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# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIII.  
NUMBER 11.

TORONTO, ONT., NOVEMBER, 1892

TERMS, \$1.00 PER YEAR  
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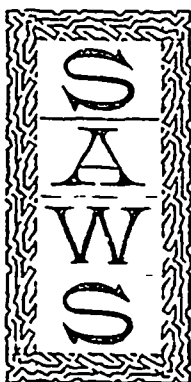
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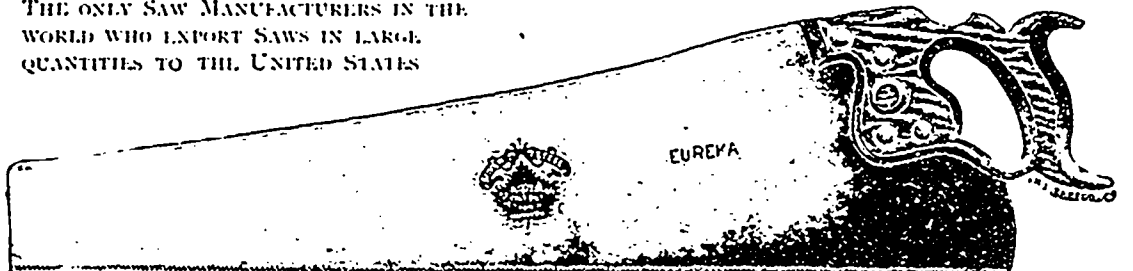
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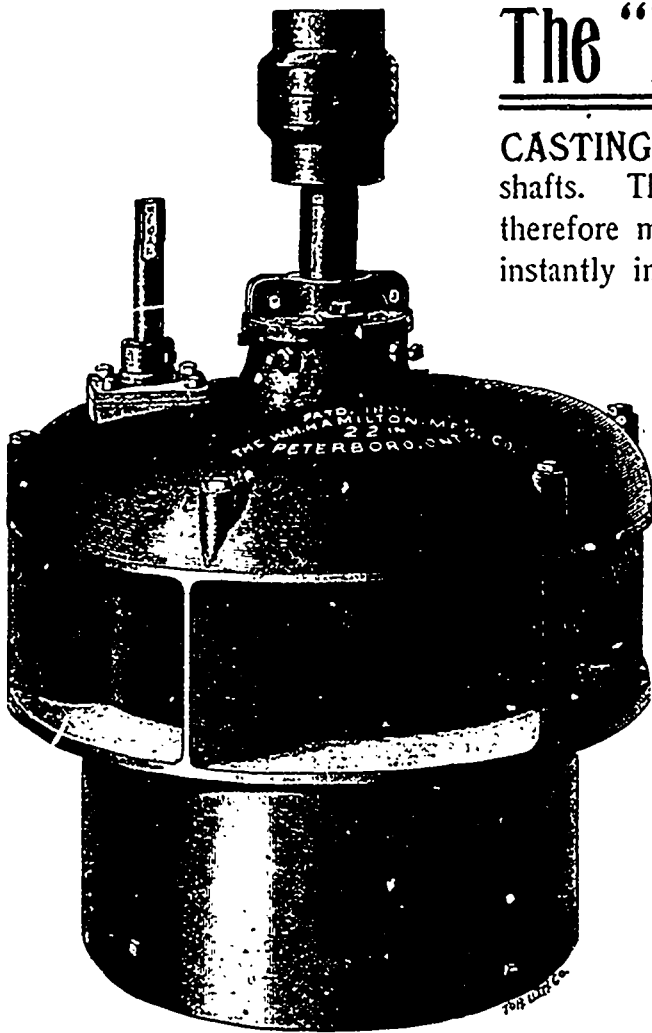
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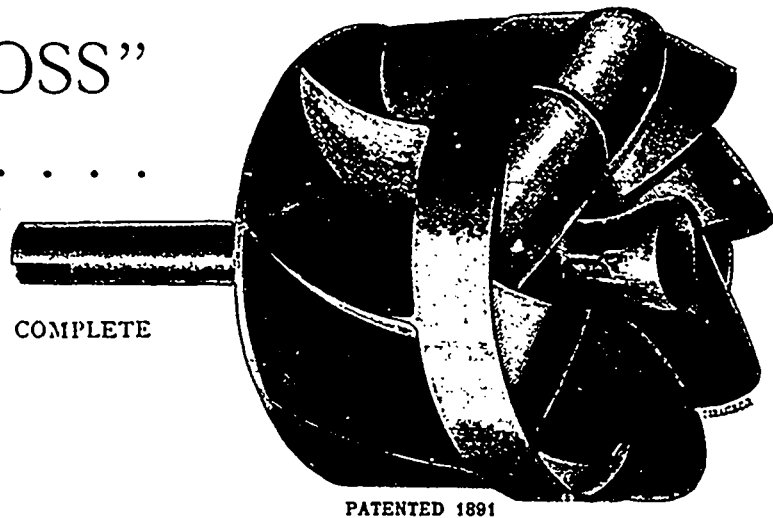


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## A LARGE LUMBER CONCERN.

THE town of Arnprior, as is the case with many growing towns to-day, owes its inception and prosperity largely to the enterprise of one man.

Arnprior is beautifully situated at the confluence of the Madawaska and Ottawa rivers. Here a little more than forty years ago the late Daniel McLachlin purchased the water power and 400 acres of land in the township of McNab, within the limits of which the municipality of Arnprior now stands. At that time there were but few families resident in the locality. Immediately on acquisition of the site by Mr. McLachlin, in the year 1851, he proceeded to create a town. He had it surveyed, and the present town was laid out. Several lots were sold at a very low figure and a goodly number presented as free gifts to intending settlers. The result of this generous action was speedily manifested in the erection of several buildings, and in a short time the dense pinery gave place to the village streets and the hum of industry took the place of the silence of the forest. For some time previous to this a saw mill with one circular saw was operated, but did not prove a success, and after lying idle for some years was eventually carried away by a freshet. On the completion of the Canada Central Railway, about the year 1862, a water mill was built by Mr. McLachlin, and in the fall of the same year the construction of another water mill was commenced. The latter mill was completed the next season, and both mills have been running every season since without intermission.

A third mill, operated by steam, was built on the shore of the Chats Lake in 1871, and after running successfully for four years was destroyed by fire. It has been replaced by another, built by the present firm, which for size and cutting capacity stands at the head of its kind on the continent. A fourth mill is at present in course of erection, and everything that science and art can bring to bear on its construction is being utilized to produce a building and machinery capable of competing with the advanced ideas of the most progressive, scientific lumbermen and manufacturers.

During the sawing season about 700 men find constant employment in the mills, and in the winter the operations in the woods require a force of from 900 to 1,000 men, besides about 300 teams. The output of sawn lumber, as a result of the labors of this large force, is enormous, last season's cut being in excess of 80,000,000 feet, or 300,000 feet a day of eleven hours; and the calculation is that when the fourth mill is in operation, with all its appliances of progressive science, that the cut will be proportionately larger in excess of that quantity.

The facilities for carrying on this enormous business are as varied as they are complete. Everything that almost unlimited space and a generous outlay of money can secure is at the command of the men who are at the heads of the different departments and look after the varied interests. The piling ground for the sawn lumber may be said to be the largest in the world, there being nearly ten miles of track laid through it.

The machinery in the water mill, No. 1, consists of one stock gate, one slabber and two Yankee gates; in water mill No. 2, one stock gate, one slabber and one large circular, with all necessary edgers, trimmers and appliances for lath, etc.

The steam mill, of which we give an illustration on this page, is driven by two engines of about 800 horsepower; its machinery consists of two slabbers, one large stock gate, one twin circular, two stock gates, one band

## THE GATINEAU.

A MONOGRAPH BY BENJAMIN SCOTT, OTTAWA, ONT.

THE first white man who spoke about River Gatineau was Champlain, in 1613, but he gave no name to that stream. The word Gatineau means a resident of Gatinais, a small district situated between Paris and Orleans. All the families called Gatineau in France are from that region. Canada never had more than one family by that name—it was that of Nicolas Gatineau, alias Duplessis, who came to this country in 1649, and acted as clerk of the Hundred Partners, also as Clerk of the Court and a notary public at Three Rivers and Montreal. From 1651 he resided at Three Rivers, until 1663, when he got married and moved to Cape de la Madeleine, on the other side of the St. Maurice where the Algonquins had a village of their own.

The Hundred Partners had been dissolved recently when Gatineau married Marie Crevier, the sister of Jeanne Crevier, who was the wife of Pierre Boucher, governor of Three Rivers and founder of Boucherville, the direct ancestor of the premier of Quebec.

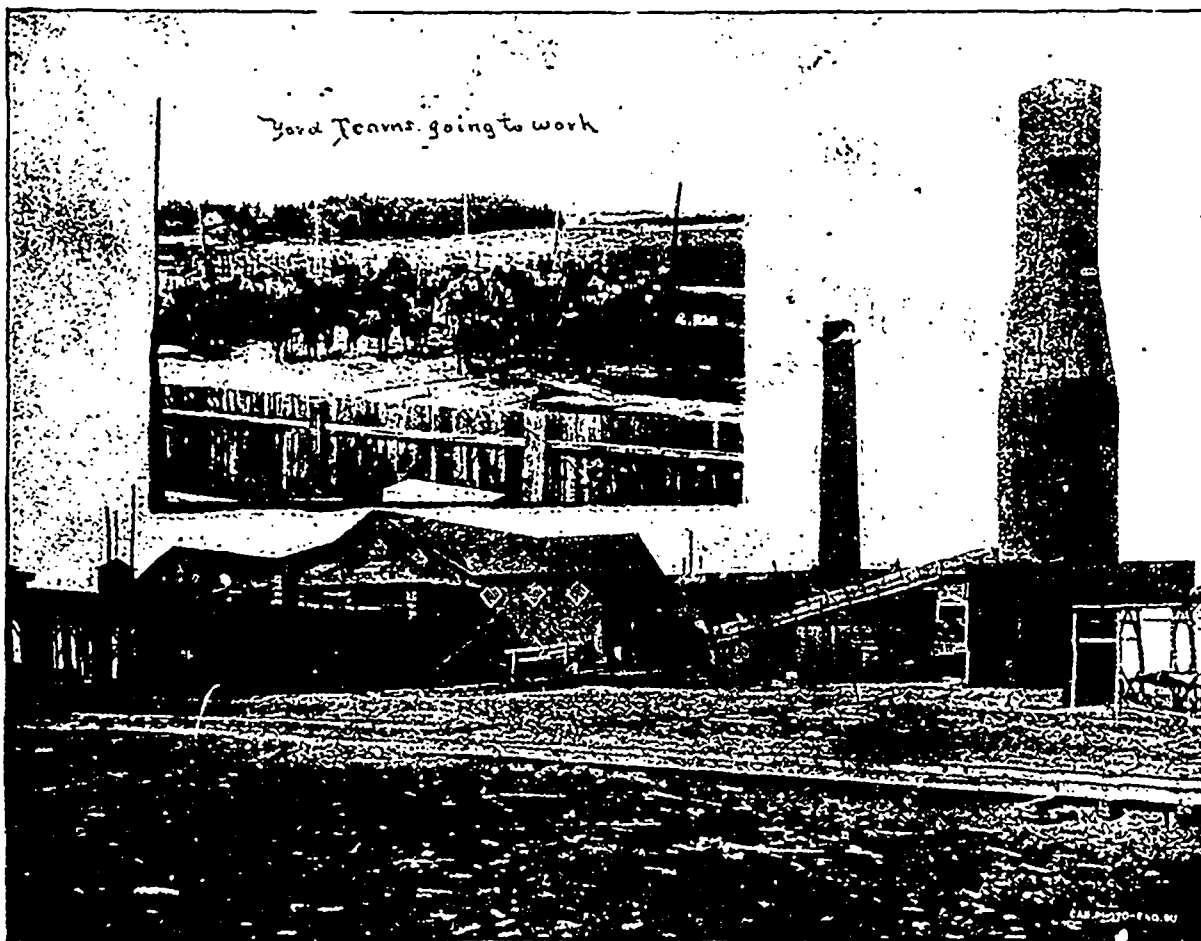
The post of Cap de la Madeleine was one of the best trading places in Canada at that time. All the Indians of the north, and some of the west, used to go there each summer to meet the French and sell them the fur they had gathered for that purpose. It is well known that from 1635 to 1700 the route from the spot where the city of Ottawa is built to the lower St. Lawrence was through either the Lievre or the Gatineau rivers, because of the facility of communication between these "walking roads" and the ones emptying in the St. Maurice. The Indians roved through that vast country and

often met the French merchants on their way at certain points on appointed dates.

Gatineau had three sons. Nicolas, who made a name for himself in the wars against the New England colonies. Jean was seigneur of Gatineau, a property in the county of St. Maurice, and trader at Detroit after the establishment of that place. He died at Three Rivers in 1750. Louis was seigneur of St. Marie, in the county of Champlain, and died there in 1750 also; he is the only one of the three brothers who left a son, but this last one never married. Therefore, about the year 1800 the Gatineau family were totally extinguished in Canada.

Nicolas' death is unknown, at least so far as the date is concerned. The last mention of him is in the summer of 1681. What would you say to the supposition that Gatineau got drowned in the Gatineau river?

[How many since that date, especially those engaged in lumbering, have found their deathbeds in this same Gatineau river.—Ed. LUMBERMAN.]



THE McLACHLIN MILL, ARNPRIOR, ONT.

saw, all of which are of the latest and most improved pattern. The machinery of the new steam mill is not yet finally decided upon, as advantage will be taken of the most recent improvements prior to the commencement of its operation.

The Messrs McLachlin Bros. are owners of very extensive limits on the Madawaska, Bonnechere, Peta-wawa, Amable du Fond and Coulouge Rivers, and within the last few months they have purchased over 300 miles of virgin timber land on the upper Ottawa, on which there never yet has been a tree cut.

This large lumber business is carried on to-day by H. F. McLachlin and Claude McLachlin, surviving sons and successors of the business so successfully founded by their father, the late Daniel McLachlin.

A brick dwelling house owned and occupied by James Jarrett, lumberman, Alliston, Ont., was destroyed by fire on the 10th ult.

ONTARIO'S BIG TIMBER SALE.

THE sale of Ontario timber limits, in the Legislative Chamber of the old Parliament buildings on Thursday, October 13, marked in some respects a memorable meeting. Ontario legislators will not again be called upon to answer to the appeal of "call in de members" within the dingy walls of the old chamber, and there was something suggestive, though possessed of a sombre shading, in the ring of the auctioneer's "going, going, gone, as Ontario's forests to the value of \$2,308,475 were knocked down to the highest bidders.

Seldom, when political excitement has been running at the highest, has a larger audience gathered within these walls, and perhaps at no time within the history of the buildings were more "dimes and dollars, dollars and dimes, as the old jingle goes, represented in any audience that has assembled in the old historic buildings.

THE AUDIENCE.

Lumbermen were present from all parts of Canada and the leading lumber centres of the United States. Among these might be named: John Charlton, M.P., Lynedoch; Allen Gilmour, Trenton; George Bryson, Jun., John Bryson, M.P., Fort Cologne, Q.; Nelson Lolland, Buffalo; Hiram Emery, Bay City; Arthur S. Hill, Maurice Quinn, Saginaw; A. McLennan, Cheboygan, Mich.; T. Charlton, Tonawanda; Matthew Slush, Mount Clemens, Mich.; C. Beck, D. Davidson, Penetanguishene; Alexander Fraser, Westmeath, Q.; C. J. Smith, Ottawa; Alex. Barnet, Renfrew; Hiram A. Calvin, Gauden City, Mich.; A. Pack, Alpena, Mich.; J. W. Fitzgerald, Parry Sound; C. W. Wells, Saginaw; Temple Emery, East Tawas, Mich.; E. Walker Rathbun, Deseronto; H. B. Smith, Owen Sound; J. D. Shier, C. Henderson, W. Webster, Bracebridge; P. M. Guntie, Trenton; H. Waters, Lindsay; James Sharpe, Burk's Falls; C. W. Burns, South River; James Moills, Saginaw, and George H. Miller, Brooklyn. Merrill & King, of Saginaw, and the Whitney estate, of Detroit.

The seat of honor was occupied by Hon. A. S. Hardy, Commissioner of Crown Lands, whose countenance bore a pleased and satisfied expression that might have been taken as a premonition of the success he saw in store for the province, and indicated later in the large sum realized from the sale. On the right of the minister sat Mr. Aubrey White, assistant commissioner of Crown Lands, whose wise counsels, based on a very perfect knowledge of the timber conditions of the province, were frequently disclosed, as the sale proceeded, in whispered conversations between the commissioner and his deputy. The auctioneer's hammer was wielded by Registrar Peter Ryan, whose hand has lost none of its cunning, as one of the cleverest auctioneers of the province, and who by his ready Irish wit kept up interest in the proceedings from beginning to end.

A STUDY OF FACES.

It was a picturesque scene in not a few particulars. The faces were a study. Thomas Murray's was a face that became familiar to nearly everyone before the sale was closed. Pontiac's ex-M.P. is well known to many Toronto citizens, but his shiny silk hat and gold-rimmed spectacles did not want introduction on this occasion, as Mr. Ryan would ever and anon appeal to Mr. Murray to help along the sale when the bidding would commence to drag, just as he would at another time turn to the hero of Halton, Mr. John Waldie, to start some of the more valuable limits with a round bid of say \$5,000 a square mile. The doughty champion of Sunday Observance, Mr. John Charlton, M.P., was a studious onlooker, though the sale closed without anything falling his way. Michigan lumbermen, in the persons of Mr. A. Pack, Alpena, T. Emery, East Tawas, Hiram Emery, Bay City, Arthur S. Hill, Saginaw, A. McLennan, Cheboygan, and others occupied conspicuous places among the bidders.

Others besides lumbermen had timber berths knocked down to them. There is not much connection between millinery and lumber, unless the chip hat is a remote relative, nor between general dry goods and the trees of the forest, but this did not prevent Toronto's well known wholesale milliner, Mr. S. F. McKinnon from putting away \$10,075 of his pile in Ontario limits, and John Drynan, W. A. Murray & Co., going it to the tune of \$38,662.

BERTHS AND BUYERS.

Promptly at the hour of one o'clock the stentorian tones of Mr. Ryan were heard. The berths sold and the buyers were as follows.

Township of Biggar, berth No. 3, concessions 7 to 14, lots 1 to 10, area 13 1/4 square miles; purchaser J. McCoy, price, square mile, \$4,000, total \$53,000.

Township of Butt, berth No. 2, concessions 1 to 4, lots 11 to 35, area 13 1/4 square miles, Hall & Booth; price, per square mile, \$1,200, total, \$16,500. Berth No. 3, cons. 5 to 9, lots 11 to 25, area 12 square miles, T. Murray, price \$500 square mile, total \$6,000. Berth No. 4, concessions 10 to 14, lots 11 to 25, area 11 1/4 square miles, T. Murray, price \$1,600 square mile; total \$18,800. Berth No. 5, concessions 1 to 7, lots 1 to 10, area 11 1/4 square miles, T. Murray, price, \$1,250, total \$14,062.50. Berth No. 6, concessions 8 to 14, lots 1 to 10, area 11 square miles, T. Murray, price \$1,150, total \$12,650.

Township of Finlayson, berth No. 1, concessions 1 to 7, lots 1 to 10, area 10 1/4 square miles, G. W. Pack, price \$1,800, total \$18,450. Berth No. 1, concessions 8 to 14, lots 1 to 10, area 10 1/4 square miles, Beck Manufacturing Co., of Penetang, price \$4,400, total, \$47,300. Berth No. 3, concessions 1 to 7, lots 11 to 20, area 10 square miles, James D. Shier, price \$600 square mile, total \$6,000. Berth No. 4, concessions 8 to 14, lots 11 to 20, area 11 square miles, J. Baird, price \$4,100 square mile, total \$45,100. Berth No. 5, concessions 1 to 7, lots 21 to 30, area 11 square miles, C. A. Millener, price \$1,450 square mile, total \$15,950. Berth No. 6, concessions 8 to 14, lots 21 to 30, area 10 1/4 square miles, J. Waldie, price \$1,300 square mile, total \$13,975. Berth No. 7, concessions 1 to 7, lots 31 to 40, area 11 square miles, Hill & Wells, price \$2,800 square mile, total \$30,800. Berth No. 8, concessions 8 to 14, lots 31 to 40, area 11 square miles, C. Cameron, price \$3,200, total \$35,200.

Township of Hunter, berth No. 3, concessions 1 to 8, lots 21 to 35, area 17 square miles, Gilmour & Co., price \$12,700 square mile, total \$215,900. Berth No. 4, concessions 1 to 8, lots 11 to 20, area 11 1/4 square miles, Gilmour & Co., price \$7,000 square mile, total \$82,250. Berth No. 5, concessions 1 to 8, lots 1 to 10, area 12 1/4 square miles, John Drynan, price \$2,650, total \$32,462.50.

Township of McCraney, berth No. 11, concessions 1 to 7, lots 1 to 10, area 11 1/4 square miles, J. Baird, price \$4,750, total \$53,457.50. Berth No. 2, concessions 8 to 13, lots 1 to 10, area 11 1/4 square miles, A. McArthur, price \$1,800, total \$20,250. Berth No. 3, concessions 1 to 7, lots 11 to 20, area 11 1/2 square miles, Beck Manufacturing Co., price \$900; total \$10,350. Berth No. 4, concessions 8 to 14, lots 11 to 20, area 11 1/2 square miles, A. McArthur, price \$1,800, total \$20,250. Berth No. 5, concessions 1 to 7, lots 21 to 35, area 15 1/4 square miles, John Waldie, price \$2,700, total \$142,525. Berth No. 6, concessions 8 to 14, lots 21 to 35, area 15 square miles, John Waldie, price \$4,100, total \$61,500.

Township of McLaughlin, berth No. 3, concessions 1 to 8, lots 1 to 15, area 15 1/4 square miles, Gilmour & Co., price \$4,900, total \$74,725.

Township of Paxton, berth No. 1, concessions 1 to 7, lots 1 to 10, area 10 1/4 miles, W. Milne, of Ethel, price \$1,000 square mile, total \$10,750. Berth No. 2, concessions 8 to 14, lots 1 to 10, area 11 1/2 square miles, A. McArthur, price \$1,000 square mile, total \$11,500. Berth No. 3, concessions 1 to 7, lots 11 to 20, area 11 square miles, A. McArthur, price \$1,000, total \$11,000. Berth No. 4, concessions 8 to 11, lots 11 to 20, area 11 1/2 square miles, John Gray, price \$7,400, total \$85,100. Berth No. 5, concessions 1 to 7, lots 21 to 30, area 16 1/2 square miles, John Gray, price \$5,700, total \$94,050. Berth No. 6, concessions 8 to 14, lots 21 to 30, area 16 1/2 square miles, price \$7,000 square mile, total \$115,500.

Township of Peck, berth No. 1, concessions 1 to 4, lots 1 to 15, area 9 1/4 square miles, Gilmour & Co., price \$2,600, total \$24,050. Berth No. 2, concessions 5 to 9, lots 1 to 15, area 10 1/2 square miles, Gilmour & Co., price \$5,900 square mile, total \$61,950. Berth No. 3, concessions 10 to 14, lots 1 to 15, area 11 1/4 square miles, Gilmour & Co., price \$3,500, total \$39,375. Berth No. 4, concessions 1 to 4, lots 16 to 29, area 7 square miles, W. Dymont, price \$2,700, total \$28,900. Berth No. 5, concessions 5 to 9, lots 16 to 29, area 8 1/2 square miles,

Hill & Wells, price \$3,400, total \$28,900. Berth No. 6, concessions 10 to 14, lots 16 to 29, area 11 1/4 square miles, Gilmour & Co., price \$17,500, total \$205,625.

Township of MacLennan, north part of berth No. 49, area 13 square miles, Hall & Emery, price \$4,400, total \$57,200.

Algoma district, Township of Lumsden, concessions 1 to 6, lots 1 to 11, area 31 1/4 square miles, C. Campbell, price \$3,100 square mile, total \$96,875. Township Morgan, concessions 1 to 6, lots 1 to 12, area 35 1/4 square miles, G. Pack, Alpena, Mich.; price \$10,600, total \$373,650. Berth on west side Pogramasing Lake, area 4 square miles, W. Stewart, price \$7,460, total \$29,600.

Thunder Bay district, berth No. 1, adjoining the Township of Pardee, area 12 square miles, J. F. Coleman, price \$2,800, total \$33,600. Berth No. 7, area 4 square miles, was withdrawn at \$1,000.

Rainy River district, berth No. 1, north of Turtle and Burnt Lakes, and south of White Pine Lake, area 15 square miles, C. Cameron, price \$720 square mile, total \$10,800. Berth No. 27, on the east side Manitou River, running into Rainy River, area 7 square miles, G. J. Grant, price \$550, total \$3,850. Berth 36, on Nameukon River, area 24 square miles, W. Ross, price \$400 square mile, total \$9,600. Berth No. 37, area 15 square miles, was withdrawn at \$350 square mile. Berth No. 64, situated on Turtle Lake, area 13 square miles, S. F. McKinnon, price \$775 square mile, total \$10,075. Berth 65, on Turtle Lake, area 7 square miles, G. J. Grant, price \$475, total \$3,325. Berth No. 66, on east side of Clearwater Lake, 8 square miles, J. Drynan, price \$775, total \$6,200. Berth No. 67, north side of Clear Lake, area 1 1/2 square miles, G. J. Grant, price \$975, total \$1,462.50. Berth No. 68, on Mink and Pigeon Lakes, area 4 square miles, G. J. Grant, price \$475, total \$2,900. Berth 69, on Martin Lake, area 16 square miles, C. Cameron, price \$950, total \$15,200.

THE PURCHASES SUMMARIZED.

Following is a summarized list of the purchasers and the amounts paid:—

Gilmour & Co., Trenton.....	\$ 703,875
G. W. Pack, Alpena, Mich.....	392,100
J. Waldie, Toronto.....	118,000
J. Baird.....	98,537
A. McArthur.....	63,000
Beck Manufacturing Co., Penetang.....	57,650
Thomas Murray, Pontiac.....	51,512
J. McCoy.....	53,000
Hall & Booth.....	16,000
W. Stewart.....	29,600
N. Dymont.....	18,900
C. A. Millman.....	15,950
C. Cameron.....	61,200
Hill & Wells, Michigan.....	59,700
John Drynan.....	38,662
James D. Shier, Bracebridge.....	6,000
W. Milne, Ethel.....	10,750
John Gray.....	294,550
Holland & Emery, East Tawas, Mich.....	57,200
C. Campbell.....	96,875
G. F. Coleman.....	33,600
G. J. Grant.....	11,537
S. F. McKinnon, Toronto.....	10,074
W. Ross, Rat Portage.....	9,600
	<u>\$2,308,475</u>

SALE CHIPS.

Six hundred and thirty-seven square miles of limits were sold.

The largest aggregate price paid for any one berth was \$373,650. G. W. Pack, of Alpena, Mich., got it.

"I will just try and see how far I can make you go with drops of sweetness," was one of the many witticisms of the rollicking Peter Ryan.

No conditions were stipulated by the Government making it compulsory that the logs be sawed into lumber in the province. Despite this fact Canadians were the heaviest purchasers.

At the timber sale of 1887, the last held, the highest price paid per square mile was \$6,350; the tidy sum of \$17,500 was reached in one case at the present sale, Gilmour & Co., of Trenton, being the purchaser.

"Why did the limits fetch such high figures?" said John Charlton, M.P.P., repeating a question put to him. "That is what a good many of us have been trying to find out. A would-be buyer went all over one limit and figured its top value at \$3,000 per square mile. But that same berth brought \$17,500 per mile. It was a great sale.

## VIEWS AND INTERVIEWS.

Lumbering in  
Bulgaria.

At the National Bulgarian Exhibition at Philipopolis there is a pavilion of forestry, tastefully constructed of log-wood, and containing various specimens of woodwork and blocks cut from the stems of the enormous trees which still flourish in the remote primeval woodlands of Rhodope and the Balkane. This is a reminder of the ruthless destruction of Bulgarian forests which went on in Turkish time and still continues to some extent, notwithstanding the efforts of the Bulgarian Government to check it. An interesting feature in this pavilion is a portion of one of the wooden tramways which are used for bringing timber down the steep sides of the mountains. The stems of young trees supply the place of rails, the felled timber is laid on wooden trolleys with small wooden wheels, and descends the mountain at a rapid rate in charge of two or three men, who find a precarious standing-place on a peg which projects over the wheels, and check the pace by working a brake with the foot.

A Peculiarity  
of Wood.

Microscopical investigation has proved that the pores of wood invite the passage of moisture in the direction of the timber's growth, but repel it in the opposite direction. This fact accounts for a phenomenon which is often noticed, and which puzzles a good many people, namely, why two pieces of timber sawn from the same section of a tree sometimes appear to possess very variable degrees of durability. If the wood, say, of a gatepost is placed right end up, the moisture in the soil will affect it, but the rain falling on the top will do it little harm; if, on the other hand, the butt end of the tree is put uppermost, the top of the post will decay, because the moisture of the atmosphere will penetrate the pores of the wood more rapidly in this position. Many people have noticed that the staves in a wooden tub appear to absorb moisture irregularly, some getting quite sodden, while others remain comparatively dry, and apparently almost impervious to moisture. In this case the dry staves are in the position in which the tree grew, while the saturated ones are reversed.

Some Woods of  
British Columbia.

Between the Kootenay river and the Rocky mountains, in British Columbia, maples are found quite abundantly, but compared with the pines and other coniferous timber they are so small as to appear more like shrubs than trees. But on the flat lands of the coast the maple attains great size, being often two and a half to three feet in diameter, though the trunk is often forty to fifty feet in height. The settlers call it the vine maple. The wood is very cross grained, and when dressed resembles bird's-eye maple quite closely, the grain being really very fine and handsome, and polishes beautifully, but requiring considerable labor. It must, in time, be recognized as of value for a furniture or cabinet wood. Back from the coast, in the valleys, may be found vast quantities of common poplar, cottonwood, white birch, alder, willow and yew. Compared with the other timber these species are so small as to not be considered of any value by the explorers, but the time must surely come when they will all be wanted for lumber. That time will come with the building of railroads and the settlement of the country to the eastward, which is nearly all a comparatively treeless prairie.

Wide of  
the Mark.

It is a good thing to point a moral and adorn a tale when opportunity occurs and the moral is of healthful, vigorous growth. The weaklings in morals are of as little use in the world as the weaklings of the forest. It is amusing, however, to notice how far aside, sometimes, the illustrations of the moralist are from real facts, conditions and experience. A recent writer on these lines tells us that "the history of the lives of the men who have made their country's history illustrious shows that they owed their profundity and diversity of knowledge to the labor they were obliged to perform in boyhood. Daniel Webster was obliged to assist in running his father's saw mill, which he afterwards affirmed was the best school he ever attended. He studied while the saw was cutting through the log." A lumber contemporary rather spoils the story by remarking: "The young man

who undertakes to follow Webster's example in these times will get beautifully left. The modern saw mill doesn't afford much opportunity for study, contemplation or anything else while the saw is cutting through the log. There were no shotgun feeds in the time of Webster."

Brains and Tails  
of Trees.

"What a strange underground life, says Dr. Oliver Wendell Holmes, "is that which is led by the organisms we call trees! These great fluttering masses of leaves, stems, boughs, trunks, are not the real trees. They live underground, and what we see are nothing more nor less than their tails. Yes, a tree is an underground creature, with its tail in the air. All its intelligence is in its roots. All the senses it has are in its roots. Think what sagacity it shows in its search after food and drink. Somehow or other the rootlets, which are its tentacles, find out that there is a brook at a moderate distance from the trunk of the tree, and they make for it with all their might. They find every crack in the rocks where there are a few grains of the nourishing substance they care for, and insinuate themselves into its deepest recesses. When spring and summer come they let their tails grow, and delight in whisking them about in the wind, or letting them be whisked about by it; for these tails are poor, passive things, with very little will of their own, and bend in whatever direction the wind chooses to make them. The leaves make a deal of noise whispering. I have sometimes thought I could understand them, as they talk with each other, and that they seem to think that they made the wind as they wagged forward and back. Remember what I say. The next time you see a tree waving in the wind recollect that it is the tail of a great underground, many-armed, polypus-like creature, which is as proud of its caudal appendage, especially in summer time, as a peacock of his gorgeous expanse of plumage. Do you think there is anything so very odd about this idea? Once get it into your heads and you will find that it renders the landscape wonderfully interesting. There are as many kinds of tree tails as there are of tails to dogs and other quadrupeds. Study them as Daddy Gilpin studied them in his "Forest Scenery," but don't forget that they are only the appendage of the underground vegetable polypus, the true organism to which they belong."

Wood  
in Clothespins.

The intelligent lumberman is interested not only in the trees of the forest, as they stand there in all their majesty and greatness, but he takes a pleasure in following their history after they have been felled and again after they have passed from the saw and gone, it is perhaps hard to say, where. Aiming to give an individuality and distinctiveness to the "Views and Interviews" page of the LUMBERMAN, we have discussed questions of this character from time to time. Last month, in propounding the problem, "Where does the lumber go?" we showed what a large quantity is used in the manufacture of packing boxes. At another time we have told the story of the lumber employed in the manufacture of spools and shoe pegs. Suppose we trace no inconsiderable number of trees until they reach the shop, and are made into the simple little article of clothespins—a necessary article to every housekeeper. "Clothespins," said a dealer, "are usually made of white ash, but we have them of beech, birch and maple. The wood is taken to the factory in logs and cut into lengths of thirty-one inches by circular saws. These are then cut into blocks which are reduced to sticks, then placed under another saw and reduced to clothespin lengths. Next the turner takes a hand at them, and from him they go to the slating machine. They are placed in troughs by the operator, the machine picking them up and slating them. Then they are placed in a revolving pipe drier, going thence to the polishing cylinder. Each pin passes through eight hands. A single plant consists of a board saw, gang splitter, gang chucker, turner lathe, drying house and polisher, and costs from \$10,000 to \$19,000. The little blocks of wood, 5½ inches long, are placed on an endless belt, which feeds the blocks automatically into the lathe. As the lathe is turned the pin is taken automatically from the spindle and placed on a turn-table and carried to a circular saw, which whittles out the slat into a pin. It is then finished and thrown

out of the turn-table by the same appliance that puts the pins on the table. Falling, they are caught in a basket or barrel, and are taken to the drying house to remain twelve hours or until dry. The polishing cylinder holds from twenty to forty bushels. This is run at a slow speed, about thirty turns a minute, and by simple friction and contact they become polished."

## CHOKE BORE SAW MILLS.

THE saw mill should be in its arrangement the reverse of a first-class shot gun. It should scatter at the muzzle, so to speak.

Perhaps the most common fault in saw mill construction is to make the actual cutting capacity of the mill in excess of the machinery, appliances and means for disposing of the product.

Oftentimes the constriction begins immediately behind the circular band or gang. Here the trouble will be with the edger perhaps, which may be utterly unable to take care of the lumber if delivered to it as fast as possible, or if it does so will do its work at the expense of quality. More than one saw mill is losing from 25 cents to 50 cents a thousand on account of poor edging.

Sometimes the trimmers are overloaded and either hold back other parts of the mill or do their work without proper regard to its character.

Sometimes the devices for taking care of slabs or edgings are imperfect, and not infrequently a sawyer will have to stop his carriage for a few seconds until some slab is gotten out of the way of the board which is to follow it.

Sometimes the sorting platform is entirely inadequate.

But, while one or all of these facts are often found, it is a very rare thing indeed to find a mill so built that the tail end is too much "opened out," so to speak. The fact seems to be that too much attention is given to the primary machinery and not enough to the others. It may be possible, though hardly conceivable, to have too great a capacity with secondary machines, for such a method of construction would almost invariably result in improving the quality of the product to an extent which would more than pay for the extra expense involved.—The Timberman.

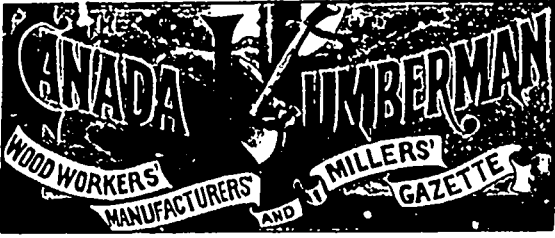
## A THREE CENT STAMP DOES IT.

ON receipt of a three cent stamp we will mail free to any address a copy of our little hand-book entitled "Rules and Regulations for the inspection of pine and hardwood lumber," as adopted by the lumber section and sanctioned by the Council of the Board of Trade, of Toronto, June 16, 1890. Address, CANADA LUMBERMAN, Toronto, Ont.

## THE SAWMILL OF THE GODS.

BY J. L. MOODY.

THE saw mill of the gods saws slowly the tree,  
No matter how hard or how soft it may be,  
Nor the kind, whether oak, or basswood, or pine,  
The sawdust comes out of it almighty fine,  
And noiseless it runs as the hour glass of time;  
And sharply it cuts, and its work is sublime;  
For high on Olympus this saw mill doth stand,  
And ever it runs by an Almighty hand.  
On the timber of mortals it saweth away;  
And ever it saws by night and by day;  
And it faithfully saws up all kinds of wood,  
The infernal bad and almighty good.  
Trees, storms and lightning have ruined and rift;  
Rotten of heart; slimy deadwood and drift;  
Old haunts of the vermin, where the woodpecker lurks,  
Are sawed in this mill where the Almighty works,  
And the buzz saw therein shines bright as the suns  
Forged by old Vulcan and like lightning it runs  
With this notice above it lettered in chert:  
The man who here monkeys gets mighty hurt,  
And there an Inspector stands silent and sad,  
To divide all that's sowed the good from the bad,  
For says an old saw: "In the mills of the gods  
Between good and bad there's an almighty odds."  
And the one who divides, divideth it well;  
The rot, shake and slabs he shoves into hell,  
But the sound he saves for the friends of the Gods,  
Who shaketh the earth with his almighty rods  
And in the divide of the sawed it well  
To consider how much may slide into hell;  
For it seems to your servant singing this hymn,  
That the part for the gods is almighty sum.  
I need, I in a lumberman and tell what I know,  
That in poor grades there's hell and profits are low,  
But we'll find when we get to Jupiter's land,  
That the profit in "clears" is almighty grand.



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BY  
ARTHUR G. MORTIMER

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J. S. ROBERTSON, . . . . . EDITOR.

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this 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 by others.

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

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

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

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

RAPID DIMINUTION OF ONTARIO PINE.

IN another column will be found a detailed account of the timber limits sold by the Ontario Government on the 13th ult. As in every former instance in which the Government have put stumpage up for auction, the amount of money realized exceeded the Government's expectations. Looked at from this point of view the sale was no doubt a great success, in the same way that each of the former sales was, at the time it was held, considered a success; but as each of the former sales has been so eclipsed in the matter of prices by the sale succeeding it as entirely to reverse this appearance, it is probable that the same will be the case again, and that the apparently large places of to-day will look quite small in the near future.

Indeed, we look for this result with more certainty now than on former occasions for the reason that our pine timber resources, which a few years ago seemed so great that to attempt an accurate estimate of them was deemed too difficult an undertaking, have since then become reduced to such small proportions that the end of the whole supply in both Canada and the United States is now plainly within view.

While the United States Government has from time to time had estimates made of its total timber resources, nothing of the kind that we know of has ever been done on the part of the Dominion or Provincial Governments; at least, if any such statistics have been prepared their publication has been so limited that we have never seen them. Now, however, as far as pine is concerned, there is scarcely any need of such action on the part of the Government, for the lumbermen have pierced so nearly through our pine forests with their operations that they have not only made short work of the estimating as far as they have gone, but have reached the point where daylight, so to speak, can be plainly seen showing through from the far side. In the Province of Ontario, while the streams running into the Ottawa on the east have been operated up to their sources by the lumber-

men of that district, these have been met at the summit by the western men following up the streams leading into the Georgian Bay. At the same time both Canadians and Americans have been busy on the north shore.

The Crown Lands Department has at this sale disposed of the last timber berths remaining to the Government in all this territory to a distance of some three or four miles north of Lake Nipissing. And not only is the whole of this section of country now in the hands of the operators, but it has been, with the exception of the last sold, very largely cut off; so much so that we do not believe there is now left 5% of the pine timber which once stood upon it. To the north of this there is left nothing more than what may be termed the fringe of our once great pinery, and a very straggling fringe it is, containing little or no timber equal in size and quality to what has been cut, and only a small proportion of pine timber of any kind.

The pine is there nearing the northern limit of its growth, is decreasing in size, quality and quantity, and the greater part of the country is quite destitute of it. Of the once great Ontario pinery we feel safe in saying not 10% remains.

The Province of Quebec is still more depleted, and the great pine states of the Union, Michigan, Wisconsin and Minnesota with an annual output to date of some 7,000,000,000 feet, have, we understand, scarcely got twice that quantity left now. We are merely pointing to the present state of affairs without comment, hoping to inspire a higher appreciation among our own people of the remnant still left us of what has been and is yet one of our greatest sources of wealth and prosperity.

LOG DUTY ENQUIRY.

A MEMBER of the Globe staff has been visiting the various lumber sections of the Dominion with the view, it is stated, of securing an expression of opinion from those interested concerning the much discussed question of an export duty on logs. This ground has been so thoroughly travelled in these columns during the past two years that it can hardly be said the letters of our daily contemporary, complete and impartial as they have been, have brought forth any facts or information that have not appeared in some shape in the LUMBERMAN. They will prove valuable, however, in reaffirming what is clear to any one who has given the question close study, that if there is any truth in the old saw that every question has two sides it is certainly true of the log duty question. The wide difference of opinion among lumbermen themselves, indicated in the interviews of the Globe's correspondent with lumbermen in the same district and those of different districts, shows that there can be little expectation of a united front being presented by the trade in any agitation for altered tariff conditions.

The points visited by the Globe's representative, at the time of this writing, had been Parry Sound, from which place two letters were written, Midland, Waubesa, Ottawa and St. John, N.B. In the first letter we are told that the people of the Georgian Bay district are seriously perplexed over the exportation of saw logs to the United States. This remark is followed by the significant statement, which is the keynote of the whole enquiry, that "there is such diversity of opinion and such a conflict of interest that it is almost impossible to arrive at a conclusion as to what course of action should be pursued, having regard both to vested rights and public welfare." Lumbermen who are limit owners are "quite satisfied to leave what they consider well enough alone." They are able under present conditions to dispose of the larger part of their manufactured product in the United States market, while, if barred out of this field, they only see stagnation ahead for the Canadian lumber business. We can understand that the townspeople from Penetanguishene to Parry Sound hold only one opinion on the subject, which is that the free exportation of logs must prove ruinous to these communities.

The News of this city, which assumes to speak for the labor interests, has laid special stress on the injurious effect of the large log exportation upon the labor market in these northern towns. It is well in discussing a question of this character that one should be sure one is right before going too far ahead. The loss to the workingman is not as great as some have stated, as has been pointed

out in these columns before, and the President of the Midland and North Shore Lumber Co. touches this point in saying: "By far the largest amount of money is expended and the greatest number of men employed in getting the timber out of the woods. It costs about \$7 to bring the logs here, and two dollars to saw them. It must be remembered that the Americans bring over here a large amount of their capital, which they pay out in wages to cutters and drivers."

No lumber town in the province has suffered more from the closing down of its saw mills than Midland. Four large mills are located in that town and not one of them has been in operation for some time. It would be unfair, however, to say that these conditions are due wholly to the exportation of logs to the States. The Ontario Lumber Co. avoid the expense and risk of towing their logs down the Georgian Bay by cutting them into lumber at their mill at French river. And here is Midland's most serious disadvantage as a lumber centre. The logs are no longer near the mills, and each year the distance between the saw and the logs becomes greater. A second mill in Midland is that operated for a time by Peters & Cane, and now in the hands of the Western Bank. Their chief difficulty in continuing was that of securing logs to cut. The Emery Co. and Chew Bros., owners of the other two mills, find it more profitable to export logs to Michigan, and "the premium placed upon the exportation of logs to the United States is no doubt responsible for closing those two mills."

Waubesa is the home of the large mills of the Georgian Bay Consolidated Lumber Co. Mr. Sheppard, manager of the mills, says his company are opposed to having the export duty reimposed upon logs for various reasons, and chief of these "because the McKinley Bill provides that there shall be added to the United States import duty upon lumber, the amount of export duty imposed upon logs by any foreign country." His company are owners of limits and also manufacture lumber. They have not sold any logs for export. One-third of their cut of lumber goes to the old country.

Ottawa lumbermen are practically a unit against the re-imposition of the export duty. Hon. E. H. Bronson, Mr. J. R. Booth and Mr. Pattee were among those interviewed. Mr. Booth owns extensive limits on the Georgian Bay, and might, he said, "be thought to be directly interested in the re-imposition of an export duty, but nevertheless he believed it to be to the general interest to leave things as they were." "What is more," added Mr. Booth, "it is surely time to cease this continual change and agitation. It is important to the business that those engaged in it should know what to figure on."

The New Brunswick letter of the Globe does not deal with the question of duty, but is mainly a review of the lumber trade in the Maritime provinces. The indications for a revival in the lumber trade in these provinces is not considered over bright.

The one satisfactory solution to the whole difficulty is free trade in lumber. This proposition does not meet with universal favor among United States lumbermen; but the signal failure of the On-to-Washington agitation of a few months ago to protest against the passage of the Bryan free lumber bill, when less than fifty lumbermen thought it worth their while to trouble Congress about the matter with their presence, may be taken as satisfactory evidence that the American lumber trade have no serious objection to free lumber. Mr. Ulyot, of the Midland and North Shore Lumber Co., thinks "we will be able to get American import duty on lumber taken off." This view of the situation is not held alone by Mr. Ulyot. The election of Mr. Cleveland to the presidency might bring about free lumber.

A BIG JOB.

A MONTREAL correspondent, usually well informed on lumber matters, writes: "It is reported that a great syndicate of Michigan lumbermen is aiming at buying out the whole lumber interests of the Ottawa valley. It is a big job to undertake, but western lumbermen do great things, vide prices paid for Ontario limits at the late sale, say equal to \$30 per acre, many of which no doubt contain no merchantable timber."

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MR. David Gillies, M.P.P. for Pontiac, lumber merchant at Carleton Place, says: "The prospects for the winter's cut are very fair and not too bad at all. The woods are as full of men as there is any need for now. I could take a few more, however, as there are always a number of deserters. The wages are better this year than last and average about \$20 per month in the shanties taking the good and the bad together. We shall work earlier this year and stop earlier. There is more work and better work done when there is one foot of snow on the ground than when there are three. It is expected that there will be a good demand for lumber and timber."

\* \* \* \*

A local lumberman would like to see a distributing yard at Toronto, similar to that which they have at Lockport, N.Y. "If we had this, all the lumber cut in the northern part of the province could be brought here and assorted. Then American buyers would need to come to Toronto to make their purchases through middlemen instead of going direct to the mills, where they only take the best and leave the rest for whoever comes along. If Toronto was made a distributing point, as I suggest, all the output of a mill, the good with the bad, would be brought here, and I am confident the millmen would favor it. Some years ago, when this thing was mooted, the Grand Trunk Railway offered to transfer lumber at Toronto consigned to the United States at \$5 a car extra, and I have no doubt it would still be willing to do so."

\* \* \* \*

Mr. Berkeley Powell, of the firm of Perley & Pattee, Ottawa, says that there is nothing in the statement which has been published that the demand for white pine in California would make a boom in the Ottawa lumber trade, and that lumbermen who had been holding limits in this neighborhood entirely for the production of square timber had determined to cut logs to suit the demand. "The matter is absurd," said Mr. Powell, recently. "There are better pines in California than we have here, and millions of yards of limits. The largest mills in the world are there, including the Puget Sound mills. Mr. Bronson owns and works miles of limits there, and they would not look at our lumber. They really have much more than they can find a market for. The Chilean war has restricted their market, and that makes the output smaller. Even if they had no lumber they would draw their supply from British Columbia, and not from here."

\* \* \* \*

Hon. Mr. Hardy, speaking of the big timber sale of the 13th ult., after all transactions had been closed, said: "I think nine out of every ten of the lots were bought by Canadians, and mostly Canadian manufacturers at that. This secures the result for which there have been some advocates, viz., that the timber should be manufactured in the province. The department was inclined to the opinion that had the manufacture of the timber in the province been imposed as a condition the receipts would probably have been from a quarter of a million to half a million less than they have been. In any case, a large part of the manufacturing takes place in the province, and if the cost of driving and towing be added to the expenditure, there would not be much but the mere sawing left, and that would not add as much to the cost of manufacturing as some appear to think. The actual sawing is not as important a factor in the expenditure connected with preparing timber as some writers upon the subject suppose. Although efforts were made by some of the lumbermen to have this condition imposed and circulars were sent out to the lumbermen of the country and boards of trade asking them to press this upon the Government, not more than half a dozen have written to the department favoring the object sought by the circular, and but one Board of Trade."

Mr. W. Margach, Ontario Crown timber agent at Rat Portage, who was in the city a week ago, says the town is rapidly progressing in population and manufacturing. The lumbering industry this year has been very successful, and a greater quantity has been manufactured than in any previous year. This quantity will be over 60,000,000 feet, board measure. There will also be taken out 100,000 cedar posts and 5,000 telegraph poles. There are three mills on the Rainy river which cut about 3,000,000 feet board measure. Two of these supply the local demand. Settlement is progressing quite favorably. A large number of the settlers are from the older parts of the province, and are well satisfied. Mr. Margach says that each of such settlers is worth half-a-dozen immigrants who expect to find the land flowing with milk and honey. The demand for labor, Mr. Margach says, is brisk, as large numbers of men are required in the lumber camps. People who do not wish to go into the camps can find employment in taking out railway ties, cedar posts and other timber. Almost all the lumber manufactured at Rat Portage is shipped out west, and as the west develops so does the lumber trade.

\* \* \* \*

Mr. C. J. Haden, a southern lumberman, secretary of the Georgia Saw Mill Association, who spent some time in England recently investigating lumber trade affairs, says: "The difference in the prices paid for large timbers and the worked boards is greatly out of proportion to their intrinsic relative value. For example, hewn and sawn pitch pine is worth in the English market to day from \$22 to \$32 per thousand superficial square feet, while for flooring and ceiling, dried, tongued and grooved, they pay from \$35 to \$45 per thousand. Here the difference is from \$6 to \$12 per thousand in favor of the finished lumber, while in America the drying, dressing and matching only cost the manufacturer from \$2 to \$3 per thousand. Pitch pine is steadily growing in favor for indoor finish in the best houses. It ranks next to the rare woods of Central America in the estimation of London house-builders. White pine from the shores of the Baltic Sea being the cheapest lumber in the British markets, is therefore most generally used for the construction of cheap or tenement houses. A considerable quantity of pitch pine is being used now in building the decks of sailing ships. However, the Canadian pine is preferred for this purpose."

\* \* \* \*

A brief personal appeared in the October LUMBERMAN crediting the naming of Douglas Fir of British Columbia to its finder, David Douglas, a British botanist. Edward Jack, of the Maritime provinces, tells of a visit he paid to the home of this botanist a few years ago. "In the flower garden of Scone, one of the finest mansions of Scotland, of which the Earl of Mansfield was hereditary keeper, there stood," says Mr. Jack, "when I was there a few years ago, a Douglas Fir, which was planted in 1834. It was seventy-five feet high and seven feet in circumference at a height of five feet from the ground. The tree was thus named in honor of David Douglas, who was the son of a laboring man, and was born at Scone in 1798. He was educated at the parish school of Kinnorell, subsequently serving an apprenticeship as a gardener in Scone gardens. He was afterward employed in the Glasgow Botanic garden, where his knowledge of botany brought him under the notice of Sir William Hooker, whom he accompanied in a botanical tour through the Highlands. By Sir William he was recommended to the Horticultural Society of London, and was sent several times to America to examine the plants growing in the neighborhood of the Columbia river. In 1824 he was sent out again. On this voyage he sowed a collection of garden seeds in the island of Juan Fernandez, arriving at Fort Vancouver on the 7th of April, 1825. During this visit he crossed the Rocky Mountains. He then returned to London, where he remained some years, but in 1829, when on a visit to the Sandwich Islands, he was accidentally killed by falling into a trap made by the natives to catch wild beasts. There is a pretty monument erected to his memory in his native village, where his talents and virtues are yet remembered."

Just how far the following story is told for political effect I do not know. The LUMBERMAN knows no politics as this term is commonly understood. Moreover I am prepared to give politicians credit for a larger share of honesty than is oftentimes placed to their credit. The devil himself is not always as black as he is painted, albeit that Canadian politicians are not supposed to have any dealings with his Satanic Majesty. The story referred to is told by one of the audience present at the Ontario timber sale of the 13th ult., and does not reflect discreditably on a prominent Ontario politician: "I noticed a little thing that escaped the general observation," said the gentleman in question. "Tom Murray, the Liberal victim of Pontiac, bid \$500 a mile on a lot, and then there was a drag. 'Withdraw,' said Hardy quietly, and the faithful Peter obeyed the command of his chief. Later on the parcel was put up once more and Murray bid \$200 this time, followed by another pause. 'Withdraw' was again the word. Then for the third time the lot was put up and it was bid up to \$1,200 a mile and sold. But," said the gentleman who tells the story, "Hardy, by merely keeping his mouth shut, could have put \$10,000 in the pocket of one of the party's most faithful adherents and no one would have been any the wiser. That shows the scrupulous honesty even of one who has been known as the Wicked Partner of Oliver the Good."

\* \* \* \*

James Moiles is one of the firm of Moiles Bros., lumbermen, who have mills at St John's Island, in the Georgian Bay district. Mr. Moiles has lumbered in Michigan, Wisconsin and Minnesota, the three great pine states of the American union, and consequently has had a considerable experience as a lumberman. He takes a serious view of the exportation of logs to the United States so far as the welfare of Canada is concerned. "Few people understand," says Mr. Moiles, "the extent to which the business of exporting logs from Canada has attained. While the export duties were in force Saginaw lumbermen were towing logs from the American side of Lake Superior as far west as Marquette and from Green Bay in Lake Michigan. These points are both further from Saginaw Bay than Georgian Bay is. The Menominee district on Green Bay is exhausted and Saginaw dealers are consequently obliged to look to Lake Superior and Canada for their supplies. The extent to which Canada is being drawn upon is shown by these figures: The Saginaw Lumber Co. is putting in over 20,000,000 feet in the Spanish river; Sibley & Bearinger, 15,000,000; Spanish River Lumber Co., for Polson & Arnold, at Bay City, 17,000,000; Nelson, for his Cheboygan mill, 8,000,000; Park, Woods & Co., for Sauble, Mich., 15,000,000, and E. Hall, of Detroit, for his Bay City mill, 16,000,000. On the Mississauga river, Gilchrist, of Alpena, has let contracts for 30,000,000 to stock his mill, and Howry & Sons will take out 25,000,000. On the French river and Wahapite there are heavy operators. The Emery Lumber Co. are taking out over 50,000,000 for Tawas and Bay City; Hurst & Fisher are going to get out all the logs they can this winter, and next summer they will take out over 50,000,000 feet; Captain Bliss will take from French river for his Saginaw mill 16,000,000, and the Moore Lumber Co. about 10,000,000. Further east, William Peters will take out 17,000,000, and Merrill & Ring about 12,000,000. All these figures represent the quantity of logs being taken from Canadian limits to furnish work for American mills. But even this is not all, as I have not included the large quantity taken out by Canadian jobbers for American dealers. A prominent operator told a Saginaw audience not long ago that they would make the waves of Lake Huron smooth by the enormous rafts of Canadian pine towed over them, and the figures given justify the boast. A conservative estimate places the export of logs for the coming season at 400,000,000 feet, and the business has only fairly started. Before the export duty on logs from Canada was removed by the Dominion Government Michigan mills were beginning to fall into decay, but since the removal of that duty new ones have been put up. Two have been erected at Bay City, one is in course of construction at Detour, Nelson Holland has bought property at Tawas for the purpose of building one there and the cut at Bay Mills, twelve miles from the Sault, has been largely increased."



## MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

LOG towing for the season is about completed, and it has been a successful season for our lumbermen. Interest now centres the operations in the woods during the approaching winter. It will be on a considerable scale in this State, and so far as Michigan lumbermen are concerned the operations in the Canadian woods will be on a larger scale than any previous year. A very large number of logs will undoubtedly be rafted from Canadian to United States shores next season.

It cannot be said that our lumbermen captured as many timber limits at the Ontario Government sale, of Oct. 13, as had been expected. We must confess that prices ran high according to their notion of values, and they found Canadian lumbermen stronger competitive bidders than they had anticipated. Have we not this fact demonstrated that the supply of timber, even in the province of Ontario, is becoming beautifully less? We do not pretend to deny that this is the condition in Michigan.

## BITS OF LUMBER.

The W. & A. McArthur mill, at Cheboygan, has finished operations for the season. The output was about 13,000,000 feet.

There was shipped from Cheboygan in September 15,725,000 feet of pine lumber, 300,000 feet of hardwood lumber, 6,226,000 pieces of lath, 1,200,000 shingles.

The statement is made that 300 Alpena woodsmen will put in work in the Georgian Bay district this winter for Albert Pack, who, as you know, was one of the largest purchasers at the Ontario Government sale of 13th inst.

Culler & Savidge, of Spring Lake, are owners of about 200,000,000 of pine stumpage along the Spanish river in Ontario, and will begin operating this season with one camp and will tow the logs to Cheboygan to be manufactured.

The labor market has seldom been in a better condition. The demand for experienced labor of all kinds for work in the woods is brisk, and an insufficient number of men are offering their services. Wages are ranging from \$18 to \$28.

Merrill, Ring and Co. have shipped a large cargo of lumber utensils to be used in their logging operations in your country. Among the stuff are forty logging sleighs made by a local manufacturer on which the duty of course will be a considerable item.

SAGINAW, Mich., Oct. 25, 1892.

PICA.

## OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

MORE accurate figures of the output of lumber in the Ottawa district this season will be obtained a little later, but it is believed that these figures will not fall far short of 450,000,000 feet. One estimate given is as follows:

J. R. Booth.....	75,000,000
Bronson and Weston.....	45,000,000
Perley and Pattee.....	40,000,000
Buell, Orr and Hurdman.....	35,000,000
McClumont.....	13,500,000
W. Mason and Son.....	10,000,000
McLachlan Bros., Arnprior.....	45,000,000
Gilmour and Hughson, Ironsides.....	30,000,000
W. C. Edwards, Rockland.....	40,000,000
Gillies and Co., Braeside.....	16,000,000
J. McLaren, Buckingham.....	15,000,000
Pembroke Lumber Co.....	12,000,000
Canada Lumber Co., Carleton Place.....	25,000,000
R. & W. Conroy, Deschene.....	10,000,000
McCool Bros., Mattawa.....	8,000,000
McCracken and Co., Templeton.....	6,000,000
McLellan, Casselman.....	2,500,000

Total number of feet of lumber..... 428,000,000

Nearly all the men have now been sent into the bush for the winter, and, in the opinion of a Chaudiere lumberman, these will count well on to 6,000.

## A BRIGHT OUTLOOK.

A prominent local lumberman, who is credited with a hard, matter-of-fact method of viewing business affairs is authority for the following tosetate view of lumber conditions. He said: "Some people will tell you the lumber business in Canada has seen its best days, but I know what I am talking about when I tell you the top of the hill has not yet been reached by a long way. Two years ago, when the California redwood pine boom broke out, things certainly looked pretty gloomy. They were able for a time to run cheap railroads into forests, build mills at the terminus, manufacture boards, load them on the cars and run them into New York almost as cheaply as we in Canada could get the logs to the mills. But the boom has run its course. It has been found that the red pine does not give the satisfaction, nor is it as suitable for several building purposes as Canadian pine. It is liable to warp, and for that reason is being discarded by those who have been the heaviest consumers. White pine has stood the test of ages, and once more

it is coming back into favor. Such is now the demand for it that if every stick at the Chaudiere was dry it could be disposed of at a moment's notice. Never in the history of lumber was white pine so much sought after. This is the result of the reaction. Another thing that is going to help the white pine trade in this district is the fact that for some time past the square timber trade between Britain and Canada has been dwindling. British buyers will now only take the very finest quality for their own sawing. The medium class that found such a ready sale a few years ago is now at a discount. Boards and planks, sawn this side, are taking the place of the poorer qualities of square timber. As a result of this, men in this district who have been holding limits exclusively for square timber have about decided to go into log making. I can't give you any details yet, but I believe it will not be long before one or more mills, besides Mr. Edwards' proposed new one at New Edinburgh will be built within three or four miles of Ottawa, to be run by steam. The parties are Ottawa men and there is plenty of money behind them. To my mind there is no doubt of the fact that the business will boom here next year and the mills will run night and day. Times are now good, lumber is in great demand and the demand will have to be filled." It may be remarked "en passant" that there are lumbermen in the district who do not hold with the view that the demand for white pine in California would affect in any way the Ottawa lumber trade. This view is enforced by the fact that Mr. Plummer, a Californian agent, is at the Russell trying to sell a district of limits, so far without any marked success.

## INDIFFERENT LENGTHS.

Mr. W. C. Edwards, M.P., proposes to erect a large saw mill on the site of the old McLaren mill.

The McLaren limits on the Petawawa, fifty square miles, have been sold by Mr. G. C. Browne to the Pembroke Lumber Company.

Lumber shipping has been brisk during the month in anticipation of the increased winter rates which will come into effect on November 1.

Mr. J. R. Booth has confirmed the report that he had bought the Parry Sound Colonization Railway. This may be taken as an indication that the Ottawa, Arnprior and Parry Sound road will certainly be built.

The new mill for Gilmour and Hughson, on Hull Point, is being pushed ahead with great vigor. Building will be continued during the winter, and will, it is expected, be well advanced by next spring.

Messrs. McLaren and Co., of the New Edinburgh mills, are shipping from three to four hundred thousand feet of lumber a week to the American market. The firm is also shipping some very fine British Columbia shingles to the United States markets.

A large number of horses are being bought throughout the upper part of Carleton County by the Moore Lumber Co., to work for the winter on the limits of this concern up the Ottawa River. Shanty teamsters, supplying their own horses, are rather scarce this season.

The scarcity of men fit for work in the woods this fall has brought to the market a great array of boys, the great majority of whom come from the province of Quebec. Numbers of these lads may be seen any day around the Ottawa hotels. Judging from their appearance, although arrayed in big soft hats and long clay pipes, they are more fitted for the school room than the hardships of shanty and river life.

Cassels, registrar of the supreme court, has been appointed a commissioner to take evidence in an action which is now before the English courts, taken by the Bank of Montreal against William Tucker, J. F. Matthews and the executors of the estate of John Lloyd, Pierce and Co., formerly lumbermen at the Chaudiere, all of London, England, to recover £24,000, loaned by the bank. There is another action for £10,000 against J. F. Matthews, William Tucker and William McGavin. This is on guarantees given to the bank.

What has been known as the old Leamy limit at Kazabuse, Ottawa county, has been purchased by Mr. T. Rayotte and two others. This limit, which covers forty-five square miles, formerly was part of the Egan property and includes mills and a slide. The timber on it has all been felled, but the land includes several unworked mineral lodes, which it is the intention of the new owners to develop. The price paid for the estate was \$7,000 cash. The new firm will conduct their business under the title of Rayotte and Co. It was on the slide on this estate that the late Mr. A. Leamey met his premature and accidental death.

OTTAWA, Oct. 27, 1892.

On the 7th ult. the saw mill and planing factory of Woodcock & Ramsden, Mount Albert, Ont., was destroyed by fire. Loss about \$4,500; insurance \$2,000.

## PERSONAL.

The death of James Leverick, lumber merchant, Port Hope, Ont., is announced.

Edward Moore, eldest son of the late David Moore, has been appointed president and acting manager of the Moore Lumber Co., Ottawa, Ont.

The CANADA LUMBERMAN was pleased to receive a call during the month from Mr. Wm. S. Noss, representing Herman Noss, lumberman, York, Pa.

A dispatch has been received telling of the death of Mrs. J. S. Chamberlain at the residence of her husband in Burlington, Vt. Mr. Chamberlain was formerly with the Shepard, Morse Lumber Co., Ottawa, Ont.

Mr. A. Miscampbell, of Midland, Ont., member of the Local Legislature for Simcoe, and a well-known lumberman of the province, is retiring from politics and business to enter the ministry of the Presbyterian church.

Death has carried off, at the age of 72 years, Mrs. Andrew Leamey, relict of the late Andrew Leamey, a well-known lumberman of Ottawa. Deceased was the mother of thirteen children, and was first cousin of Alonzo Wright, the lumber king.

The name of W. B. Ives, the Quebec lumberman, member in the House of Commons for Sherbrooke, is mentioned as a possible minister in the reconstruction of the Dominion Cabinet now in progress. Mr. Ives, it will be remembered, was the mover at the last session of Parliament for the reimposition of the export duty on logs, and being defeated, afterwards built a mill on the American side to avoid the duty.

Cecilia Judge Ryan, who died at Ottawa a fortnight ago, was relict of the late Roderick Ryan, one of the pioneer lumbermen of the Ottawa. The late Mrs. Ryan, in days gone by, when she, with her husband, resided at Rockcliffe, particularly endeared herself to the old-time raftsmen of the Ottawa and Gatineau Rivers, who, when passing up or down these streams, had good reason to appreciate her motherly kindness.

Mr. W. H. Wilson, of Quebec, has crossed the Atlantic to become traveller and salesman for Faircy, Crockford and Co., British lumbermen. An English timber journal says: "Mr. Wilson has had a life-long experience in the Canadian trade, and is personally known to all the large importers of Quebec timber and deals throughout this country, besides having many friends in Ireland, all of whom will, we are sure, be glad to welcome him once again amongst them."

An old landmark of the town of Warkworth, Ont., has passed away in the person of Mr. Henry Hurl Humphries, who died on the 24th ult., at the age of eighty-nine years. The deceased was one of the pioneer lumbermen of Northumberland county. He was born at Briston, near Warminster, Wiltshire, Eng., June 29, 1803. When a mere boy of fourteen he emigrated with his brother William to the State of Maine. He resided at the village of Skowhegan, in that State, for a number of years. He removed to Warkworth in the year 1829, and in 1846 made it his permanent home.

## THE IDEAL MANAGER.

WE often find successful managers who are not, strictly speaking, practical mechanics; that is, they are men who have never served an apprenticeship to the trade, and are not experts in the use of tools, yet from years of experience in the office or otherwise they have become so familiar with the details of every part of the business as to be able to judge correctly of the quality and quantity of work that should be turned out by each workman as well as a practical workman. Such men may be properly termed theoretical mechanics, and, as a rule, they are men of superior executive ability and systematic in their management, so what they lack in practical mechanical skill is more than made up in executive ability and good management. Some of the most successful manufacturing establishments in the country are managed by men of this class. It is not to be understood that a practical knowledge of the business, or that the manager himself is an expert workman, is any detriment to the successful manager, provided he has the requisite executive ability to systematize and direct the work of a large force of men. Where we find a practical mechanic who possesses all these qualifications combined, we find the ideal manager. These ideas, advanced by a writer in the Mechanical News, contain considerable truth.

Trusdell's saw mill, Collingwood, Ont., was destroyed by fire on the 18th ult. The mill was worked by Nickerson Bros. Loss about \$3,500; no insurance.

## THE NEWS.

### ONTARIO.

—J. S. Clemens, lumber, etc., Preston, has assigned.

—The demand for lumber and shingles at Trenton is reported brisk.

—Dickenson Bros. are preparing to erect a new mill at Staples.

—T. A. Hodgson, planing mill, Ottawa, has assigned to P. Larmouth.

—J. Y. Rochester, lumber dealer, Mattawa, has assigned to A. G. Browning.

—The Pembroke Lumber Co. have bought the McClymont mills on the Petawawa.

—A new lumber company has been incorporated at Huntsville with a capital of \$42,000.

—Mickle, Dymont & Son's new shingle mill at Severn Bridge is about ready for operation.

—A stick of timber measuring 3,200 feet passed by Tilbury Centre a few days ago enroute for Detroit.

—Smith and Clark, planing mill, Tilbury Centre, have dissolved partnership. The business will be continued by R. H. Smith.

—Mariott & Lefevre, lumber, Fort William, have assigned. They came from Ottawa and have only been in business about five months.

—R. A. Gordon, late of London, has commenced the manufacture of broom handles at Thamesville. They will be for direct export to England.

—The Hawkesbury Lumber Co., Hawkesbury, are making large purchases of horses for the winter's work. An average price of \$275 a span is being paid.

—Messrs. Gilmour and Co., of Trenton, are receiving the congratulations of the local press for their enterprise and pluck in securing large purchases of limits at the recent Government sale.

—The extensive limits of Messrs. Thistle, Francis and Carswell, on the Petawawa River, have been purchased by the Hawkesbury Lumber Co. It is expected that the new owners will operate the limits during the coming winter.

—C. H. Brown, manager of the saw mill at Rodney owned by Mrs. Anne Fletcher, of Woodstock, was charged before the local magistrate with selling 6,015 feet of chestnut lumber and appropriating the proceeds. After hearing the evidence the charge was dismissed.

—Huntsville people are pleased at the fact that Messrs. Heath, Tait and Turnbull secured two extensive timber limits at the recent Ontario Government's sale in Toronto, for which they paid \$98,000. The firm is thinking of erecting another mill in order to handle the lumber.

—A large raft of pine timber which went to pieces east of the Rondeau Point about two weeks ago has been scattered all over the shores of Lake Erie. Seven thousand logs have been harbored at Erie, Pennsylvania. Captain Ellison, of Port Stanley, has been busily engaged in the same work with the steamer Joe Milton, and has secured a large number.

—The Keewatin Lumber Co. are beginning work on Tunnel Island, preparatory to their scheme for the utilization of the vast water power of Winnipeg River. The company will expend \$350,000 on the island and adjacent mainland during the next two years, with the expectation of making Rat Portage one of the most important manufacturing centres in the Dominion.

—It is claimed that Beringer and Sibley's big raft of 8,000,000 feet, taken care of on Lake Huron during the north-east gale recently, by the tugs Sea Gull, Smith and Parker, is the record tow of the lakes, and if loaded on large, full rigged ocean ships, would take about nine of them to carry it. This represents the greatest economy of floating transportation, only possible on large sheets of protected waterways like the lakes afford.

—Mr. S. F. Washington, acting for the lumber firm of Bradley, Morris and Reid, of Hamilton, has obtained an interim injunction from Judge Muir, restraining Wm. Young, of Warton, from selling or otherwise disposing of 300,000 feet of lumber which Young had contracted to sell to the Hamilton firm at \$11 a thousand feet. Young, after signing the contract, it was stated, had refused to supply the lumber, and was selling it to others, while Messrs. Bradley, Morris and Reid, having depended upon the defendant for their supply, could not fill their contracts.

—Scott & Cross, builders and lumber dealers, Toronto, have assigned. The liabilities are \$9,496, and the assets show an apparent surplus of nearly \$500. The creditors, all of Toronto, are as follows: James Tennant & Co., \$4,856; Ontario Lum-

ber Co., \$968; Tennant & Co. (Quebec Bank), \$561; J. & A. Bertram, \$854; R. Laidlaw & Co., \$439; Donogh & Oliver, \$350; S. I. Wilson Co., \$248; Cobban Manufacturing Co., \$227; Utterson Lumber Co., \$226; Gall & Co., \$167; Gallo way, Taylor & Co., \$137; Dominion Bank, \$185; D. C. McLean, \$94; Reid & Eyre, \$69; H. Williams and Co., \$80; R. Thomson and Co., \$20. Indirect—Dominion Bank paper under discount, secured by second mortgage on houses on Manning Avenue, \$746.

—The Pembroke Lumber Co. have made a considerable shipment of sample trees grown in the district for the World's Fair. There are six samples in all and they are each four feet long, with the following circumference at the butt: White Pine, 22 inches; Tamarac, 22½ inches; Balsam, 15 inches; Red Pine, 29 inches; Ash, 18 inches; spruce, 21 inches. The height of the trees, with their circumference at the stump, from which these samples were taken were as follows: White Pine, 90 feet high, 22 inch at stump; Tamarac, 98 feet high, 26 inch at stump; Balsam, 74 feet high, 18 inch at stump; Red Pine, 102 feet high, 30 inch at stump; Ash 114 feet high, 23 inch at stump; Spruce, 105 feet high, 22 inch at stump. The trees were all in the Petawawa limits of the Pembroke Lumber Co. and the samples are all perfect, and will no doubt form a prominent feature in the lumberman's section of the Canadian exhibit.

—The following is the agreement signed by the gangs of lumbermen engaged by Mr. T. Cavanagh, of Ottawa, and placed at work at Sault Ste. Marie and other points: "We, the undersigned, do hereby engage to labor for and faithfully serve, in the capacities and at the rate of wages as set opposite our respective names, and drive raft, and go to market on said timber or logs next season. And we represent and say that we understand and are capable of doing the said description of work as specified, and bind ourselves to do the same in a workmanlike manner. We further agree to forfeit all wages if we leave the employ before expiration of agreement without just cause, or the consent of our employer or foreman; and further, if found not working faithfully, we are liable to be discharged and wages rated in accordance with work performed, and settled with by due bill, payable on the arrival of timber or logs in market."

—The season of 1892, says the Pembroke Observer, has broken some records and developed some new methods of doing things. The drives have been unusually late in coming out of the small streams, and those in charge have had to hustle and take advantage of everything that could be thought of, and we have no doubt the experience gained will be profitable in time to come. In consequence of this lateness the square timber men had to meet very unusual conditions on the Ottawa itself, so much so that entirely new methods of getting along had to be adopted in some instances. The first of these was when Captain Dunbar, of the steamer Alex. Fraser, successfully towed a raft owned by Messrs. R. H. Klock and Co. through the Petawawa Narrows, a feat heretofore considered well-nigh impossible. The raft was in charge of Mr. William Wade, the well-known pilot, and he thinks Captain Dunbar's feat a highly creditable and important one. The next experiment was tried by Mr. Aliek McDonald, another well-known pilot. He found the water very low at Grenville, and instead of running the usual channel took his raft through the canal at that place. This novel idea of treating his cribs as vessels proved highly successful, saving both time and money, notwithstanding that he doubtless paid the usual lockage fees. We agree with our informant that it is a cold day when an Ottawa riverman is not able to see his way out of a difficulty.

### QUEBEC.

—The Tourville Lumber Mills Co has been incorporated at Tourville, Que., with a capital stock of \$250,000 to operate lumber mills, cut timber, etc.

—King Bros. and Co., lumbermen, Liverpool and Quebec, have transferred the Liverpool branch of their business to their nephew, Mr. Charles Stuart King, who will carry it on under the same title as before.

—J. H. Clint, of Quebec, is in embarrassed circumstances, owing to having made large advances to Alex. Fraser and Co., of the same city, recently suspended, and now compromising at twenty cents. It is expected he will be able to make a favorable settlement.

—A timber deal of considerable magnitude has been consummated in Montreal. A syndicate composed of Messrs. William Mitchell (of Messrs. Church, Mitchell and Fee), David Mitchell, Joseph Patrick, George H. Church and Vivian Burrell have purchased forty thousand acres of spruce, hemlock and pine limits in the counties of Nicolet and Arthabaska, from the estate of Hall and Pierce. The price has not transpired, but it is reported to be very large. It is said to be the intention of the new owners to build a branch line of railway to bring the timber district into communication with either the

Dominion Counties railway or with the Grand Trunk at Arthabaska. The syndicate contemplate the erection of large mills, and the immediate operation of the newly-acquired limits. This is the biggest timber deal in the eastern part of the province for a long period.

### NEW BRUNSWICK AND NOVA SCOTIA.

J. B. Leslie, lumber dealer, Dalhousie, N.S., has assigned to E. L. Fisher.

Thomas Bently, a sparmaker, of Halifax, N.S., is importing, it is said, Oregon pine for masts. Hitherto white pine has been used, but Oregon is called for by Bently's customers.

### MANITOBA AND THE NORTHWEST.

Mr. Thomas Haywood, of Orillia, who recently met Mr. Daniel Sprague, formerly of that town, in Winnipeg, says Mr. Sprague is doing well. He has a large mill and finds a profitable home market for his lumber.

G. H. Brown and Co., lumber, Winnipeg, have been in financial difficulties for some time and several writs have been issued against them. The firm is now endeavoring to settle at fifty cents on the dollar. The partners are George H. Brown and H. Sarrasin, both at one time connected with the defunct Manitoba Lumber and Fuel Co.

### BRITISH COLUMBIA.

Webster and Edmonds intend manufacturing pails and tubs at their mill on False Creek.

Rolle and Goepel will erect a saw mill at Fredericton, West Kootenay district. The machinery is on the way.

The mills of the Upper Columbia Navigation and Tramway Company at Golden are turning out 18,000 feet of lumber a day. So far this year about 1,500,000 feet of lumber has been prepared for the market.

A timber limit at Hemming Bay, operated by the Hastings mill, is not without some peculiarities. It is situated one and a half miles from salt water and the logs are conveyed by means of ox teams and a chute a quarter of a mile long. There is over 100,000,000 feet of first-class timber on the limit.

The Norwegian barque Benjamin Bangs, 1,118 tons, Capt. Bjornes, now lying in Vancouver harbor under charter to load lumber at the Hastings mill, will probably load for Montreal. This will be the first cargo shipped round the Horn to eastern Canada from this mill, and her cargo will consist of large timber too big to be conveyed by rail.

### GENERAL.

The car scarcity is still heard in the small towns along Puget Sound. The Great Northern and Canadian Pacific are not hauling any lumber or shingles eastward on account of the moving grain crop.

Only a few of the large lumber firms on the Saginaw river will operate on the Tittabawassee and tributaries the coming winter, and it is estimated that not to exceed 150,000,000 feet will be rafted out next season, while some estimates are as low as 100,000,000.

Two giant fir trees in Roseneath woods are said to be the largest of their kind in the world. They were, we learn from a Glasgow paper, carefully measured recently by Mr. William Leiper, A.R.S.A., and Mr. John Bruce, a Helensburgh archaeologist, and their age was found to be between 250 and 300 years. They were first measured by an authority in 1817, and since that year they have increased in girth from seventeen to twenty-two feet.

Not for some years has there been as much activity in the rafting business on the Mississippi river as this season. Both logs and lumber fleets are a frequent sight, and an innovation in the shape of lumber barges from La Crosse or above to lower points has been inaugurated. It is no uncommon thing for five or six rafts a day to leave Stillwater. Still, down the river, lumbermen are not satisfied, and complain that they cannot get as much lumber as they want and need.

Six dollars and twenty-five cents a thousand for pine timber on the stump in Minnesota is a pretty high figure, but it is the price paid the other day in St. Paul at a sale by the state. It is the highest figure yet recorded for Minnesota timber, and may not soon again be equalled. It was for a section of land and must have been of exceptional quality and unusually well located. Still it indicates that what has been true of Michigan and later of Wisconsin will be repeated in Minnesota.

The largest piece of white oak probably that was ever sawed to order and shipped to New York, is stated by the Recorder to have been thirty inches square and fifty feet long, and measured 3,750 feet, board measure. It weighed 22,500 pounds, railroad standard weight for green oak timber. The tree measured over three and one-half feet in diameter fifty feet from the ground. Another piece was also received at the same time which was twenty-four by twenty inches and sixty feet long. The two pieces made 6,150 feet, and were all that was shipped in two cars which came from Ohio.

## TIMBER WEALTH OF BRITISH COLUMBIA.

BRITISH Columbia has long been famed for its magnificent scenery of mountain and river. Who has not heard of Mount Hooker, a part of the world-famed Rocky Mountains, which in this province reach their highest point, 16,760 feet, with Mount Brown at 16,000 feet and Mount Murchison 15,700 feet, while there are others of nearly the same height. The Fraser river with its many remarkable windings, and the Columbia river, over 1,200 miles in length, flowing finally into the Pacific Ocean, are points of interest not quickly forgotten by the student of history and certainly not by those whose privilege it has been to visit this picturesque corner of the Dominion and view for themselves these strange sights.

But British Columbia, we opine, has acquired greater fame by reason of its wonderful timbers than through any other condition, physical or climatical. Canada's popular elocutionist, Jessie Alexander, has sung its praises, telling how she one day, along with some friends, stood in admiration viewing one of the big trees of Vancouver in which were located six gentlemen waiting to be photographed. Four were mounted, and the others were in a carriage. "The huge tree," Miss Alexander says, "contained horses, vehicles and men, and yet there was room for our party."

A country on which nature has bestowed such wealth of attractions can live no hermetical existence, and as the Niagara Falls of our own province is sought for by travellers near and far, so we can understand that few take a journey on our national highway, the Canadian Pacific, without striving to go its full length and include a visit to the Coast.

As Canadians, however, we consider this Coast province with admiration not only from an esthetic side, but as business people, from a strong utilitarian point of view. The wealth of its mineral and forest resources must bring wealth to our country as a whole. Are we not one united Dominion? The prosperity of each individual part is the prosperity of the whole. Especially the lumbermen of Ontario are interested in British Columbia's progress, for where better, as our Ontario forests become denuded, can they look for safer investments, with larger possibilities in the investment, than in this corner of the Dominion? The truth is that a large amount of Ontario capital is already placed in the lumber business in that country. We are knit together now by a mutual interest. Few finer and more extensive saw mills are found anywhere than those of the McLaren-Ross Lumber Co., at New Westminster and Barnet, which have been erected chiefly with Ontario capital. Our news columns of the past few months have recorded the incorporation of the Toronto and British Columbia Lumber Co., with a capital of \$1,000,000, and which is composed almost entirely of capitalists of Toronto and neighbourhood, several prominent lumbermen from Barrie being interested. The managing men in many mills of the province in not a few instances hail from Ontario, and in the manufacture of Ontario's timber obtained the skill and experience that had made their services sought for elsewhere. And experience is a necessity with any workman who undertakes to handle the fine timbers that are grown on the Pacific Coast. It is here that Douglas Fir is found, celebrated for its strength and straightness. It frequently grows over 300 feet high, and has squared forty-five inches for a length of ninety feet. Practically these timbers find no competitor either in our own country or across the border, evidenced in the fact that a growing trade is found for them in California and other points of the United States where Oregon pine had hitherto held the market. Red cedar is fast acquiring a strong position as a commercial wood both at home and abroad. It grows to a large size and is frequently found 200 feet in height and twenty feet in diameter. For inside finish it takes a beautiful polish, and many of the most palatial residences in this section of the Dominion and elsewhere, as well as in the eastern States, are finished in British Columbia red cedar. Not the least essential qualification is its durability, causing it to be largely used in the manufacture of doors and sashes. Only two months ago we gave an account in these columns of the phenomenal growth of the trade in red cedar shingles. This wood would appear to be "par excellence" the material for shingles.

In less than a year the trade in red shingles on the Coast has increased more than 200 per cent., and large quantities of these are coming into Ontario and Quebec. The durability of the red cedar for shingles is its greatest recommendation, cases being cited of shingles that have shown little appearance of wear though in use for a score of years and more.

An obstacle to an extension of trade in the east has been the high rates of freight charged by the Canadian Pacific, but it is anticipated that the new railway, in connection with the Northern Pacific, about to be built, will have the effect of materially reducing freights east. A correspondent of the Monetary Times, writing on this point, has recently said: "Given satisfactory freights, the lumber trade of this province must grow to gigantic proportion, as British Columbia woods are superior to any in the world."

British Columbia relies for her lumber trade in a large measure on the export to foreign countries. The financial depression, which has overshadowed South America for the past two years, is fortunately disappearing, and this is an important field for British Columbia lumber. Naturally the people of the coast are anxious for the completion of the Nicaragua Canal. To-day the journey from Victoria to Great Britain is about 16,000 miles. The consequences of a change to probably 8,000 miles would be so far-reaching in results that it is difficult to imagine the impetus this measure would necessarily give to commerce on the coast, and especially to the lumber trade. A lumber journal of Melbourne, Australia, from which we quoted last month, has intimated the boon it will be to the people of these colonies when they can receive their lumber from British Columbia via the projected canal in place of, as now, by the circuitous route around Cape Horn. British Columbia has an increased interest in Australian lumber trade at the present because of recent retaliatory legislation against the United States which practically shuts out Oregon pine, and, conversely, enlarges the field for Douglas Fir.

The provincial Legislature of British Columbia has, by a recent order-in-council, decreed that all sales of timber by the Government shall in future be conducted by public competition on lines similar to those adopted by the Ontario Government. This step may be taken as an evidence of the value placed by the province on its timber resources and the necessity to conserve this wealth to the province.

## MICHIGAN STUMPAGE.

THE following figures taken from the annual review of the Saginaw Board of Trade will be interesting as showing the steady increase in the value of pine stumpage in Michigan since the year 1880 inclusive. The figures are taken from the reviews of 1886 and 1891, which are all we have before us. The former gives the prices of stumpage for a number of years previous as follows: 1880, \$2.75 to \$3; 1881, \$3 to \$4; 1882, \$3.50 to \$4.50; 1883, \$4 to \$5; 1884, \$4 to \$5; 1885, \$4.50 to \$5.50, and adds: "The foregoing does not cover the extreme ranges of values in all cases but is a fair average of ruling prices." Speaking for the then current year, 1886, it says: "It is estimated that a fair range of values for the year was \$4.50 to \$6.50 per 1,000 feet. The review for 1891 says: "Stumpage is held at \$4.50 to \$8 per 1,000. There has been a large amount of trading in small patches of hemlock and stump lands."

## TRADE NOTES.

Exceedingly satisfactory work is being accomplished by the Waterous No. 2 land saw recently placed in Conroy's mill, Deschenes, Que. They started their mill about three months ago and have averaged over 40,000 feet per day. They have only had six saws, and have never broken a saw or lost ten minutes with the land mill. Two saws only parted in the blaze, no breaks. In Booth's large mill, we understand, they averaged twenty braces per saw this season. In Hudon's they started with sixteen saws about the same time Conroy started, and they have had to order six more saws, the first lot having all gone to pieces, and the mill shut down waiting for saws. Points like these are worthy of the consideration of Canadian lumbermen before they buy American land mills.

The Dodge Wood Split Pulley Co., of Toronto, have recently supplied and erected in running order three of their patent rope drives for the E. L. Ebbly Co., of Hull. These drives cut a very interesting figure in the question of transmis-

sion of large powers, each drive having a capacity of 500 h.p. and performing the work with such apparent ease, being almost silent, very steady, positive, and without noticeable strain on the ropes, making the job on the whole the pride of the genial superintendent of the big paper mills. The pulleys used are all cast iron, grooved, and the skillful arrangement of the carriages for tighteners, and erection of the drives entire, reflect much credit on the Dodge Company and their staff as experts in this line. It might be in order to mention that the rope drives, with 24 wraps of 1½-inch rope each, replaced 50-inch extra heavy belts in each case, and performed just double the work on the grinders that was accomplished by the belts, thus illustrating that large belts, like many other things, are only "all right in their proper place."

Readers will notice that this issue we commence the professional card of Mr. W. J. Graham, patent attorney, 71 Yonge street, who appreciates the importance of LUMBERMAN readers as composing one of the prime industrial factors of Canada. Mr. Graham has been established in business since July, 1889, in Toronto, having commenced at the above address and date as Graham & Riches, but after a short time the latter retired and Mr. Graham has since carried on business without even the assistance of the nominal "& Co." so prevalent among his profession. His knowledge of patents has been principally obtained when in the employ of a few reliable and first-class American firms in New York and Milwaukee, which very probably accounts for the fact that he is the only practitioner in Toronto conducting business direct with the U.S. Patent Office. He also states that notwithstanding what others may claim as engineers, experts, etc., he is the only practitioner in Toronto who has the advantages of an engineering education and has been practically engaged in field and office work.

The Cant Bros. Co., of Galt, have just brought out a land saw re-saw, which is, as far as we know, a new departure in Canadian wood-working manufacture. It is specially adapted to heavy work, such as carriage, coach, wagon and agricultural implement makers, and also for planing mills, etc. It will carry a saw 24 inches wide, and will saw to the centre of 8 inches. The frame is cast in one massive upright piece, with a rectangular cored section having a large base, thus securing a substantial floor support. The wheels have cast iron arms with wooden rim, and the face of the wheels is covered with rubber firmly cemented to rim. The wheels are 42 inches in diameter and have a 3-inch face. The upper wheel has a vertical adjustment to take different lengths of saws, and can also be angled to lead saw in any path while the machine is in motion. It is raised or lowered by means of a hand wheel and screw. The lower wheel is kept free from accumulations of sawdust by a brush. The table is of iron. The feed is effected by four 4-inch heavily-gear rollers, all power-driven. One side of the double feed rolls is stationary, while the other side is yielding to allow for inequalities in the lumber. The operator can cut a slab ¼ to ½ inch thick off a board up to 4 inches thick. The feed works are driven by belts at rear of machine. The works are also provided with a clutch, controlled by a lever, by which the feed works can be stopped and started at any time without stopping the machine. For sawing bevel-siding the table is simply tilted by a hand wheel. The feed works will expand to take in a plank 8 inches thick and any width up to 24 inches.

## COMING SALES.

The sale of timber limits, saw mill and lumbering plant of Mossom Boyd & Co., to take place at The Mart, Toronto, on Wednesday, 23rd inst., will be one of the most important sales of individual limits held in the province for some years.

Our advertising columns contain an important announcement giving particulars in detail of an extensive sale of Crown timber limits in the province of Quebec on December 15. There are in all about 160 limits to be disposed of, ranging in size from four to fifty square miles, but averaging about twenty-five square miles. They lie in the agencies of Upper Ottawa, St. Maurice, Lake St. John, Saguenay, Montmagny, Grandville, Rimouski, Gaspé and Bonaventure.

## LUMBER CASUALTIES.

A lad named Edward White, aged fifteen, lost his life in the shingle mill of O. F. Stacey, Bathurst, N.B., through having his coat caught in the belting.

Melias Blais, an Ottawa youth in the employ of the Hawkebury Lumber Co., at their limits on the DesMoines River, was chopping a tree when it fell on him, causing instant death.

William McKee, while adjusting a belt at the saw mill at Longford, Ont., had his shirt sleeve caught by the shaft and his arm twisted off by the elbow.

A young man named Herriman, along with two companions, was drowned near Manitoulin Island, Ont., a fortnight ago. Deceased was a son of Dr. Herriman, of Lindsay, and a brother of H. R. Herriman, lumberman, of Little Current.

TRADE REVIEW.

Office of CANADA LUMBERMAN, }
October 31, 1892. }

THE GENERAL SURVEY.

SO far as Canada is concerned the lumber situation is, on the whole, encouraging. In Ontario it has not been in a more healthful condition for some years. There are spots of weakness, perhaps, in localities. Business continues dull in Toronto, and several failures during the month, though not of any great magnitude, have been sufficient to perpetuate the want of confidence spirit that has been the bane of local trade for some time back. Trade in country districts is picking up a little now that the grain is being marketed, and may be expected to improve as the season advances. But the general lumber trade of the province is brisk.

The prices obtained at the Ontario timber sale of the 13th ult. is the big subject of talk among dealers wherever you meet them. It cannot be said that all view the matter in its various details in the same light, and yet everyone agrees that, shorn of debatable points, the sale foretells a bright lumber outlook for another season. Immediate activity is centered on the work in the woods and the ring of the woodman's axe will certainly resound with enlarged tones in the Canadian bush this winter.

Shipping returns from Quebec give evidence of improvement of the lumber trade in that province, where it has for some years been distressingly dull. Word comes to us from New Brunswick that the volume of trade has increased over last year, but one large shipper is authority for the statement that profits are infinitesimally small. A correspondent writes from British Columbia that business there is in good shape. The combine formed among mills on the Mainland to keep up prices has been dissolved, but it is not anticipated that much cutting in prices will ensue.

The lumber year draws to a close in the United States leaving a satisfactory record behind and a hopeful outlook for another season. Pine has led the trade of the year and is likely to do so another season. Prices have been stiffening almost from month to month, with the demand in many parts greater than the supply. Reports from the hardwood trade are generally gratifying. Hardwood says: "Boston is just in the midst of the usual fall rush, and is doing a very satisfactory business. Buffalo is about as lively a market on both sides as can be found. New York still improves. Baltimore is doing a really good fall trade, with some prospect that it will continue well into the winter. Philadelphia is fairly well to the front, and the year's business there will undoubtedly surprise some of the croakers who are always complaining of dull trade."

Foreign trade is in an indifferent state. Reports of a revival in South America are received, though it will be of slow growth. Australian conditions continue quick. Denny, Mott & Dickson, in their wood circular of October, summarize the British situation in these words: "There has been a slight improvement in general business during the last month, which has sufficed to produce an expectancy of a general improvement in consumption for the remaining quarter of the year. Some amelioration of the present general stagnation would be very welcome, but it is difficult to see from what direction any decided movement for the better is to come, whilst the recent building society troubles seem to make the prospects of one branch of the trade less hopeful than before."

TORONTO, ONT.

TORONTO, October 31, 1892.

Table with columns for 'CAR OR CARGO LOTS' and prices for various lumber types like '1 1/2 in. cut up and better', '1 1/2 and 1 3/4 dressing and better', etc.

YARD QUOTATIONS. Table listing prices for Mill cull boards, Shipping cull boards, Scantling and joist, etc.

OTTAWA, ONT.

OTTAWA, October 31, 1892.

Table listing prices for Pine, good sidings, Pine, good strips, Pine, good shorts, etc.

MONTREAL, QUE.

MONTREAL, October 31, 1892.

Table listing prices for Pine, 1st qual., Pine, 2nd., Pine, shipping culls, etc.

BOSTON, MASS.

BOSTON, Mass., Oct. 31.-A fair trade is doing. Spruce about holds its own.

Table listing prices for Eastern Pine-Cargo or Car Load, Western Pine-Cargo or Car Load, Spruce by cargo, etc.

OSWEGO, N.Y.

OSWEGO, N.Y., Oct. 31. Trade is brisk and prices firm. Stocks of pine and hardwood are fair.

Table listing prices for Three uppers, 1 1/2, 1 3/4 and 2 inch, Pickings, etc.

Table listing prices for XXX, 18 in pine, Clear butts, pine, 18 in, etc.

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N.Y., Oct. 31.- The month closes in lumber with an improved tone and prices somewhat stiffer. The demand is brisk for all grades of lumber.

Table listing prices for Upper 1, 1 1/2, 1 3/4 and 2, 2 1/2 and 3 in., etc.

ALBANY, N.Y.

ALBANY, N.Y., Oct. 31.- The month has been a busy one, receipts of lumber running into large figures. A busy time is anticipated until the close of navigation.

Table listing prices for 2 1/2 in. and up, good, Fourth, Selects, etc.

SAGINAW, MICH.

SAGINAW, Mich., Oct. 31.-Dealers are busy getting in shape for the closing in of winter. White pine is scarce and the prices which follow show a slight increase over figures of a month ago.

Table listing prices for Upper 1, 1 1/2 and 1 3/4, 2 in., etc.

NEW YORK CITY.

NEW YORK, October 31.- The lumber market at this point does not possess any remarkable features at the present time. Trade cannot be called dull, and yet it is far from brisk. White pine is in good demand.

Table listing prices for Upper 1 in, 1 1/2, 1 3/4 and 2 in., etc.



# A Good Independent CONDENSER

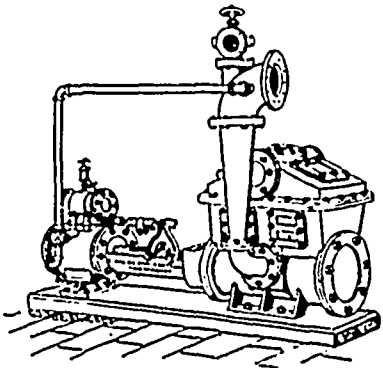
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IF YOU ARE WORKING YOUR  
ENGINE HIGH PRESSURE

DON'T DELAY, BUT WRITE US PROMPTLY

## NORTHEY MFG. CO., Ltd.

MANUFACTURERS . . .

TORONTO, ONT.



OUR INDEPENDENT CONDENSER

### Representative Lumber Manufacturers and Dealers

Town	Railway, Express, or nearest Shipping Point	NAME	BUSINESS	Power, Style and Daily Capacity
Ottawa, Ont.	Ottawa	Booth, J. R.	Lumber, Wholesale and Retail	Steam, Circular and Hand Mill
Ottawa, Ont.	Ottawa	Bronson & Weston Lumber Co.	2 Saw mills, White and Red Pine, Wholesale	Water, Gang and Band, 4500m
Ottawa, Ont.	Ottawa	OTTAWA LUMBER CO.	Lumber, Pine, Spruce, Hemlock, Wholesale	Wat., Gang and Band, Saw 400m,
Ottawa, Ont.	Ottawa	Perley & Pattee	Saw and Lath Mill, Pine, Wholesale	Lath 70m
Parry Sound, Ont.	Utterson	Conger Lumber Co.	Lumber, Wholesale and Retail	Water, Gang, Circular, Saw 90m,
Parry Sound, Ont.	Parry Sound	Parry Sound Lumber Co.	Saw, Shingle and Lath Mills, Pine, Wholesale	Shingles 90m, Lath 30m
Muskoka Mills, Ont.	Penetanguishene	Muskoka Mill and Lumber Co., Head Office, Arcade, 24 King st. w., Toronto	W. Pine Lumber, Lath and Bill Stuff, all lengths	2 Mills, Water, 1 Band, 2 Gangs and 3 Circulars
Alexandria, Ont.	Alexandria	McPherson, Schell & Co.	Cheese Box Factory, Pine, Spruce, Cedar	Circular 3m
Almonte, Ont.	Almonte	Caldwell, A. & Son	Sawmill, Pine, Spruce, Cedar, Hardwoods	Steam, Circular, 40m
Barrie, Ont.	Barrie	Dymont & Mickle	Saw, Shingle and Heading Mill, Pine, Cedar	Steam, Circular, 16m
Barrow Bay, Ont.	Warton	Barrow Bay Lumber Co., Limited	Oak, Oak Railway Ties, Paving Blocks	51m., Band, Cir., S. 25m, Sh. 60m
Blind River, Ont.	Blind River	Blind River Lumber Co.	2 Saw, Sh. and Lath Mills, Pine, Hem., Bl. Birch	Waulaushene mill, 51m., 200m; Pt. Severn mill, water, 120m
Bracebridge, Ont.	Bracebridge	Boyd, Mossom & Co.	Lumber, Wholesale and Retail	
Bracebridge, Ont.	Bracebridge	DOLLAR, JAMES	Lumber, Shingles, Wholesale	
Bracebridge, Ont.	Bracebridge	Burton Bros.	Lumber, Wholesale and Retail	
Waulaushene, Ont.	Waulaushene	Georgian Bay Consol. Lumber Co. H. office arcade 24 King st. w., Toronto	Pine only	
Calabogie, Ont.	Calabogie	Carwell, Thistle & McKay	Lumber, Wholesale and Retail	
Callander, Ont.	Callander, G.T.R.	John B. Smith & Sons	White and Red Pine Lumber, Bill Stuff, Lath and Shingles	Steam, 2 Circular, 80m
Callander, Ont.	Callander	Head Office, Strachan Ave., Toronto	Lumber, Pine, Oak, Ash, Birch, Whol. and Ret.	Steam, Circular, 6m
Collins Inlet, Ont.	Collins Inlet	Collins Inlet Lumber Co.	Saw and Stave Mill, Pine, Hardwoods	Steam, Cir., Saw 14m, Sh. 20m
Cumby, Ont.	Cumby	Ainslie, J. S. & Bro.	Saw, Shingle and Lath Mill, Timber Lands, Hemlock, Pine, Lumber, Hardwoods	
Clammy, Ont.	Pinkerton	McIntyre, N. & A.	Lum., Tim., Pine, Hem., Hwds., Whol. and Ret.	Steam, Circular, 25m
Hamilton, Ont.	Hamilton	BRADLEY, MORRIS & REID CO.	Sawmill, Pine, Spruce, Hemlock, Hardwoods	Steam, Circular, 4m
Huntsville, Ont.	Huntsville	Heath, Tait and Turnbull	Sawmill, Pine, Spruce, Hardwoods	Water, Hand and Circular, 100m
Huntsville and Katrine	Huntsville and Katrine	Thomson, Robert & Co.	Sawmill, Pine, Hardwoods, Wholesale	Steam, Circular, 25m
Keewatin, Ont.	Keewatin	Dick, Banning & Co.	Saw, Lath, Sh. and Pl. Mill, Moving Posts, Pine	
Keewatin, Ont.	Keewatin	Keewatin Lumber & Mfg. Co.	Lumber, Wholesale and Retail	
Lakefield, Ont.	Lakefield	Lakefield Lumber Mfg. Co.	Sawmill, Pine, Ash, Birch, Oak	
Latic Current, Ont.	Sudbury	Conlin, T. & J.	Lumber, Wholesale and Retail	
Latic Current, Ont.	Sudbury	Howry, J. W. & Sons	Exp. and Mfr. in Am. Hwds. made to specification	
London, Ont.	London	Gordon, James	Saw and Plan. Mill, Hemlock, Hardwoods, Whol.	Steam, Hand and Circular, 100m
Longford Mills, Ont.	Longford	Longford Lumber Co.	Cherry, White Ash, Hardwoods, Wholesale	
Mount Forest, Ont.	Mount Forest	Greensides, W. S.	Saw and Plan. Mill, Tim. Lands and Logs, Pine	Steam, Circular, 40m
Norman, Ont.	Norman	Cameron & Kennedy	Lumber, Wholesale and Retail	
Norman, Ont.	Norman	Minnesota & Ontario Lumber Co.	Hardwoods, Shingles, Lath, Handles	Steam, Circular, 20m
Osprey, Ont.	Elmwood, G.T.R.	S. B. Wilson & Son	Lumber, Wholesale	
Toronto, Ont.	Toronto	Campbell, A. H. & Co.	Lumber, Wholesale	
Toronto, Ont.	Toronto	F. N. Tennant	Lumber, Wholesale	
Toronto, Ont.	Toronto	Donogh & Oliver	Lumber, Wholesale	
Toronto, Ont.	Toronto	Victoria Harbor Lumber Co.	2 Saw, Shingle and Lath Mills, White Pine, Whol.	Com. Cir., Gang and Band, 140m
Toronto, Ont.	Toronto	W. N. McEachren & Co.	Lumber, Wholesale	Com.
Toronto, Ont.	Toronto	James Tennant & Co.	Lumber, Lath, Shingles, etc., Wholesale	Com.
Warton, Ont.	Warton	Miller, B. B.	3 Sawmills, Lumber, Barrel Heads	Steam and Water, Circular, Portable and Stationary, 10m
Huckingham, Que.	Huckingham	Ross Bros.	2 Sawmills, Pine, Spruce, Hardwoods	Circular, Gang and Band, 120m
Chaudiere Mills, Que.	Chaudiere Stn.	Breakley, John	Sawmill, Pine, Spruce, Hardwoods, Wholesale	Water, Gang, 150m
Cookshire, Que.	Cookshire	Cookshire Mill Co.	Saw, Shingle, Planing, Stave and Heading Mill	Steam, Circular and Gang, 60m
Montreal, Que.	Montreal	Dufresse, O. Jr. & Frere	Sawmill, Pine, Spruce, Hemlock, Hdwds., Whol.	Steam, Circular and Band, 50m
Montreal, Que.	Montreal	Roberts, Joseph & Fils	Saw and Planing Mills, Sash, Doors and Blinds	Steam, Circular, 200m
Montreal, Que.	Montreal	SHEARER & BROWN	Int. Fin. Spruce, Hardwoods, Wholesale	
Montreal, Que.	Montreal	MOODYVILLE SAWMILL CO.	4 Sawmills, Oak, Ash, Elm, Pine, Hem., Dim.	2 Stm., 2 Wat., Hand, Cir., 40m
New Westminster, B.C.	New Westminster	Brunette Sawmill Co.	Sawmills, P. Fin. Spruce, Cedar, Hardwoods	Steam, Circular, 20m
Canterbury, N.B.	Canterbury Stn.	James Morrison & Son	Saw and Planing Mills, Sash, Doors and Blinds	Steam, Gang and Circular
Bridgewater, N.S.	Bridgewater	DAVIDSON, E. D. & SONS	Fir, Cedar, Spruce, Hardwoods	
Bridgewater, N.S.	Bridgewater	James Morrison & Son	Sawmill, Pine, Hardwoods	Steam, Circular, 35m
Bridgewater, N.S.	Bridgewater	DAVIDSON, E. D. & SONS	6 Saw, Shgle. and Lath Mills, Pine, Spr., Hwds.	Water, Circular and Gang, 200m

Lumbermen desirous of being represented in this Directory can obtain information in regard to rates by communicating with the Publisher.

### LUMBER TRUCK WHEELS

## The Montreal Car Wheel Co.

... MANUFACTURERS OF ...

Charcoal Iron Chilled

### RAILROAD WHEELS

OFFICES:

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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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# OAK TANNED BELTING

TORONTO  
20 FRONT ST EAST  
TELEPHONE 475

THE J.C.McLAREN BELTING CO MONTREAL

# The BAND MILL

is to the Lumberman  
of to-day

## AN ABSOLUTE NECESSITY

Few Millers wanted to change, but all have had to change to the Roller System. Those who changed first made the largest profit.

What the  
ROLLER PROCESS  
was to the Miller of  
10 years ago

The change to the Band Mill decided on, where can the best mill be secured? We say:

"None surpass the Waterous."

In a Band Mill the prime requisites are:

**Rigidity**, to overcome the great tendency to vibration.

**Strength**, to withstand the strain of a 28 to 30 inch feed to the revolution.

**Properly-proportioned Wheels**, to permit high foot speed to saw and at same time to make perfect lumber. To save saws from breaking.

**Short Saws**, without decreasing diameter of wheels, bringing the cut near the upper wheel where saw is least effected by the thrust of log. This is accomplished by reducing space between wheels.

**Sensitive Tension**, prevents over-straining of saws.

"None surpass the Waterous." It combines these features in the greatest degree.

Six heavy steel standards connect the upper and lower castings, spreading the strain over a large area, ensuring perfect rigidity and ample strength.

Wheels properly proportioned, no overthrow and no breaking of saws from this cause and seldom from any other with our mills.

12-inch space between wheels, as against 36 to 48 in the best American mills, saving 8 to 10 feet of saw at \$2.75 per foot, and permitting a much more rapid cut.

**WE GUARANTEE ITS QUANTITY AND QUALITY OF CUT TO EQUAL ANY MILL BUILT, WITH LESS DETENTION FOR ADJUSTMENT OR REPAIRS.**

These points conceded, and the responsibility of our guarantee ascertained,

### Why go to the States for your Band Mills?

We do not suggest repairs. (None to our No. 2 mills this season.) Should they happen, however, think how much more easily obtained and less expensive from us than from distant American works. We are told one Canadian lumberman paid over \$2,000 this season on repairs for his American band mills. Forty per cent. of this would no doubt be duty and transportation charges.

You run no risk ordering a Waterous Band Mill.

We employ one of the best American bandsaw experts, who is always at the service of our customers. His instructions to purchasers of our mills or their sawyers have enabled them to run satisfactorily without hiring expensive men.

Order your mills early and avoid disappointment in the spring.

Waterous Engine Works Co., Brantford, Can.

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16 Adelaide St. West, TORONTO



We have the most complete establishment in Canada, and by our different processes are enabled to make cuts for every and all purposes.

**HALF-TONE CUTS** made direct from photos our speciality.

**LINE CUTS** for Newspaper and other advertising purposes.

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**MOORE & ALEXANDER, Props.**  
TEL. 2158

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# FLINT & PERE MARQUETTE RAILROAD

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## Port Huron and Detroit

Is the Short Line to

### SAGINAW AND BAY CITY

(Centres of the vast lumber interests of Michigan)

**MT. PLEASANT, CLARE, REED CITY**

**BALDWIN, LUDINGTON, MANISTEE**

AND

**MILWAUKEE AND MANITOWOC, WIS.**

The last two named are reached by the Company line of Steamships across Lake Michigan.

The line thus formed is a short and direct route from **NEW YORK BUFFALO MONTREAL TORONTO**

to **ST. PAUL, DULUTH** and Pacific Coast points.

Write either of the undersigned for Folders, which contain Maps, Train Schedules and a great deal of information of value to those contemplating a trip to any of the above-mentioned points.

**W. H. BALDWIN, JR.,** General Manager. **W. F. POTTER,** Gen'l. Sup't.

**A. PATRIARCHE,** Traffic Manager.

GENERAL OFFICES: - **SAGINAW, MICH.**

**G. A. LARKIN**  
93 95 97 NIAGARA ST  
WHOLESALE MFRS.  
TORONTO (CAN)  
DOORS & GLAZED WINDOWS

## NORTH SHORE NAVIGATION CO.

ROYAL MAIL LINE

To Sault Ste. Marie and Georgian Bay Ports

STRS. CITY OF MIDLAND, CITY OF LONDON, FAVORITE AND MANITOU

Running in connection with the G.T.R. and C.P.R., will sail as follows:

The **CITY OF MIDLAND** and **CITY OF LONDON** will leave Collingwood every Tuesday and Friday on arrival of G.T.R. morning trains from Toronto and Hamilton, calling at Meaford. Leave Owen Sound same days at 10.30 p.m. after arrival of C.P.R. train from Toronto, connecting at Warton with night train from the south, and calling at intermediate ports to Sault Ste. Marie.

Steamer **FAVORITE** will leave Collingwood Mondays and Thursdays after arrival of morning trains for Parry Sound, Hyng Inlet, French River and Killarney, connecting there with above line of steamers for the "Soo." Returning will make close connection at Midland on Wednesdays and Saturdays with trains for the south and steamer **MANITOU** for Parry Sound.

Steamer **MANITOU** will make regular trips from Penetanguishene, connecting with trains from the south, only at Midland on Monday, Wednesday, Thursday and Saturday for Parry Sound, connecting there with Steamer **FAVORITE** for Hyng Inlet, French River and Killarney, where connection is made with above "Soo" line of steamers.

For tickets and further information apply to any agents G.T.R. or C.P.R., or to

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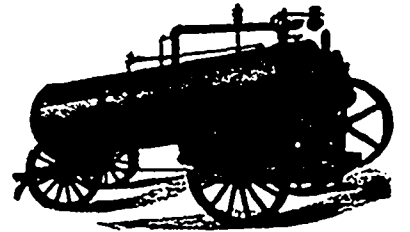
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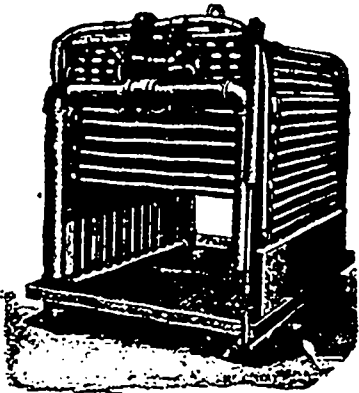
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Surface Planer; McKechnie & Bertram, makers  
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New Improved Pony Planer, 24-in.; Cant Bros. & Co.,  
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Pony Planer, New Improved; McGregor, Gourlay &  
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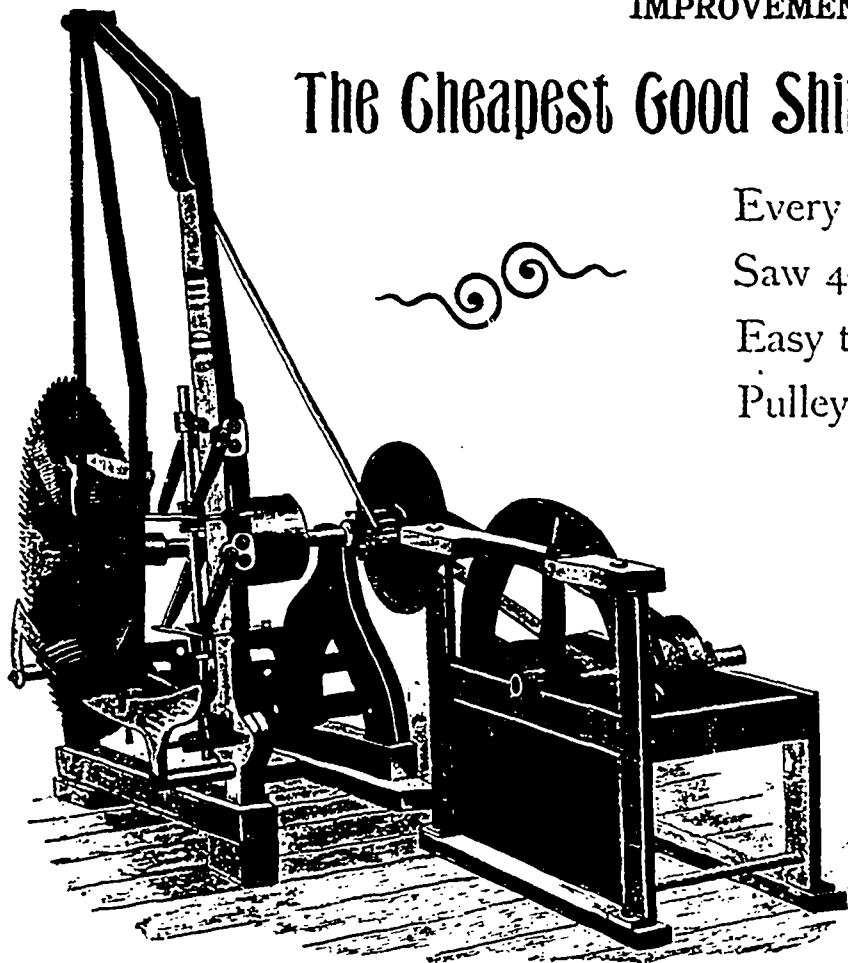
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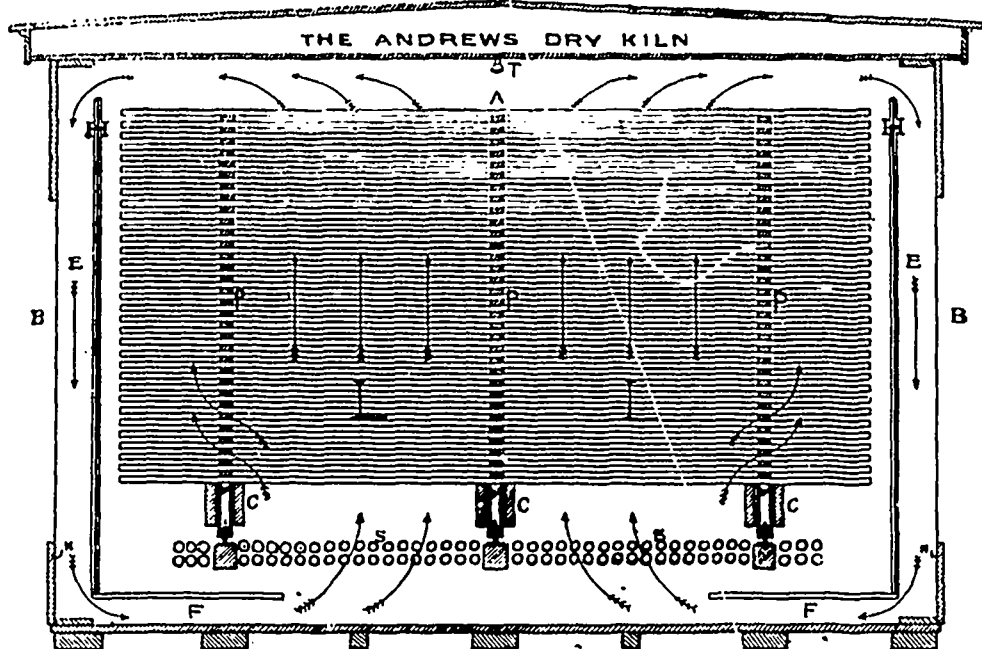
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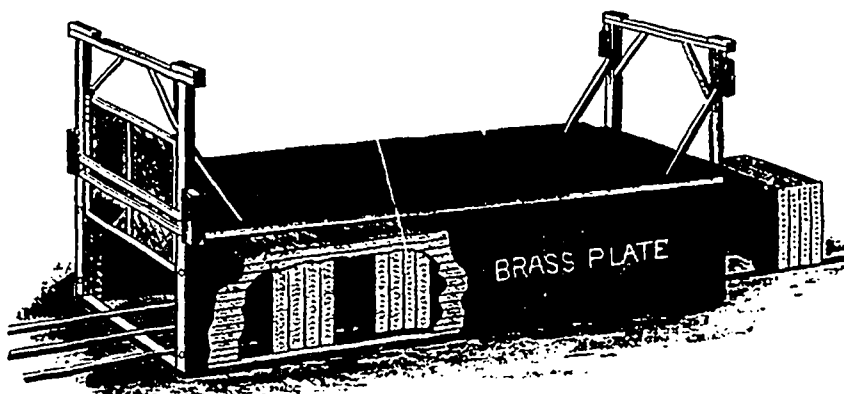
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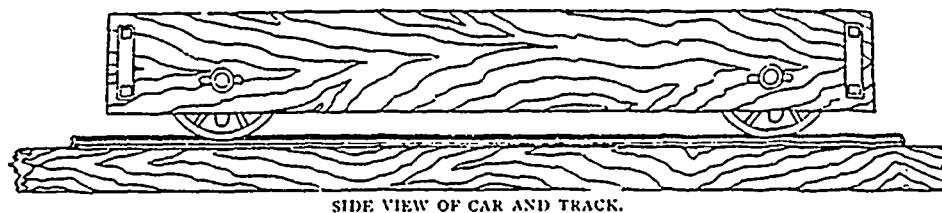
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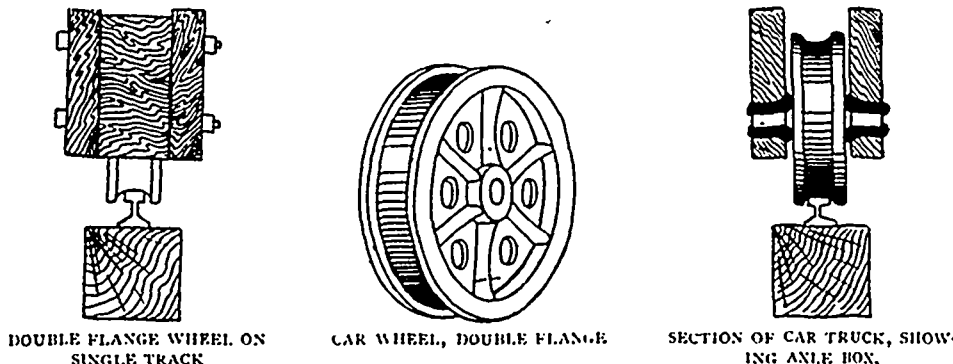
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