requirements of a population less than 100,000, and eastward from the province the population of the prairie country is also limited. With the rapidly increasing population there will be a steadily increasing demand within the province and especially throughout the prairie region east of the mountains. The fine quality of British Columbia lumber is gradually gaining for it an increasing trade even throughout the old province of Eastern Canada. The fine qualities of the fir and cedar for inside finish in wood are strong points in favor of the lumber, and where such a wood is desirable, a slight difference in the cost will not stand in the way. The great strength and durability of the Douglas fir, combined with the large size of the timber, render it very valuable for special classes of work. For bridge timber, spars, railway work, or for any purpose where a strong, durable piece of timber of extra large size is desired this fir is very desirable. It can be obtained in sticks up to two to two and a-half feet square and one hundred and fifty feet long. These qualities bring the timber into demand for special purposes, and the number of big sticks of timber being shipped eastward from British Columbia mills is steadily increasing.

A COMMITTEE representing the lumber section of the Toronto Board of Trade assembled on Sept 19th, in local superintendent Edmund Wragge's office, Toronto, where they met Sir Joseph Hickson, Mr. Wragge and a full representation of the mechanical department of the G. T. R. The purpose of the conference was to obtain from Mr. Joseph Hickson an explanation regarding the treatment lumbermen throughout the province had received at the hands of the G. T. R. in the matter of shortage in cars and delay in transportation for their trade. The following gentlemen were present: John I. Davidson, president of the board; H. N. Baird, vice-president; E. A. Wills, secretary; John Donogh, acting chairman of the lumbermen's section; R. Laidlaw, R. Thompson, John Waldie, M.P., T. H. Willmott, J. Scott, Waubaushene; M. Brennan, Hamilton, and A. Macpherson, Longford. The representatives of the G. T. R. were: Sir Joseph Hickson, Edmund Wragge, James Stevenson, John Earls, A. White, J. W. Riddell, R. Quinn, and James Webster. The committee were agreed that they had a grievance and all were equally satisfied that they would be able to place the matter in such a light before the general manager that he would be compelled to take action and give them an immediate remedy; but in this they were doomed to disappointment, as they failed to secure the slightest promise upon which to hang the smallest hope of immediate relief. Sir Joseph, who had just returned from a trip through the lumber regions of the north, freely admitted that there had been a shortage in cars, notwithstanding the fact, as he stated, that 2,000 cars had been built during the past twelve months, most of which had been used by the company for constructing purposes. He attributed the cause of the shortage to the large shipments of ice during the summer months, stating that over 150,000 tons had passed over his line. The increase in the carriage of forest products had been at least 100,000 tons, and considering the large number of washouts on the road last spring, he stated that it might be easily seen that he had a good excuse for the delays complained of. When asked the question "if he would guarantee to provide cars at once in sufficient numbers to move all the lumber now ready for ship-

ment," the general manager replied by stating that the barley men throughout the country were clamoring for cars, all anxious to get rid of their stock before the McKinley bill comes into force, practically prohibiting them from shipping across the border, and that their wants must be attended to. Before the committee retired Sir Joseph stated that he would be pleased at an early date to meet a committee representing the lumbermen and discuss with them ways and means for increased facilities for shipping during the winter months.

AFTER months of agitation and speculation regarding the final destiny of the lumber clause of the McKinley tariff bill in the United States Congress a verdict has at last been reached. The House conferees have accepted the Senate's amendment, making a reduction on sawed boards, planks, deals, and other lumber; of hemlock, white wood, sycamore, white pine and basswood, of \$1 per M feet board measure. The House proviso in regard to the export duty levied by any foreign country on logs has been restored, which means that in order to derive a benefit from the reduction in the import duty on our lumber the Dominion government will be called upon to remove the existing export duty of \$2 on Canadian logs. While THE LUMBERMAN has always spoken in favor of maintaining our export duty as an offset to the high tariff on lumber from this country, it is only justice to the trade of both countries that we should meet the present action of Congress half way by abolishing the export duty. The revenue to our government which has been derived from the export duty referred to has been too meagre to cause any perceptible decrease in the Dominion's finances, and the impetus the reduction in the import duty will give to the Canadian lumber trade will doubly make up for any deficiency in this regard. There seems to be but little doubt in the minds of those who are in a position to know the feeling of the government on this question, that immediate action will be taken towards abolishing what Americans term "the pernicious Canadian log duty." We predict that just so soon as the McKinley bill becomes law there will be a revival in the lumber trade in this country such as we have not had for years. It is indeed a consummation devoutly to be wished.

SPLINTERS.

WE learn that the duty on Mahogany lumber, as proposed by the McKinley tariff bill, has been reduced to ten per cent. *ad volorem*, instead of thirty-five, as heretofore proposed.

\* \* \*

AN important meeting of lumbermen, at which every mill manufacturing pine lumber between Lake Superior and Winnipeg was represented, was held at Rat Portage, Ont., on Sept. 22nd. A new price list was adopted, and prices were readjusted. The new list comes into effect at once.

\* \* \*

DURING 1889 the total value of exports of lumber and the products of the forest from Canada to Brazil was \$13,118, to Chili \$67,137, to Peru \$31,113, to the Argentine Republic \$560,956 and to Uruguay \$73,787. Over 23,000,000 feet of lumber was exported from Canada to South America last year.

PAPER, tough as wood, is said now to be made by mixing chloride of zinc with the pulp in the course of manufacture. It has been found that the greater the degree of concentration of the zinc solution, the greater will be the toughness of the paper. It can be used for making gas pipes, boxes, combs, for roofing, and even, it is added, for making boats.

R. A. GREGORY, well known in lumber circles in the province of New Brunswick, died last month at St. John, aged 68 years. He came to this country from Ireland when 13 years old, and worked his way up until he became a large operator. For several years he has conducted a large mill on the west side of the harbor at St. John.

OFFICIAL returns for the seven months ending July 30th show a decline of from £233,501 to £188,315 in the value of square timber exported from Canada to Great Britain as compared with the corresponding period of 1889, and in the value of lumber a decline of from £1,030,978 to £1,039,533. Exports of lumber for July show an increase of £63,079 as compared with the same month of 1889.

VALUABLE timber limits belonging to Rochester, Doherty & Co., comprising 127 1/2 square miles, together with improvements, will be offered for sale at public auction, at the Russel House, Ottawa, Ont., on October 28th. The limits are situated on the Ottawa River opposite Mattawa and have a frontage of twenty-one miles. Owing to the death of the late W. H. Doherty (one of the partners) these limits will be sold to wind up the business. See advertisement on another page.

ENGLISH lumbermen are manifesting a growing liking for Oregon pine of all dimensions, and it looks as if a good future lies before the saw mill companies of that region when the Isthmus of Panama shall be cut through. It can then be laid down in England at a great reduction from present prices and its large dimensions, durability and freedom from knots and sap will be sure to make it a prime favorite.

THE estate of the late firm of F. G. Strickland & Co., New Westminster, is likely to turn out much better than was first anticipated. One hundred cents on the dollar will be paid and a respectable surplus left for the benefit of the firm. No men in their line of business as machinery agents were better known in British Columbia. F. G. Strickland has resumed business.

THE old and well-known lumber and manufacturing firm of E. & B. Holmes, of Buffalo, N. Y., recently failed for about a million dollars, after having been about fifty years in business. The assets at the time of failure were reported to be ample. They have since settled with their creditors at 50 cents on the dollar, payable in 6, 12, 18 and 24 months, without interest, secured by mortgage on real estate.

EXCHANGE ECHOES.

Northwestern Lumberman.

Although a great deal is said by Canadians concerning the undesirability of allowing American lumbermen to have access to Dominion forests without paying roundly for the privilege, there is little doubt that over the whole of Canada a reduction in the import lumber duty by the United States would be hailed with great joy, even though it did involve the removal of an export log duty by the Dominion. The Canadians are doing considerable talking, but they know on which side their bread is buttered.

Timberman.

Strange as it may seem, although the mountain ranges of Australia are clothed with dense forests, some of the trees almost overtopping the sequoias of California, that whole country does not produce a wood available for the manufacture of barrels and pails, and the thousand and one articles that are made of our soft wood. Not a clothes-pin is made in all Australia, and this insignificant little implement is a staple article of our trade with those colonies, being shipped thither almost by the ship load. Australia draws upon California for her redwood, upon Washington for pine, but her clothes-pins, pails, tubs and such like ware she obtains from New York, Boston and Philadelphia. Her street cars are principally of New York manufacture.

Northwestern Lumberman.

Notwithstanding all the free lumber talk, when the lumber clause of the McKinley tariff bill came up for consideration in the senate last week all propositions to remove the duty from lumber were voted down. The wood schedule is reported to have been passed practically as it came from the committee, except that pine clapboards were added to the items to be reduced from \$2 to \$1. The duty on white pine shingles was placed at 20 cents a thousand. The committee had changed the proviso which added the amount of the export log duty imposed by any country to the amount of import duty on lumber, so that it provided for a retention of the duty hitherto existing in the case of any country which maintained an export duty on logs. Thus Canada would not get the benefit of a reduction in the import lumber duty until action was taken by the Dominion government to do away with the existing export

log duty. Assurance has again been received that Sir John Macdonald has agreed that the duty shall be removed should congress finally adopt a lumber duty of \$1, and he will, without doubt, be called upon to fulfill the alleged promise. The fight over the reduction of duty in the senate was very sharp. The prairie state representatives wanted free lumber, and those from lumber producing states chiefly acted on the defensive. Senator Stockbridge, of Michigan, called attention to the magnitude of the lumber business in his state alone, and held that owing to the lesser cost of production in Canada \$2 was a thoroughly equitable duty. He gave Michigan's lumber product last year as 4,643,000,000 feet in round numbers, which sold for over \$60,000, while 23,752 men were employed, exclusive of the woods, the mills alone paying out about \$7,670,000 in wages. He said also that about \$200,000,000 was invested in the lumber mills and appliances of this country, and that over \$90,000,000 was annually paid out in wages. After extended consideration and long delay the tariff bill itself was passed last Wednesday; and having gone that far, little doubt could remain of its ultimately becoming a law, concurrence by the lower house and the president's signature only remaining necessary.

Southern Lumberman.

Lumbermen and investors who, at present values, obtain large bodies of oak timber lands will, beyond doubt, reap a rich harvest in the future; as, contrary to the general belief, it is a difficult matter to procure this class of timber lands, and prices can not but advance. Lumbermen who have prospected through the Virginias, Tennessee, and other Southern States, report that accessible, large bodies of oak timber are few and far between. At present, perhaps, the finest bodies of large oak are to be found in the Mississippi Valley and the Yazoo Delta. Since the introduction of quarter sawing the demand for oak lumber has wonderfully increased and there can be no doubt that values will continue steadily to advance.

PERSONAL.

Mr. E. H. Bronson, lumberman, has been made a member of the Ontario Cabinet.

Mr. C. A. Larkin, a well-known lumberman of Brandon, Man., visited the city last week and gave THE LUMBERMAN a call. He reports trade good in the west.

Mr. Norman McIntyre, saw mill man, of Durham, Ont., called at the LUMBERMAN's office last month on his return from Quebec. He reports the lumber trade as being very dull in the Ancient City.

Mr. John Nicholl, of Queensboro, Ont., paid us a visit last month.

FIRE RECORD.

Champion's saw mill, situated near Campbellton, N. B., was burned on Sept. 11th. Loss heavy.

The saw and planing mill owned by F. W. Galbraith, at Bethany, Ont., was recently burned. Loss \$2,000; insurance \$800.

The planing mill of the Cobban Manufacturing Company, Toronto, was damaged by fire on August 29th to the extent of about \$14,000.

F. G. McMullen's steam saw mill, at Shubencadie, N. S., was completely destroyed by fire on Sept. 13th. The loss is estimated at \$12,000.

Fire in the lumber yard belonging to Gall, Anderson & Co., Toronto, on Sept. 2nd, caused damage to the amount of about \$1,000.

The old Loggie mill on the public wharf at Chatham, N. B., and which has not been worked for many years, was recently burned, supposed to be of incendiary origin. The machinery in the building was worth from \$1,000 to \$1,200. No insurance.

L. W. Patten's drying kiln at Spallumcheen, B. C., caught fire the other day and was completely destroyed, together with about 5,000 feet of lumber. Loss, about \$300.

The Lothair & Modis planing factory and the W. H. Plummet Lumber Company's lumber yards at Sault Ste Marie, were destroyed by fire on Sept 12th. Total loss about \$14,000, insurance \$10,000. Cause of the fire unknown.

The saw and grist mills at Kagawong, Ont., belonging to Mr. J. W. Lang of Toronto, were burned on Sept. 13th. The mills, which were a total loss, were rented to Mr. J. A. Wilson, who succeeded in saving a small amount of lumber. The mills were insured for \$1,200. Mr. Wilson had no insurance.

The steam saw mill of Joseph Bedard, at Windsor, Que., was burned Aug. 7th. Mr. Bedard had 22 men at work. He has arranged to build without delay. Loss about \$4,000; insurance \$1,500.



## OAK AND ITS USES.

Within the last half of the present decade oak lumber has come into great favor with architects, builders and for decorative purposes where it was thought only costly furniture woods would be acceptable to the trade and to the tastes of a refined public. The history of the lumber trade for five years past demonstrates the fact that good taste and judgment have fixed upon oak as the most popular wood for all interior finish for dwellings, offices, banks, theaters and places of public resort. Of course it has been a standard wood always where strength, dumbility and plentifulness were an object, but it is only within a very few years that it has come to be acknowledged as one of the leading woods for decorative purposes where its proverbial strength and durability can also charm the eye by its inherent beauty of grain without the aid of the painter's art. If the reader doubts the popularity oak lumber has attained among architects, builders and consumers, he is respectfully referred to the price lists from 1884 up to the present. Plain sawed oak has advanced within that time from \$14 and \$18 per thousand to \$24 and \$26 per thousand, and the demand is in excess of the stocks on the market at present. More than that—within the period above mentioned, a demand has sprung up for oak lumber cut from the log in such a manner as to show the greatest beauty of its grain. This is called, among millmen and dealers, quarter-sawed lumber, and the method of cutting it has been explained more than once in the *Tradesman*. This class of lumber is in demand at present, in the proportion that where four carloads are wanted only about one is to be had. The price f. o. b. at any point having less than a thirty-five cent rate to eastern points is \$34 to \$36 per thousand for first-class stuff five inches and up in width. Extra wide and fine panel boards, say 14 to 18 inches in width, are in demand at walnut and cherry prices, say \$60 per thousand and very hard to get at that price. These prices run unreasonable in contrast with those for oak a few years ago, but there is a shortage in the market that is becoming more pronounced every day under an unprecedented demand. Oak has come to be a very fashionable furniture wood and the factories at Grand Rapids, Mich., consumed more than 35,000,000 feet last year and are on the market now for twice that amount of good, dry lumber. All other furniture factories in the country are compelled to use oak to meet competition and demands of their customers. But the demands of the furniture manufacturers compared to that for grain oak for interior finish or private, public and business houses is as only one to ten. Hence the greatest shortage in supply and the advance in prices as above noted.

Accepting the foregoing statements as facts—every one of which can be readily substantiated, and more could be said if necessary—it would be a useless suggestion to advise owners of oak timber not to part with it without a thought of its future values.

Whatever may be the future of oak lumber—whether the demand for it is a fashion that will pass away in a few years, or whether the world has just found out its full merits as a furniture and ornamental wood are not questions under discussion, but two things are clear: First, oak lumber is in good demand now; and second, the great bulk of available supply is in the southern states. We have two varieties of oak in the south in great abundance, that for beauty of grain and color meet the requirements of modern taste for interior finish and for articles of furniture and fixtures, viz: *Quercus alba* and *Q. rubra*—the first known by lumbermen as white oak and the latter as red oak and when properly manufactured it requires a trained eye to distinguish one from the other, and tastes differ as to which makes the most handsome finish, but the majority favor white oak as is evidenced from the higher price it brings in the market. But whoever mistakes one for the other is no worse off than he who mistakes short leaf pine lumber for the pure Georgia long leaf article.

With an active demand at rising prices for an article we have in its raw state in the greatest abundance, it will not be out of place to offer some suggestions as to preparing it for market. To begin at the stump. In

the preparation of timber for market, how many know how to cut down a white oak tree? Almost anyone with physical strength and a good sharp axe can cut a tree down, but there is not one in a hundred who can fell an oak tree, a good tough tree, as it should be done. There is only one way to do it right and ever so many to do it wrong. Let us select our tree, an average sized one, say thirty-five inches in diameter. We first decide where it is best to let it fall. This depends upon the nature of the ground, the facilities for loading the logs on the waggon (there are very few tram roads where tall oaks grow) and the trees standing near, for we do not want to lodge our tree nor destroy any other valuable ones. Next, which way will the tree fall? If it stands so straight we are in doubt we look at it from two points at right angles to its base, note if it leans any way, if not, see where the heaviest limbs are. This quickly decides where the center of gravity tends and any experienced axeman can fall a tree within a foot of the place selected. But suppose the tree leans greatly in one direction shall we fall it the way it leans? Certainly not, if we wish to save the best cut for lumber, because if it is a tough tree the breaking of so much of the heart would, by the weight of the tree and its branches, pull slivers out of the butt cut several feet long and cause it to split either in falling or in subsequent drying. If other conditions are favorable, we will fell it as nearly at right angles to the way it leans as possible so as to cut as nearly through the heart as possible before the tree begins to topple. Having decided this matter, which can be done in less time than it takes to write it, we take our positions. I chop right handed and want my partner to be left handed, so that we may stand side by side and chop on opposite sides of the tree, or four men may work on the same tree if two are right and two are left handed. The height of the stump will be governed to some extent by the shape of the tree; if it is "swell butted," as many of the toughest white oaks are, cut as high as convenient, if the trunk is smooth and tolerable uniform in size from the ground up, cut as low as possible. Let the stump be about two inches higher on the side opposite the direction the tree is to fall. The reason for this is apparent. If the stump is highest on the side the tree is to fall it serves as a fulcrum and the uncut center instead of breaking square off will be pulled out in slivers by the powerful leverage of the tree when the bevel of the trunk strikes the stump as it will when the tree has fallen about two-thirds of the distance to the ground. Most choppers will leave the stump on the side where they stand from two to six inches higher than the other. This is a loss of labor and some timber and a habit that once acquired is very hard to get rid of. After having cut out the first kerf compare work and see if we have made our cullings parallel. If we have left one "corner," as it is called, thicker than the other, (which is apt to be the case on large trees) we can easily remedy the mistake in taking down our second kerf. In taking down our second kerf be sure and take enough and not too much as either involves a loss of labor for no good. As the work proceeds, cut to the center leaving the corners to support the tree. It is better to cut entirely through the heart of a very tough tree before it begins to crack and thus avoid all danger of splits and slivers. When the tree shows signs of falling put in the best and most rapid work possible on the corners so as to leave little of the wood to break as possible. The last few strokes on the corners may be made to change the direction of the tree in falling several feet.

Before the tree falls, one or more skids, poles something should be placed for it to fall on to keep it off the ground for the convenience of sawing and loading the logs. Some judgment is required in placing these skids as trees are often cracked or split by improperly placing them or having them too high. After the tree has been trimmed and the brush cleared away the axeman's work is finished. In marking off the tree into "cuts" care should be taken to get the best part of it into the most desirable lengths, as twelve, fourteen and sixteen feet lumber is more used than eight and ten feet lengths. One or two inches excess of length should be allowed for crooked sawing and sun cracks. A shortness of one inch means a loss of twenty-three inches on every piece of lumber cut from the log because lumber-

men recognize nothing but even lengths. Thus a piece of lumber lacking an inch of being ten feet in length is inspected as eight feet long, a loss of 20 per cent. of timber besides the labor of handling and cost of transportation. It is just such little mistakes, blunders and carelessness as this that eat up the profits of lumber manufacturers. There is not a single step in the manufacture of lumber from the first stroke of the axe into the tree to the final disposal of its products that will not repay the most careful attention and management.

## RUNNING CIRCULAR SAWS.

(A. W. W. to the Mill Operator.)

I have had ten years' experience and think I know something about running and keeping a saw in order. In the first place I will tell how I keep my saw in order. If it is a good straight saw there is little trouble. The saw should be filed straight; to do this a beginner should use a very small try square until he gets so he can file true and straight. Give the saw plenty of set. I use a common swage. It has two sides, one straight and the other concave. I use the concave side altogether, as it leaves the tooth with sharper corners than the straight side and therefore it cuts easier and will stay on the line much better than it otherwise would. The teeth should be swaged wider for soft wood than for hard. It is better to get them too wide than not wide enough. The saw will run all right even if too wide, but if not wide enough then you will have trouble, as it will get worn on the rim, impairing its strength so that it will run uneven, one time in and the next time out. When running that way stop and swage. After the teeth are swaged wide enough with the concave side of the swage take a file and tip the corner of the teeth, the longest ones the most; turn the handle of the file to the centre of the saw to make the back side the most and leave the teeth with cutting corners. Do not use a gauge, it cuts the corner square and does not leave a cutting corner, and by using the file with the handle down the back side is cut so it will clear the wood, and does not drag. I have seen old sawyers use the gauge, but I don't like it; a man can soon get so he can cut the teeth all exactly the same without it if he is careful. If my saw gets dull between morning and noon, or night, which it will, I take a good sandstone, one that is fine and hard—I always keep one by me—I hold to the saw while running and let it tip the teeth enough to bring them to an edge. It will make them cut like they did when they were first filed. Some will object to this, they think it will wear the saw too fast, but you can cut lumber to make up for all the loss in that direction and twenty times more. With a little mill I sometimes use the sandstone four times a day, twice before noon and twice after.

Sometimes when a saw is filed it will not run straight, it will run in too much, or run out too much. If it runs in the log too much, tip the corners of the teeth, with the sandstone next log, which will make it run the other way; be careful not to tip them too much, for it will dull them and make the saw run hard. If the saw pinches in the log and gets worn don't try to crowd it through, but back out and put some oil on it; if it is not too warm you can go right through, but if it is very warm, let it run a little while and it will cool off; don't put water on the saw if hot, better wait and let it cool than to spoil the saw. Some may read this who has a bad saw and objects to my plan; if that is the case the saw had better be fixed as soon as possible.

If in starting the saw is limber and wabbles bad don't start it into the log, for the saw will not run true, no matter how well it is dressed; but let it run and take a hand stick and hold it between the frame and saw, and press it to the saw until it gets warm in the collar; it will then get stiff and will run very well. You must keep it rubbing against the log enough to keep it warm, but not enough to heat it. Have the track level and straight; keep the saw hanging true, that is plumb; try it with a level or plumb-bob; make it hang true, keep it on a line with the carriage. The "lead" that so many think a saw will not run without is all stuff; the saw will run if it is on a line with the carriage, but the front of the saw should set so that if the teeth just strike the log the back-side should miss it about one-

sixteenth of an inch, so the teeth will not mark the timber; that is all the "lead" that is needed.

For a little mill I like a thin saw about eleven or twelve gauge; it runs lighter, but is harder to keep on the line than a thicker saw. For a twenty-horse power, I like a seven and nine gauge, that is, seven at the eye and nine on the rim, with about fifty teeth. Keep the backs as full as you can without striking the log, it makes the teeth stronger. Never make one stroke too much with the file, file until the tooth is to an edge and no more, it only wears the saw; when the tooth is to an edge it cannot be any sharper.

**ST. JOHN'S SPRUCE SUPPLY THREATENED.**

For many years the city of St. John, New Brunswick, has been supplying New York very largely with Spruce lumber, especially with Spruce lumber of large dimensions, as the logs which come from the Aroostook, and from above the Grand Falls of the Saint John, which are the best timbered sections of that river, are of large size. When one looks at the great tree lying in the Douglas boom close to Fredericton and compares them with those lying in the Penobscot, he at once sees that the Saint John timber, in point of size, is far ahead of that now cut on the Penobscot.

There seems to be now, however, a reasonable probability that within a few years a considerable part of these large logs will be sawn elsewhere than at Saint John; that is to say, that they will be sawn on the Aroostook at Caribou; and above the Grand Falls, at Temiscouata Lake, and at or near the point where the Saint Francis joins the Saint John, which is thirty-five miles north of Edmundston, the present terminus of the New Brunswick Railway, which has lately been absorbed by and incorporated with the Canadian Pacific. The people of the County of Aroostook, wearied out with carrying freight probably more than 100 miles further than they need, were a short line built from Caribou or Fort Fairfield to the Penobscot, have concluded to build a railway direct which shall strike that river without passing through English territory, and are now taking steps to forward its construction. Against this the Canadian Pacific is fighting hard, but the short road must eventually succeed, if even if it be for a time hindered by the machinations of its gigantic adversary.

Already a large dam has been built at Caribou, on the Aroostook, where there is abundant power to saw all the logs on that river, and the people of Aroostook are even now anticipating the time when all the logs coming down the river shall be held there to be sawn into planks and boards for transport over the short line when it shall have been completed.

Ascending the Saint John to Edmundston, we find that there is a line of railway running from the Saint John River at that place to River du Loup, on the Saint Lawrence, the distance by it being from one point to the other eighty-one miles. We find that the owners of this railway (Temiscouata) are this summer building a railroad from Edmundston to the mouth of the Saint Francis, above which are situated the most extensive timber limits on the Saint John, or its branches, and where any quantity of lumber can be easily held in booms, and where, as the Saint John is the boundary between the United States and Canada, lumber can be sawn on the American side of the river and be exported either to Great Britain or to the United States, in either case free from duty.

English deal can be hauled from the Saint Francis by rail when the Saint Francis road is completed to the wharf at River du Loup for \$1.20 per M. B. M.; and freights from that place to Europe are cheaper than they are from Saint John, and Quebec deals command a higher price than those sawn in Saint John; now it costs about \$2 per M. B. M. to carry logs by water from the Saint Francis to the mills at Saint John, as the Temiscouata Railway crosses the Intercolonial at River du Loup, and as that connects with the Grand Trunk, boards, shingles, clap-boards etc., can be carried by these routes in bond to any desired place in the United States. So far as we can learn, there is no doubt but that the construction of sawmills up the Saint John River will follow on the completion of the various roads which we have named. The lumbermen at these mills

can be exported free of duty, as we have already mentioned, to both Great Britain and the United States. Not only so, but logs grown on the tributaries of the Saint John in the Province of Quebec, when they come to such mills so to be built in the State of Maine, become American lumber, and when sawn can be exported free from duty, and no power can collect any export duty on such logs, from the fact that they will by the very current of the river, and not by any act of man, run into the booms which would be built above such mills. From these facts we are led to the belief that the day is not very far distant when the mills at Saint John will have formidable rivals to contend with hundreds of miles distant from that city.—*Exchange.*

**HOW TO MEASURE LOGS.**

A thorough knowledge of the means by which the contents of any log or stick of timber can be accurately determined either in feet, board measure, or cubic feet, is a necessity with every one engaged in the lumber trade. Although this may seem difficult at first, in reality it is very simple, as is satisfactorily shown by an expert on the subject in a recent communication to the *Tradesman*, from which the data for this article are gathered. There are several rules and tables published for determining the contents of logs, but the Doyle rule, which is given in *Scribner's log book*, is in most universal use, and is considered the standard. If all timbers to be sawn were square to begin on, then the different tables would not vary, but every lumberman knows there is considerable good lumber in a round log outside the four lines that must be cut to bring it to a square. In a small log this amounts to very little, but in large ones it will reach as high as 30 per cent. One third of the diameter of the log is usually allowed for squaring it.

Small logs will generally cut more than the Doyle rule, mentioned above, gives, and for this reason some New York exporters have adopted other tables, the most popular of which is Gard's log book. G. F. Herring's log tables which are published by Pastoriza & Brown, Houston, Texas, are used to a considerable extent in the southwestern territory. These tables give results considerably below the Doyle rule. To illustrate: According to Doyle a log 40 inches in diameter and 10 feet long, contains 810 feet, the same log 40 feet long contains four times as much, or 3,240 feet. The Herring's rule makes a log 40 inches in diameter and 10 feet long contain 667 feet, and one 40 feet long of the same diameter, 2,734 feet, instead of 2,668 feet, as it would, if the short length were correctly calculated, and the mean diameter taken. The discrepancy is probably due to some custom of taking the diameter of long logs, that is not explained in Mr. Herring's book.

The rules so far alluded to are for estimating logs on land; for floating logs, the one commonly used in the streams of the hardwood belt is called the Cumberland river rule, but has never been printed except in card form. It is very simple. From the dimension of the log one-third is subtracted to bring it to a square, and from the square thus formed, one-fifth is taken from one side for saw kerf. Take for example a log 10 feet long and 15 inches in diameter. One-third of this for squaring it leaves a diameter of 10 inches and one-fifth off one side for saw cut, will leave a log 8x10 inches. Multiply the two sides together and the product by the length in feet, dividing by 12, leaves 67 feet for the amount of lumber, board measure, while the same log according to Doyle rule, would produce 77 feet. For a log 10 feet in length and 40 inches in diameter, this rule gives 473 feet. The same log by Doyle's and Gard's rules contains 810 feet, and by Herring's 667. If cut with a hand saw, it would produce more lumber than any of them give, providing it be round, straight and perfectly sound. The low estimate given by the river rule is to protect the buyer of logs from natural defects hidden under the water, and from intentional fraud.

In measuring logs in the water, a stick is used called the river log rule. It consists of a hickory strip, very much like the ordinary lumber rule, only about six feet long, and has a metal hook projecting at right angles from the lower end. There are three rows of figures for six different lengths of logs. In using it, the hook end is thrust straight down into the water, and the hook brought firmly up against the bottom side of the log, and the thumb placed against the stick at the top. The figures on the stick nearest the point indicated by the thumb, in the row for that length, shows the contents of the log. Thus it will be seen that under this rule the log is measured from outside to outside of the bark, which neutralizes the apparent discrepancy between it and the Doyle rule. Those who handle rafted logs will find this rule very satisfactory as it gives uniform results and sufficiently below the actual contents of perfect logs to make up for all ordinary defective ones beneath the water.

**WILL THE CIRCULAR SAW GO?**

This is a question asked by Mr. J. H. Mier in a letter to the *St. Louis Lumberman*. He then proceeds to answer it as follows. The band saw mill is now an established machine for the more economical conversion of logs into timber, but it yet remains a question whether it will replace the circular as the standard mill. There are many things to be taken into consideration in determining which to buy. This question lies principally in the skill to be had to successfully operate the band saw. There are mills that are actually cutting more lumber than the circular on the train of wheels and strain of tension to maintain it, it is evident that the tooth must be precise. The amount of deviation that would hardly affect a circular saw would be sufficient to condemn the band, and put it where many are that are now in use, viz.: behind the circular.

The cracking of band saws is another serious trouble which seems inevitable, and yet there are mills that hardly have a cracked saw. This evil, which so greatly retards the introduction of the band will be overcome. This can not be entirely attributed to the tension of saw or to the filer, but remains to be overcome in the construction of the mill, that is as light an upper wheel as possible and a more sensitive straining device, which the later designs seem to be greatly overcoming. Larger wheels are being used, which greatly helps the contact of saw, and greatly overcomes that crystallizing tendency. The future mill will be a 10 to 12-foot wheel, with 12-inch saws; then the back and tooth edge of saw may be kept slack of tension and there remain enough blade to make a stiff strained saw that will lead the circular in any capacity of sawing. The circular at present has only one advantage over the well-fitted band, and that is in small timber where a great deal of heavy timbers are sawed, such as railroad stuff. In this case the band saw has but little economy, as there are but few lines run to complete the log, the gain of the band being in one-inch boards and larger timber.

The filer that realizes that the band is the coming saw, and applies himself to it, will always be in demand at the highest wages. There are many mill men that continue to vote for Andrew Jackson, through the eye of prejudice and will cling to the "old reliable."

**When to Cut Timber.**

Timber should be cut when ripe, like any other crop. Gentlemen foresters may as well advise letting ripened corn remain to moisten and fertilize its field as to urge the preservation of forest trees for similar reasons. Trees which fall and decay are wasted. That waste within the limits of the United States is very great. He who has lain in the camp and heard in the unnatural stillness preceding storms that strange, dull roar like distant cannons, of mighty trees laid low, and considered how hourly and yearly vast numbers of forest kings go down to death upon millions of acres now inaccessible, may be led to view the problem in variance with the philosopher wondering why this potential wealth is not appreciated, why lumber is imported when better stock is rotting here, and if the assumed necessity of water supply in districts where water runs unhindered to the sea warrants the burden of an unproductive and therefore valueless area. Much more may he marvel at the wisdom of him who hoards a wasting forest in the face of a persuasive market; that timber sold, the interest on the cash returns might foster a second crop on twice the area.—*Exchange.*

**Ottawa Lumber Shipments.**

THE quantity of lumber carried from Ottawa and Hull by the Canadian Pacific and Canada Atlantic Railways for 1888 and 1889 is reported as follows:—

	1888	1889
Sawn lumber, feet,		
board measure	119,304,517	125,937,719
Shingles.....	50,000.	
The quantity carried by the Ottawa canals for the period is as follows		
	1888	1889
Sawn lumber, feet,		
board measure	316,923,600	368,910,600.
Shingles.....	5,028,000.	5,184,000.

## OUR ALBANY LETTER.

ALBANY, N. Y., Sept. 25th, 1890.

The coming month will probably see the McKinley tariff bill a law but it is uncertain yet when the lumber schedule will take effect. When it was first learned that the McKinley bill threatened to increase instead of decreasing the duty on lumber coming to this country from Canada the largest concerns in this market, including Arnold & Co, Saxe Bros., D. L. White & Co., J. Benedict & Son, Boyd & Co., Babbit & Saunders, and Rodney Vose, all dealers in Canada pine, prepared a protest and sent a delegation composed of Chas. G. Saxe, of Saxe Bros. and John Macdonald, of Boyd & Co., to Washington to appear before the Honorable, the Ways and Means Committee of the House of Representatives. These two gentlemen have large lumber interests in Canada and own extensive limits. They argued that the duty on lumber should be \$1 per thousand, in which event Canada would repeal her \$2 per thousand export duty on logs. The Committee at that time agreed in case the tariff was increased to amend the bill by providing that the lumber tax should not go into effect until March 1891, thus giving men who had made large purchases of Canada lumber a chance to turn them selves before the bill became law, but now that the tariff has been reduced to \$1 per thousand instead of being increased it will probably go into effect the moment the bill has received the President's signature. At any rate it cannot go into effect any too quick now to suit the dealers here who seem to have a mistaken idea that their everlasting fortune will be made the moment the duty on lumber is removed. Some concerns are even now holding back their shipments of lumber from the mills so as to take advantage of the reduction in duty when it does come. They will find, however, that within a very short time after the reduction takes place the whole thing will be lost sight of entirely and lumber will be no cheaper than it was before, for the supply and demand as in all cases regulates the price.

Right here perhaps it might be of interest to quote the opinion of Dean Sage on the subject. Mr. Sage is the head here of the firm of H. W. Sage & Co., one of the oldest, richest and most extensive lumber concerns in this state and in Michigan where they own large limits. He says: "The papers state that were the rate per thousand lowered, Sir John McDonald has agreed to secure a remission of the Canadian export duty. The Canadian market controls the lumber interest of this country, and will more and more as time goes on. The Michigan trade is very different, and is now merely strong enough to compete in a comparatively small way with Canada as long as these duties are levied. Suppose the export duty is taken off, Canadian dealers will raise the price of lumber by the amount of the old duty. Of course Michigan dealers could get the same prices. The merchants in Canada make no bones about the matter. One of the arguments used by them to induce Michigan dealers to work for the reduction of duty here and the subsequent repeal of the \$2 per thousand Canadian export duty on logs, was that an increase in price was just as beneficial for them, and meant an increase in profits with no diminution of business. The chief point at issue seems to me to be: shall the United States by a reduction of the duty let Canada get several millions of dollars which otherwise we would have? Of course those men who own Canadian tracts favor lower rates as their property would increase as much again in value. Lumber dealers, both Canadian and Michigan, will gain, but the rest of this country will lose."

It seems to be pretty generally understood by dealers here that Canada will add in price just in proportion as the rate is reduced.

The lumber trade in this vicinity and throughout the state has been exceptionally good this year and from all indications it will remain so the rest of the season. From the New York and the adjacent markets come favorable reports of a good fall trade with prices firm. The export trade from New York to South America, Australia, Africa, England and France have improved very much of late and the demand for ten and twelve inch uppers has increased in consequence, but ship-

ping boards are not the only thing in demand as good lumber comes in for a share of the trade. Only this week a cargo of choice Michigan Uppers was shipped from this market by A. S. Kibbee & Son to New York there to be loaded on a vessel for Cape Town, South Africa, and a part for some port in Australia, truly a long journey from the remote logging camp in the Michigan forest to those far away lands under the equator.

The Shepard & Morse Lumber Co., of Boston, Mass., have sold one million feet of 1x12 shippers which they will begin to load on vessels this week for Monte-video and Buenos Ayres, South America.

The trade in Canada pine in this market has been heavy this season, all the intermediate grades selling well, while the call for good lumber has been better than in some years before, 1 1/4 and 1 1/2 inch uppers experienced the most demands but 2 inch uppers are slow sale as are all the thicker grades. The stocks on hand is in splendid assortment as the receipts have been heavy of late. The bulk of the Canadian pine here comes to us by canal by way of Tonawanda but we have always had a considerable quantity from the Ottawa district until this summer when the supply dropped off.

Dealers find it almost impossible to obtain boats in Ottawa to fill their orders as the majority of them are carrying ice this season as it pays them better than lumber, consequently the Albany men are left high and dry with orders on their hands awaiting shipments.

The spruce and hemlock trade has been better this season than in years, and better prices have been obtained, but the dealers have been handicapped by a shortage of stock, especially in spruce and hemlock culls, owing to the mild winter we had with little snow. The logs in the booms at the mills in Northern New York have been nearly all cut up and the dealers can now see the end of their stock. They are holding prices very stiff on all grades and are not attempting to force sales, but are rather holding back desirable lots for their regular trade.

Hardwoods have had a good season with good prices, but certain lots have been short in stock. Ash, quartered oak, cherry and whitewood have had the best demand, but dry lots are scarce and high.

## CORRESPONDENCE.

BRIDGEWATER, N. S., Sept. 16th, 1890.

*Editor Canada Lumberman.*

In your September issue we noticed that Mr. C. Young, of Young's Point, on the Otonabee river, had been fined \$20 for allowing mill refuse to enter the river.

We are quite interested in cases of this kind as the law is very strictly enforced on the river Lahave, and in a case before the courts to-day the lawyer contended that "the miller should be fined, if one cupfull a week dropped into the water, as the law had been broken."

We presume the offence in the case mentioned was refuse outside of sawdust, but on our river there has never been any refuse but the dust which could not be saved from dropping into the water that was allowed into the river.

The Minister has lately been down in Nova Scotia, but carefully kept away from this his very *pet* district, and has claimed he was carrying out the law thoroughly, and had fined four men in Ontario who were now endeavoring to keep some of the sawdust from the rivers, and that in doing their best he would be lenient with them. This sort of administration is very apt to excite the query formerly raised by Mr. Joseph S. Wallis of Port Carling, as to whether Mr. Young was not also a Grit, since all the parties prosecuted on the Lahave have inclined that way.

Our firm has been waiting two years for the law to be carried out not only on the Lahave and Otonabee rivers, but on the *ten thousand similar* rivers of our Dominion so that the business could all stand on the same footing.

Certainly very few water mills in Nova Scotia can be worked under the rendering of the law quoted to-day, i.e., liable to a \$50 fine for allowing a tea cup full per week to drop into the water, and while such a law remains on our statute books it is useless to attempt business while the Fisheries Department so partially apply the law.

After thirty years steady sawing, our river is entirely free from sawdust, except in the deepest pools of the lower river, and we contend, with the whole native

population, that it has never done the least injury to either fish or navigation.

We do this in the face of the report made last year, in the drouth, by Capt. Gordon who based his current on the August flow of water, offset our lumber industry against the whole county of Lunenburg's fishery, which extends from the Sand Banks of Newfoundland to Bermuda, and charges against our sawdust the discoloring of the water, which all people of sense know is the natural color of all the rivers in this part of the country, caused by flowing over iron deposits or something of that nature. He also laid to the sawdust the foul odors of the mud in the bottom of the river, when everyone on our coast knows the coves and creeks are just as bad where they never saw a grain of sawdust.

He also refused to hear the testimony of respectable citizens, of all shades of politics, after asking for their attendance, but finally he could not get any testimony to agree with the evident inclinations of his superiors, he suppressed the whole, and started to hunt out all the sawdust he could find. The alignments of his surveys show he did this very effectually, as he certainly covered all the deposits at that time existing, though no doubt since carried to sea by the last season's freshets.

The stock of lumber having been very much reduced prices have held good in this district, and much more stock could have been sold to foreign customers who have been supplied from this quarter.

People are preparing for a hard winter as no logs will be cut on the Lahave till the mills are allowed to saw, and the loss of \$200,000 per year for the last two years is beginning to have a very sensible effect in all kinds of business. We only have to console ourselves that no large sums have been squandered in N. P. industries like some of our neighboring towns, so our merchants still remain solvent.

FRANK DAVISON.

POWER'S CREEK, MADAWASKA, N B Sept 16th, 1890.

*Epitior Canada Lumberman.*

Last week Mr. Connors started his fall drive, and the clearing of the Grand Falls of its lumber, just in time to take advantage of the late heavy raise of water. Mr. Connors was providentially favored with all his drives this season. The season has been remarkably good for driving, and never, perhaps, was the St. John and its tributaries so completely cleaned out of all the old and new stock, and no one begrudges Mr. Connors the favors Providence has thrown in his way, as no man is better adapted to take advantage of them.

Interested parties are again on the move with the intention of trying their luck in the forest which holds out fine inducements for operators to make a fortune.

Our American neighbors are again trying the game of bluff by dangling reciprocity before our eyes, saying, will you take it now or will you wait until you get it. They have tried this game until it has become threadbare. The proper thing for the Dominion government to do, so far as lumber is concerned, is to act and not wait for a reciprocity in lumber, but exact at once an export duty equivalent to the American import duty on our lumber. It is most absurd to permit our forests to be cut by Americans and the logs taken across the line to be manufactured into lumber when we need the timber for our mills. In the parish where I live one hundred thousand dollars of the export duty has been lost by not exacting it for years past, which I can prove if required, and still the slaughter goes on.

We hear Americans say, "for many years past the export of logs from the States to saw mills in New Brunswick, and other parts of Canada has been many times greater than the export of logs from Canada to the States. So far as New Brunswick is concerned the Americans have not one log that could be floated on New Brunswick waters if we had got our just deserts under the Ashburton treaty, and as it is all the timber cut on our capitulated lands is manufactured by Americans and by American labor. They are allowed to cross the lines, year after year, and slaughter our forests to the extent of millions of feet annually, and this will be permitted to go on until our forests are completely denuded, and then we may expect reciprocity with the Americans after securing our virgin wealth and leaving our lands a barren waste."

P. O. BYRAM.

—A double raft owned by Messrs. Thistle, Carswell & Co., and A. Barnett, broke the tow rope in Lake Deschene, Ont., on Sept. 20th, and was carried on to a rock on the rapids where it hung. A large number of men were on the raft and their position was for a time very perilous, but the men were ultimately rescued in safety. The raft finally broke up into cribs and the whole of the timber passed safely through.

—Mr. W. D. Morris, of the Bradley, Morris & Reid Co., (limited), of Hamilton, Ont., timber and lumber merchants, was recently elected president of the company for the ensuing year by a unanimous vote of the shareholders. The firm does a very large business in hardwood lumber, making a specialty of American and Canadian dimension oak.



### WHY SOME MILLS ARE MORE SUCCESSFUL THAN OTHERS.

By C. F. TOMPKINS, M. E.

Whenever two mills are started with the same class of machinery and with equal advantages as to trade, if the one were successful and prosperous it would seem that the other should be equally so, yet in the every-day experience of business life such is not always the case, and while each party may, to all outward appearances, be possessed of equal business tact and ability, yet one may succeed in a few years in gaining a large competency while the other, after struggling along for a few years, will not succeed and finally, either by failure or selling out, will retire from the business little or no better off financially than when he first commenced. This, no doubt, in the majority of instances, arises not so much from a lack of the necessary knowledge of the business or the natural abilities of the proprietors, as from the difference in their management. While it is very essential that all kinds of business should be conducted upon strictly correct business principles and economy practiced in all of its departments, it is also possible even to carry this point to such an extent that its own objects are defeated and become unprofitable.

Every proprietor has the undoubted right to conduct his own business from his own standpoint and according to his own notions as viewed from the same, and it is in this respect where men differ in the manner of conducting their business. In one instance the proprietor, while he may believe that he is conducting his business upon strictly correct business principles, may in some respect be a tyrant without being fully aware of that fact. His rules and regulations are like the laws of the Medes and Persians, that cannot be changed, and his foreman is given to understand that his orders, whether right or wrong, must be implicitly obeyed. The foreman will act upon the principle of "obey orders if it breaks owners," under such instructions, and will carry out the same principle with his own orders to the men under his charge. They are allowed no discretion whatever, and nothing must be done without his orders. If a machine requires some adjustments outside of the regular order of things, or belts become so slack that they will not drive and require taking up, the operator must wait until the foreman comes around to give the necessary orders. In this manner, by carrying this system of supposed economy and strict regulations too far, much valuable time is lost. A good story which illustrates this point and applies to just such cases is told by a writer in one of the trade journals in expressing his opinion of this class of foremen. A workman was running a circular saw and the belt was so loose by which it was driven that he was obliged to stop the feed every few inches in order that the saw might recover its speed, and when asked why he did not stop and take up the belt, replied that in this mill no one was allowed to do anything without orders, and he'd be d-d if he would take it up until he had orders if it were never taken up.

Now it will be seen that by carrying out this system of strict regulations too far, as was in this case, this man was not only losing more than one-half of his time, to say nothing of the destruction of the belt, which was sure to follow by being burned by the friction in slipping over the face of the pulley, and while this man was drawing full pay for his time, he was earning the proprietor comparatively nothing, besides damaging an expensive belt. Now while it is all right and proper for the foreman of a mill to have full charge of it and all the workmen under his charge subject to his orders, he should be possessed of sufficient common sense to know that an intelligent workman is just as able to judge when it is necessary for a belt upon his machine to be taken up or a slight change in the adjustment required as he is, and in such cases the workman should be allowed to exercise his own discretion instead of standing around an hour or two while the foreman may be otherwise engaged, waiting for an order to do that which he knows must be done before he can proceed with the work; and the foreman who will not allow an intelligent workman that privilege is not in all cases working for the best interests of his proprietors or carrying out the true principles of economy. And if such mills are not prosperous it is more in the fault of the management than from any fault in the business itself. It does

not necessarily follow that because a foreman may allow an intelligent workman to use his own judgment in certain cases that every man and boy in the mill should have his own way and run things to suit themselves, or that his authority will in any way be abridged thereby. On the contrary he should have strict rules and regulations, and enforce them, but at the same time they need not be of such an arbitrary nature as not to admit of a liberal construction, and no intelligent workman will take any undue advantage of them. But if a mill is conducted strictly upon the arbitrary principles first mentioned the workman will soon come to look upon himself as a mere machine and take no interest whatever in his work any further than putting in his time and receiving his pay, and the success of such a mill is an unknown quantity that is doubtful in its results. In the most successful mills it will be found that the proprietor is a good business man with liberal ideas; he selects for his foreman the most skillful and competent man he can find, and while he may give him the necessary orders for the general rules and regulations of the mill, they will be of such a nature that the foreman may always put a liberal construction upon them and use his own judgment and discretion in enforcing the same. And while his own rules for the government of the men under his charge may be ever so strict, yet they will also be of such a nature that an intelligent workman may be able to put a liberal construction upon them also without violating them.

It must be remembered that in a large mill where there are a number of machines to look after, besides the other duties which naturally devolve upon the foreman, that he is always a busy man, and he will not require that every man whenever a belt requires taking up or the machine requires some slight change in the adjustment, that he should stand idle and wait for orders to do so. While it is important, and the duty of every man whenever any break occurs or any important changes require to be made to report the same to the foreman at once, it is not necessary and neither will a sensible foreman require him to stand by his machine like a post or a convict in state prison, and wait until he comes around before reporting the same. Such a foreman will always be popular with his men, and they will take an interest in the work, and whether he is present or absent the work will go on the same, and if such mills do not prosper the foreman will have the satisfaction of knowing that it is not his fault. But, as a rule, such mills do prosper, for the very reason that they are conducted upon good business principles; there is no antagonism between the proprietor and the foreman; neither is there any between the foreman and his men. All are interested and each one working for the good of the whole.

What is true with the planing mill is also true with the machine shop and every other manufacturing establishment. The fact is the mechanics in this country as a class are possessed of a good fair education, and are too democratic in their principles to submit to any species of despotism, either in the government of the nation or in the workshop or factory, and rules and regulations that might be submitted to in Russia or some other despotic country in the old world, will not be tolerated by American mechanics. In this country socially the workman considers himself, and is as a rule, fully equal to his employer, and the sooner employers realize that fact, and the nearer their rules and regulations approach to the true democratic principles which exist in this country, and are carried out in the workshop and factory, the better and more satisfactory will be the results.

#### A LUMBER SUIT.

The following from the *Lumber Trade Journal* would indicate that there is trouble in the camp with a prospect of fat fees for the lawyers.—

"There has been considerable discussion of late in the Saginaw and Bay City papers, as well as those at Oscoda and Au Sable, concerning a suit commenced by D. A. McDonald of Au Sable against a syndicate of New York capitalists to compel the fulfillment of a contract to cut 750,000,000 feet of logs on a tract of pine land on the French River, in Georgian Bay, and con-

siderable feeling has been aroused from the fact that if the contract were concluded, the logs would have been cut at the mill of the Potts Salt & Lumber Company at Au Sable, and it would have resulted in keeping the mill running several years, and the distribution of a large sum of money at the point named. The lumbermen of the Saginaw Valley are noted for their honesty in adhering to contracts, verbal or written, and they are unused to any double dealing, such as it is claimed has characterized the action of the New York syndicate, composed of C. C. Cokefair, Joseph Swift, and other New York gentlemen. Mr. McDonald, the complainant in the case, engaged Hon. Benton Lanchett, the eminent attorney of Saginaw, who claims he has a good case against the defendants for a clear violation of contract, and his opinion is considered important in the case because of its reliability. The plaintiff avers that Cokefair and Swift contracted for the sale of the timber to the Potts Salt & Lumber Company, and the cutting of the logs with himself, but never intended to live up to the agreement, but simply used both parties as a lever to get a big price from Saginaw parties, to whom it was their intention to sell at the outset. The agreement with Mr. McDonald was that he was to receive \$4 per thousand for logging the timber, and on the strength of this agreement he contracted with Mr. J. Campbell to cut 100,000,000 feet for \$3 per thousand, which arrangement would have netted him a clear \$100,000, and that he would have cleared \$1 per thousand on the 750,000,000; hence his suit for \$750,000. There is evidently a big legal fight on, and fat picking for the lawyers, unless the New York syndicate comes to terms, and when this suit is settled, it is quite probable that Potts & Co. will call for a settlement of the syndicate's agreement with them. The true inwardness of the New York parties can be appreciated when it is understood that both Mr. McDonald and the Potts Company were inveigled into a trip to Detroit to close up their contracts, and after discussing some minor points of the agreements, the New York parties pretended that it was necessary for them to go to Montreal before signing the contracts, but instead of doing so, slipped over to Saginaw to close a deal with parties there for the same timber, and the indications at present are that unless they fulfill the agreement with the Saginaw parties there will be a lawsuit staring them in the face from that direction, and hence there is legal music in the air in any event. As there is much timber involved as would run all the mills on the Saginaw River one whole season, the importance of the suit can be comprehended at a glance.

#### American Trees.

There are 213 species of trees found within the limits of the United States and territories; sixteen of which, when perfectly seasoned, will sink in water. The heaviest of these is the black ironwood (*Condalia ferrera*), found only in Southern Florida, which is more than 30 per cent. heavier than water. Of the other fifteen the best known is the lignum vitae (*Guaiacum sanctum*), and the mangrove (*Rhizophora mangle*). Texas and New Mexico, lands full of queer, creeping, crawling, walking and inanimate things are the homes of a species of oak (*quercus grisea*), which is about one and one-fourth times heavier than water, and which, when green, will sink almost as quick as a bar of iron. It grows only in mountain regions, and has been found westward as far as the Colorado desert, where it grows at an elevation of 10,000 feet. All the species heavier than water belong to tropical Florida, or in the arid west and southwest.

#### Men for the Woods.

OTTAWA lumbermen are constantly sending men to the woods for the purpose of cutting logs during the coming winter, but the number sent will be far less than last year. Wages have declined considerably, log makers, chainmen, choppers and teamsters now being engaged for the winter receive about 40 per cent. less than they did a year ago. The wages now being paid are about as follows: Head log makers \$18 per month; log makers \$16 to \$17; road cutters chainmen etc. \$12 to \$14; teamsters \$12 to \$16.



TRADE REVIEW.

Toronto, Ont.

TORONTO, Sept. 30, 1890.

CAR OR CARGO LOTS

Table listing various lumber products like '1 1/2 and thicker clear picks', '1 1/2 and thicker, three uppers', etc., with prices per 1000.

YARD QUOTATIONS.

Table listing yard quotations for 'Mill cut boards & scantling', 'Shipping cull boards', 'Scantling & joist', etc.

Hamilton, Ont.

HAMILTON, Sept. 30, 1890.

Table listing lumber products and prices for Hamilton, Ontario, including 'Mill cut boards and scantlings', 'Shipping cull boards', etc.

Ottawa, Ont.

OTTAWA, Sept. 30, 1890.

Table listing lumber products and prices for Ottawa, Ontario, including 'Pine, 1st qual.', 'Shipping culls', etc.

Montreal, Que.

MONTREAL, Sept. 30, 1890.

Table listing lumber products and prices for Montreal, Quebec, including 'Pine, 1st qual.', 'Shipping culls', etc.

St. John, N. B.

ST. JOHN, Sept. 30, 1890.

Table listing lumber products and prices for St. John, New Brunswick, including 'Spruce deals', 'Pine', 'Deal ends', etc.

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Sept. 30, 1890.

Table listing lumber products and prices for Vancouver and New Westminster, including 'Carload and ship rates', 'Wharf Plank and Timber', 'Rough lumber', etc.

Albany, N. Y.

ALBANY, N. Y., Sept. 30, 1890.

Table listing lumber products and prices for Albany, New York, including 'Good, 1x10 in. each', '1x10 in. culls', '2 1/2 in. and up', etc.

Buffalo and Tonawanda, N. Y.

BUFFALO, Sept. 30, 1890.

Table listing lumber products and prices for Buffalo and Tonawanda, New York, including 'Clear, 1 to 2 in. all widths', 'Dressing, 1 to 2 in. all widths', etc.

Saginaw, Mich.

EAST SAGINAW, Sept. 30, 1890.

Table listing lumber products and prices for Saginaw, Michigan, including 'Uppers', 'Common', 'Shipping Culls', 'Mill Culls', etc.

New York City

NEW YORK, Sept. 30, 1890.

Table listing lumber products and prices for New York City, including 'Black Walnut', '1 1/2 in. clear', '1 and 1 1/2 inches', etc.

Boston, Mass.

BOSTON, Sept. 30, 1890.

Table listing lumber products and prices for Boston, Massachusetts, including 'Uppers, 1 in.', '1 1/2, 1 1/2 & 2 in.', 'Selects, 1 in.', etc.

Oswego, N. Y.

OSWEGO, Sept. 30, 1890.

Table listing lumber products and prices for Oswego, New York, including 'Three uppers, 1 1/2, 1 1/2 & 2 inch', 'Pickings, 1 1/2, 1 1/2 & 2 in.', etc.



## THE NEWS.

## ONTARIO.

—Thunder Bay River is a solid jam of logs for forty miles.

—Segrist & Wright, saw mill men, at Colpo's Bay, have gone out of business.

—The Lumber Department of the Rathbun Company shipped 95 cars of lumber during August.

—Mr. Charles Eagle is fitting up his saw mill at Balacava with the view of increasing his business.

—Lumbering operations at Thessalon will soon commence and promises to be as extensive as last year.

—The mill men of Rat Portage will have to procure a large portion of their logs from the States for next summer's cut.

—The Hawkesbury Lumber Company sent a gang of twenty men last week to work on the Du Moine the coming winter.

—W. C. Edwards & Co. left for Kippawa limits Sept. 9th with a gang of men. Wages paid from \$7 to \$16 per month.

—Mr. Peter Shaw is erecting a second shingle mill at Clear Lake. He will shortly close his mill at Novar for the winter.

—Messrs. Jas. MacLaren & Co., of Ottawa, have been compelled to shut down their mills for a few days owing to the scarcity of logs.

—A gang of one hundred men have been hired by Messrs. Davis & Hay, of Toronto, to work on their limits in the upper Nipissing district.

—David Sicklesteel's saw mill, at McGregor, has commenced running. He has 40,000 feet ready to cut and teams are busy hauling in more logs.

—Klock Bros.' raft passed through the Chaudiere slides on Sept. 6th, and is the last of the season, which closes comparatively early this year for rafts.

—E. Whitham recently rafted 452 pieces of oak from Midland, Ont., to Bay City. It was for Wheeler's ship yard, and the trip was made in four weeks.

—A raft owned by the Colinsby Rafting Company, and in tow of the *Log Traveller*, ran ashore on one of the Brother islands during the gale on Aug. 29th.

—It is said several mills in the neighborhood of Waulaushene will shut down because neither cars nor engines can be procured to take the lumber to market.

—Shingles, wood, poles, etc., are being shipped from Fesserton and more would be if cars were more plentiful. Orders have to be cancelled for want of them.

—The steam mill of the Conger Lumber Co., Parry Sound, has been closed down for a time owing to the piling ground being all filled up. Lumber shipments have been very slack of late.

—William Clubb is charged with stealing logs belonging to the Parry Sound Lumber Co. from the shores of the Sound and selling them after cutting off the ends. He has been committed for trial.

The Minnesota & Ontario Lumber Company, of Rat Portage, have met their men half way by reducing the hours of labor to 10½ hours per day. The other mills it is said will likely follow suit.

—The Madawaska drive is all at the mouth, and there is supposed to be about 160,000 logs yet to boom out, but so far as the lumbering is concerned the output will be very much short of last year.

—Canada, last year, exported over \$30,000 worth of wood ashes, not to say anything of the quantity that must have been used in the manufacture of pot and pearl ashes, of which over \$100,000 worth were exported.

—Since the completion of the slip, and the laying of 1,500 feet of new docks, the C. P. R. is fostering the lumber transfer business at Owen Sound, and several very large consignments have arrived recently.

—Notwithstanding the large quantity of square timber that must of necessity be carried over, some work will be done in that line during the winter in the Ottawa district; 2,000,000 feet will probably be the limit.

—The shipping of lumber from Ottawa to local points has been pretty brisk of late and considerable difficulty has been experienced by the lumbermen in procuring cars. The supply of cars is hardly equal to the demand.

—J. F. Cock, of Maidstone Cross, has opened a wood yard in Windsor, and is contemplating doing the same at Walkerton. Mr. Cock does his own shipping and has superior advantages for handling wood in large quantities.

—The Deseronto Car Works are about to build a new kind of platform roller car to be used about the yard of the Rathbun Company. These cars are made with a turning platform on

which are rollers so that a load of lumber will be pushed off the car in a moment, thereby not detaining the car or the loss of time in handling each piece.

—The Midland & North Shore Lumber Company, of Parry Sound, has commenced the manufacture of and is dealing in every description of dressed lumber, mouldings, doors, sash, blinds, newell posts, ballusters, hand rails, &c.

—The British Columbia Exhibit Association had some fine specimens of timber at the Toronto Exhibition. The Royal City Planing Mills, of Vancouver, had on exhibition some splendid samples of the product of their mills.

—The tugs *Resolute* and *Superior*, plying on the Georgian Bay, have done good work this season. They have towed some 22,000,000 feet for the mills at Midland, besides seven or eight million feet for Burton Bros., Byng Inlet.

—A big raft of logs belonging to the C. Beck Manufacturing Company, Penetanguishene, broke loose from its moorings across the bay last week and went ashore at the North-West basin. It took considerable work to fetch them back.

—Mr. David Gillies, of Carleton Place, in a conversation the other day is reported as saying that he intended beginning cutting early on Lake Temiscamingue and the Coulongue, but reports that extremely little timber will be cut all over this winter.

—The official return of exports from the Dominion during July show that exports of the products of the forest headed the list, the value being \$4,099,920, while the forest products of the United States shipped through Canada reached in value \$246,000.

—The Emery Lumber Company, composed of Bay City and Saginaw parties, will cut 30,000,000 feet of logs the coming winter on Wahnipatae river in Canada. A portion of the logs will be sawed on the Saginaw River and another portion at Tawas.

—The C. Beck Manufacturing Co., at Penetanguishene, has a gang of men on the Tonawanda Lumber Co's limits up the North Shore cutting logs for the company for next year's sawing. They get the logs out in full tree lengths, to cut into long timber and bill stuff at the mills.

—The Georgian Bay Lumber Company, at Waulaushene, have finished shipping their square timber, having shipped fourteen hundred cars, or eight million feet. Several barges are loading at the dock and at the Severn with lumber for the States, one of which takes over five hundred thousand.

—William Mackey, of Ottawa, has sold part of his rafts at Quebec, and although the price did not exceed 27 cents, he cleared himself with a small margin of profit from the fact that he only paid \$12,000 for his limit, years ago, which would quickly sell, at the rates paid for limits last fall, for \$300,000.

—The Madawaska drive is all at the mouth, and there is supposed to be about 160,000 logs yet to boom out, but so far as the lumbering is concerned the output will be very short of last year. McLachlin Bros., of Arnprior, expect to have nine shanties this winter; last winter they had fifteen and a number of jobbers.

—The property known as the Sparling Estate, at Pembroke, consisting of planing mill, sash and door factory, etc., has been sold to Messrs. P. White, James Findlay (Beachburg) and James Stewart. These gentlemen do not intend to run the mill, but simply bought to protect their own interests and sell again.

—An old shantymen remarked the other day that it was quite noticeable that the class of men being engaged to go to the shanties this year were young and unexperienced men. "The fact of these being hired at low figures gives the older men no alternative but to sign on the same terms," the veteran woodsman remarked.

—G. W. Green & Son, of Kingsville, last week put their saw mill through a test to ascertain how much it could cut in a day. They turned out, in eight hours, 17,470 feet of inch lumber. Three hands were "bushed" in the forenoon, consequently they were short that much help in the afternoon. They used the gas for firing.

—The *North Star* of Parry Sound says:—"Times are likely to be very dull here this winter owing to the stagnation in the lumber market, and the probable effect of the McKinley tariff bill. Already, one of our mills has closed down and we understand that neither of the lumber companies intend to operate in the woods at all during the coming winter. This will mean no employment for at least three hundred men who have usually been employed in this place and neighborhood."

—In the matter of the Essex Land & Timber Co., doing business in Essex and Kent counties, an application hav-

ing been made in Toronto to put the Company in liquidation under the "Winding-up Act," an order was made by Judge Robertson declaring the Company insolvent and liable to be wound up, and another made referring to a master to appoint an interim liquidator, &c. There are a large number of judgments against the Company.

—Mr. A. Waters, Harbor Master at Belleville, furnishes the following statement of the number of pieces of sawlogs, &c., brought down the Moira river and separated at the Belleville boom, during the season of 1890:—Saw-logs, 380,028; Railway Ties, 24,893; Jois, 47,867; Cedar, 13,578; Posts, 7,831; Timber, 422; Long logs, 1,361; Floats, 1,995; Tel. Poles or long Cedar, 2,461. Total, 480,346. The quantity of all kinds of stuff taken down the Moira this season is less than the last one by 208,025 pieces, consequently the revenue will be correspondingly less by about \$870.92.

—Burton Bros., of Byng Inlet, and the Midland & North Shore Lumber Company, recently exchanged about a million feet of logs. Burton Bros. had that quantity of logs at Parry Sound, which had come down the Seguin and the M. & N. S. Co. had a large quantity of logs at Byng Inlet which they had to drive down the Maganettawan; both lots of logs were cut in the same township and were about the same quality, so by exchanging the logs they saved the towage bill, and also avoided the risk of possible loss while towing.

—Mr. Thackray's new saw mill at Ottawa contains many improvements, but one feature is entirely novel in Canada. This is the adoption of the Huyett & Smith system of drying lumber in a hot air vault. From the mill a flue conveys hot air across a yard to a cell or vault 60 feet by 16, and with a capacity of from eight to ten thousand feet of lumber. This vault is kept at a high record, and the heat is again conducted back by flues so as to form in winter the hot air apparatus for the upper stories of the mill. Pulley doors hang at each end of the vault, and a double line of steel rails run through it. The lumber is placed on low cars run in and left to dry, being moved out on the same cars. The second and third floors of Mr. Thackray's new mill will be used for factory purposes, it being intended to move the factory from Mount Sherwood at an early date. This is the first arrangement of this kind in Canada.

—Byng Inlet has three saw mills, two on the north side of the river, and one on the south. The lower mill belongs to the Georgian Bay Lumber Co., and has a cutting capacity of 10,000,000 to 12,000,000 feet yearly. The upper mill, belonging to the same company, has a cutting capacity of 14,000,000 feet. Between these at Byng Inlet North, Messrs. Burton Bros., of Barrie, have one of the finest gang and circular mills in the Dominion, having all the latest and most improved machinery obtainable. The average cutting capacity per day of 10½ hours is 106,000 feet, and will cut during the season about 15,000,000 feet. The cut this season, up to date, is nearly 9,000,000 feet, and the quantity shipped over 10,600,000 feet, mostly to the United States market. The number of hands employed at this mill is from 75 to 100, many of whom are from Vespra and other parts of the country. Everything is complete about the mill. There is a machine shop for doing all sorts of work, the need of which mill work makes possible. There is also a separate engine for dealing with fire, every house in the settlement being furnished with water and appliances to use the engine power when needed. Messrs. Burton Bros. have just completed a new burner, 30 feet in diameter, and about 90 feet above the level of the mill. The cost of the burner was a little over \$6,000, and is a complete success.

—Mr. Thos. B. Tait, of Burk's Falls, is the owner of a shingle mill, situated on the 6th concession, along the railway track and south branch of the Maganettawan river. The remarkable features of the mill proper are its simplicity of construction and convenience of labor. At a ten to twelve feet raise the logs are drawn from the river at one end by a chain to the drag saw, where it is cut in proper lengths; these are pared and sawed into proper size for the shingle saws and thrown on to an elevating carriage to the floor above where a boy places them right and left convenient to the men who feeds the machines; the trimmers receive the shingles, trim and pass them to the sorters and they to the carriers, which conveys them to the packers below; the packers lift them from the packing machines and carry the bundles out at the opening opposite the receiving end of the building where they are carted to the loading track for shipment. The refuse carrier is constructed along the lower floor directly underneath and between the shingle mills and between the refuse makers on the lower floor, and extends to the burner pit with an endless chain movement. This finely arranged mill cuts fifty M shingles per day and employs seventeen hands who live and board at the farm. The mill drives its power from a thirty horse engine and boiler.

## QUEBEC.

—Gilmour & Co's mills at Chelsea cut over 30,000,000 feet of lumber this season.

—At a meeting of the Quebec Timber Co., Limited, recently held at Edinburgh, Scotland, a resolution was submitted directing the affairs of the company to be wound up voluntarily.

—The goods from the wrecked steamer "Idaho" were recently sold at auction, at Quebec, walnut logs bringing 80 cents per foot, ash 20 cents; birch 15 cents, cheese \$1.80 per box.

—Mr. G. W. Vancor, of Knowlton, has bought from his son, Mr. Frank Vancor, the Knowlton Pump and Shingle Factory, for \$4,250, and intends to give the business a new boom.

—As a shipping port Montreal is fast looming up. Large quantities of square timber are being shipped from that port this year. The general export business is reported as being good this season and likely to remain so. Freight rates are plentiful, but rates are low.

—The Quebec government has sent out a party to explore the unsold timber limits on the Upper Ottawa. The party is composed chiefly of Indians under the control of Mr. J. B. Charleson, superintendent of forest ranges for Quebec province, who will go north to the waters at the head of Hudson Bay, and it is expected that new and rich fields of timber will be discovered. The exploration will take about three months.

## NEW BRUNSWICK.

—The mill of W. H. & G. Rourke at St. Martins has shut down owing to the low price of deals.

—Carr Bros., whose mill at Canterbury station, York county, was recently burned, have put up a new one, and put in a 60-horse power engine and boiler.

—Gibson's drive, or a portion of it, was not got all the way down the Nashwaak last spring. A recent heavy rain sent the river up with great rapidity, and these logs came down with a rush, saving Mr. Gibson, it is said, fully \$1,000.

—A Cushing & Co., of St. John, shipped a cargo the other day to South America, but it was bought by two young speculators, one an American and one an Englishman, who also bought the schooner which took the cargo for service on River Platte.

—Martin Lanigan & Co., of Kingston, Kent county, have been fined \$20 for putting sawdust and other rubbish in the stream. For a second offense the party is liable to a fine of from \$50 to \$200. The fishery officer declared his determination to see the law fully enforced.

—A lot of shingles were recently shipped from St. John to the West Indies as part cargo of the steamship Loanda of the Canada and South American line. This line of steamers is an experiment under Dominion subsidy, and only one vessel has thus far been placed on the route.

—A leading Fredericton merchant says there has been less money in circulation in that town during the last two months than for the like period for many years. The principal cause assigned is that large operators are holding their lumber for better prices, some of them even affecting loans on lumber to carry them over the present depression.

—The Fredericton Boom Company reports that up to Sept. 1st it had rafted 107,000,000 feet of logs and that fully 45,000,000 yet remained. D. Glaser & Sons brought 2,249 joints to St. John last week. The river has risen considerably recently. There were rafted last week at the Douglas boom 1,251 joints, at the Mitchell boom 1,050 and at the Sterling boom 642. The Nashwaak lumbermen have been enabled to get all their loose timber in, that stream having risen several feet, and the business along it has been resumed.

—One of Leary's rafts went to pieces along the shore. The other left Portland, N. S., Sept. 1st, and finally arrived safe at Vineyard Haven. A Maine paper says:—"It is about time that something was done to stop the long-raft performances of James D. Leary. His attempts to get big collections of piling to New York are interesting, but at the same time a menace to all coastwise commerce. Last Friday the smashup of one of his rafts scattered nearly 5,000 logs along the coast of Maine. Somebody is bound to suffer from this and the business should be shut off."

## NOVA SCOTIA.

—A syndicate has purchased from Benjamin Young all his lumbering property in Cumberland, his vessels and both of his mills, for about \$180,000. The business will be conducted under the name of Young Bros. & Co.

—The loss by the destruction of A. Robb & Sons' foundry at Amherst, by fire, is \$50,000; insurance only \$13,500.

Several loaded cars belonging to the Intercolonial were partially burned and two houses destroyed. Sixty men are thrown out of work.

—Messrs. Palmer, Crossman & Laws have established a new foundry and machine shop at Amherst, where they will manufacture rotary saw mills, shingle, lath and clapboard machines, etc.

—Jacob Bingay, of Yarmouth, whose mill near Meteghan was recently burned, has ordered a heavy rotary mill from Ontario. His old mill was a model, no expense being spared to make it first-class in construction and appearance.

—Messrs. E. D. Davison & Sons, of Bridgewater, have shipped so far this season 7,000,000 feet of lumber, five millions from Port Medway, and two millions from Bridgewater. The latter place is fast becoming a lumber centre, and when the La Have mills resume business, the output will be as large as ever before.

—Two lumber laden schooners, coming down the bay from Apple River, some days ago, were driven ashore. The crew of one made rafts of the deck load of deals, and managed to get ashore, but the three men and a girl on board the other were drowned. The vessels went to pieces. It was a wild night all along shore.

—There is a large export business in lumber done at Parrsboro. Last year the shipments of deals were 30,000,000 feet. This year it will be about the same. Twenty-five barques have already loaded in the West Bay roadstead, and there are five barques now there loading. Messrs. Young & Son, of Newville, have finished sawing. Two other large shippers, Tucker and Miller, have filled all contracts for this season, but Capt. N. C. Nordly has still 5,000,000 feet on hand awaiting vessels. The deals are all lightered to West Bay, which keeps a number of woodboats going steadily.

## MANITOBA AND NORTHWEST.

—A lumber yard is being opened at Crystal City, by Parr & King.

—G. M. Jackson has started a lumber yard at Poplar Point.

—J. R. Sutherland & Co., lumber dealers, Winnipeg, have dissolved.

—The lumber dealers of Selkirk west report a considerable increase in their trade lately.

—Thompson's new mill, at Rapid City, was recently tested and found to work satisfactory.

—Mitchell & Bucknell, of Millwood, are making preparations for a big cut in the bush for the coming winter and expect to drive 4,000,000 feet next spring.

—Christie, of Brandon, and Tait, of Birtle, have made arrangements to lease the saw mill at Birtle, Man., from the town council for the balance of the season, and will commence cutting lumber at once.

## BRITISH COLUMBIA.

—The Mechanic's Mill Co., Ltd., saw mill and sash and doors, New Westminster, is gazetted for inspection.

—It is reported that the demand for lumber tonnage from British Columbia has fallen off somewhat, and prices have weakened.

—N. Slaughter & Co., a Michigan firm who recently acquired timber limits in British Columbia, have purchased a mill site from M. M. English, at Stereston, near the mouth of the Fraser river, and intend erecting a mill of large capacity.

—A large iron steamship has been chartered to load lumber at the Moodyville mill, Barrard Inlet, for Melbourne, Australia. She will carry 1,500,000 feet. This is a new departure in the lumber trade, as heretofore only sailing vessels have been engaged in the export lumber trade of British Columbia.

—Forest fires of small dimensions are burning in several parts of the New Westminster district. It is noticed that the fires this summer are much smaller than in former years, but at the same time the destruction of valuable timber is larger than it should be.

—Angus Fraser has completed a contract for getting out 5,000,000 feet of logs for the Cowichan Lumber Company, Cowichan Lake, Vancouver Island. The logs all through are said to be the finest ever cut on the Island, and there are lots more in the same place.

—The new saw mill of Lasee & Morrison at Shawnigan Lake, Vancouver Island, has a capacity of 25,000 feet per day of lumber, a large planer, a shingle mill capable of turning out 20,000 shingles per day, and a lath machine with a capacity of 30,000. There is an abundance of timber in the immediate vicinity.

—Messrs. Simmons, Burpee, Elkin & Smith, recently from New Brunswick, have formed themselves into the Portable Mill Company, and have erected a shingle mill about three miles from New Westminster. They have put in one Dunlar machine and will begin cutting shingles immediately. They also propose putting in a clapboard machine which will be the first of the kind used in that district.

—W. L. Johnson & Co., of Gambier Island, Howe Sound, whose shingle mill and machinery were completely destroyed by fire some two months ago, have rebuilt and are running again on a larger scale than ever. Since starting up over a million of shingles have been turned out, for which a ready market has been found. The new mill is larger than the old one, its capacity is greater, but so great is the demand for its output that the establishment has to be kept running night and day.

—The McLaren-Ross mills at New Westminster will soon be in a condition for cutting operations. The monster band saw and its mass of machinery has come to hand and is now being set in position, and when this machine is ready for use, which will be in about a month's time, the whole establishment will commence running with a full complement of hands. The manager of the company says that besides supplying the local and continental trade the mills will load at least one vessel every week for foreign ports.

## AMERICAN NOTES.

—A "corner in oak" is one of the most recent apparently successful attempts at money-making in lumber in Wisconsin.

—Red cedar is pronounced by the Cleveland city authorities as the cheapest and most durable paving material ever laid down in that city, being far superior to white cedar.

—The actual value of the lumber, shingles and other products turned out by the Southern mills during the past year amounted to \$108,378,000, being an increase of 130 per cent. over 1880.

—A floating saw mill is said to be in use in Florence, Wis. The boat is 40 x 80 feet in size and draws 17 inches of water. The mill hands live aboard and the boat is moved along the river to wherever there is a fine lot of timber near the banks.

—The Michigan Shingle & Lumber Mill, Muskegon, Mich., the largest on the lake, burned Sept. 9th. A million and a half feet of fine lumber and 22,000,000 shingles were also burned with the docks and slip. Total loss \$100,000.

—"The widest plank on earth," the Hamboldt *Standards* states, is on exhibition at the railroad depot in that city. It was cut at the Elk river mill, and is sixteen feet in width. It will be among the Hamboldt exhibits at the World's Fair in Chicago.

—A. L. Davis and Thomas McClymont, of Bay City, Mich., were south last week to commence the lumbering of 365,000,000 feet of poplar in Mississippi the property of a Michigan syndicate. Two mills have been erected on the tract and will be operated to their full capacity, day and night, until the supply of timber is exhausted.

—The building of saw mills in Maine and New Hampshire with a 15,000,000 feet annual capacity is a surprise to the Western lumbermen who imagined that the days of extensive lumbering operations down East had been recorded in the history of the past. But according to late accounts two such mills are to be erected at once, one at Gorham, N. H., and the other at Gilead, Me. The builders have 200,000,000 feet of timber of their own, besides probably nearly as much more in close proximity to the sites they propose utilizing.

—It is reported that there are in the neighborhood of 40,000,000 shingles unsold at Muskegon, Mich. Altogether on the various docks it is estimated that there are 60,000,000 shingles waiting to be placed on the market. Despite the fact that several larger mills ran but a short time last year, yet there will be, it is thought, about 100,000,000 shingles less manufactured this year than last, and with the close of the present season two or three mills will wind up their business. Among these it is understood will be the Michigan Shingle Co., which will either stop manufacturing entirely, or transfer operations to other fields. P. P. Leonard mill, in all probability will run no longer. L. L. Arms will not resume and the Muskegon Shingle and Lumber Co's mill will run light during the next season.

—Ten years ago London timber dealers were asserting that in five years from that time the business of shipping square pine timber or deals from Canada would be at an end. To-day they are lamenting because of the over-supply of Canadian deals and the immense quantities of square timber awaiting purchasers in the coves at Quebec.



HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN, }  
Sept. 30th, 1890 }

There has been very little improvement in the local trade, and purchasers have mainly confined themselves to buying for immediate wants. Trade in the West has been fairly good, but lumbermen have been hampered severely owing to a lack of car service, from which there seems to be no prospect of any immediate relief. Notwithstanding the dullness of trade prices remain unchanged.

The shipment of lumber from Ottawa has been very dull and the season now rapidly drawing to a close has been less important and by far less profitable than last year. During last season there was an unusually large cut, and millions upon millions of feet had to be carried over. As to square timber, at the beginning of the season there was a superabundance of stock over previous years at the same period, and there is at the present time more lumber on hand than can be possibly wanted during the coming winter. There has, however, been an increased demand for deals, and we hear of a heavy contract being signed at Ottawa for the English market. It is reported that the Hawkesbury Lumber Company have disposed of six or seven million feet of deals to Mr. R. R. Dobell, of Quebec, and that Mr. J. R. Booth has sold a large quantity of deal to the Messrs. Sharples, of Quebec. While the English trade is not brightening up as rapidly as it might, there is more inquiry from the United States market.

At Montreal, dealers in lumber report a marked improvement in business with respect to a good fall trade. Contractors held fairly large stocks in the spring, and were afraid to buy extensively owing to the unsettled state of the labor market. These stocks have now been wiped out, and the trade is in a much healthier condition generally. There is a fair jobbing business doing. Lumber shipments to the States have been fair owing to the better condition of the market on the other side.

The trade at Quebec continues very dull, and there is not likely to be any change in the timber trade for sometime to come. Freight were never lower than they are now. Deal freights opened this year at 60 shillings and last year reached as high as 72 shillings, present rate for deals from Quebec to Liverpool, 37s. 6d. and timber at 16s. 9d. There will be fully ten million feet of square timber held over this winter at Quebec and along the Ottawa, the interest upon which will be enormous. With what will be made this winter the stock for shipment next summer will in all probability reach 12,000,000 feet.

The total of square timber now in Quebec is estimated at about 8,000,000 feet, but this is in part made up of some Gatineau, Lievere, Rouge and St. Lawrence timber, and also of 10,000 pieces taken down by the Canadian Pacific from the Nipissing district. Only two rafts have been sold, so far as heard of, this year, and the prospects are poor for any improvement.

The following is a comparative statement of timber, masts, bowsprits, spars, staves, &c., measured and culled to date at Quebec—

	1888.	1889.	1890.
Waney White Pine.....	1,612,958	3,223,252	4,157,778
White Pine.....	1,386,644	3,809,058	3,264,399
Red Pine.....	525,417	628,350	298,248
Oak.....	915,060	1,155,989	931,641
Elm.....	169,604	744,092	517,558
Ash.....	127,803	240,194	111,956
Basswood.....	770	2,655	456
Butternut.....	419	1,545	2,079
Tamarac.....	3,186	7,515	8,018
Birch & Maple.....	168,070	365,980	167,614
Masts & Bow-sprits.....			
Spars.....	5 pieces	33 pieces	
Std. Staves.....	19,021.10	60,011.12	10,611.22
W. I. Staves.....	319,212.26	116,022.29	7,701.19
Brl. Staves.....	133,325	1,322	

The probable reduction of the duty on lumber and abolition of the log duty is stimulating the demand for Canadian timber, and prices of stumpage have appreciated considerably during the past few weeks, with a possibility of a still higher range of values. A press report is to the effect that the lumbermen estimate that as many logs will be put in the coming winter

in the Saginaw district as last winter. The output of the mills this season, it is estimated, will exceed 700,000,000 feet, and if the Canadian export duty on logs comes off, as expected, the quantity of logs rafted here from Canada will steadily increase. Colonel Bliss recently purchased the timber on an island in Georgian Bay for \$70,000, and it will come to this river. The Saginaw Lumber and Salt Company has about 20,000,000 feet on Fritzwilliam Island to come here. The Emily Lumber Company will put in about 30,000,000 feet on the Wahnapitac this winter, a portion of which will come here, and J. W. Howry & Sons and others are lumbering on Georgian Bay. At Bay City, Gates, Folsom & Arnold are operating in Canada, and R. G. Peters of Manistee is also sending logs from Canada to this river.

FOREIGN.

Business at London continues fairly active as far as the quantity going into consumption is concerned, but prices are very unsatisfactory. Timber of recent date says Canadian freights are now lower than they have been at any time during the past decade. This is due to the small demand on this side, and the unwillingness of Quebec shipping houses to consign to an overstocked market. Past experiences in this direction having led to disaster and the wiping out in most cases of any profits that may have been made on early contracts. We congratulate our 'cute Canadian friends for having at last woke up to the fact that wholesale consignments are anything but a paying game. As a consequence many of the ships recently 'seeking' at Quebec and other ports having failed to secure cargoes have gone to southern ports for cotton, while others have taken prices which must be anything but remunerative.

BRITISH BOARD OF TRADE RETURNS.

The Board of Trade Returns for August show a falling off in the importation of all descriptions of wood goods whether hewn or sawn, planed or dressed, and also in the import of staves as compared with the corresponding month of last year. In hewn timber of all descriptions there is a decrease equal to 38,886 loads, of which Russia accounts for 24,000, Sweden and Norway about 5,000, and the British East Indies about 10,000 loads, while Germany and other countries show slight excesses.

The total decrease in sawn stuff is equal to 163,753 loads, Russia showing the greatest falling off, the figures being 191,440 in August as against 303,946 loads the same month last year. Sweden and Norway show a decrease of about 45,000 loads, the United States of about 10,000, while Canada is about 1,000 loads in excess, add "other countries" about 3,000 loads. In staves the reduction is 7,421 loads, while mahogany alone shows an excess, and that only 279 tons.

In hewn goods for the eight months ending August 31st a good average import is shown, while the log returns show an increase of 16,090 loads over the heavy imports of last year.

In sawn goods, such as deals, battens, boards, scantlings, &c., there is a difference of 244,878 loads, about 7 per cent. less; but in values for the eight months import on sawn the difference is nearly 11 1/2 per cent., as compared with the previous twelve months.

The wood imports from British North America are represented by 9,159 less of hewn and 10,020 more of sawn; while the values are given on hewn at £424,143 in 1890 as against £491,196 for the eight months in 1889, and on sawn at £1,683,620 in 1890 as against £1,717,057 the same period in 1889.

GENERAL NEWS.

—Mr. J. A. Bougie & Frere, saw mill men at Brompton, Que., have assigned.

—The Conger's Lumber Company's mill at Parry Sound, which was shut down some time ago, owing to want of piling ground for the lumber, will probably be started again shortly.

—The night gang at Perley & Pattee's saw mills at the Chaudiere has been withdrawn for the season.

—At the sale of timber lands which took place at the Crown Land's office, Fredericton, N. B., on Sept. 10th, all the lands were taken at the upset price.

Ocean freight rates are depressed at St. John, N. B. The rate thence to Cardiff, for deals, is about 37s. 6d.

—The boom company at St. John, N. B., up to Sept. 1st., rafted 107,000,000 superficial feet of lumber, and it is estimated there are yet at the booms to be rafted 45,000,000 feet.

—A saw mill, planing and carding mill and other property at Ottawa, Ont., was lately sold by the Executor of the estate of John Botier to an Ottawa man named Hopewell, for \$23,000.

—The demand at St. John, N. B., for deals for the English market is exceedingly dull. Where \$10 a thousand was received early in the season, only \$8 is offering now. An overstocked market on the other side is the alleged reason, though there have been very few vessels in port recently. There have been a number of arrivals recently and other vessels are due which will necessarily cause some activity and perhaps stiffen local prices a little.

—Mr. Elamer Ward, recently from New Brunswick, is erecting a new saw mill at Westminister, B. C. The capacity of the mill will be about 30,000 shingles per day.

—The Keegans-Milne Company, of Montreal, will put in an electric lighting plant in the Brunette saw mill, at Westminister, B. C.

—The Davies-Sayward saw mill at Pilot Bay, on the east side of Kootenay Lake, B. C., is now near completion. The mill owners have called for tenders for delivering 500,000 feet of logs at the mill this year and 3,000,000 feet next year.

Mr. J. S. Murphy, lumber merchant, of Quebec, threatens to institute an action for libel against Mr. Powis for certain remarks the latter is alleged to have made against him in the annual report of the firm of Bryant, Powis & Bryant. He also threatens the *Timber Trades Journal*, which published the remarks in question.

—Messrs. E. B. Eddy & Co., of Ottawa, have gradually been dropping out of the lumber business and have disposed of their timber limit interests amounting to several hundred thousand dollars.

—The lumber firm of McLaren & Co., Ottawa, Ont., which had about one thousand men taking out logs up the Gatineau district last winter and about three hundred men up the Ottawa, will employ less men this year. Wages paid are low, but as many men as can are being accommodated with work.

—Mr. R. R. Dobell, the Quebec lumber merchant, says the lumber trade in Quebec is quiet and no signs of revival are seen. He thinks matters will be dull all the winter.

—Mr. Jas. McLean, of Bryson, Que., is talking of building a saw mill at Campbell's Bay.

—The large circular saw in the mill of the Georgian Bay Lumber Company, at Waubushene, Ont., broke a few days ago when running at full speed.

—Mr. J. R. Booth, of Ottawa, signed a few days ago the biggest contract for deals ever made for the English market.

—A company, of which Mr. Terence McGuire, of Ottawa, is the manager, has purchased the E. B. Eddy limits in the Madlawaska woods, county Hastings, Ont., and will carry on operations on a large scale this winter. A gang of men have been sent up to begin the season's work.

—C. B. Champion, of Campbellton, N. B., whose saw mill was recently burned, writes to a local paper, stating that his mill was maliciously burned, and implying that W. W. Doherty, mayor of the town, is the guilty party. It is most likely that Champion will be arrested on a charge of criminal libel.



**WANTED AND FOR SALE.**

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

**HARDWOOD** lumber, bought, sold or received on consignment, **TUCKER DAVID**, lumber commission merchant, 313 Eleventh Ave., N.Y.

**LUMBER YARD AND FACTORY FOR SALE.** One of the oldest established in Brandon, doing good profitable business of about forty thousand dollars per year, an exceptionally good opportunity for any one wishing to commence business in the most thriving City in Manitoba. Box 97 Brandon, Man.

**FOR SALE—OAK, PINE, Cypress Lands.** Large and small tracts. Seven Cypress Braker on R. R. can be put into mill for \$20 to \$25 per thousand. Fortunes for shingle mills, staves or square timber. Fifteen years experience in Michigan, Arkansas and Louisiana; no agents, deal with me direct; rock bottom prices. **A. G. NEWTON**, Pine Bluff, Ark.

**STEAM SAW MILL AND SHINGLE MILL**—complete—for sale or exchange. Drawer 408, Orangeville

**SHINGLE MILL FOREMAN REQUIRED.**

Must be experienced, strictly temperate, and with a good record. Capacity of mill about 100,000 per day. Address, giving references, expected remuneration, **THE RATHBUN CO.**, Deseronto, Ont.

**RAILS AND CARS FOR SALE.**

Light Steel Rails for Tramways; good order. Cars for lumber, cheap. **JOHN J. GARTSHORE**, 49 Front St. West, Toronto.

**WANTED.**

**QUEBEC BIRCH**—Those who can furnish choice lumber are invited to correspond with **JOHN S. MASON & CO.**, 240 Eleventh Avenue, New York City.

**CASH FOR HARDWOOD LUMBER.**

We purchase all kinds of Hardwood Lumber and will pay you **SPOT CASH** for same F. O. B. cars. Send us full particulars. **W. N. McEACHERN & CO.**, Toronto, Ont.

**FOR SALE**

**TWO BOILERS**, 54 inches in diameter, 16 feet; 50 4-inch Tubes, Fronts and Safety Valve; also one Engine, 20x24, with heavy bed; large Iron Driving Pulley and heavy Balance Wheel. Apply to **MICKLE, DYMENT & SON**, Gravenhurst.

**FOR SALE.**

**A WELL EQUIPPED SAW AND PLANING Mill**, with full machines of all kinds, and ample power for present and additional machinery. This mill is situated in one of the best localities of Montreal and in the part which increases with the most rapidity. Purchaser can buy mill and machinery apart and state their own terms. Tenders will be received until the 15th October. Privilege of rejecting any or all tenders reserved.

**D. PARIZEAU**, Corner Craig and St. Denis, Montreal.

**MAGNIFICENT WATER POWER FOR SALE.**

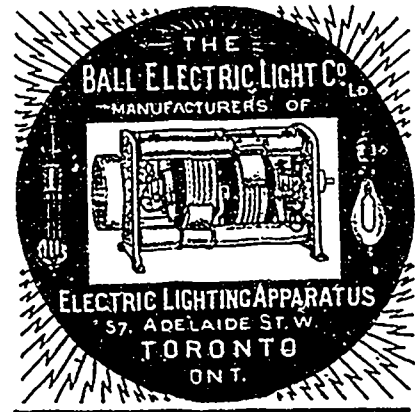
**EIGHTEEN** acres of land, with one of the finest permanent water powers in Canada and equal to over 1000 H.P., on C. P. R. trunk line, 23 miles west of North Bay. For a Pulp Mill no better site. Spruce can be delivered for \$1.50 per cord in any quantity. Water carriage via Lake Nipissing. For price, plans and terms apply to **A. T. ANDERSON & CO.**, Contractors, &c., 75 Adelaide St. East, Toronto

**WANTED.**

**ACTIVE** or silent partner for well established Wholesale Lumber business; half interest; any good salary to right man. Correspondence strictly confidential. Address **A. B. C.**, Care of CANADA LUMBERMAN

**FOR SALE.**

**PLANING FACTORY**, only 2 years built, with one hundred and fifty Horse Power Engine and Boilers and Modern Machines, with railway siding and street car at door. Terms cash. **WILLIAM LEAH & CO.**, Lumber, Coal and Wood, Dundas Street, Toronto



**VALUABLE PROPERTIES**

OF THE Scottish Carolina Timber and Land Co., will be sold by Public Auction,

**TUESDAY, OCTOBER 7th, 1890,**

at the Court House Door, between the hours of 10 and 4, at

**KNOXVILLE, TENN.**

The properties offered for sale comprise a most substantially built Saw Mill, of 75,000 feet capacity, and extensive Plant for the manufacture of Lumber. A Storage Boom and Lands on the French Broad River, with space to hold one year's supply of Logs. Several million feet of Saw Logs in the streams. River Driving Appliances. Valuable Timber and Mineral Lands in East Tennessee and Western North Carolina. Real Estate at Knoxville, having 3,000 feet frontage on the Tennessee River, adjacent to two Railroads, and suitable for Manufacturing Sites. A fine River-Bottom Farm of 275 acres, one of the best in East Tennessee. Also, good Mountain Farms and Lands in Tennessee and North Carolina, especially adapted for Stock raising and the cultivation of Tobacco. Miscellaneous Stores, &c.

The Saw-mill, Boom, Logs, &c., and property held under a Deed of Trust, will be exposed in parcels and as a whole to the highest bidder for cash, and in bar of redemption; or on such term: as may be announced at the sale, and absolutely without reserve, unless sold by private contract previously.

For further particulars, address, **WILLIAM PAGE**, SCOTTISH CAROLINA T. & L. Co., Knoxville, Tenn.

N. B.—There will be Reduced Rates over all Railroads from any point in the United States, to Knoxville, with liberal arrangements as to limit of Tickets, owing to the Veterans' Reunion, commencing on Tuesday, October 7th, the day of sale.

**IMPORTANT SALE**

**TIMBER \* LIMITS.**

The estate of the late David Moore will offer for sale at Public Auction at the Russel House, in the City of Ottawa, on

**TUESDAY, 28th OCTOBER, 1890**

at three o'clock in the afternoon the following valuable timber limits:

**PARCEL No. 1**—400 square miles on Kippewa river, in the province of Quebec, and being berths Nos. 57, 58, 47, 48, 65, 62, 62, 63.

**PARCEL No. 2**—Berths No. 3 on the north shore of Lake Huron in Ontario, license No. 103 of 1889-90. Area, 36 square miles.

**PARCEL No. 3**—Berth No. 1, township of Springer in Ontario, license No. 104 for 1889-90. Area 34 square miles.

**PARCEL No. 4**—Berth No. 15 on the north shore of Lake Huron, in Ontario, license 105 of 1889. Area, 36 square miles.

The purchaser will be bound to take the supplies on each limit according to schedule and valuation. For terms and conditions of sale apply to **E. D. MOORE, Esq.**, Hull, and to the undersigned.

**CHRISTIE & CHRISTIE**, Solicitors, J. R. FLEMING, Advocate, 110 Wellington St., Ottawa, 353 Sparks St., Ottawa. 5th February 1890.



**Auction Sale of Timber Berths.**

DEPARTMENT OF CROWN LANDS.

(WOODS AND FORESTS BRANCH.)

Toronto, 2nd July, 1890.

NOTICE is hereby given, that under Order in Council certain Timber Berths in the Rainy River and Thunder Bay Districts, and a Berth composed of part of the Township of Awares, in the District of Algoma, will be offered for sale by Public Auction, on Wednesday, the First day of October next, at one o'clock in the afternoon, at the Department of Crown Lands, Toronto.

**ARTHUR S. HARDY**, Comptroller.

NOTE.—Particulars as to localities and description of limits, area, etc., and terms and conditions of sale will be furnished on application, personally, or by letter, to the Department of Crown Lands, or to Wm. Margach, Crown Timber Agent, Rat Portage for Rainy River Berths, or Hugh Munroe, Crown Timber Agent, Port Arthur, for Thunder Bay Berths.

No unauthorised Advertisement of the above will be paid for.

**500 Carloads Prime White Oak Small Boards.**

1, 1 1/4, 1 1/2 and 1 3/4 inch thick; 3 1/2 to 5 inch wide, 2 feet and up long, wanted for cash at the mills.

Further all kinds of **HARDWOOD LUMBER AND LOGS.**

Address **CARL GARTNER**, HAMBURG, GERMANY.

**MACHINERY FOR SALE**

LIST of miscellaneous machines, etc., for sale by **H. W. PETRIE**, Brantford and Toronto

- ONE corn and cob crusher
  - FINE grain or feed mills
  - ONE Craig wheat scourer.
  - ONE mill stone dresser.
  - ONE corn husker.
  - TWO corn shellers.
  - TWO paint mills.
  - ONE tile machine.
  - ONE clay crusher.
  - ONE copper-jacketed kettle.
  - TWO copper dye kettles.
  - TWO set cracer or biscuit machines, with dies.
  - ONE sugar or sorgum mill.
  - ONE union leather splitter.
  - ONE steam rock drill.
  - ONE foot press for canner's use, with dies
  - ONE fruit evaporator
  - ONE Calligraph typewriter
  - ONE clover thrasher and huller.
  - ONE ditching machine.
  - ONE Ward sulky plow.
  - ONE hoisery or bobbin winder.
  - ONE set scouring rolls.
  - ONE Chase flock cutter.
  - ONE lot press plates.
  - TWO meat choppers.
  - ONE large clothes mangle.
  - ONE shooting gallery tube.
  - ONE small bone mill.
  - ONE run 42 inch buhr stones.
  - 10 water wheels, different sizes and makes.
  - ONE lot spur and bevel gears.
  - ONE lot shafting, hangers and pulleys.
  - ONE lot balance wheels.
  - ONE set cheese box machinery.
  - ONE lot Cook's patent levels.
  - TWO steam fire engines.
  - FIVE hand fire engines.
  - TWO hose carts.
  - EIGHT steam pumps.
  - ONE No. 10 centrifugal pump.
  - THREE hydraulic rams.
  - ONE champion spark arrester.
  - ONE lot lifting jacks.
  - ONE lot new portable forges
- I also have Engines, Boilers of all sizes. Iron and Wood-Wood Machinery. Send for descriptive list. **H. W. PETRIE**, Brantford and Toronto.

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The large forests of Pine, Hemlock and hard wood on the line of the Minneapolis, St. Paul and Sault Ste. Marie Railway ("SOO LINE") offer excellent opportunities for enterprising Saw Mill Men to locate in Wisconsin and the Upper Peninsula of Michigan.

Information furnished, as far as possible, relative to mill sites, groups of timber, price of stumpage, etc. **MILL MACHINERY TRANSPORTED FREE OF CHARGE.**

Low Rates, Good Facilities, Prompt Service, **W. W. RICH**, 'Soo' Railway, Minneapolis, Minn.



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MONARCH, RED STRIP AND LION BRANDS MANUFACTURED BY

**THE GUTTA PERCHA & RUBBER MANUFACTURING CO. OF TORONTO.**

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**J. L. GOODHUE & CO.,**  
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RAILROAD, BANK & OFFICE  
**DESKS**  
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**STORAGE OF LUMBER.**  
 We are prepared to receive any quantity of Lumber for storage. Freight and money will be advanced on same. Also, Warehouse Receipts issued, which can be hypothecated to banks and others. Storage charges easy. For further particulars apply to  
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 Lumber, Coal and Wood.  
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**GOODDAY, BENSON & CO.**  
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**General Lumber & Timber Merchants.**  
 Correspondence is solicited from parties having choice stocks of Hardwood and Pine to offer, either in the log or in sawn lumber.

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 CANADA • TOOL • WORKS  
 DUNDAS, ONTARIO.  
 MANUFACTURERS OF  
**WOOD-WORKING MACHINERY**  
 MACHINE TOOLS, ETC.  
 Write for Prices and Catalogues

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 Wholesale and Retail Dealer in  
*All kinds of LUMBER.*  
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 CONTRACTORS FOR  
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 Complete installations of team and Hydraulic Power, Electric Light and Power Plants, Wiring and Construction for Arc and Incandescent Lighting. Agents for the celebrated C. & C. Electric Motors.  
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 Estimates furnished and every information cheerfully given to intending purchasers.  
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 MANUFACTURERS OF  
**Doors, Sash, Blinds, Stairs**  
 AND ALL KINDS OF WOODEN HOUSE FINISHING MATERIALS.  
**CEDAR OIL FOR PURGING BOILERS**  
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 TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.  
 We will cut prices fine to large buyers.  
 We have a  
**GOOD, SOUND, FINE FLAVOURED TEA**  
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 Write for sample chest. Address,  
**J. W. LANG & CO.**  
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**TRUCK \* WHEELS.**  
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**The Montreal \***  
**\* Car Wheel Co.**  
 MANUFACTURERS OF

**THE MONARCH BOILER (PATENTED) AND HERCULES ENGINE.**  
  
 Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.  
 The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.  
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 WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.  
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# IMPORTANT SALE

-OF-

## VALUABLE Timber Limits

The undersigned has received instructions from Rochester, Doherty & Co., to sell by public auction at the

**Russell House, Ottawa, on  
Tuesday, the 28th day  
of October, 1890,  
at 2.30 p. m.**

Those valuable Timber Limits situated on the Ottawa River, Province of Quebec, being composed of Licenses Nos. 334, 335, 336, 337 and 338 of 1890-91 containing 127 1/2 square miles, more or less together with all improvements, Depots, Farm, Horses, Plant, &c. These Limits are situated on the Ottawa River, opposite Mattawa, and have a frontage of 21 miles, are well watered by Antoine Colton, Cameron and Snake creeks, all of which streams are well improved. To mill owners, this sale of limits should attract special attention as they are heavily timbered, and most conveniently situated of any limits now in the market. Owing to the death of the late W. H. Doherty (one of the partners) these limits must be sold to wind up the business. Terms and conditions will be made known at the time of sale.

For further particulars apply to  
**I. B. TACKABERRY,**  
Auctioneer.

**J. Y. ROCHESTER,** Ottawa, or **T. & W. MURRAY,** Pembroke, Ont.

**ESTABLISHED 1888.**

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**THE INDUSTRIAL REVIEW**  
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## Wood Working Machinery for Sale

- 1 20 H.P. engine, boiler and smoke stack.
- 1 No. 3 planer and matcher.
- 1 No. 1 shaper.
- 1 Scroll saw.
- 1 Rip saw bench.
- 1 Moulding machine to mould 4 slides.
- 1 Iron frame tenoning machine.
- 1 Morticing machine.
- 1 Swing sawing machine.
- 1 Blind slot tenoning machine.
- 1 Double acting hand wiring machine.
- 1 Swing iron sand-papering machine
- 1 Turning lathe.

And also a large quantity of Belting, Shafting and Pulleys  
The above machinery is almost new.  
Apply to

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We make the only hardwood bent rim spoke arm split pulley, only small split pulley, only wooden hangers in the market. Send for discounts and circulars.  
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202 Main Street, Buffalo, handles all kinds of Hard Woods.

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**WHITE, RIDER & FROST.**  
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The Best Materials ever used  
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Which will Run Straight on the Pulleys,  
Which is Thoroughly Well Stretched,  
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RELIABLE RAPID! CHEAP!

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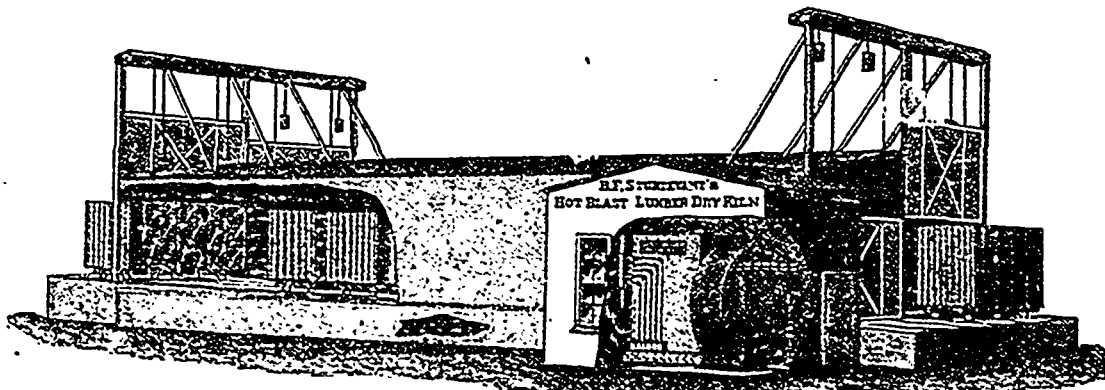
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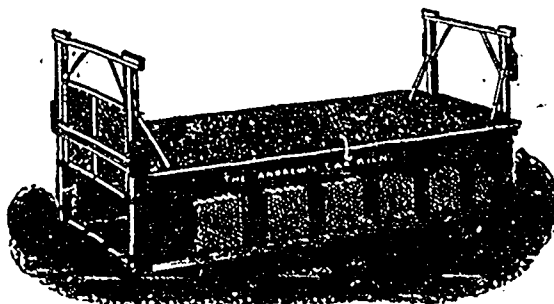
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Its remarkable efficiency depends upon its peculiar mode of applying heat to, and eliminating moisture from, the air used in drying. We use no costly fan, engine or other device that requires constant attention, nor do we waste heat by a special chimney. The air circulates through the lumber, and the moisture absorbed from it is extracted from the air by natural methods. You can not afford to be without it.

Our Process Duplicates Nature.



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- Milwaukee Chair Co., - - - - - Milwaukee, Wis.
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- Skandia Furniture Co., - - - - - Rockford, Ill.
- Story & Clark Organ Co., - - - - - Chicago, Ill.
- Rock Falls Manufacturing Co., - - - - - Sterling, Ill.
- Courey & Birely Table Co., - - - - - Shelbyville, Ind.
- Southern Spring Bed Co., - - - - - Atlanta, Ga.
- Sidney School Furniture Co., - - - - - Sidney, Ohio.
- New Richmond Church Furniture Co., - - - - - N. Richmond, O.

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CASSELMAN, ONT. Successors to FLATT & BRADLEY.

ESPECIAL GOOD FACILITIES FOR SHIPPING.  
HEMLOCK BILL STUFF OF EXCELLENT QUALITY.

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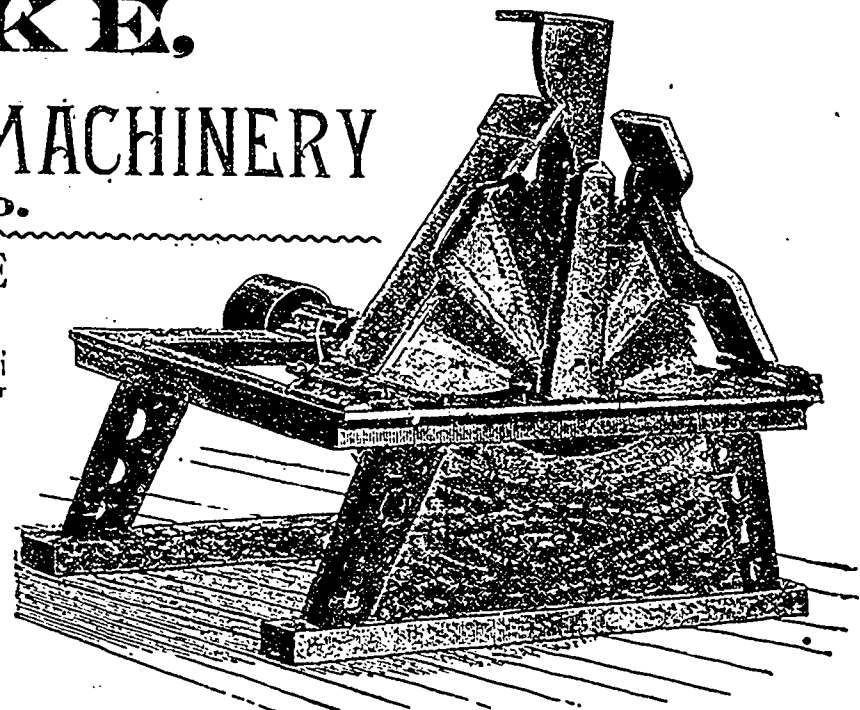
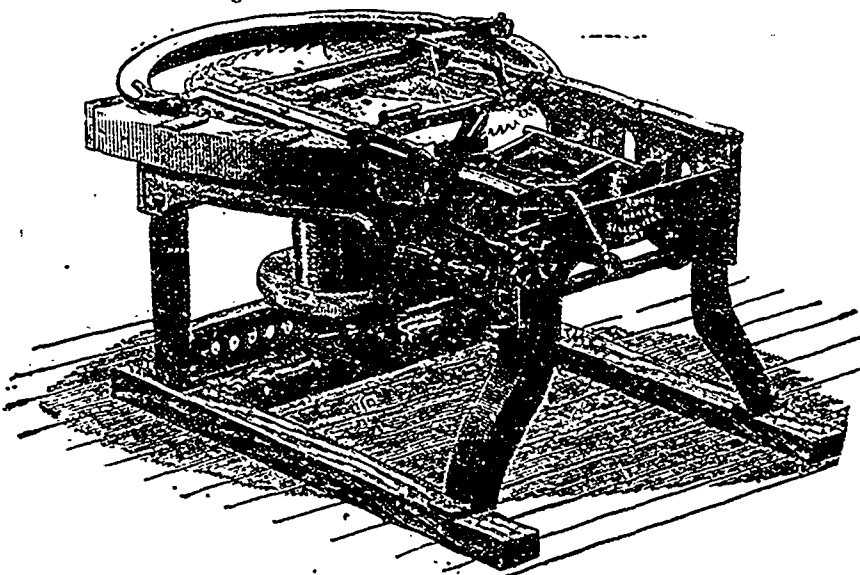
## SAW, SHINGLE and LATH MACHINERY

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### DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced, carriage very light and strong, made of forged cast steel saw plate, running on steel ways or tracks; will take in a block 18 inches wide and 19 inches long, adjustable for 16 inch or 18 inch shingles.



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With 40 inch saw will make more No. 1 Shingles from the same quantity of timber than any Wheel Jointer in existence.

It has a heavy iron frame made for two operators, two inch steel saw arbor, with extra long bearings; driving pulley 8 inches diameter, 7 inch face, saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Bolters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.



**For Sale. TWO No. 6 Rotary Power PUMPS**

**Specially adapted for use in Mills and Factories**

*Or for Towns of 5,000 inhabitants or under.*

Giving a most efficient Fire Protection at a very low cost.

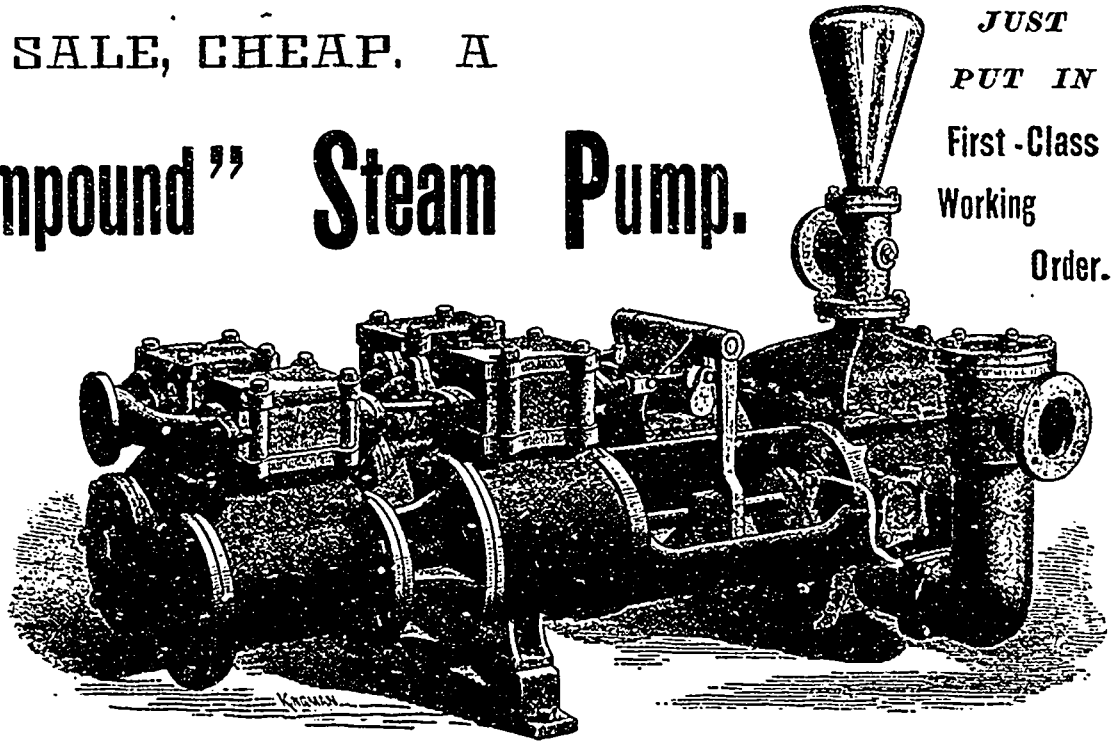
These Pumps have been in use in the City of Brantford Waterworks, have been thoroughly refitted, New Water Pinions, &c. Gauranteed to work as well as new and to each throw 8 good fire streams. Can also supply shaft to connect these pumps together with spur cut gear, ready to attach to engine or line shaft. Capacity 4.524 gallons per rev., speed 40 to 169 per minute, 8 inch suction and discharge.

ALSO FOR SALE, CHEAP. A

**Worthington "Compound" Steam Pump.**

JUST PUT IN First-Class Working Order.

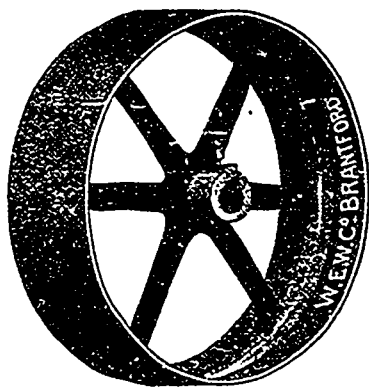
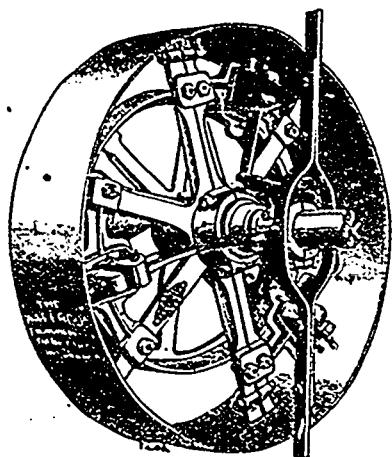
- Diãmeter Steam Cylinders 12 and 18½ inches.
- .. " of Water Plunger 16¼ inches.
- Length of stroke 10 inches.
- Speed 75 to 125.
- Gallon per minute both Plungers at stated speed 530 to 890.
- Steam Pipe 2½ inches.
- Exhaust 3½ inches.
- Suction 8 inches.
- Discharge 7 inches.
- Capacity 4 to 6 good Fire Streams.



Friction Grip Pulleys and Cut Off Couplings.

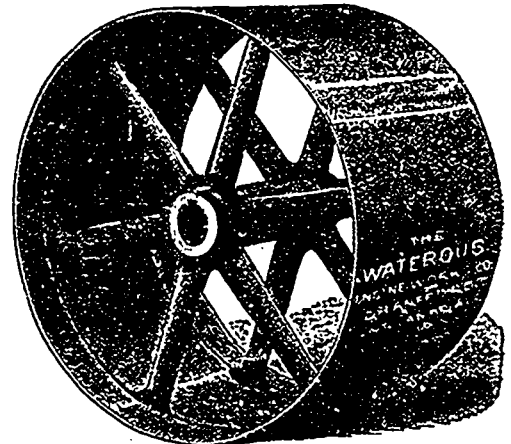
Pulleys Split or Solid.

Cast Iron Pulleys.



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Send for New Pulley Catalogue.



SPLIT OR SOLID.

**Waterous Engine Works Co., Brantford, Canada.**

# READ, MARK, LEARN AND INWARDLY DIGEST.



**P**RINTED MATTER is one of the commodities necessary in every business man's office. Every blank used is not only an economizer of labor, but gives tone and prestige to a business which other agencies fail in doing. Many years practical experience on our part has demonstrated that the public in general, and the lumber trade in particular, are ready and willing to pay for really good work, at remunerative prices, in preference to accepting second-class, or botch work, at cheaper rates; and there is no reason why they should not be, because the actual difference in cost between the production of the two is comparatively so trifling that no shrewd business man can afford to pursue a "penny-wise and pound-foolish" policy. Good work pays alike the customer and the printer, especially the former; in fact the public has been educated to judge in a great measure of the character and standing of an establishment by the manner in which its business announcements have been executed and the taste displayed therein—on the principle, we suppose, that "a tree is known by its fruit"



REMOVAL BECAME IMPERATIVE

After catering to the wants of the lumber trade in the printing line while located in the picturesque town of Peterborough for nearly four years, and as our business increased in volume we sighed for still greater quarters to exercise according to our strength, therefore removal became imperative—and we migrated like a caravan to our present location, 11 & 13 Richmond Street West, Toronto, where we have again enlarged and improved our facilities for quick and elegant printing.



A NEW AND UNEXPECTED IMPETUS.

*A. G. Mortimer*  
**Printer**  
11 & 13 Richmond St. W.  
TELEPHONE 1344 TORONTO

WE MIGRATED LIKE A CARAVAN

Making as we do a specialty of printing for the lumber trade, we understand their wants, and can in every case guarantee the utmost satisfaction. Our customers already number some of the largest lumber operators throughout the different provinces, but like Oliver Twist we want more.

In addition to the usual line of blanks usually found in a well regulated business office, such as Letter and Note Heads, Bill Heads, Statements, Memorandums, Envelopes, Cards, Tags, Receipts, Drafts, Cheques, Etc., we pay particular attention to the wants of lumbermen in the way of Shanty Orders, Settlements, and all other kinds of blank forms used in the shanty and on the drives.

With a knowledge of the business borne of long experience we can undertake your work with confidence, knowing that our facilities are of the best and our prices such as to warrant you in giving us your patronage. We know the happy smile which will overspread your countenance on inspecting the first order executed in our establishment.

Thanking our many customers for the liberal patronage heretofore bestowed; feeling satisfied that with the best material and machinery at our command, first-class workmen, and a determination on our part to merit continued success, we confidently ask for and expect a continuance of the same. In short, we propose in the future, as in the past, to turn out the best work at reasonable prices, and devote our undivided personal attention to the business requirements of our friends and the public in general.



THE WAYFARER GAINS A GLIMPSE



THE HAPPY SMILE



THANKING OUR MANY CUSTOMERS, ETC.

Painfully realizing the uncertainties of this life and the varying mutability of the affairs of men, we long since consecrated to our use the old and honored maxim "Whatever is worth doing at all is worth doing well"—converting it to our rule o' thumb in practice, a guiding monitor through the shadows and the bright light, the wind storms and the pelting rain—and shall abide by it faithfully and perseveringly until time shall be no more. *Vive vale.*



"GOOD NIGHT."



THOS. H. WILLMOTT.

A. K. MCINTOSH.

# WILLMOTT & MCINTOSH,

Wholesale Dealers in

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44 and 46 Front Street East,

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Lumber Shipped to all Parts by Rail or Vessel.

Agents for the Celebrated LUFKIN BOARD AND LOG RULE. Prompt Delivery in all Cases. CORRESPONDENCE SOLICITED.

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Mills Operating all the year round. Correspondence Solicited.

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DALTON McCARTHY, President.

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Fully Equal to any on the Continent.



The largest Saw Factory in the Dominion.

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