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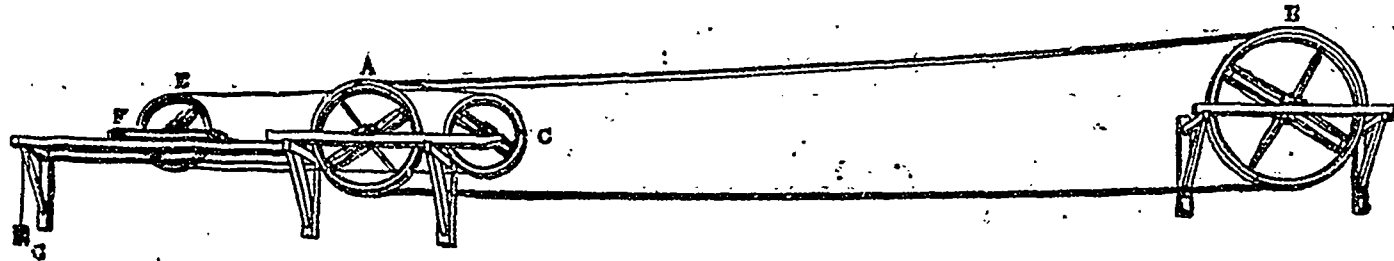
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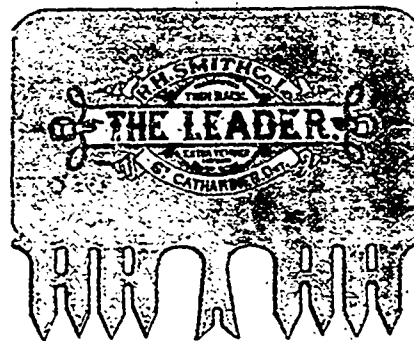
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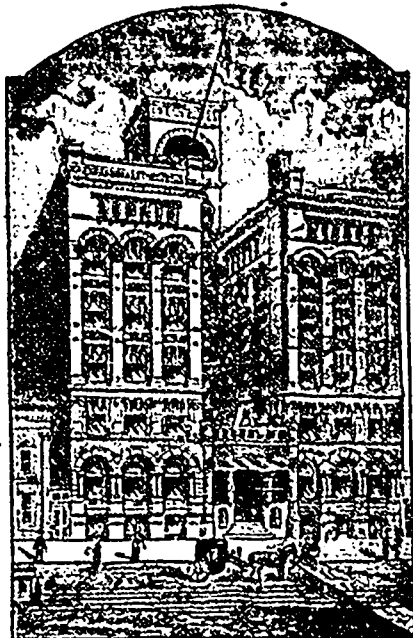
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THE TIMBER TRADE OF QUEBEC.

Messrs J. Bell Forsyth & Co. Review the Timber Trade of the Past Twelve Months.

At the close of another season we beg to lay before you the usual trade returns comprising the supply, export and stock of timber, deals, &c., at this port, together with comparative statements, &c.

The arrivals of ocean steamers show a larger amount of tonnage than last year, while there is a falling off in the list of sailing vessels from sea, and a steady increase in the number of craft coming from the lower provinces. This statement compiled by Mr. F. Johnson shows that 250 vessels, 238,162 tons, cleared at this port laden with timber, deals, &c., against 275 vessels, 240,892 tons in 1889.

At the time of writing our annual circular a year ago, the markets in Great Britain were firm and consumption comparatively large, while many anticipated that the requirements for the coming year would exceed that of the past. In this market the prices of all woods had advanced and contracts were freely entered into with the manufacturers at the enhanced rates for this season's delivery. The high prices then current had the result of stimulating the manufacture especially of white pine, while unfortunately the demand fell far short of that had been reckoned on as the probable shipment. The result has been on the whole a heavier supply than usual, a very moderate export, and a wintering stock considerably over that of late years.

WHITE PINE.—From the opening of the season to the close there has been an utter absence of demand,

and a striking feature and one worth noticing is, that apart from some Ottawa timber delivered on contract, only four rafts changed hands throughout the entire season.

The supply of waney, as well as square, has been excessive; the export light and the stock wintering heavier than it has been since the year 1886. The usual quantity of good and choice timber is included in the supply which has come to market and been laid up in coves without any attempt being made to sell, so dull and depressed has our market been. In the face of such heavy stocks it would be well to state that no timber was being manufactured this winter, still we learn that the estimated quantity on the Ottawa is unprecedentedly small, while in the Georgian Bay, Michigan and elsewhere it will be exceedingly light. A very large proportion of the timber wintering is held on manufacturers account. The local requirements have not absorbed as much of the common and inferior wood as usual.

	Supply.	Export.	Stock.
1890 { Square . . . . .	5,082,772		14,799,633 Square.
{ Waney . . . . .	3,694,742	5,498,380	3,528,209 Waney.
1889 { Square . . . . .	4,224,426		3,146,676 Square.
{ Waney . . . . .	3,770,782	6,872,960	1,914,001 Waney.

RED PINE. The supply has been light, barely half of the previous year, while the stock wintering is above the present average, though far short of some years ago when this wood was in greater request, especially for the Irish markets. The manufacture this year will be almost nil.

	Supply.	Export.	Stock.
1890 . . . . .	324,702	355,520	612,918
1889 . . . . .	739,435	397,680	653,918

OAK.—The quantity measured shows a slight diminution with a considerable decline in shipments, and a larger wintering stock than in 1889. Prices have been fairly maintained during the season, and closed at firm rates; the impression prevailing that the production this winter will be light. The quantity remaining over at Garden Island is smaller than usual.

	Supply.	Export.	Stock.
1890 . . . . .	1,227,982	1,119,160	753,566
1889 . . . . .	1,359,660	1,538,080	596,399

E.L.M.—The demand has been sluggish, and while there is a falling off both in supply and shipments, the quantity now in the coves is almost double that of last year. The manufacture has, we believe, almost ceased for the present, the wintering stock being considered ample for next year's requirements.

	Supply.	Export.	Stock.
1890 . . . . .	611,582	530,260	459,501
1889 . . . . .	750,559	791,800	238,755

ASH—Has been in very limited request, while the stock wintering is extremely light. The figures received from the Customs as to the export are manifestly incorrect as regards both birch and ash.

	Supply.	Export.	Stock.
1890 . . . . .	142,450	15,280	99,383
1889 . . . . .	250,558	335,360	127,001

BIRCH—Has been dull of sale with a moderate enquiry at times for prime fresh wood. The export figures give a heavier shipment than has actually taken place.

	Supply.	Export.	Stock.
1890 . . . . .	224,652	493,740	13,752
1889 . . . . .	355,550	479,280	38,784

STAVES.—There is little to report in this branch of our trade, the receipt and shipment of staves having almost ceased at this port. Our quotations are nominal.

	Supply.	Export.	Stock.
1890 { Pipe . . . . .	11	77	34
{ Puncheon . . . . .	8	142	21
1889 { Pipe . . . . .	79	72	41
{ Puncheon . . . . .	125	116	122

DEALS—PINE.—There is a considerable decrease as will be seen by the statements, in the amount of business usually carried on in pine deals. Not only has the supply and export been small in comparison to years gone by, but the stock now on hand is unusually light. The quantity held over at Ottawa and Montreal is also reported to be less than usual. There has been a fair demand all season for the lower grades but firsts

and seconds have been difficult to dispose of at current rates. Large shipments have been made as usual from the port of Montreal.

	Supply.	Export.	Stock.
1890 . . . . .	878,810	1,075,992	246,015
1889 . . . . .	1,389,869	1,307,842	693,197

Do. SPRUCE—Have been dull and neglected all season, prices have declined, and at the present time it is very difficult to effect sales. We believe the production will be small unless higher figures can be produced in Great Britain, which seems doubtful at present owing to the low prices of North Europe woods.

	Supply.	Export.	Stock.
1890 . . . . .	3,839,914	3,975,576	774,020
1889 . . . . .	3,684,468	3,584,468	1,159,682

SAWN LUMBER.—Throughout the season the market has been much depressed for shipment to the United Kingdom, but the American market has continued fair, and the demand for Canadian goods is an increasing one.

The South American trade has been very dull indeed, and present prospects are not encouraging.

We quote pine at \$15 to \$18 per thousand feet b. m. and spruce at \$10.50 to \$12, according to quality, size, &c.

Freights opened at 25s. for timber, and 60s. to 62s. 6d. for deals, closed at 16s. for timber and 40s. to 42s. 6d. for deals.

The following are the arrivals and tonnage at the port of Quebec for the five years from 1886 to 1890, inclusive.

SAILING VESSELS FROM SEA.					
	1886	1887	1888	1889	1890
Vessels . . . . .	432	393	318	392	381
Tons . . . . .	331,568	295,912	260,301	326,706	320,093

OCEAN STEAMSHIPS.					
	1886	1887	1888	1889	1890
Steamships . . . . .	285	287	244	324	341
Tons . . . . .	528,950	541,324	484,449	596,598	642,874

LOWER PROVINCES.					
	1886	1887	1888	1889	1890
Vessels . . . . .	348	425	447	371	442
Tons . . . . .	145,189	193,136	231,518	196,269	241,242

COMPARATIVE STATEMENT of sailing vessels cleared at the port of Quebec, for sea, (Lumber laden) 1877 to 1890, from the opening to the close of navigation.

(Compiled by Mr. F. Johnston, Quebec Exchange.)

Year	Vessels.	Tons.
1877.	796.	670,627
1878.	476.	399,833
1879.	433.	364,628
1880.	634.	555,451
1881.	459.	380,186
1882.	426.	359,025
1883.	487.	416,169
1884.	366.	291,598
1885.	369.	294,789
1886.	325.	250,635
1887.	271.	206,172
1888.	227.	195,928
1889.	275.	240,892
1890.	250.	238,162

RULE FOR ESTIMATING STANDING TIMBER.

Following is a rule for estimating standing timber, prepared by George Bonsfield, of London, England:—

"When a tree stands so that a length of its shadow can be measured, its length can be readily ascertained by setting a stick upright, and as the length of the shadow of stick is to its height, so is the length of the shadow of the tree to the height of the tree; or, multiply the length of the shadow of the tree by the height of the stick and divide by the length of the shadow of the stick.

Example—Supposing the height of the stick be 5 feet and its shadow 6 feet, and the length of the shadow of the tree 25 feet, what is the height of the tree?

$$6 : 5 :: 25 : x$$

$$\frac{6 \times 25}{5} = 30$$

30 ft. 10 in. height of tree;

But when there is no shadow to assist you in your calculations it would be advisable, in the absence of a rod or short ladder, to screeve the tree, say at 6 feet, and walking backwards take a full view of the tree and judge the number of 6 feet lengths there are in it.

But after a little practice in this way it will be seen that shadow, rod and ladder can all be dispensed with (except in special cases), and your eye becomes then your sure guide."

## WOODS FOR FURNITURE.

A writer in a New York paper says: "The styles furniture now-a-days change nearly as often as those in women's bonnets or men's scarfs, and like these are continually reverting to modes that found favor in the days of our forefathers. Manufacturers have not yet exhausted their powers of invention as far as finishes are concerned, but they are busy puzzling their heads trying to ascertain what kind of woods will supercede the American white oak now so extensively used in the manufacture of furniture.

Several years ago black walnut was very popular, and an enormous quantity of stock made up from that wood was sold. After walnut came cherry stained black, or "ebonized," as it was then called. Its forbidding appearance ruined it in the minds of buyers, and it did not last long. Then came cherry stained to imitate mahogany, or "mahoganzed." This proved a good venture, and is still popular. Oak is finished in every conceivable way. The latest is in imitation of an antique and Louis XVI. designs.

The cost of furniture to-day averages ten per cent. more than a year ago. Oak has advanced from twenty to thirty per cent. owing to its growing scarcity, while the trade is paying from ten to thirty per cent. more for mirrors, tacks, brass and bronze finishes than they did this time last year. Two years ago there was a craze for heavily carved furniture, and it ran to such an extreme that good taste was ignored. To-day the care is expended in finding fine-grained woods. The percentage of very fine furniture manufactured is small. The medium and cheaper grades constitute the greater part of the manufacturer's outfit.

To summarize: The woods used in making furniture are rosewood, mahogany, walnut, cherry, oak, cedar, ash, sycamore, birch, maple, beech, poplar, white-wood and pine. Rosewood is the most valuable, mahogany follows, and the others in the order named. Ebony, satin, tulip and olive woods are also used, but to a very slight extent.

Four qualities are sought by manufacturers. The first grade timber is entirely free from knots. The second contains a few knots. Rejected seconds rank next, and are almost as good as seconds. Culls which contain many knots and checks comprise the lowest grades.

Rosewood is no longer in great demand. It has been used in all styles, and, like mahogany, is always considered in good taste.

Walnut comes principally from the Southern and Western States.

Southern and Western walnut differs from that grown in the East in that it is softer, more easily worked, and warps less. It is much preferable for cabinet use. A small quantity is imported from France and called Circassian walnut. It is dark and smooth-grained. Both the domestic and foreign grades can be handsomely polished. The butts, or roots, which formerly were used in manufacturing gun-stocks only, have of late entered into fine grades of furniture. When finished naturally they show beautiful mottled figures.

Walnut is imitated, but not to a great extent, by white woods--maple, birch, and even poplar. The imitations are easily made. Maple is used in the west for this purpose and is difficult to detect. Cherry finished smooth is also brought into play at times, but the difference in price is so small that it does not pay. Walnut ranges in prices from forty to one hundred and forty dollars per thousand feet.

Two kinds of oak, plain and quarter-sawed, are the woods now demanded by manufacturers. Quarter-sawed oak is made by cutting a log in quarters, and then "slicing" off the boards with the grain. When finished naturally it has a grain and brown mottle of uncommon finish. When used for bureau tops it ranks with marble or agate. The grain is very hard to imitate.

The "antique" oak furniture sold nowadays is an imitation of English Brown oak. It is made from American oak, which is lighter in color. It is stained in order to obtain the dark brown and white mottle of the genuine. "Tinkering with any wood," an expert says, "destroys its beauty." This seems especially true of oak. Bleached oak is the latest thing in fin-

ishes. The plain oak is subjected to a treatment which brings it out white. The oak supply comes from West Virginia, Tennessee, Arkansas, Missouri and Indian Territory.

English brown oak is imported in comparatively small quantities; it is sold at fifty cents per foot. Owing to the large waste in finishing, it becomes nearly as expensive as rosewood. Only the oak trees are valuable. They are cut down just previous to the period of decay, so that the two shades of brown can be obtained. Dealers in valuable woods say that individual trees only are purchased. Cherry is one of the finer domestic woods, lighter in color than mahogany and having less character in the grain. It is used largely for its own good qualities and as an imitation. It can be and is imitated by poplar, birch and maple, but takes a better polish than any of these. New York State supplies considerable cherry to the trade. Pennsylvania also supplies a great deal. The balance comes from the Southwest and West. It is sold in grades ranging from forty dollars to one hundred and twenty dollars per thousand feet.

Cedar is used in making wardrobes, chests, etc. It is knotty, and difficult to obtain clear. A clear log is very seldom found. It comes principally from South America. This country grows considerable cedar, which is not used to any extent. In color it is a light red, which is hard to imitate. Cedar has a peculiar smell not possessed by any other wood. Owing to this bogus cedar can easily be detected. Only about one tenth of the cedar sold by dealers is used in the manufacture of furniture. It is principally made up in cigar boxes and lead pencils. In prices it ranges from ten to thirty cents per foot.

Ash is one of the domestic woods found in large quantities. It can be imitated by painting and graining birch and whitewood; but owing to its cheapness, this is not done by many manufacturers. This applies also to sycamore, birch, maple, beech and poplar.

Ebony, satin, tulip and olive woods are used principally in making small fancy cabinet work. Ebony can be obtained only in small logs. Those which are ten inches in diameter are considered of good size. It comes chiefly from Ceylon and Madagascar. It is not able for its hardness. Importers sell it at six cents per pound. Satin wood is grown on the Island of San Domingo and in Porto Rico. It is one of the beautiful woods, and is described as a "canary yellow." It is scarce, and is now considered a rare wood. In the log it sells at seventy-five cents a foot.

## SAW-MILL EVOLUTION.

[SOUTHERN LUMBERMAN.]

From the primitive hand saw to the modern circular saw was a long step in the path of mechanical progress, and the band saw now coming fast into general use, bids fair to signalize a more important advance still in woodworking industries. Just as coal gas eclipsed the tallow dip of our grandfathers, and the incandescent and arc electric lights in turn eclipsed the gaslight as an illuminant, so does the band saw threaten to consign the service of the circular saw to the limbo of the lost arts. That it is destined ultimately to supercede the circular saw for most purposes of wood manufacture we do not entertain a doubt. The chief obstacle to its perfect success at present seems to be the lack of skilled band sawyers. But it is maintained by the advocates of the band saw process, that the circular saw in its inception encountered a like obstacle and experienced the same ordeal which the band saw is now experiencing. It is a matter of history that at one time many circular saw-mill experiments were practically abandoned by reason of the fact that operators were not sufficiently expert in the management of them.

In the introduction of the band saw it was found that many of the parts were too light, the wheels too small, and the saws too thin and narrow, and when it was attempted to run at the same feed as the circular, the saw ran "snaky," in the sawyer's vernacular, and when strained sufficiently to avoid that they were broken. Experience has demonstrated that the band saw must have sufficient strength to sustain it against the feed required, the saws must be wider and thicker;

the wheels of greater diameter, and the whole machinery heavier. New devices are now being supplied with improved methods for supporting the wheels, improved construction of saw guides and band wheels and a superior system of straining the saw. A Cincinnati machine, much favored, has a cast-iron lower wheel, much heavier than the upper wheel, so that its inertia, together with that of the heavy driving pulley will "carry on" when the saw enters a cut and lead the top wheel even should the lack of sufficient power permit a slight slackening of speed in the cut. With this arrangement it is claimed there can be no trouble from crooks at the commencement of the cut or from dished boards. It is further claimed that these band mills can be made to run so that the travel of the saw will be 10,000 feet per minute, which is from 1,500 to 2,000 feet more than is accomplished by other forms. The output, however, depends not less on improvements in the machinery than upon the training and skill of the operator. A sawyer may be a first-class operator of the circular saw, and yet a very indifferent band saw operator, until he has become an expert by training. Very likely as the band saw comes into more general use, apprentices will be specially trained for their manipulation, just as printers are being trained to operate the new type-setting machines. Doubtless there will be much "snaky" wood turned out, and many saws broken before the band saw process reaches the perfection that will enable it to successfully compete with the circular saw. Band saw mills are being erected in various parts of the South, and a Chicago firm will try one in Mississippi on yellow pine. That success will attend their efforts is devoutly to be wished.

## INSERTED TOOTH SAWS

By J. H. MINER.

The inserted tooth saw is the best saw in its place. The question is, how is the mill man to know this? Many men have failed in the business when if they had had a good inserted tooth saw they would have made money. Then this subject is a matter of interest, that is for mills of small capacity.

I will now explain the advantages of a good inserted tooth saw. Some are not worth buying. If the mill man is sawyer, filer, engineer, yard clerk, etc., the inserted tooth saw is much the best saw. This is with a man who may understand fairly well about gumming and filing. The principal difference comes in the saving of time. If a mill man's time is worth more attending to customers, belts, engines and machinery at odd times than it is to be buying emery wheels and files, losing time filing and gumming, to say nothing of saw growing smaller and requiring hammering, then there is no question about the inserted not being the best saw. In small mills, from four to eight thousand capacity only, I have noticed that the owner or sawyer attended very nearly to all the machinery, looking after the water. On the other hand, if mill is to be run regular and the sawyer knows his business, has an engineer and has time to file his saw and gum it, and does it right, the solid saw may be used, but then there is an inclination to favor a good inserted tooth unless mill goes above fifteen thousand capacity. The great trouble about solid tooth saws is, as I have stated already, they get too many teeth in them. It is a fact that with too many teeth and light power the best man in the world could not run a saw successfully, especially in hard wood. The inserted tooth overcomes this in that the makers do not and cannot put in so many teeth. The inserted tooth requires less hammering, which is an advantage to small mills, and many inserted tooth saws are run one to two years without regumming or hammering.

The same mill with the solid would stand a good chance of not only having saw hammered several times, but would probably have hammered into a new saw. Why? Because a man that cannot file or swage a solid saw soon ruins it. With the inserted there is some retort, viz: Put in a set of sharp teeth; hence a new saw every time. Inserted teeth saws are generally not abused half as much as the solid, and I have had many to ask why, in the same hands, this is plainly seen. With the solid saw running bad, what is done? Cannot stop and file, as saw has just been filed and



swaged. That would not help the case. What is done in many cases? Saw is cooled off with water dashed on it, which only adds to its ruin. The inserted is not treated so. Why? Because the sawyer knows that it will run with sharp teeth, stops and puts them in. The filer might stop and file the solid, but only to make it worse. There are plenty of men running saws who know practically nothing about them. This is not saving anything against them, as it certainly could not be expected that all men could be experts. The inserted tooth for edger saws in large mills is becoming a favorite and gives good results, and maintaining another important item, viz: Attains their size. Inserted teeth saws of reputable makes maintain their tension for a long while because the teeth and rings are milled to a gauge, the rim is not stretched more in one place than another by teeth not exactly the same size. If rivets or keys are used a very light blow gives all an equal strain. Such saws are hammered as the solid, but with less tension, as centrifugal force does not act as much on them.

**TRANS ATLANTIC LUMBER SHIPMENTS.**

The lumber shipments from Miramichi to the United Kingdom, Continent, Australia, etc., for the season just closed, were as follows:—

Names of shippers.	No. of Vessels.	Tons.	Sup. feet Deals, scantling, boards, etc.	Palings pcs.
J. B. Snowball	47	25,371	23,971,126	2,531,150
W. M. McKay	29	20,877	20,044,505	
D. & J. Ritchie & Co.	22	11,770	11,016,319	87,100
N. B. Trading Co.	19	10,885	9,126,493	
F. Hutchison	15	9,321	8,827,352	139,696
Geo. K. McLeod	13	7,495	6,787,197	
G. Burchall & Sons	10	6,445	6,143,050	13,550
Muirhead & Co.	3	1,851	1,517,264	
<b>Total</b>	<b>159</b>	<b>97,015</b>	<b>87,635,256</b>	<b>2,771,496</b>

In addition to the above Mr. Snowball shipped 14 tons of birch timber and 33,000 laths to U. K.

Miramichi shipped 22,000,000 s. f. less than last year.

The trans-Atlantic shipments, for the season, from Richibucto, together with those from Buctouche, to July 1st, were as follows:

Name of Shipper.	No. of Vessels.	Tons.	Sawn Lumber, sup. ft.
J. & T. Jardine	9	5,168	4,731,746
Geo. McLeod	14	4,662	4,090,000
Edwd. Walker	7	2,048	2,120,411
Henry Irving	2	678	570,730
John B. Wright	1	252	212,490
<b>Total</b>	<b>33</b>	<b>12,736</b>	<b>11,825,257</b>

Under the head of miscellaneous wood goods, Geo. McLeod & Co. shipped 150,000 s. f.; J. & T. Jardine 97,974 and H. Irving 89,797 s. f. hardwood.

Following are the total shipments of wood goods from the port of Bathurst to trans-Atlantic ports during the season of 1890:—

Name of shipper.	No. of Vessels	Register Tonnage	Total sup. ft. Deals, scantling, boards, and ends.	Birch Deals sup. ft.
K. F. Burns & Co.	2	966	908,915	
St. L. Lumber Co (ld)	16	8,122	7,460,750	168,000
W. M. McKay	2	1,679	1,646,408	
<b>Total</b>	<b>20</b>	<b>10,767</b>	<b>10,014,103</b>	<b>168,000</b>

Bathurst shipped fifty per cent. less lumber to trans-Atlantic ports this year than last.

The trans-Atlantic lumber shipments of Dalhousie, for the season of 1890, were as follows:—

Shippers	No. of Vessels.	Tonnage	Sawn lumber sup. ft.
Geo. Moffatt & Co.	14	6,604	5,724,000
Geo. K. McLeod	5	3,714	3,267,720
Goodday, Benson & Co.	2	2,306	1,849,850
King Bros.	3	1,540	1,126,958
N. McNair	4	1,114	1,115,951
G. Dutch & S. Laughlin	2	61,	503,000
Dutch, Laughlin & McNair	1	466	393,000
Henry O'Leary	1	439	383,000
<b>Total</b>	<b>32</b>	<b>16,832</b>	<b>14,633,488</b>

Geo. Moffatt & Co. shipped also 540, and N. McNair 48 tons timber.

The shipments of Campbellton were:

W. M. McKay	7	4,27	4,263,454
W. M. McKay & H. O'Leary	1	38	37,000
Henry O'Leary	2	1,190	1,149,689
J. D. Sowerby	3	1,491	1,387,802
J. P. Mowat	1	556	512,842
<b>Total</b>	<b>14</b>	<b>8,486</b>	<b>7,481,387</b>

The North Shore shipments may be put, in round numbers, at 132,000,000 s. f. for 1890, against 162,000,000 last year, a falling off of 30,000,000 s. f.

St. John's shipments up to 1st December this year

were 132,608,516 s. f. against 80,167,488 s. f. for the corresponding period last year—a falling off this year of 47,558,972 s. f.

**THE RELATION OF BANKS TO BUSINESS INTERESTS.**

[NORTHWESTERN LUMBERMAN.]

Business methods are continually changing. On the part of banks it has been towards unification, and has resulted in concentration of power, which, if not used wisely, can break business men at will, or, if that sensitive thing called capital takes fright, can smash things generally. The time of greatest need on the part of general business interests is at that critical period when banks become conservative and call in more or less of their money. Business interests have been drifting in a direction which naturally, under present banking conditions places them at the mercy of banks. In the manufacturing and mercantile line at least 75 per cent. of the volume of business is represented by time paper, making necessary large discount lines at banks. The more extensive the business the larger the discount line required. The fact that a business house transacts business at any particular bank becomes well known to other local banks, so that any attempt at enlarging discount lines by opening an account at another local bank is almost certain to be looked upon with suspicion, and in most cases will result in starting a line of investigation which will find weakness, if any exists.

If an attempt be made to open an account at a bank in a town other than that in which the business man may have extensive local interests visible assets the applicant will be met with a polite refusal.

It has been demonstrated time and again that quantity of assets and size of surplus, in excess of liabilities, will not prevent failure when the bank closes or unreasonably shortens the discount line, such action by the bank being certain just at the time of the greatest need on the part of the borrower. In fact, a bank can break almost any extensive business interest, and if it becomes alarmed, whether justly so or not, and it can get first security, a crash is sure to follow, and when it comes, assets, which, with time, manipulated in conformity to the general policy of those who originated and controlled the business, would pay every cent of liability and leave a competency, but by reason of changed conditions, shrinks 25, 50 or a still larger per cent. In hopes to "pull through," or ride over a present difficulty, a chattel mortgage or other preference is given in most cases. This is the beginning of complications which quickly make an end of the business.

On general principles, preferences of any kind are wrong, and the making of such places power in the hands of the holder or holders, which sooner or later proves to be uncontrollable by the giver. The preferred interests will take no chances.

When a crisis arises in the affairs of a business house, the wise course is to keep all creditors on the same basis, then a satisfactory compromise and extension is possible. If fewer bank preferences were given there would be fewer failures.

**THE IMPORT DUTY ON CEDAR.**

[NORTHWESTERN LUMBERMAN.]

After March 1, 1891, as provided by the new tariff bill, cedar paving, posts, railroad ties and poles imported from Canada will become subject to a duty of 20 per cent. ad valorem. A great deal of complaint has been heard in the past, from Minnesota and Michigan especially, regarding the disadvantages at which producers of cedar in some portions of those states were placed on account of the facilities enjoyed by Canadians for marketing cedar in the United States, and a memorial from farmers who were injuriously affected in that way was sent to congress, asking that a duty be placed upon cedar. This request was heeded, although complaints were heard on the other side of the question.

Certain Michigan operators have claimed that the lack of a tariff on cedar was not what ailed the market, but that the large Chicago concerns that controlled the cedar business were responsible for the poor returns to those engaged in getting the wood out. One operator in particular, who publishes a paper at Rogers

City, Mich., gave the Chicago cedar men a severe roasting some time ago. His paper went on to say that the Chicago cedar syndicate had killed the goose that laid the golden egg; that the influx of Canadian cedar had not choked off home production, but that it had been done by the infamous inspection meted out at Chicago to home shippers, and the refusal to give home inspection; that there was a large amount of cedar timber still standing in Michigan, that the industry, once the largest in northern Michigan and Wisconsin, had died an unnatural death, and that operators had said that the cedar might rot where it stood, or Canada supply the demand, unless Chicago handlers gave home inspection, fair prices and a square deal.

It is well enough known that a few large operators have controlled the cedar business, and that competition has not been of such a nature as to prevent them from making good profits. Inspection, however, is rigid largely because the railroads, paving men and others insist on it, and the contractor must also have it. That the cedar business of northern Michigan and Wisconsin is really dead is emphatically denied, while the practicability of allowing home inspection is not admitted. Michigan and Wisconsin railroads have taken a great deal of cedar at remunerative prices, outside of the agency of the contractors of this city.

A great deal can, of course, be said on both sides of the question, but, so far as cedar imports are concerned, there are many operators who have not suffered from Chicago inspection, but who have been knocked out by Canadian cedar. A Toronto exchange reports that hundreds of car loads of telegraph poles are shipped yearly from different points in Ontario, principally from Dundalk, Romney, Buckhorn and Kingsville to Buffalo, Pittsburg, Syracuse, Cleveland and other points in the United States, while the tie trade of Romney, Buckhorn and Kingsville keeps many Canadian vessels constantly employed. The McKinley Bill, it was thought, would entail a great financial loss upon those who are engaged in shipping this class of products, many contractors having entered into engagements for a year at stated prices, but the date on which the duty should go into effect was postponed in order to help such contractors out to a reasonable extent.

**A FIGHT FOR LIFE.**

The Ottawa *Free Press* publishes a sensational account of an encounter between four shantymen, who belong to Ottawa, and a pack of ravenous wolves in the woods in the vicinity of Gordon creek, on the Kippewa river. John and James Barrett, Peter Murphy and John McManus are working in a shanty near Bois Frane depot on the limits of Messrs. Booth and Gordon. All four had quit work in the evening and started to return to their camp. The Barrett brothers, who were ahead, verged a little from the brush road in order to examine a trap which they had set in the woods to catch martens. Their two companions went on ahead, but had not proceeded more than ten minutes when they heard loud shouting mingled with the barking of wolves. They hurried back along the path and soon discovered the cause of this terrible uproar. A short distance off the road at the foot of a big pine the Barretts were standing, their backs to the tree, desperately defending themselves their axes against 15 of the ravenous animals. Murphy and McManus ran to the rescue, and not a minute too soon, for one large animal had torn the trousers off James Barrett and inflicted a wound on his leg with its sharp teeth. The four men then laid about them and were appalled to see that the pack of wolves was growing larger, being reinforced by a number of equally desperate animals. After fully ten minutes of this fighting for their lives, seven of the wolves had been killed, which had an effect upon their companions, for they turned tail and fled. All the men were bleeding from the legs and side, where they had been bitten, and when they met foreman Charles O'Neil and his men a short time afterwards their blanched faces showed plainly what they had undergone. No doubt remained in the camp that if the Barretts had been left to fight it out alone they would have lost their lives. All four men are well known and have relatives living in Lower Town

## EDITORIAL NOTES.

STATEMENTS prepared by Government Statistician Johnson go to show that while Canada only sent \$1,100,000 worth of lumber and other products of the forest last year to the West Indies and South Central America the United States sent \$7,000,000. There is a big market for lumber to the south of us, outside of the United States, and to that market it would be well if our lumbermen would direct their attention as well as to the West Indies.

CANADA has fifty-six paper and pulp mills now in operation, employing 2,250 hands. The manufacture of pulp is fast becoming a special industry, and it is probable that before long wood pulp will form a special item of export. The best wood fibre is made from spruce and poplar, of which the country produces unlimited quantities, particularly in Quebec and New Brunswick, and the conditions for manufacture in those provinces are very favorable.

SINCE the Dominion log export duty matter has been disposed of, says the *Northwestern Lumberman*, American lumbermen feel better and Canadian lumbermen, excepting the spruce men, are highly encouraged. To have the differences between the two countries settled has been a beneficial result all around, and there is no danger that either country will suffer by the arrangement. While the matter was pending imagined evils appeared worse than the actual trouble itself. It is to be hoped that both governments will take pains to prevent future difficulty from a like cause.

REGARDING the good points of cypress, an architect says: "It has more nearly the qualities of white pine than any other wood and yet it is firmer and stronger; it shrinks less, it warps less, and it expands less. It holds paint better than pine. It partakes of the highest polish. It finishes beautifully in oil. It is easily worked. It is as cheap as pine. It has no pitch and hence is less inflammable than pine. It makes the best tanks, vats, etc. It is insect proof. It is the most durable wood in the world."

THE total exports from Canada for the year ending June 30th, 1890, amounted to \$96,749,149, of which \$27,289,264, or twenty-nine per cent. of the whole were products of the forest. As regards the exports of lumber, etc., an increase of \$2,820,008 is shown as compared with the corresponding period of 1889. Next to lumber the exports under the heading of animals and their products stand first on the list, amounting to \$26,630,672 in value. In the previous year the exports under this heading exceeded lumber shipments. Of the products of the mine, the value exported amounted to \$5,126,131; the fisheries \$8,524,508; agricultural products \$17,235,575; manufactures \$6,388,064; miscellaneous articles \$183,081.

At the present time a project is under contemplation which is the revival of an old scheme, for the completion of a water route for large vessels between Chicago and Europe by the construction of a ship canal between the Georgian Bay and Lake Ontario, and the deepening of the St. Lawrence channels above Montreal. Only sixty odd miles of canal are needed to unite the waters of the Georgian Bay with those of Lake Ontario and competent engineers pronounce the scheme perfectly feasible. It is entirely within the bounds of possibility, and it is very probable that the next decade may witness the completion of such a canal or ship railway to serve a similar purpose, and in that event, who shall put a limit on the commercial benefit to be derived from it.

CHANCELLOR BOYD recently delivered judgment in this city in the suit of Thompson vs Hurdman & Co. of Ottawa. In this case Messrs Thompson sued Messrs Hurdman for \$123,000, a balance claimed from them to plaintiffs on the purchase of the water power on the Claudiere, both where their mills stand and the

table rock power. This property Messrs. Thompson sold under a charter granted Christopher Wright by the province of Lower Canada, 3rd January, 1806. As a defence Messrs. Hurdman claimed that the power was not included in the grant or charter, but was the property of the Quebec government, from whom it was leased by their Mr. W. G. Hurdman. Chancellor Boyd, in his judgment, holds that the original charter includes all the power, and gives judgment in full for the plaintiff.

The importance of the lumber trade of the Dominion may be estimated from the fact that in no other branch of her export trade did the figures reach those representing the value of lumber and forest products exported to other countries.

A MAN at Apple River, N. S., has contracted to pick 600 lbs of spruce gum this winter, to be delivered packed in six pound boxes at Parrsboro. *Exchange*. What a gratification it is to know that Canada can at least realize something from its spruce forests. It now devolves upon the U. S. government to pass an act prohibiting the removal of gum from spruce logs taken into that country.

JOSEPH B. ABBOTT, chief salesman and confidential clerk of the lumber firm of H. W. Sage & Co., of Albany, N. Y., committed suicide in that city on the 3rd ult. Mr. Abbott was practically manager of the concern, and although drawing a salary of \$5,000 per annum, he turns out to be a defaulter of from \$80,000 to \$100,000. Extravagant living and gambling are said to be the cause of his defalcation.

THE exploring expedition, appointed by the United States government, which went to the northern boundary of Minnesota to look into alleged timber depredations by Canadians, returned lately and reported that the thieving, if any, was of less consequence than had been supposed. The result happens to be just what was predicted by THE LUMBERMAN some months ago.

MAJOR HIGH is the name of the personage who has charge of sending out special agents to catch thieves on United States government timber lands, and he is said to be very reticent about the far-famed Rainy Lake expedition sent out a short time ago to catch alleged timber thieves, and bring back from over the border the thousands of feet of stolen timber. Four special agents were detailed for this purpose, and since their return *rumor* has been the word, and so far neither the timber nor the thieves have been forthcoming. A Washington correspondent of the *Mississippi Valley Lumberman* undertakes to throw some little light on the affair. He says "they had a row among themselves, over some question of authority or management of the expedition, and when the expedition completed its summer outing they no longer spoke as they passed by one another. Whatever they did with their unusually large outfit of tin-kettles and other picnic paraphernalia, I don't know, and there is no trace of them in the accounts of the department. They may be heard from later. But the four special agents in charge are yet to be heard from. They were not on sufficiently good terms to unite on a report, so each one went in for himself. Four reports were made out, and all will in good time come to Major High. It is hinted that when the agents come to headquarters to settle up finally, there will be four different kinds of music in the air."

THE bill respecting the protection of public interests in rivers, streams and creeks, introduced by Hon. Mr. Duhamel, is of considerable importance to lumbermen and those whose lands are traversed by lumbering streams. This act does not apply to the St. Lawrence, nor the Ottawa rivers, nor to rivers or streams in which salmon, trout, ouananiche, touladi, black bass or perch do not abound. Neither does it apply to dams, weirs or bridges on such rivers. Nothing in the act shall affect the right of joint stock companies for the transmission of timber down rivers and streams. The ob-

ject of the measure is to allow any person, firm or company, during spring, summer and autumn freshets, to float and transmit timber, rafts and craft down all rivers, streams and creeks in the Province, subject to regulations set forth in the act. These regulations provide for the payment of tolls for the using of improvements made on these waterways by private persons, the protection of such works from injury, the manner of collection of tolls and prosecutions for injuries. The act also provides a system of fines and penalties for dumping refuse of mills and other obstructions into rivers and streams. It is similar in its provisions to the Ontario Act on the same subject, and will obviate disputes and difficulties regarding the rights of lumbermen such as gave rise to the famous lawsuit between the Dominion and the Province of Ontario concerning jurisdiction over rivers and streams.

WHILE the great staple of Newfoundland is her fisheries, there is growing evidence that at no distant day the colony is bound to become a timber centre, if not a strong competitor for trade in the English market. There are now 55 mills at work in the great Bay of Notre Dame, or Green Bay, where there is some excellent forest timber, consisting principally of birch, pine, spruce and fir, or as it is called in Canada, balsam. The pine board obtained is closer grained and much wider than what is generally obtained from the neighboring colonies. It is estimated that in Green Bay there are 720 square miles of pine and spruce timber, which if manufactured into lumber, would be worth millions of dollars. Newfoundland is rich in minerals as well as timber, and as capital is seeking investment in that direction, there is no doubt that in the near future these resources will be developed to a considerable extent, as they are in close proximity to desirable markets.

TWO movements of great moment are being pushed by Philadelphia business men. One is that of rapid transit, the other the establishment of a "Bourse," or a place for the transaction of general business. The idea was suggested to Mr. Bartol while on a visit to the continent of Europe. On his return home the matter impressed him to such a degree that he called together representatives of nearly all the commercial exchanges in the Board of Trade rooms, where the matter was thoroughly discussed and a committee appointed to investigate. The proposition is to secure from the city a plot of ground known as "Washington Square," located in the heart of the city, at 7th and Walnut Sts., and now used as a public park containing a number of acres. Here it is proposed to build a general exchange building, where business men will congregate, where buyer and seller can barter, and the two great classes, the purchaser and the purchasee, can transact as much business in an hour as they ordinarily could in an entire day. Here it is proposed to put up apartments for sample rooms and the various offices and departments incident to a work of this character. The committee is hard at work on preliminary arrangements. The plan is growing in favor. The idea of concentration is strongly urged by Mr. Bartol, who goes on to say: "Every person who desires to be considered a man of business, either of Hamburg or any of the adjacent towns, must not only be a member of the exchange, but must be represented there daily. Prior to the opening hour members may be seen arriving from all quarters and passing at once into the surrounding corridors, where the statistical information of the world is before them. In a few moments all can acquaint themselves with those matters which are of interest to them in their own fields of operation, so that on the striking of the gong all are ready to assemble on the large central floor for business. There are no calls of the different articles handled that I was able to learn of. All meet for actual business and trade directly with each other, with the result that the volume of business transacted in the limited space of time mentioned is marvellous. It will readily be seen that an immense business can be done under the circumstances, when all parties necessary to a transaction are within touch of each other."

THE reduction in the export duty on lumber has occasioned a considerable stir in lumber shipments from the Parry Sound district to the United States. Large stocks had accumulated in the different mill yards in anticipation of the change in the tariff, and it is safe to surmise that the holders have not lost anything by refusing to sell until the new tariff came into force.

A CHARTER of incorporation has been granted by the Ontario Government to Messrs. Cant, Galt, Ont., under the title of "The Cant Bros. Co., of Galt, Limited." The company will continue the manufacture of wood-working machinery, which has received two gold medals at the Toronto and London exhibitions, and also iron tools. The amount of capital stock is \$40,000.

A CORRESPONDENT writing from Portland, Me., says that it would be well for some of the Canadian mill men to turn their attention more to local trade. Many of them, he says, saw too many boards, while if their logs were cut into dimension lumber they would get a better price, as many shippers from Canada do not grade their boards well enough to pass inspection on the Boston or other American markets.

ONE of our Barrie subscribers, on renewing his subscription to THE LUMBERMAN for 1891, voices his sentiments in the following complimentary style: "I take pleasure in congratulating you upon having reached the position which enables you to secure one of the most beautiful, convenient and best business situations in Toronto. You may not be aware of it, but I have watched the progress of THE LUMBERMAN from the little acorn to the tall oak." Thanks.

WITH this issue of THE LUMBERMAN we again enclose statements of subscription accounts, many of which are long past due, while others are for the current year. In balancing our books for the year we find—and the fact is much to be regretted—that upwards of \$2,000 is outstanding on our subscription books. We very much dislike "dunning" our readers for these small amounts, but the aggregate is so large that we have no other recourse but to urge payment. If all who find a statement enclosed in their paper would pay off the old score, and forward an additional dollar for the year 1891 the editor would be made happy and subscribers generally would benefit in proportion.

MAJOR-GENERAL STRANGE'S article in the *United Service Magazine* on the Canadian Pacific Railway is of an eminently practical character. He is not content, as so many travellers have been, to expatiate on the beauties of Canadian scenery or confine himself to grandiloquent predictions. He tells us what the goods are which are lying in Canada and in Australasia awaiting a steam service to effect their exchange. "I saw on the wharves of Tasmania," he writes, "pine lumber from Norway and the Baltic shores. Fourteen thousand miles across two oceans it had been carried, while at about one-third the distance the gigantic pines of British Columbia wave in millions waiting to be felled; while the magnificent hard woods of Australasia would find a ready market in Western Canada, where literally for 1,300 miles no hardwood grows from which you could cut an axe-handle." As for the present illogical constitution of the British Empire, General Strange can hardly restrain his contempt for "the mischievous and wasteful pranks of the Lords of Misrule in the British Disunited States." Here is one instance: he was refused a money order from Tasmania to his son in Canada "because the only arrangements for postal communications between Australasia and Canada were through the United States Post Office."

THE *Miramichi Advance*, in a recent issue, takes the *London Timber Trades Journal* to task for statements concerning the St. John harbor and the effect the severe cold has upon shipments from that port. The New Brunswick journal says that St. John is never for

a moment, at any time of the year, closed by ice, and navigation is never stopped. The reason why St. John deals do not go forward in winter, as in summer, is because it does not pay, save in exceptional cases, to either saw or handle spruce for shipment there in winter. Very few of the spruce-cutting mills are operated in winter, because they are located on the river above the Falls and open port of St. John, and their booms, by reason of the ice, can neither be supplied with logs nor kept open, so that they can be handled. The output of these mills can be shipped during the summer and few of them winter any appreciable portion of their cut. Some of the smaller mills on the railway lines running to St. John take advantage of low freight rates in winter to send their deals to St. John for shipment, but, as a rule, it does not pay to ship spruce deals anywhere in New Brunswick in winter, and no possible displacement of sailing tonnage by steam can materially increase the transatlantic winter wood trade of St. John or any other port of this province. If prices in the transatlantic markets were considerably better than they are, we might load quite a fleet of steamers at that port with Miramichi and other North Shore deals, but there do not seem to be any other conditions under which the spruce trade of St. John can be maintained during the winter months at anything approaching its summer volume.

#### SPLINTERS.

THE LUMBERMAN has again the pleasure of wishing its many readers a happy and prosperous New Year.

LEWIS D. SANBORNE, of the lumber firm of Brown & Sanborne, has disappeared from Saginaw, Mich. It is said that he is involved to the extent of \$50,000.

A TRUST has been formed by all the leading lumber concerns of Georgia to control the world's supply of long leaf-pine. It is said to be an immense concern, involving millions of dollars.

THE second annual convention of the Northwestern Lumbermen's Association will be held at Minneapolis, Minn., beginning Wednesday, Jan. 28th, 1891, and continuing three days.

"THE box shook and spruce men of Canada are as blue as a streak of sap. Things seem to be a little against them.—*N. W. Lumberman*. Yes, the big American hog has been snorting around again and picking up feed.

It is claimed that American lumbermen have made more money the last season than for some three or four years past. The recent heavy failures in the lumber line have not been taken as an evidence that the lumber trade is not prosperous.

THE recent snowfall throughout the country has proved very beneficial to the lumber trade so far. Logging operations are progressing favorably, and from present indications the cut of logs will be successfully hauled to water.

THE Marine Department has just published two charts based on Commander Boulton's hydrographical survey in the Georgian Bay last year. One chart covers St. Joseph's Channel, the other that portion of Byng Inlet from Collins' Inlet to McCoy Island.

At a meeting of the local Board of Works, held December 16th, the following tenders were accepted: W. Leak & Co., lumber, gang sawn, two inches thick, \$12.57 per 1,000 feet, board measure; scantling for sleepers, \$12.57 per 1,000 feet. A. W. Godson, cedar paving posts, per cord \$5.95; cedar plank, as per specification, \$13 per 1,000.

A Lumberman found a bottle containing \$1,000 in gold dust near Sly Park, El Dorado County, Cal. He could not imagine what the saw could be striking in the middle of a tree three feet thick. After the tree was cut down and an examination made, a bottle containing \$1,000 in gold dust was found in the centre of the tree. It was probably put there by some old miner.

WE beg to draw attention to the advertisement in another column of J. Bell Forsyth & Co., Quebec, who are offering 300 miles of virgin pine limits to the public. This block, though apparently lower down on the Ottawa, is bordering on the territory lately explored by the Quebec Government. The pine is said to be of choice quality and large growth.

#### NEW BRUNSWICK MATTERS.

From Our Own Contributor.

The notice given in the last issue of THE LUMBERMAN regarding the remarks of a Baltimore correspondent, on the subject of the recent change in the tariff on lumber, has been carefully noted. The correspondent referred to says: "I am surprised at the quiet position of the lumber press regarding the change in the tariff heretofore existing between the United States and Canada. We may as well acknowledge that we have been out-generated, or that in diplomacy that the Canadians are our superiors," etc., etc. No doubt the Dominion Government will swallow such flattery without seasoning; but those who know the facts, and understand the consequences, will say the lumber press has only been showing its good sense in keeping comparatively silent on this subject. It is only those who can see the true inwardness of the situation that can realize how our government has been duped by removing the export duty on all our lumber in consideration of the paltry reduction of \$1 import duty on Canadian pine. The correspondent above referred to evidently well understands the importance of any country protecting its manufacturing interests. He says: "If crown lands could be bought with no restrictions as to where the logs should be manufactured into lumber, Americans could then continue to furnish employment for American laborers at home." All of which goes to show that this particular writer is looking after selfish interests without regard to the claims of others on his consideration. He would take possession of the virgin wealth of our forests and allow our native labor to lie dormant, and permit those who depend upon the work in our forests for sustenance to starve or steal. So far as the Dominion Government is concerned, its recent legislation on the import duty question is calculated solely to encourage the removal of our spruce and other woods for manufacture in American mills, thus encouraging foreign capital, labor and consumption instead of our own. Such legislation requires no comment, but should be looked upon with disgust and contempt by all patriotic men.

If the Dominion Government would devote more attention to subsidizing manufacturers of our woods into articles of practical utility for export to all nations, instead of giving all to railways, it would hold twenty of our citizens where the railways will not hold one. Railway navvies and others are naturally shiftless, while mechanics are permanent, and materially assist in building up a prosperous community.

At the time this letter is being written we are having by far the most severe storm of the season. It is blowing a gale and the roads are fast being blocked for traffic. The depth of snow is beginning to threaten a great drawback in lumbering operations. Even should the season prove favorable for work in the woods, we may count on a falling off of about fifty per cent. on the production of previous seasons.

The employees of Miller & Woodman, mill owners, at St. John, have gone out on strike. Their mill is situated at Milford, on the west side of the river. It employs nearly 150 men and boys. The strike is in the shingle mill. The cause of the men's refusal to go to work is a ten per cent. reduction which was made in their wages. The owners say they will shut down the mill until the men return to work.

The lumber shipments from the northern portion of New Brunswick during the season show a falling off as compared with 1889. The present year the shipments amounted to 132,000,000 superficial feet as against 162,000,000 feet the previous year a falling off of 30,000,000 feet. Baie Verte sent in round numbers 11,000,000 superficial feet to the United Kingdom, and Parrsboro' 32,566,186 feet.



## THE NEWS.

## ONTARIO.

—Messrs. Vignars Bros. have opened a lumber office at Fort William.

—Owen Brothers have started a shingle mill on the Lee farm, not far from Warminster.

—The Waubashene box factory is running full time and doing all the work it is capable of doing.

—Mr. N. A. Beach, of Georgeville, proposes building a saw mill at Magog in the spring.

—A future city of importance is predicted on the Rajny River at Fort Francis, where there is a fine water power.

—It is reported that there is not likely to be much lumbering done in the Penetanguishene district during the present winter.

—Bronson & Weston are operating on their limits on the Rockliffe river, and Perley & Pattee are operating on the Black River.

—Taylor & Lount, saw millers, of Whitevale, Ont., have failed. The mill, it is said, has been a losing concern since its inception.

—The Victoria Harbor Lumber Co are placing a planing machine in one of their mills which, together with the shingle machine, is to run during the winter.

—A. Lumsden's saw mill, at Gordon Creek, has shut down for the season. He has a small gang getting out logs for next summer's cut, but does not intend taking out any for sale.

—Mr. Daniel Baker has completed arrangements for building another saw mill at Uthoff. This will make four mills at Uthoff, and all intend stocking to their full capacity this winter.

—A boom of logs brought to Midland by Mr. Nickerson from Victoria Harbor broke loose near Peters & Cain's mill and half went adrift. Men had to go out with a tug to save the balance.

—The snow is reported by lumbermen fully two feet deep in the line adjacent to South Bolton. If the weather is propitious there will be more logs drawn to the river in the vicinity of South Bolton than for several years past.

—Owing to the scarcity of work around the Chaudiere, Messrs. Bronson & Weston have opened up a couple of shanties on the Schyan river, principally for the benefit of their mill hands whom they have employed during the summer.

—W. C. Edwards & Co. are carrying on lumbering operations on the Gatineau quite extensively this winter. They have six camps of men at work and are about to start another shanty. The pine on that river is, however, becoming rapidly exhausted.

—A new branch of the Knights of Labor has been formed in Ottawa. It already numbers 56 men, and they expect to largely increase that number, and are contriving to extend the movement so as to include the men in the shanties on the Upper Ottawa.

—Messrs. McClymont & Co. have sent men into the woods this winter, and will close down for next summer. Mr. McClymont says there has been so much stocking done this year it is only destroying the woods without there being sufficient remuneration and the stock remains unsold.

—The weather has been splendid for timber operations around Sturgeon Bay, and log cutting has been going on in good style. Shields' men having finished cutting near the mill, have moved up into their winter quarters to finish cutting next summer's stock of logs.

—The cedar mill at Deseronto, after a splendid run, closed down on Dec. 3rd, for several weeks in order to make the annual repairs which will be more extensive than usual this year. After these repairs are effected this establishment will probably run all winter.

—Messrs. Boyle & McCracken, of Ottawa, have sent a sufficient number of men to the woods to take out three rafts of square pine timber and one of cedar on the Desert and Gatineau. They say that heavy frost has been favorable to lumber operations, as the swamps are now completely frozen over.

—The youngest son of the late David Moore, of Ottawa, having recently attained his majority, the lumbering business carried on by the deceased, and later by his eldest son as trustee, will now be wound up. The estate consists of valuable timber limits and real estate, and is estimated to be worth half a million dollars.

—Mr. Allan Carswell, of Renfrew, a well-known lumberman of the Upper Ottawa, says that the present season is one

of the dullest he can recollect in the trade. On the Madawaska he has as many men at work as he had last winter, but other firms have decreased their operations by one-half and some are not doing anything. On the Petewawa, where Carswell, Thistle & McKay had three shanties last winter, they have only one this year, with about one-third of the number of men employed.

—Mr. Alexander Lalonde, owner of a saw mill in the 10th concession of Roxborough, county Grey, committed suicide December 6th by hanging himself in the upper story of his house. Deceased was an honest, upright man, who had been greatly depressed by financial reverses, and it is thought his troubles had affected his reason.

—Lumbermen's wages started out very low at the beginning of the season, but have slightly advanced during the past month. In the Ottawa district choppers get from \$18 to \$22, teamsters from \$15 to \$17 and road makers from \$13 to \$15. Little square timber will be gotten out, owing to a dull market and large stocks on hand.

—The big mill at Deseronto commenced cutting on April 7th, and has made a magnificent record during the season. The mill closed down on December 1st, and had the weather allowed it to cut for a few days longer this great establishment would have completed a long season of eight months.

—Reports from the Black River district state that this fall has been a most favorable one for bush work. Mr. Booth has two shanties in operation at his Couvreau depot, and the other lumber firms have about the same number as during the past two winters.

—Douglas C. Cameron, Walter Ross, Hugh Wm. Kennedy, Matthew Brown and Richard Hall, lumbermen of the town of Rat Portage, are applying for incorporation as the Rat Portage Improvement Company, for power to acquire, construct, maintain and operate slides, dams, booms and other improvements to render possible and to facilitate the passage of timber and logs down the Whitefish and other rivers.

—J. G. Bryson, of Fort Coulonge, has recently purchased the Grand Lac limits, on the Ottawa, owned by P. Fitzpatrick, of Allumette island. These limits were sold to Mr. Fitzpatrick at the provincial sale at Quebec, January 9th last, the price then paid being \$58,600. It is not stated what the Messrs. Bryson now pay but it is a substantial increase on the above figures.

—Mr. J. R. Booth has torn down his old mill on the Chaudiere, and now has about 76 men at work taking out the machinery. The erection of the new mill will be commenced as soon as the ground is cleared, and it will be fitted with the latest improved machinery throughout. The new machinery is being manufactured by Messrs. E. L. Perkins & Son, of Ottawa, and will keep a number of men busy day and night during a large part of the winter. The whole cost of the alterations is estimated to be in the neighborhood of \$250,000.

—Mr. Hebron Harris states that this season he has rushed ties into the United States, and now is busy shipping by rail all that he can get cars for so as to have as many in as possible when the duty comes in force on March 1st. He is also rushing supplies of ties for the C. P. Ry. He states this winter he has one hundred jobbers, employing in all some two thousand men in the bush in the Ottawa district getting out ties and hop poles largely for the States.

—Gradually the lumber traffic through this port, says an Owen Sound paper, has been working up, notwithstanding that during the early part of the season the traffic was practically barred, owing to lack of room, and in fact the shipments did not really begin to arrive until August. But during the entire season there were 36 vessel loads received, bringing in their cargoes about 5,200,000 feet for through shipment—3,000,000 feet of which is now in the C.P.R. yard. We learn from Mr. William Foster, who has handled all of this lumber, that if there had been room at least 7,000,000 feet more could have been handled. Now, however, that the C.P.R. have expressed their determination to have the lumber traffic, we can have little fear but that provision will be made for all that can come this way, even if they have to construct another slip to the north of their present lumber yards. In addition to the lumber received for through shipment, fully 2,000,000 feet have been received for Messrs. Maitland, Rixon & Co., John Harrison and H. Lymburner; 2,000,000 lath also came to this port, half of which was for through shipment. Then there arrived 16 vessel loads of paving timber, making in all 70,000 pieces, the greater part of which was sawn here and shipped through to Toronto. The value of such traffic to Owen Sound must necessarily be very great, because of the number of men employed, and the consequent amount of money put in circulation. In addition to this, the supplies to these vessels and their crews is an important item, while four of the vessels in the trade have made

this port their winter quarters, and their fitting out in the spring will be worth something to the town. Yet, when the C.P.R. consider that their traffic through this port in lumber is so little known that the management ask the co-operation of the Town Council and the Board of Trade in inducing dealers to ship via this port, it is but reasonable to conclude that we are on the eve of something gigantic, and as our harbor leads everything on the lake, so will our traffic in every department.

## NEW BRUNSWICK.

—James D. Leary, the raft man, has been at Ottawa seeking Government aid for a proposed wharf and elevator on his property on the west side of St. John harbor.

—Mr. D. F. George recently brought down 2,000,000 lath from Gibson, opposite Fredericton, to St. John in scows, a vessel not being obtainable.

—Deals for the English market that are sawed at Fredericton and on the Nashwoak, which joins the main river at Gibson, are taken to St. John in woodboat schooners.

—The Victoria mills, at Fredericton, have closed for the winter. During the season about 7,000,000 feet of lumber were cut for the English and United States markets, principally the latter.

—The north shore lumber exports for this season amount to 132,000,000 feet, a falling off of 30,000,000 feet as compared with last year. St. John's shipments are 180,000,000 feet, a decline of 47,000,000.

—During the season just ended 10,014,103 superficial feet of deals, etc., were sent forward to transatlantic ports from Bathurst, N.B. This total does not include 198,000 feet of birch deals shipped by the St. Lawrence Lumber Company.

—F. Moore & Son, of Woodstock, have about completed a new mill to take the place of the one destroyed by fire last summer. The mill is two storeys, and for the present three-shingle mills will be in operation, to be increased to five in a short time.

—Of recent years several operators from York county have gone up into Quebec province and cut logs. One of these, John Kilburn, of Fredericton, left with a second gang this week. They go to St. Vallier by rail and then drive about 40 miles. He has, all told, 100 men and 20 horses.

—The woodboat men are now considerably excited over a rumor that Alex. Gibson, the great Nashwoak operator, proposes to build large lighters to carry his deals to St. John hereafter, the lighters to be towed both to and from the place of loading. Gibson's cut goes almost wholly to the British market.

—The lumber cut in Westmoreland county is considerably less this year than that of last year, and operators have been receiving 20 per cent. less for their lumber. The outlook does not indicate improvement for 1891.

—It is stated that lumbermen's supplies around the Bay of Fundy are 20 to 30 per cent. higher this year than last. Oats, for instance, that could be bought last year for 37 cents, cost 47 to 48 cents this year, owing to the failure in that crop throughout New Brunswick.

—C. M. & J. J. Bostwick have purchased the real estate which belonged to the late William Davidson, of St. John, paying therefor the sum of one hundred thousand dollars cash. The property consists of timber lands and two mills on Big Salmon River, St. John county, and other lands and mills at Martin's Head, with three buildings and lots in the city, and some small properties in other parts of the province.

—At the inquiry touching the explosion of the boilers of the South Bay mill, Mr. Jeggert, a former owner, testified that the boilers had not been tested for seven years or more, and that the engineers did not have certificates. Public attention has now been directed to these facts, and an agitation is quietly going on for a Dominion act compelling periodical inspection and competent engineers in all saw mills.

—The Maine Labor Commissioner's next report will contain an article showing, among other things, that the total amount of logs rafted into the St. John river from Maine streams and cut by mills in New Brunswick the past year has been 106,080,994 feet. The mills are those situated at St. John, and which are controlled by Americans. The article gives some particulars regarding the amount stated. From Aroostook there came 31,430,331 feet, consisting of 1,753,990 feet of cedar, 1,596,973 pine and 28,079,368 spruce; from Meduxnekeag river, through Woodstock, 13,487,649 feet, consisting of 1,157,673 cedar, 33,830 pine, 12,067,285 spruce and 222,861 hemlock, while Three Brooks, Bridgewater and other places contributed 2,169,014 feet of spruce, and from the headwaters of the St. John river itself, about 59,000,000 feet pine, spruce and cedar. Other tributary streams contributed the balance.

—The large trade done in New Brunswick birch has almost entirely fallen off.

—An item of correspondence from Shenstone, a small village in Albert county in this province, shows to what an extent small mills are operated in some localities where there are not facilities for extensive operations. It says that within a radius of three miles there are two steam mills and eight water-power mills. In the aggregate the cut of all of them makes a respectable showing.

—Notice is given that application will be made for the incorporation of the Lawton Saw Company. The object for which its incorporation is sought is the manufacture and sale of saws of all kinds. The chief place of business will be at St. John, N.B. The capital stock will be \$20,000, divided into 1,000 shares of \$20 each. The names of the applicants are William Henry Thorne, Arthur T. Thorne, T. Carleton Lee, J. Frederick Lawton and Thomas Bell.

—Clarke Bros., at Bear river, just across the Bay of Fundy from St. John (Bear river emptying into Annapolis basin), will have about 100 men in the woods this winter, and operations there will be quite extensive. Large shipments of lumber are now being made from there to the West Indies. Clarke Bros. last year shipped to foreign ports upwards of 4,000,000 feet of lumber, besides four or five cargoes of pulp wood and a lot of logs and piling.

—There are at present 11,000 men in the lumber woods of New Brunswick. These men spend about six months of the year far removed from settlements and the ministrations of clergymen, and almost entirely without Christian literature. The British American Book and Tract Society has granted \$500 for the purpose of supplying these men with Christian literature. Two men have been employed by the society to visit the various camps and distribute a Bible or Testament, hymn books, a few story books, devotional books, illustrated papers and tracts.

#### NOVA SCOTIA.

—E. Gibson & Sons, who ran a planing mill at Halifax, have assigned.

—Gold River Lumber Co., Gold river, registered partnership: Alex. Chisholm, A. H. Zwicker, James Ernst and C. W. Anderson.

—One hundred and fifty cargoes of grind-stones, piling, etc., were shipped from the Joggins this season, and 32,000,000 superficial feet of deals were exported from Parrsboro' in 41 vessels of 36,000 tons.

#### QUEBEC.

—The Quebec *Telegraph*, a paper noted for its sensational statements, says that the timber trade of that city is on the eve of a crisis, and that some of the banks are loaded to the chimney pots with lumbermen's paper.

—*Hull Dispatch*: "Hon. Mr. Duhamel, the Quebec Commissioner of Crown Lands, had a conference with the Bushrangers of this district yesterday. Doubtless the Government are putting up another job on the lumbermen. They must have money, you know, at Quebec.

—The lumber shipments from the port of Montreal to the United Kingdom in the past season were 160,650,426 feet board measure, and from Pierreville 10,427,863 feet, a total of 171,078,289 feet. From Montreal to the River Platte, 3,862,699 feet were shipped, and from Lower St. Lawrence to the same destination 3,798,000 feet, making a grand total of 178,738,983 feet.

—The following amounts of timber from the United States were rafted from July 1st to December 1st, this year, by the Calvin Company, Garden Island, for Quebec: Oak, 13,060 pieces; white wood, 263 pieces; longitudinal, 1,045,478 feet; pipe staves, 12,822 pieces; ash, 11 pieces; poplar, 4 pieces; walnut, 53 pieces; c'm, 320 pieces; West Indian staves, 19,030 pieces.

#### MANITOBA AND NORTH-WEST.

—Mr. W. H. Atkinson has bought out W. J. Mathers' lumber yard at Deloraine.

—Losee & Morrison, saw-mill proprietors, Shawnign, contemplate admitting a partner.

#### BRITISH COLUMBIA.

—E. Buse, of Vancouver, has made arrangements with A. H. Van Eiten, lumber dealer, Winnipeg, to handle as his agent all kinds of British Columbia lumber, especially cedar, manufactured at the Buse mill.

—The German steamer *Remus*, which recently sailed from Nanaimo, had on board the largest cargo of timber that ever left British Columbia by steamer for Australia. The cargo was loaded at Moodyville, and consisted of 1,600,000 feet of timber. The *Remus* is the first steam vessel to take a cargo of British Columbia timber or coal to the colonies.

—An unusual activity is reported in all the logging camps around Vancouver this fall. None of the camps have closed down for the winter yet, and possibly they will continue operations all winter. The season is undoubtedly the busiest Vancouver has ever seen.

—The Royal City Planing Mills, and the Brunette Saw Mills, at New Westminster, are now engaged in getting out 5,000 ties each for the Westminster Southern Railway. The railway company has been unable to get its ties down from up the river, where it has many thousands.

—Mr. James Corcoran, a well-known capitalist of Stratford, Ont., who has recently been visiting British Columbia, has decided to build a saw mill in close proximity to New Westminster. He has made arrangements for the acquisition of large timber limits, and he will return to Westminster in the spring to begin operations.

—A new electric plant has just been put in the Brunette Saw Mills at New Westminster. The yard will be illuminated with four large arc lamps, and in the interior of the several buildings some 236 incandescent lights have been fixed. The plant is operated by a 36-horse power engine which has been put in specially for the purpose.

—The Westminster *Columbian* of recent date says: "A large scowload of choice hard timber arrived round from Howe Sound this morning, consigned to Messrs. Wintemute Bros., of this city. The timber consists of maple, birch, ash and other hard woods, and among the maple there is some which is extraordinary in its way. This consists of a number of planks of bird's-eye maple, many of the planks measuring as much as 24 inches across, and from 20 to 28 feet long. This timber is beautifully marked and will make up into magnificent furniture and interior decorations. The fact of bird's-eye maple growing in this country will no doubt surprise many who imagine that this species of the genus *acer* is indigenous to Eastern Canada. Some experts who have seen the timber say it is quite equal to the best they have seen in the East."

#### AMERICAN.

—Hemlock has advanced fifty cents per thousand in Buffalo and Tonawanda.

—Minneapolis saw mills beat the record in 1890 by sawing 344,574,362 feet of long lumber.

—There are only 20,000,000 feet of lumber on the Muskegon docks this year, as against six times that amount the corresponding time last year.

—A trust has been formed by the leading lumber firms of Georgia to control the world's supply of long leaf pine. Millions of dollars are involved.

—The Boston *Herald* is responsible for the statement that preparations are being made for lumbering this winter in Maine upon a more extensive scale than heretofore.

—The lumber cut in Minnesota will exceed that of last year by several million feet. The estimates placed it at 325,000,000 feet and not more than 350,000,000 feet.

—There are thirty lumber dealers in Tonawanda, N.Y., twenty of them having lumber yards. All have nice offices and some exceedingly handsome places of business.

—Of the \$400,000,000 worth of pine now standing in the forests of Georgia, \$160,000,000 worth has already been killed by the turpentine farmers, most of it within the last ten years.

—A mill containing two gangs and a rotary with an annual capacity of 30,000,000 feet is to be built at Trenton Falls, N.Y. The lumber supply for this mill will come from the Adirondacks' country.

—Night sawing has been rather more general this year among the Wisconsin and Minnesota saw mills than heretofore, and the demand for labor has consequently been greater than it usually is.

—The Detroit Lumber Company expects to bank 34,000,000 feet of logs this winter. This firm shipped 41,000,000 feet of lumber the past season. Out of that amount 29,500,000 feet was sawed this year.

—The report of the collector of the port of Tonawanda shows that 313,569,621 feet of lumber, 13,186,000 shingles and 1,258,604 cubic feet of timber were shipped by the canal at that point. This is an increase of 23,366,229 feet over what was shipped last year.

—A discovery has recently been made of a grove of giant redwood trees in Pierce county, Wash., similar in character to those of the Yosemite National Park in California. Some of the trees are said to be 400 feet high and 13 feet in diameter. The people of Tacoma are agitating the subject of having a flag pole made of one of the tallest trees and sending it to Chicago as one of the contributions of the State of Washington to the World's Exposition.

It is estimated that 7,765,000 poles are required to carry the telegraph lines in the United States. This figure does not include the poles used for telephone, electric light, fire alarm and district messenger lines, etc. The poles used are chiefly cedar.

—One Buffalo firm, at least, benefited by the tariff law. They bought a load of pine intending to pay the old tariff rate and it came in under the new tariff, which saved them \$350. Now the Canadian dealers have put up their price which leaves it the same as before.

—Wages in the woods in the American north-west continue to be reported higher than have ruled for several seasons. In the Menominee district and around Green Bay lumbermen are paying \$26 where formerly they paid \$16 and \$18, and \$30 and \$35 where they paid \$26.

—The lumber storage shed is a feature of New England. In the West a specially enterprising lumberman may put his dry as well as dressed lumber under roof, but down East about all of a stock is so protected. The sheds at Boston, Portland and other cities would make a Southerner or Westerner open his eyes. Think of a shed holding 6,000,000 feet of lumber! And yet a Portland exporter has such an affair standing on his dock, and is merely somewhat complacent in its possession and not at all elated.

—The business of transporting Canadian logs to American points having become of great importance since the removal of the Dominion log export duty, the Michigan Log Towing Company has been incorporated, with a capital stock of \$75,000, by Emery Bros., of Bay City, R. A. Loveland, R. E. Loveland, R. H. Roys and D. L. White, jr., of Saginaw, Nelson Holland, of Buffalo, and others, to tow logs from Georgian Bay to Michigan mills. The company now owns two steamers. The affairs of the Loveland Transportation Company, Saginaw, will be wound up.

#### CASUALTIES.

Clarence Wright, a boy employed in a lumber camp at Newburg, was instantly killed by a falling tree some days ago.

Two shantymen named Thomas Mulligan and Jos. Leroux, working in a shanty on the Madawaska, were recently crushed by a falling tree. Both of whom sustained internal injuries.

Murdoch McLeod, whose home was in the township of Kinloss, Bruce county, Ont., had his leg broken in the Michigan lumber woods a short time ago, from which he lost his life. He was brought home for burial.

S. Ott, a workman in the employ of A. Harris, Son & Co., of Brantford, Ont., while tending a circular saw, had his right hand drawn in and two fingers taken off.

Edward Doonan, of Tyendinago, Ont., while chopping in the woods, was struck by a falling branch and so injured that he died.

William Patterson, employed at the stove mill, at Essex Centre, Ont., got his arm caught between a belt and the pulley which drives one of the saws, and was drawn upon the saw. But for the timely pulling of his head to one side by one of the men, it would have been severed from his body. As it was the saw shaved off part of the skull, and his left arm was badly smashed.

Andrew Daly, working in the woods on J. R. Booth's limits north of Ottawa, fell on his axe and inflicted such a wound on his left leg that when he attempted to get back to the shanty the bone snapped. He had to make a journey of 150 miles in a sleigh to the nearest station on the Canadian Pacific Railway before he could get the assistance of a surgeon.

Louis Leblanc, of Hull, Que., a mill hand in the employ of Mr. J. R. Booth, was killed by a dynamite explosion in the mill on December 13th. A big hole, several feet round, was blown clean through the six-inch floor of the new flume, and the dynamite house and contents were scattered in all directions. Leblanc was in the dynamite house at the time of the explosion.

AN exchange thinks that when shingles are honestly and intelligently branded and counted, when flooring is manufactured everywhere according to a uniform gauge, when retail dealers make as good grades as they buy, and when the mill men of different regions cease asserting that the wood they saw is superior to any other, then a lumber millenium may be regarded at hand.

## HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,  
Jan. 1st, 1891.

The holiday season has come and gone since the last issue of THE LUMBERMAN, and, as is usual at that period of the year, trade in lumber, as in everything else, becomes practically *nil*.

Local trade may be said to be at a stand-still, and the depression during the holidays is perhaps felt even more keenly this year than heretofore on account of the preceding sluggishness of trade. Most of the lumber-consuming establishments have been holding back their orders, in order to reduce their stocks and facilitate stock-taking, in which they are now busily engaged. The prospects cannot be said to be any too bright, though many of the dealers are looking forward to a fairly brisk spring trade when the factories begin to stock up, and it is to be hoped that their expectations may be fully realized. The Grand Trunk Railway, on the urgent requests of the lumber trade, and with a view to meet special adverse conditions of the trade, has reduced its charges on lumber to the United States, and also increased the allowance on the local trade from 2,000 to 3,000 pounds for shipment on flat cars during the winter season. The dealers have been notified that unless advantage is taken of these concessions, it will be impossible to obtain a renewal of them in future winters.

Trade in the West has not suffered to the same extent from the holidays as the Toronto trade, yet there has been a noticeable falling off of shipments, and it will take some little time before it will recover its usual activity.

Shipments of hard woods to the United States have gradually fallen off, until at present only an occasional car is being moved. This is due principally to the exhaustion of dry stocks. Mill men are making the best of the scanty sleighing, however, in getting their logs to the mills, and there will soon be a fair showing of new stock if no serious change in the weather occurs, and we feel safe in predicting a good opening for hard woods in the early spring, as enquiries are abundant. In this connection we would suggest to mill men that they would do well to pay special attention to the manufacture of basswood and maple. By sawing their logs while the frost is in them they obtain a class of lumber that is always in demand, and at better prices than the ordinary stock will bring.

Cars can be readily obtained at present for all local shipments, and foreign cars are fairly plentiful. There is very little lumber in Toronto yards at present.

There is a better feeling existing among lumbermen in the Ottawa district than for some time past, and most of the mill owners express the belief that the present season will make up for the dullness of 1890, and that business will be brisk in the spring. The feeling seems general that a brighter opening of trade may be looked for with the United States. As regards the English trade it is generally conceded that it cannot be any worse than it was during the year just closed, and there are chances that it may be better, stocks having run pretty low. With respect to the South American trade, though matters are more settled, it is generally admitted that the present high value of gold will prevent an early revival, as lumbermen will not accept so depreciated a currency and will not give credit on it.

The operators in spruce, both in Quebec and New Brunswick, are strongly protesting against the removal of the export duty on logs of all descriptions to meet the requirements of the McKinley bill. They contend that they are placed at a disadvantage as they cannot now pay \$2 duty on spruce and ship to the United States, while pine goes in at \$1 duty. The McKinley bill has made matters worse for the operators in the lower provinces by laying a duty of 20 per cent. *ad valorem* on cedar railroad ties and telegraph poles, which goes into effect March 1st next. Last year Quebec sent to the States ties to the value of \$78,000, while the shipments from New Brunswick footed up to \$77,000.

Across the line reports go to show that the lumber trade is in a very satisfactory condition. Despite the continued stringency in the money market, the move-

ment of lumber during the month of December has held up stronger than during the same month in any corresponding year. The month will round out a year during which the consumption of lumber has been phenomenally large from start to finish. The prospects are exceedingly bright for the opening up of a good spring trade. As the figures are made up they go to show that at no point is there an excess of stock. It is generally thought that should trade in the spring start with vigor, there is no reason why prices should not advance to some extent. Prices for southern lumber have advanced sharply, and it is believed that unless the money stringency shall upset present calculations, that a further advance will not only be possible, but quite probable.

At Tonawanda the full reports are not in for the season's business, so no estimate can be made with any accuracy as to the season's trade. The canal business has probably fallen off some. It has however, gone away ahead in lumber and timber. Shingles have fallen off. Lumber shipments show 23,369,229 feet over last year. The shipments this year for cards and scantling were 313,569,621 feet, shingles 13,486,000, timber 1,258,604 cubic feet, and 425 cords of wood.

Albany dealers are now in their winter quarters taking inventory of stock on hand. From all indications there is a good assortment of all grades excepting 1½ inch and 1x12 inch, and thick uppers, which are a scarce article in the market now. The bulk of the shipments was disposed of before the closing of navigation, and the dealers are now prepared to fill orders for car shipment.

Taking it as a whole, the lumber trade at Boston can look back upon a generally favorable season. There has been a very good demand nearly all the time for all desirable stock, and prices are well maintained. The season has been characterized as one remarkably free from financial troubles of all kinds, in spite of the disturbed state, for some time past, of the stock and money markets of the world. The spring season promises to open well; supplies are not excessive, and the prospects are for a good distribution throughout the coming year.

In New York, at this season of the year, trade is very quiet. In the main, assortments are in good shape. There is room for considerable first quality spruce and hemlock.

There is a great scarcity of good lumber in Buffalo. The supply from Michigan is diminishing more and more every year, and stocks must soon come from elsewhere. Reports from the Pennsylvania lumber district indicate a sharp competition for all good timber lands, many of which have lately changed hands. With these things in their minds, lumbermen are looking more than ever toward Canadian forests as a solution of the present problem.

The trade at other American lumber points in which Canada is particularly interested show signs of considerable activity for this season of the year, and the prospects seem good for a heavy demand for Canadian stocks on opening of navigation.

The *Timber Trades Journal*, speaking of the timber trade throughout Britain, says: "Everyone is complaining of bad trade, but is looking forward to better things next year (they could hardly be worse), but we do not think there will be any immediate advance in prices of anything until people see how business goes, and that will not be till well into the new year. The large stocks of pine and spruce will ensure plenty of those descriptions being represented in the public sales of next year, as there are so many inferior parcels in the docks which it will not pay to hold, but the really dry stuff we anticipate will make fair value. The year now passing away must have been most unsatisfactory to the generality of the trade, as very few can have made anything out of it, and when merchants come to take stock at the present low values, as every one must, to be fair in his balance sheet, we expect they will all pull long faces at the result. However, it is no use looking at the black side; let us hope, with the examples afforded in the past, that the trade will adopt a system which will keep them on the right side in the future, and that the losses of 1890 will be more than counterbalanced by the profits of 1891."

## CORRESPONDENCE.

Editor Canada Lumberman:

DEAR SIR,—Would you kindly give me your opinion, or the opinion of any authority, on the following questions:—

Do you think it practicable for a planing mill in this locality (Huron county), manufacturing sash and doors, to expect a profitable trade with Toronto in these goods? In the three locations for a factory which would you recommend. (1st) In Muskoka, where pine could be bought at first cost, but would be subject to higher freight charges in the manufactured goods (sash and doors) to Toronto; (2nd) Huron county, where the pine shipped in the rough from Muskoka would consequently have a less sum to pay on the manufactured articles to Toronto, because of a closer proximity; (3rd) Toronto, where the pine would come in the rough straight from Muskoka, and no excessive freight charges or extra haulage would need to be paid for?

The Huron county location has the advantage of cheap labor, and chances of a good local trade being done, where higher prices are feasible and living cheaper, perhaps.

The expensiveness of operating in Toronto, where wages, rents, etc., are high, must militate against Toronto sash and door men.

Now, the above statements may betray an ignorance of the true relative positions, and a want of "grasp" of the subject in charge, but as you will have an idea of what I am driving at, it would be a great favor to me if you were to give me any authoritative opinion on the matter.

There is one more question, and it is in the lines of one very prominent before the people of Canada today, namely: Granted that we had reciprocity with the United States, would our chances for selling sash and doors not be equally as good in Buffalo as in Toronto? Any information or light thrown on any of the above matters will be thankfully received by me.

THOS. GIBSON, JR.

Wroxeter, Dec. 10th, 1890. (of Gibson Bros.)

[The manufacture of sash and doors, and in fact all varieties of builders' material, has, for several years, been considerably overdone. Especially is this the case in the city of Toronto, where but few, if any, of the numerous factories can find sufficient orders to keep them running at a reasonable capacity the year round. The best location for a factory of this kind is undoubtedly where a local trade can be secured, and where a respectable price for the product can be obtained. Our correspondent mentions Muskoka, in connection with Toronto and Huron county, as a likely point for the establishment of a factory. Taking it for granted that the raw material could there be purchased at first cost, there are two very important reasons why Muskoka would not prove a desirable location. The first of these is the lack of proper shipping facilities, and, second, the prejudice which undoubtedly exists among consumers in favor of goods manufactured in large centers of trade. Then again, the man who understands how to buy can purchase lumber in Toronto almost as cheap as at the point of manufacture. There would certainly not be the difference of the cost of freight. The choice, therefore, rests between Toronto and Huron county, and after a careful survey of the situation we would advise that, if our correspondent already has a reasonably good local trade, that he had better stay where he is; and with the advantage of an already established trade, lower cost of production and reasonable shipping facilities, start out with the object of pushing his goods into outside markets. If the quality of manufacture is up to the mark, there is no reason why goods manufactured at Brussels and other points in western Ontario should not find a market in Toronto and other important centres. Price and quality will tell every time. Referring to the question of reciprocity with the United States, while we do not favor such a measure on general principles, there can be no doubt but that it would open out a very profitable market for those engaged in the manufacture of builders' material.—ED.]

THE largest bridge now in the North-West is that spanning the Souris river at Millford. Its length is 3,300 feet and it contains one Howe truss of 105 feet. The quantity of material used is 1,300,000 feet board measure. This immense structure was erected in five weeks.

**PUBLICATIONS.**

The subscription price of that well-edited journal, *The Canadian Manufacturer*, has been reduced from \$2 to \$1 a year. THE LUMBERMAN extends its best wishes for its continued success.

We are in receipt of the Christmas number of *The Youth's Companion*, an illustrated weekly paper of eight pages. It is printed on good paper, gotten up in fine style, and contains much that is pleasing and instructive to young people in general. It is issued from the office of *The Youth's Companion*, 41 Temple Place, Boston, Mass. Price, \$1.75 a year.

The revised 1891 edition of the New York *Lumber Trade Journal's* "Directory and Inspection of Eastern Lumber Centers" has been presented to the readers of that journal. In extending to the publishers our thanks for the sample forwarded to this office, we can pronounce it a valuable guide to all who are interested in the eastern lumber markets.

The entire good will and subscription list of *The Mechanical and Milling News* having recently been sold to Mr. A. G. Mortimer, the name is being changed to *The Canadian Miller*, the first number of which is announced to appear on the 15th inst. There can be no doubt but that the change will prove desirable in every way, as the millers and grain trade will now have a journal devoted exclusively to their own interests. The subscription price remains at one dollar a year, and the office of publication is in connection with that of THE LUMBERMAN.

*The Canadian Electrical News* is the title of a new publication, the first issue of which is announced to appear the first of the new year. The rapid advancement of electrical science, and the different uses to which it is being put in this country, has undoubtedly opened a broad field of usefulness for a journal of the character referred to. Steam engineering will also be embodied in the new publication. Mr. C. H. Mortimer, 14 King Street, west, is the publisher, and we wish him every success in his new venture.

The most beautiful frontispiece ever produced in an American magazine, appears in the January number of the *COSMOPOLITAN*. It is a reproduction in colors of Francoix Flameng's famous picture "The Cake Seller," and can scarcely be distinguished from the imported photogravure which is exhibited in the dealers windows, at the price of \$7 a copy. It is one of the most charming of subjects, and is well worth framing and preservation. The *COSMOPOLITAN* has become noted of late for its frontispieces and this very much excels its previous efforts. The *COSMOPOLITAN* ran up from a 16,000 edition at the close of 1888, to 100,000 copies December 1890. This remarkable increase has kept pace with the change in the character of the names which appeared upon its table of contents. Among those for January are Mrs. Van Rensselaer Cruger, Frank Dempster Sherman, Henry George, William H. Rideing, Hjalmar Hjorth Boyeson, Edward Everett Hale, Gertrude Franklin Atherton, Murat Halstead, John J. a'Becket, Col. Charles W. Larned, F. O. C. Darley (posthumous), Elizabeth Bisland, probably as strong a collection of names as ever appeared in any number of an illustrated magazine in the U. S. The number contains the 1st of two parts of Mrs. Van Rensselaer Cruger's new novel, *Mademoiselle Reseds*, pronounced by critics who have read it the best of her work. Mrs. Cruger is a woman who is intimately acquainted with fashionable circles both in this country and abroad. She writes in a realistic manner, without any of the offensiveness of the average realism. The next article in importance is from the pen of Miss Bisland, describing a visit to the People's Palace in London. A most interesting posthumous paper by F. O. C. Darley, with his own illustrations, is also given. a'Becket's clever story, *Don Gracias*, is illustrated in a novel manner, the well-known actors, Southern and Miss Harned, having consented to pose for the situations of the novel, the result being reproduced in photogravure.

**Trade Notes.**

A. W. Spooner, of Port Hope, Ont., made a large shipment of his celebrated "Copperine" to Messrs. Goldie & McCulloch, of Galt, a few days ago. This babbitt metal remains as popular as ever in public favor, and hot boxes are difficult to find where it is in use.

Attention is directed to the advertisement in another column of the Cant Bros. Co. (Ltd.), of Galt. The firm

of Cant Bros. & Co., manufacturers of wood-working machinery, has been long and favorably known throughout Canada, and now that new life is being infused into the business, and the work of incorporating the company has been successfully carried out, we have no doubt but that the business will be largely augmented.

In the last issue of THE LUMBERMAN appeared an extended sketch of Petrie's new machinery depot, which is situated near the Union Station in this city. The present issue contains a full page display by Mr. Petrie, and our readers will find it to their interest to watch the page from month to month, and secure some of the bargains in machinery offered.

Messrs. Robin & Sadler, manufacturers of leather belting, Montreal and Toronto, are also manufacturing a belt dressing, regarding which they say: "Having long felt the necessity of supplying our customers with a proper belt dressing, we have studied the matter from time to time, and with our knowledge and experience in the manufacture of belt leather, have succeeded in preparing a grease that we can confidently offer to users of leather belting. The majority of belt oils in the market cause a belt to become sticky and spongy by penetrating and destroying the fibre of the leather, while most of the belt grease for sale is of a sticky resinous nature, that gums upon the surface of the belt, and is very injurious. Our dressing is free from all these objections, for, while making the belt pliable and smooth on the surface, so as to come into close contact with the pulley, it will not saturate or gum the leather, and as a very small quantity is required to produce good results, it will be found twenty-five per cent. cheaper than any other preparation. Especially do we recommend this dressing for use on all belts that are run at a high rate of speed—such as electric dynamo belts, etc." This dressing is put up in cans holding from five to fifty pounds each. Messrs. Robin & Sadler are also offering to belt users Snow's Soft Steel Belt Fastener, which they say is the acme of perfection, and the safest fastener which can be applied for fastening a belt. The excellent quality of soft steel used in its manufacture will readily be recognized by mechanics as far superior to most other fastenings now in use.

**HOW TO TEST BELTING.**

A London journal says to test the quality of belting, a sure method is to take a piece, say 8x2 inches, and cut it down four inches into two strips, each one inch wide, and submit the leather to a tearing strain; if of the best grade with respect to quality of hide, and quality of tanning and currying, it will have great power of resistance; but if torn, then most of the fibres will not pull out, but will break, because they are thoroughly united to each other by gummy oil and if, in the tearing strain, the fibres pull out to a great extent, that is an indication of imperfect or incomplete currying, though the original quality of the tanned leather may have been good, for a poor piece of leather tears easily, and a majority of the fibres break short off. A final and conclusive evidence consists in testing the fibres themselves, by seizing them with the fingers at the place of rupture and subjecting them to a breaking strain. In a piece of material which is of really poor quality the fibres have little strength, and this is easily perceptible.

**THE WINTER'S LUMBERING OPERATIONS.**

The *Fredericton Gleaner* gives a very correct idea of the winter's lumbering operations throughout the province when it says they will be small. It says:—"Last season the logs that had been held over in the streams the past winter came into market, on account of the high water, and the increased stream driving facilities. In fact many logs came down the rivers that had been on the bars and islands for four or five years. The market was flooded, and when the sawing season was over, there was a very small demand for this product. Again, besides the market being flooded, there has been an advance in wages, men being hard to get and also an advance in prices of farm supplies, especially in grain. The operator sees no inducement to cause him to go into the business,

especially, from these and other reasons, very few comparatively have gone into business. Old logging grounds, during deep snow, where much land had to be gone over to fill the contracts, will be shunned this year, and the reserve blocks will be held until there is a better prospect of higher prices. A poor winter's cut of course affects the coming summer's mill business, but there may be a chance for the latter before the season closes. This winter so far has been a good one for hauling, but the snow is getting quite deep, for there is a great risk during the best seasons that the snow may impede all operations, and this season being now about three feet on an average, and our greatest snow fall is the next two months. More attention will have to be given to farming, and then the prosperity of the province will not be so much affected by the decline in the lumber market. Many of the lumbermen of this vicinity have given up the business, and remained at home this winter and those who have accepted contracts have gone far below their usual quantity. With the approach of spring, and the opening up of the rivers and starting of the mills a brighter outlook will be presented than at the present time."

It may be added that we are now realizing the effect of operators on New Brunswick waters being obliged to pay over one hundred per cent. more stumpage on spruce logs than is paid in any other province. The result of this drawback did not, at first, appear to an extent sufficient to attract general notice, but they are now manifest. New Brunswick operators cannot go on in the face of low prices and the competition of Quebec and Nova Scotia, where the trade has to pay less than half the stumpage exacted in this Province. It is, therefore, not a matter of wonder that New Brunswick is losing its trade in spruce deals, while both Quebec and Nova Scotia are increasing theirs. This is the most potent reason why our lumber operations, as well as our lumber shipments in New Brunswick are falling off.

**Timber and Deal Shipments from Montreal During Season 1890.**

	Deals. Pkg. Stds.	Timber. Loads.
Dobell, Beckett & Co....	24,000	7,800
John Burstall & Co.....	19,000	1,770
R. M. Cox & Co.....	11,500	—
Smith Wade & Co.....	5,300	—
W. C. Edwards & Co....	5,200	—
W. & G. Sharples.....	5,000	—
Watson & Todd.....	3,200	—
Robert Reford & Co....	1,600	—
Sundries.....	2,500	—
Total.....	77,300	9,570

**Quebec Stocks Wintering 1890-91.**

Article	1888.	1889.	1890.	Average of 5 1888-9.
Oak ... cub. ft.	824,283	596,399	750,000	848,823
Elm....	241,571	238,735	450,000	490,064
Sq W Pine "	2,580,591	3,146,676	4,800,000	4,649,277
Wy W Pine "	1,226,900	1,914,001	3,500,000	2,280,200
Red Pine "	464,691	653,918	600,000	459,554
Pinedls. Qstids	711,170	693,197	250,000	765,813
Spruce "	1,248,674	1,159,682	750,000	1,101,932

The stock of Birch may be taken as nil, and of Ash, that there are only two small lots wintering.

—O. S. Laycock has leased his dock and large yard at Black Rock, N. Y., for a term of years to the Proctor Lumber Company, which is a new concern made up of dealers in Toronto, Ottawa and Ogdensburg, which is already in the field for a charter from the state, and bidding for business. W. H. Proctor, of Ogdensburg, will be resident manager of the concern, which will handle lumber from the Georgian Bay district, where some of the members are largely interested. Laycock will retain some stock in the company and assist in the management. The Laycock Lumber Company is not affected by the lease, and will continue as before in the timber business. O. S. Laycock opened this yard last spring for handling pine, but concluded that he would do quite as well to confine most of his attention to the old company, though he sold a large amount of lumber at the new yard.



### SUCCESSFUL MILL MANAGEMENT.

The portable saw mill, as is often alleged, is not altogether responsible for all the poorly manufactured hardwoods thrown upon the market. While much inferior lumber may, says an exchange, and probably does emanate from that source, it is equally true that some of the largest and best-equipped mills in operation are turning out lumber that is far from perfect. There are various reasons for this. One is a policy of forcing a mill to saw to its utmost capacity, sacrificing quality to quantity. It does not require much common sense to perceive that it is far better to saw 75,000 feet of lumber a day, and have it perfect in thickness and intelligently graded, than to produce 100,000 feet and obtain mis-cuts and low grades generally.

Again, there are large mills where may be found a theorist in the office, a practical foreman in the yard and a bum sawyer at the lever. Between the office and the foreman there is a constant variance of opinion, while the sawyer is butchering logs and drawing his wages. The sawyer knows that, while his superior is capable of grading and piling lumber, he cannot take the lever and illustrate the proper manner of sawing a log. The remedy in such cases is to employ a mill foreman capable of operating every machine in the mill. It requires brains to fill such a position, and brains of any account can not be had for a song. If low priced sawyers are employed, a first-class foreman by all means should be had, but it is better and cheaper in the end, to employ good sawyers, filers and foreman, and permit them to follow the dictates of judgment gained by years of practical experience. There are good mills and first-class foreman and sawyers struggling to do themselves justice, simply because the powers that be are forcing them to follow theoretical lines.

The foreman should be a man who, in a pinch, can run a band or circular saw, edger or any other machine used. He should be able to direct the turning and sawing of a log so as to get the largest amount of good lumber out of it, and, following the boards and plank to the edger, prevent an operator from spoiling lumber by idiotic ripping. All this can be brought about by the employment of good mill hands and sawing not over 60 per cent, of the forced capacity of the mill.

### ABOUT CIRCULAR SAWS.

TIMBERMAN.

The successful working of machinery at all times depends much upon the conditions under which it is used and the care bestowed upon it. If the manufacturer were always sure that his machine would fall into the hands of expert and skilful men, who thoroughly understand the conditions required in order to obtain the best results, there would be less anxiety on his part and less occasion for fault finding on the part of the purchaser. Probably no class of manufacturers are subjected to more annoyance from these causes than the manufacturers of circular mill saw. No two mills will be found where the working conditions under which the saw is required to perform its work are alike, and it is impossible for the saw maker to always know just what those conditions are.

It is true that if the saw maker is informed just what speed the saw is to run, the kind of lumber to be sawed and the rate of feed required, he may adjust the tension of the saw approximately to those conditions so that if everything else is favorable, a saw may start off and perform its work in a satisfactory manner. But there are so many other things that may operate against it, that when taken into consideration, it is a wonder that so many start off satisfactorily and fulfill the conditions required of them.

While imperfect collars and a carriage out of square with the mandrel are important factors that are frequently met with, often preventing the new saw from working in a satisfactory manner, yet these are matters that may be easily remedied by an experienced sawyer. But the principal difficulty in most cases is in the tension. A saw maker may give the saw a proper tension for a certain speed, but what assurance has he that that same speed will always be kept up? Any experienced sawyer knows that a saw hammered to the proper tension to run six hundred revolutions per

minute, everything else being equal, will work well if that speed is maintained, but if he attempts to run the same saw with the same tension at a speed of four hundred revolutions per minute he will find the conditions entirely changed and the chances are that it would not work at all.

And just here is where much of the trouble with mill saws originates. Hundreds of mills all over the country may be found where the power is inadequate to maintain a uniform speed at all times and under all conditions, especially so with a class of mills that are operated by water power. The speed is irregular and cannot be depended upon. It may be all right when the saw is running idle or it may be kept up in small sized logs, but when a large log is being sawed the speed may run down one-half before the saw is half way through the log.

Now how can a saw be expected to stand up to its work under such conditions? The only practical remedy that can be suggested in cases of this kind where the power cannot be increased, is to decrease the feed or have a variable one that may be adapted to the size of the log, but by all means keep the saw up to its regular speed. Finding fault and writing ugly letters to the saw maker will not help the matter one particle, for it should be understood that no saw maker can adjust a saw to a tension that will work well under a speed varying from four to six hundred revolutions per minute.

The practice of stopping the feed entirely to allow the saw to recover its speed and then slashing it into the log and slacking it down again is a bad one, no matter how well it is practiced. It is much better to adapt the feed to the power so as to allow the saw to run at all times at its regular speed.

### BRITISH COLUMBIA LETTER.

NEW WESTMINSTER, Dec. 23rd, 1890.

The lumber business continues brisk, all the mills running full time and having orders for a long time ahead.

The Brunette Saw Mill Co., of this city, keep in the line of progress and improvement. This week they have lighted the greater part of their yard and all their buildings with electric light made on the premises. This is the first used in this city. Their plant consists of a "Compton" of four arc and 182 incandescent lights. The mill and remainder of the yard will be lit also next week. The fine new mills of the company continue to turn out excellent work, and are fast earning a reputation for accuracy and finish that was impossible to produce with their old mill.

It is likely that a new company, to be known as the Canadian Pacific Lumber Co., will build a mill in close proximity to the Brunette Saw Mill Co. Mr. Andrew McLaughlin, who has been connected with the management of the Royal City Mills for some years, will assume the management of the new company. Early in January Mr. McLaughlin will leave for the East, to purchase machinery for the new mills. The company have secured some valuable timber limits, and before spring will be on a good footing in this respect.

Messrs. James Harris & Co., of St. John, N.B., the extensive car builders, are about closing negotiations with the Royal City Planing Mills Co. for their supply of car sills, etc. This will be the greatest distance the British Columbia fir is shipped in Canada. The Barney-Smith Car Mfg. Co., of Dayton, Ohio, continue to receive consignments of it from this firm. The McKinley duty has seemingly not affected this article so seriously as to prevent its being shipped as before.

Mr. J. W. McRae, of Ottawa, well known in Eastern lumber circles, has just paid British Columbia a visit. He expressed the opinion that the fine fir, spruce and cedar of this coast would soon make a name for themselves in any market, and predicts a good future for the lumber trade of this province in general. He was delighted with New Westminster, and its favorable situation seemed to impress him very much, and rightly so.

The building of Messrs. Dixon & Purdy's mill, near

Mission Station on the line of the C.P.R., is making good progress.

The McLaren-Ross Lumber Co. have been sawing pretty steadily lately, but not to their full capacity. They are still erecting dwellings for their employees.

The employees of the Royal City Planing Mills Co. have formed a debating club and reading room. The rooms will be comfortably furnished and debates held weekly.

The work of laying tracks for the electric street railway in this city began on the 15th inst., and is progressing rapidly. The Trail of 35 pounds per yard is strongly objected to by the City Council, and it is not yet known what decision will be come to in the matter, as the railway company contend it is up to all the requirements of the times.

The shipments of lumber from Burrard Inlet, B.C., during the month of November were 1,591,344 feet to Melbourne, Australia.

The machinery for a shingle mill has been brought in by R. Cunningham for a mill on the Skena river.

The Davies-Sayward Mill Company, on Kootenay Lake, has let a contract for 5,000,000 feet of logs, to be delivered at the company's sawmill at Pilot Bay. McLean & Flager will undertake the work.

G. F. Slater, of the Vancouver Shingle Mill, is putting in saw mill machinery on a more extensive scale, for the manufacture of all kinds of lumber. Heretofore attention was directed only to the manufacture of shingles and fine cedar lumber.

The Vancouver *World* says: "Phillip Kelly and Duncan Box, timber rangers for the Canadian Pacific Lumber Company, returned on Saturday from an extended trip up the coast and inland, locating claims for that company. They met with good success, and a party of surveyors will leave in a day or two for that part of the province. The company propose to erect a large saw mill at the mouth of the Amacon river, down which the logs will be floated to the mill yard. Ships can load in these waters.

A. St. Geo. Hamersley, a prominent barrister of Vancouver, is now at Ottawa in conference with some English capitalists there in reference to an extensive dry dock and harbor scheme at Vancouver, which will involve an expenditure of a sum in the millions. This has been under consideration for some time and seems to be just now taking a shape which augurs for its success.

Grading on the Mission branch of the C. P. R. is almost completed to the boundary. The border town sites, Huntingdon, on this side of the line, and Sumas City, immediately opposite, are experiencing something of a boom in consequence of railway construction, and some improvements are going on in both places. The Huntingdon Mill Company are working on an order of 300,000 feet of lumber for planking streets in the "twin cities."

We notice that the CANADA LUMBERMAN has again changed the location of its offices, which are now situated in one of the finest buildings in Canada. We wish you the compliments of the season and a prosperous New Year. H.G.R.

### A "GOLDEN" RULE FOR ADVERTISERS.

Said a gentleman, the managing man of a concern, "The only rule I have for determining whether or not a paper is a desirable one for our house to use as an advertising medium is to ascertain if the paper, upon examination, has interest for me as a reader. I go through its columns carefully, and consider what is being presented from month to month to its subscribers and readers, and then attempt to conceive of the kind of people who are likely to take the paper in order to obtain such information or such reading matter. I believe," he continued, "that this rule enables me to weed out many papers which have only a free circulation, and some of those also which do not employ editors, or which do not make any real attempt to take high rank as periodicals. When I find a paper that I think I could afford to pay for as a subscriber on account of the matter it contains, I am impressed with the idea that it circulates among a class that I can afford to pay for to reach with my advertisement."



TRADE REVIEW.

Toronto, Ont.

TORONTO, Dec. 31, 1890.

CAR OR CARGO LOTS.

Table listing lumber prices in Toronto, Ontario, including items like 1 1/2 and thicker clear picks, American inspection, and various sizes of mill run and culls.

YARD QUOTATIONS.

Table listing yard quotations for various lumber products, including mill cull boards, dressing stocks, and different grades of shingles.

Hamilton, Ont.

HAMILTON, Dec. 31, 1890.

Table listing lumber prices in Hamilton, Ontario, including mill cull boards, dressing stocks, and various grades of shingles.

Ottawa, Ont.

OTTAWA, Dec. 31, 1890.

Table listing lumber prices in Ottawa, Ontario, including pine, spruce, hemlock, and ash.

Montreal, Que.

MONTREAL, Dec. 31, 1890.

Table listing lumber prices in Montreal, Quebec, including pine, spruce, hemlock, and ash.

St. John, N. B.

ST. JOHN, Dec. 31, 1890.

Table listing lumber prices in St. John, New Brunswick, including deals, spruce, pine, and shingles.

Vancover and New Westminster, B.C.

NEW WESTMINSTER, Dec. 31, 1890.

Table listing lumber prices in Vancouver and New Westminster, British Columbia, including car load and ship rates, bridge and wharf plank, and various grades of lumber.

Albany, N. Y.

ALBANY, N. Y., Dec. 31, 1890.

Table listing lumber prices in Albany, New York, including boards, joists, and various grades of shingles.

Buffalo and Tonawanda, N. Y.

BUFFALO, Dec. 31, 1890.

Table listing lumber prices in Buffalo and Tonawanda, New York, including clear, dressing, and various grades of shingles.

Saginaw, Mich.

EAST SAGINAW, Dec. 31, 1890.

Table listing lumber prices in Saginaw, Michigan, including cargo lots, yard quotations, and various grades of lumber.

New York City

NEW YORK, Dec. 31, 1890.

Table listing lumber prices in New York City, including black walnut, white pine, and various grades of shingles.

Boston, Mass.

BOSTON, Dec. 31, 1890.

Table listing lumber prices in Boston, Massachusetts, including western pine, eastern pine, and various grades of shingles.

Oswego, N. Y.

OSWEGO, Dec. 31, 1890.

Table listing lumber prices in Oswego, New York, including three uppers, pickings, and various grades of shingles.

## GENERAL NEWS NOTES.

—Miller & Jamieson have again commenced operating their custom saw mill at Cornell, Ont.

—The lumber trade in the Upper Ottawa is reported as being very dull.

—Very large quantities of cedar posts are being cut in and around Plotterville this winter.

—The cedar trade on the Manitoulin Island is as brisk as usual this winter.

—Very little shipping of lumber has been going on at Sturgeon Bay recently, owing to a scarcity of cars.

—The Rathbun Co., of Deseronto, Ont., are going to make a large exhibit at the Jamaica Exhibition.

—Lumber was exported from Peterboro', Ont., during the quarter ending Sept. 30th, amounting to \$26,599.

—James Playfair & Co., Sturgeon Bay, Ont., took out a large quantity of telegraph poles last fall.

—The Cottage Planing Mills at Huntingdon, P.Q., have been destroyed by fire.

—Two mills at Severn Bridge, Ont., have finished their cut for the season. Mr. Rainey's mill ran until the river became frozen.

—Lumbermen report a very slight improvement in the number of cars obtained for their trade, the last month.

—It is understood that with duty on pine lumber at \$1 a thousand, there will be considerable shipped to Chicago from Algoma mills.

—The E. B. Eddy Mfg. Co.'s old "Conroy" limit on the Madawaska river, and the Clyde limits, have been sold to T. McGuire & Co. for \$50,000.

—Malkin Bros., of Ilfracombe, Ont., are preparing to do quite a timber business at Axe Lake this season, and are paying good prices for pine.

—The Rathbun Company will cut a large number of logs on the Moira river this year, and operations will be about the same on the Trent waters.

—The whistle at the lumber yard at Ogdensburg, N.Y., which blows for fires, can be plainly heard at Prescott, Ont., 22 miles away.

—The Longford Lumber Co., of Orillia, Ont., has paid out about \$500 per week for basswood bolts since the snow came.

—Very little work is being done in the woods east of Winnipeg this winter. Wood and tie contractors say it is the dulllest season they have ever experienced.

—Canadian, English and American capitalists are constantly on the look-out for desirable timber limits throughout British Columbia.

—Bear river and Weymouth river, N.S., are still open to navigation. The lumber trade at these places is brisk, and several vessels are being loaded for the West Indies.

—The Georgian Bay Lumber Company, Waubashene, Ont., last year ran sixteen camps. This year they will run only four and will employ none but married men.

—The Pacific coast lumbermen say that last year they cut over 2,000,000,000 feet of lumber; during 1891 they expect to largely exceed this quantity.

—During the present winter the Collins' Bay Rafting Co. will build a tug-boat to take the place of the steamer McArthur, burned a short time ago. The new boat will cost \$25,000, and be composed principally of steel.

—It is said that the negotiations which have been going on for some time between the Rathbun Co., of Deseronto, and the Gilmour Co., of Trenton, for the purchase of the latter's mills and limits, are almost concluded.

—Saginaw parties who are interested in lumber production at Duluth, report the past season's output at that point the largest in its history, being 282,987,159 feet, or 52,919,150 feet more than in 1889.

—The shingle mill on Vancouver Road, owned by Simmons, Burpee Elkin & Smith, will soon be operating. If the production of shingles proves as extensive as the name of the firm the output will be very large.

—Mr. H. B. Beeton, representing the British Columbia Government in London, Eng., is engaged in collecting all possible data regarding lumber, timber limits, saw mills and their outputs, etc., for Whitaker's almanac.

—The Vancouver News Advertiser understands that the large saw mill owners on Puget Sound are about to form a combination to close down the small mills. Some time ago the small mills proved that they could cut lumber cheaper than their larger rivals

during dull seasons, and this is the reason for this latest scheme.

—The propeller Missouri, which was burned a Sandwich, Ont., recently, was an old timer. She was built in Buffalo in 1857 and has traded with Buffalo and other Lake Erie ports ever since she came out, carrying lumber. She was owned by Capt. Baker, of Detroit, and was insured for \$7,000 against fire.

Mr. George B. Campbell, agent for J. & G. Bryson, who has been travelling limits for the past four months in the new country lately sold by the Quebec Government, reports plenty of good timber on some of the limits. It is his opinion when that country is opened up that the Black River road, by Caldwell and Cavreau depots, will be the shortest and best route to reach it. There is now a first-class level land road to the headquarters of the Dumoine, and it will cost very little to carry it through there.

The lumber business at Quebec has been very unsatisfactory this year. Dealers paid higher prices to manufacturers than were justified by the state of the markets in which the product must be sold. Apathy among buyers in the United States was sorely felt, and English markets were likewise sluggish. Local financial complications and demoralization also had injurious effect. It is said that only four rafts of Ottawa white pine changed hands at Quebec during the whole season. Excessive stocks will be held over this winter, and woods operations will be curtailed.

## FIRE RECORD.

The Osgoode shingle mill, owned by Mr. Joseph Larose, of Hull, was burned to the ground on the 13th Dec. The loss is estimated at \$4,000, and the fire will throw 15 men out of employment. Mr. Larose is partly covered by insurance in a local company.

William Dunlop's large saw mill at Thorndale, Ont., together with a considerable quantity of lumber, were destroyed by fire on Dec. 21st.

The Dixon lumber and shingle mill, at Kinmount, Ont., lately purchased by R. J. Mills, was burned Dec. 21st. The mill was just ready to start operations. No insurance. The losses are:—R. J. Mills, on mill, boiler and machinery, \$3,000; W. T. Craig, shingle mill and saws, \$500; Mansfield Wood, \$100.

## PERSONALS.

Mr. J. D. Shier, Bracebridge, was among the callers at this office during the month. He reports the lumber business in his locality picking up, especially in the line of shingles.

Mr. P. J. Shannon, of the Rathbun Co. agency, before leaving Brockville for Seattle, was presented with an elegant souvenir in the shape of a handsomely wrought C. M. B. A. emblem and a flattering address from the members of the board of trade of that town.

Mr. R. J. S. Drinkwater, of the firm of Drinkwater Bros., Orillia, favored the LUMBERMAN with a call during the month. He reports the lumber business quiet in his section, but makes no serious complaints.

Mr. R. Heaton, of Heaton Bros., Cayuga, the well known planing mill men, dropped in on us during the month and "squared up" for another year.

## THE WOODMAN.

Far removed from noise and smoke,  
Hark! I hear the woodman's stroke,  
Who dreams not, as he fells the oak,  
What mischief dire he brews.

How art shall shape his falling trees,  
In aid of luxury and ease,  
He weighs not matters such as these,  
But sings, and hacks, and hews.

Perhaps, now felled by this bold man,  
That tree shall form the spruce sedan,  
Or wheel-barrow, where oyster Nan  
So runs her vulgar rig;  
The stage, where boxers crowd in flocks;  
Or else a quack's, perhaps the stocks,  
Or posts for signs, or barber's blocks,  
Where smiles the parson's wig.

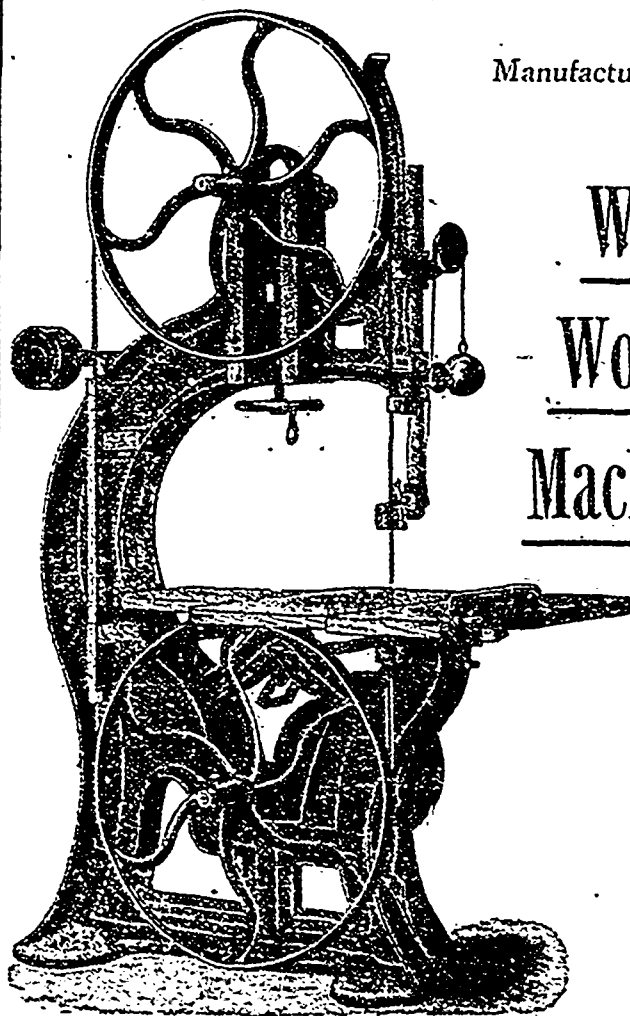
Thou mak'st, bold peasant, oh! what grief  
The gibbet, on which hangs the thief;  
The seat, where sits the great lord chief,  
The throne,—the cobbler's stall;  
Thou pamp'rest life in every stage,  
Mak'st Folly's whims, Pride's equipage,  
For children toys, crutches for age,  
And coffins for us all.

Yet justice let us still afford,  
Those chairs, and this convivial board,  
The bin, that holds great Bacchus's hoard,  
Confess the woodman's stroke;  
He made the press, that bleeds the vine;  
The butt, that holds the generous wine;  
The hall itself, where tipplers join  
To crack the mirthful joke.

—DIBDIN.

# The Galt Bros. Co., Johnston, & Watson

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Manufacturers of all kinds

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such as to execute any Job in  
in the Printing line in the  
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before ordering elsewhere.

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SOLICITED.

**WANTED AND FOR SALE.**

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

**HARDWOOD** lumber, bought, sold or received on consignment **TUCKER DAVID** lumber commission merchant, 315 Eleventh Ave., N.Y.

**WANTED—TO BUY.**

**GOOD** Canadian Timber Limits and Georgian Bay saw logs. Address, **HEN BIRDSALL**, Whitney Building, Detroit, Mich.

**CAPITAL WANTED.**

**WANTED**—A partner with about \$12,000 capital, to take half interest in a well established lumber and shingle business in British Columbia. Timber Limits now secured to run mill 5 to 7 years. For particulars address, **H. H. S., BOX 297, Vancouver, B. C.**

**WANTED—PARTNER**

**WITH** \$9,000 to \$75,000 capital to invest in timber limit and saw mills on line of C.P.R. in British Columbia, with three practical men. Best thing on line of C.P.R. Address **BOX 276, Tronton, Ont., Canada.**

**TAMARACK TIMBER.**

**THE UNDERSIGNED** wishes to purchase a large quantity of Tamarack Logs, from 8 to 30 foot long, the smallest to be not less than 13 in. at the top. A good price will be paid, delivered at Shelburne, Melancthon, Corbetton and Riverview mills. **A. F. SPEARING, Shelburne or Riverview.**

**FOR SALE** in the village of South River, a first-class saw and shingle mill, in good running order; situated on the bank of South river, Parry Sound district. For particulars apply to **O. W. Burns, jr., South River, Ont.**

**FOR SALE**—Steam saw mill and bush lot in the township of Egremont. Apply to **Adam Watson, Durham.**

**STEAM MILL**—for sale, in the village of Cromore, with a good lumber and log yard; cutting capacity good; terms reasonable. For particulars apply to **J. D. Greenless, Alliston, Ontario.**

**MUST BE SOLD** at any sacrifice heavy saw-mill machinery; first-class site; good stock of logs, and 200 acres of land; at junction of G.T.R. with C.P.R. Apply **E. Garrow, Nipissing Junction P.O., Ont.**

**WANTED**—Competent man to run saw mill in British Columbia, at a rate per M. Must be proficient in all branches of the lumber business. Man with family preferred. Address **A. JONES, LUMBERMAN OFFICE, Toronto.**

**WANTED—FOR CASH—HARDWOOD**

**HARDWOOD LUMBER** Squares and Dimension Stock, principally walnut squares, 1 1/2 to 7 in. thick 12 in. and upward long. Apply for specifications and prices. State full particulars of stock on hand. **P. O. BOX 1144, New York.**

**UNDERSIGNED** wants to buy or lease saw mill where good business can be done. Address, **Leith, Ont.**

**RAILS AND CARS FOR SALE.**

Light Steel Rails for Tramways; good order. Cars for lumber, cheap.

**JOHN J. GARTSHORE,**

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**QUEBEC BIRCH**—Those who can furnish choice lumber are invited to correspond with

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**FOR SALE**

On Upper Ottawa running back from Birch Lake. Main Ottawa river. 800 miles—selected years ago—well timbered, good streams for driving.

Terms of payment easy

Apply to

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**TIMBER \* LANDS**

**FOR SALE**

**5000 Acres of Timber Lands on the Manitoulin Island,**

Patented and unpatented, are offered at the Low Price of

**\$5.00 PER ACRE.**

Some of the lots have timber on them worth \$20 per acre, and the land is of fair quality for farming when cleared.

The Dominion Government having recently taken off the Export Duty on Telegraph Poles, Railway Ties, Shingle Bolts and Saw Logs, the value of the timber on the Island is doubled, owing to its great facilities for shipment to Detroit, Chicago, Toledo, Buffalo, Cleveland and all Lake ports.

The late owners, Messrs. Wm. and Robert Henry, are both deceased, and there being no one to carry on their business, these lands will be sold low, in block to close out the estate. Tenders solicited and purchases liberally dealt with. All necessary information can be obtained from the trustee and Solicitors.

Messrs. **FRANCIS & WARDROP,**

Barristers, &c.,

**JAMES McGEE, Trustee.**

Toronto.

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**THE INDUSTRIAL REVIEW**

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**IT GIVES SPECIAL ATTENTION**

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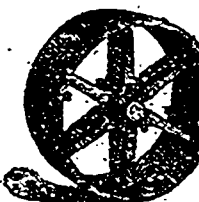
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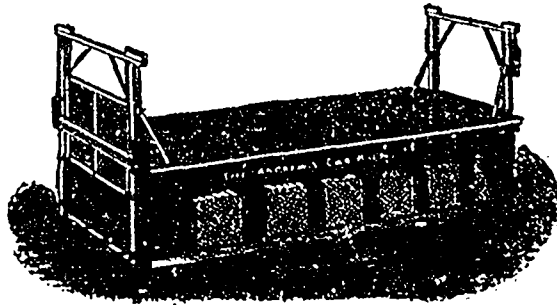
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Its remarkable efficiency depends upon its peculiar mode of applying heat to, and eliminating moisture from, the air used in drying. We use no costly fan, engine or other device that requires constant attention, nor do we waste heat by a special chimney.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

Our Process Duplicates Nature.



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QUOTATIONS FURNISHED ON APPLICATION.

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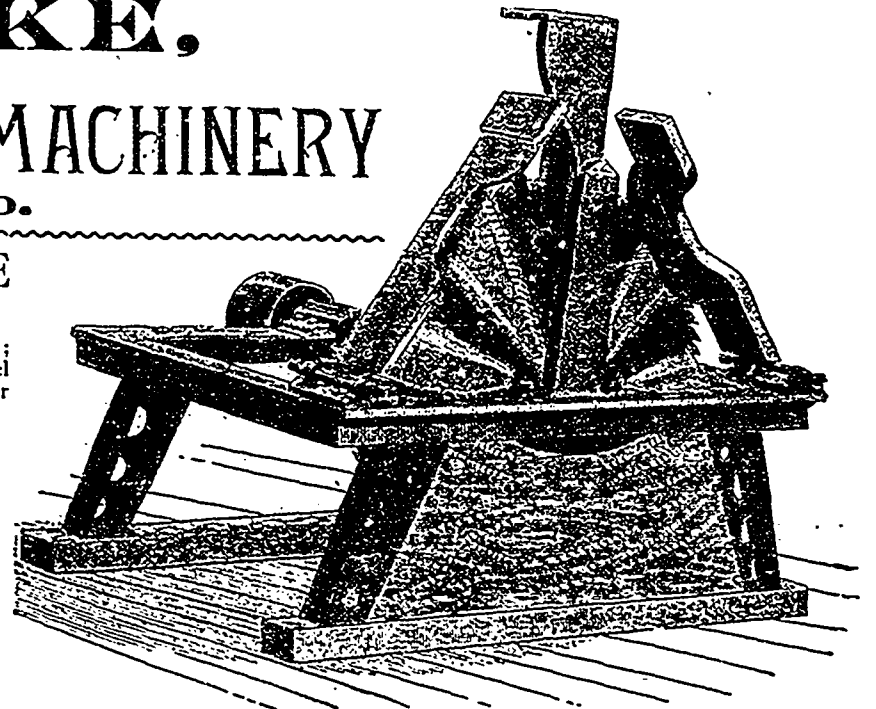
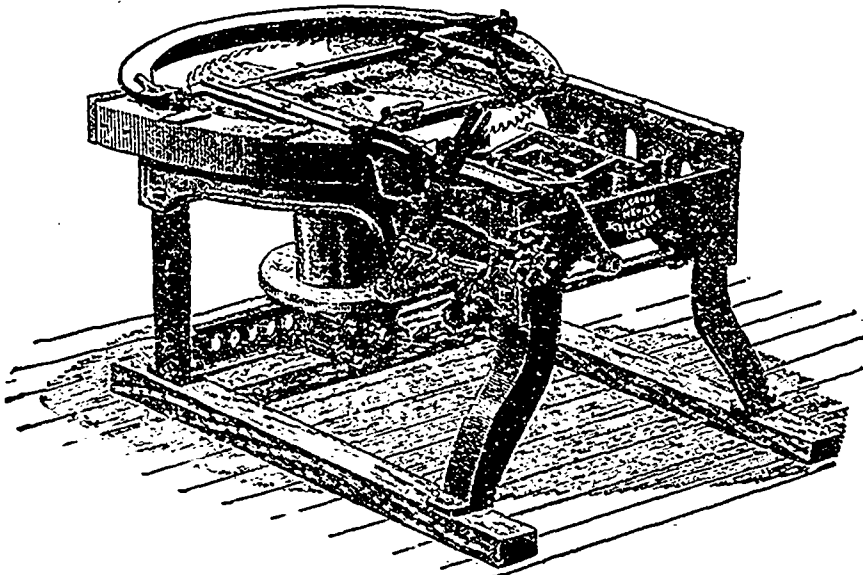
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### DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

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

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



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With 40 inch saw will make more Shingles from the same quantity of timber than any Wheel Jointer in existence.

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

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

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



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RELIABLE RAPID! CHEAP!

GUARANTEED  
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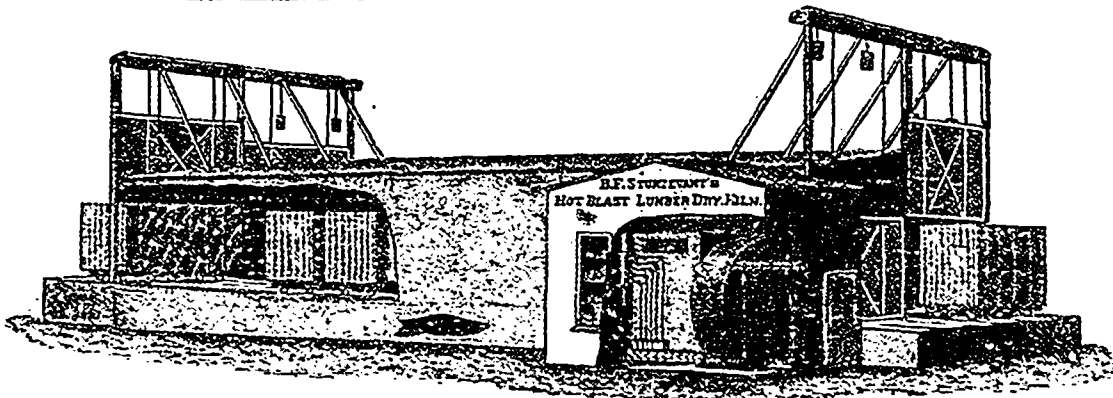
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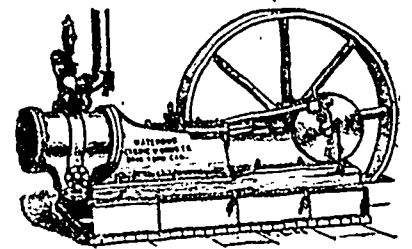
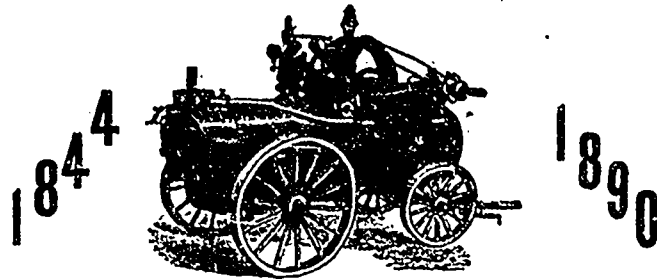
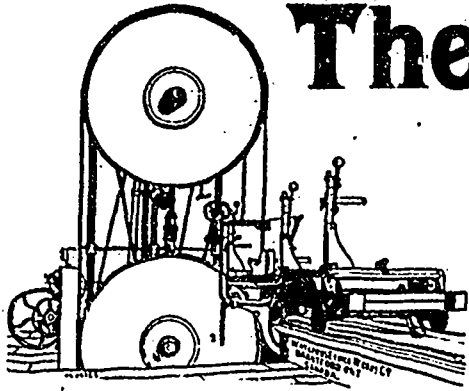
31 N. CANAL STREET  
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B. F. STURTEVANT, Patentee and Sole Manufacturer, 34 Oliver Street, (corner of Franklin street) BOSTON, MASS., U. S. A.  
A. R. Williams, Soho Machine Works, Toronto, General Agent for the Dominion.

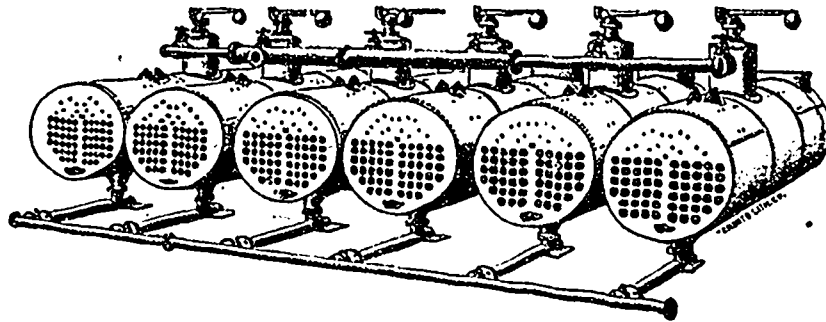
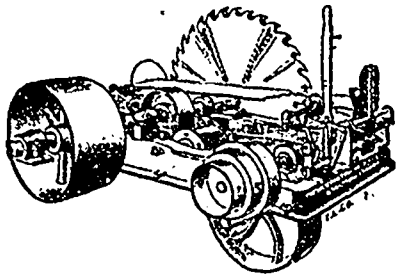


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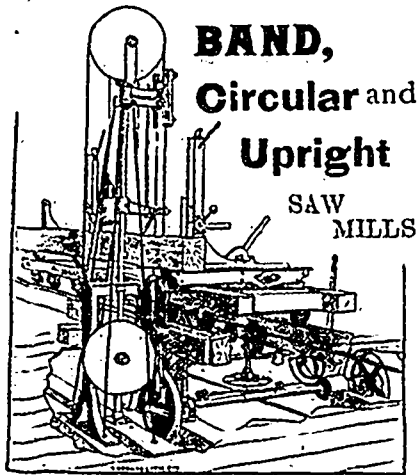


## OUR SPECIALTY

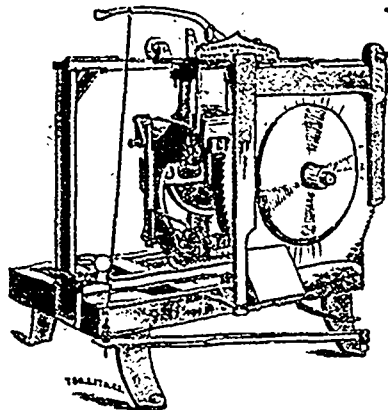


Portable Engines. 6 to 50 h. p. All descriptions of boiler work, burners, tanks, &c.

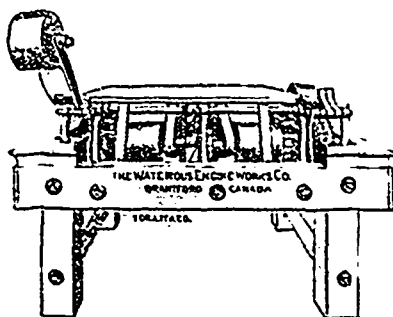
## SAW MILL Machinery



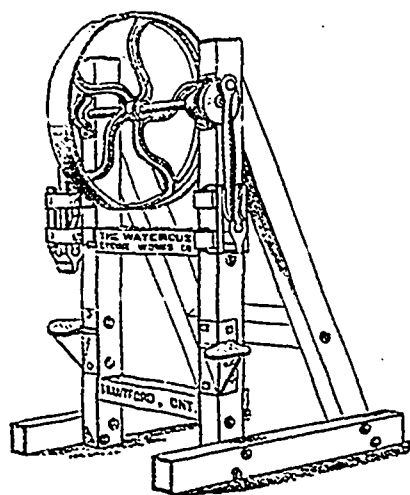
## Shingle and Lath Mills.



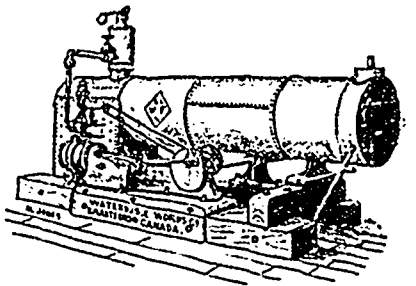
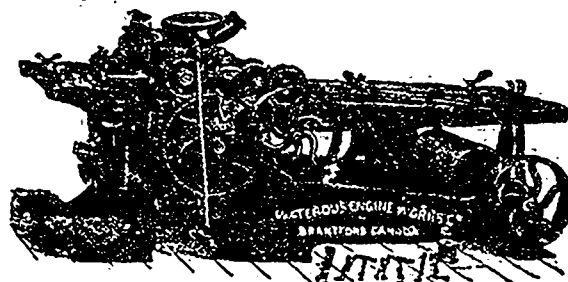
## Several Sizes Combined PLANERS.



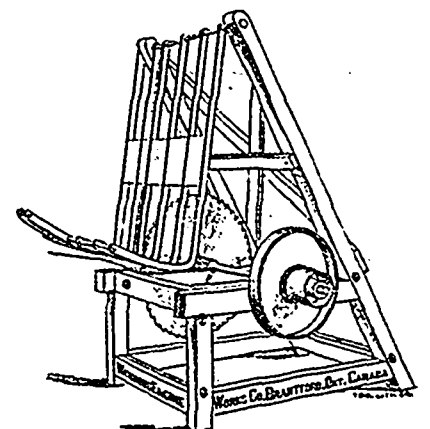
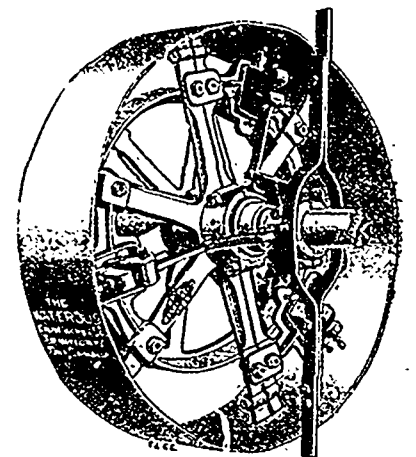
Our maxims have been "Nothing can be too well made." "Make the machinery as it should be in every part and then set the price at a fair profit considering the cost." "Never cut the price and then cheapen the production to suit the price." "That mill men and people generally can and do appreciate a good article and will generally buy it, even if first taken in with some cheap machine said to answer as well," After forty years of successful business life on the same premises, conducted on these lines, we have no reason to regret having started out with this standard before us. It has given us a reputation we are proud of, one that we cannot afford to injure ; and one that has kept us in full operation during these years, when many shops have been closed and others run short handed or on short time.



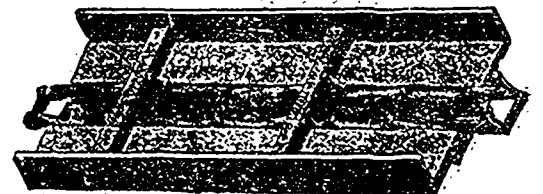
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HERE'S A CHANCE—And such a chance as comes but once in a lifetime. Having erected a large warehouse at Toronto, with a view of centralizing my business interests, I will sell for the next two or three months the stock of machinery and tools now stowed in my Brantford depot at reduced prices, in order to save cost of reshipment. Manufacturers and others who contemplate the purchase of machinery of any description whatsoever will find it greatly to their advantage to communicate with me without delay. The following list comprises only a very small portion of my stock:—

NEW MACHINE TOOLS—of Bertram & Sons' build—lathes, sharpeners, planes, drills, milling machines, bolt cutters, gear cutters, steam hammers, punch and shears, bending rolls, etc., etc.

NO. 6 steel double exhaust fan—Detroit Blower Co. make.

SEVERAL small size fans and blowers  
ENGINES—horizontal—following size cylinders—10x12, pair 5x7, 6x12, 8x12, 8 1/2 x 14, 8x16, 8 1/2 x 14, 6x12, 6 1/2 x 12, 5x10, 3 1/2 x 14, 4 1/2 x 7, 3 1/2 x 6, 3 1/2 x 14, 2 1/2 x 14, 2 1/2 x 5.

UPRIGHT ENGINES from 3 to 15 horse-power—full particulars on application.

PORTABLE ENGINES on wheels and skids from 3 to 20 horse-power.

MARINE ENGINES and boilers—3 to 15 horse-power.

NEW steam yacht—60 feet long and 9 feet beam. Send for full particulars.

Oscillating ENGINE—14 x 3 inch—Beckett builder.

ROTARY engines—several sizes and makes. FINE 100 horse-power boiler to build in brick—other sizes down to 2 horse-power.

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CONDENSER—Waterous make—suitable for engine 100 horse-power.

LARGE stock feed water pumps, heaters, injectors, and engine governors—new and second-hand—large stock.

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LARGE lot of lumber and log cars, drag saws, bull wheel rigs, edgers, butting saw rigs, and other saw mill requisites.

18 SHINGLE mills and jointers by different makers.

TWO Waterous self-feed lathe mills, and one boiler.

TWO stone cutters, 2-foot stone jointers, Greenwood bolter and equalizing saws.

BAND SAWS—36 inch wheel—also several small sizes, both new and second-hand.

6 IIG or scroll saws—from \$15 up.

PLANERS and matchers, surface planers, buzz planers, etc., large stock.

MOULDERS, shapers, tenoning machines, mortisers, boring machines, saw tables, blind machines, wood lathes, etc., in great variety.

CIRCULAR saws—from 72-inch down—saw arbours, a large assortment.

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GRIST MILL machinery, "BUHR" stones, chopping mills, corn and cob mills, feed mills, smutters, centrifugal reels, elevators, stone dressers, etc.

FULL description in detail will be sent of any machine in above list, on application.

Address H. W. PETRIE, adjoining Union station, Toronto.

It is with a considerable degree of satisfaction that I can now announce to my extensive circle of patrons and the public generally that a few weeks hence I will have finished one of the most complete warehouses for my line of trade in the Dominion. Realizing to the fullest extent the present and future demands of the trade, I am sparing neither trouble nor expense in fitting up a place of business that will meet all requirements. With a substantial four-story building, having an aggregate floor space of 20,000 square feet, fitted with French plate front on main floor and equally well lighted on every flat, equipped with two of the most approved steam elevators, for passengers and freight, the latter having a lifting capacity of 12,000 pounds, heated by steam throughout and lighted by electricity, with vaults of latest design, while the offices are finished with a degree of elegance, more suggestive perhaps than any department of the solidity of the business I am doing. With all these advantages, I can, with confidence, claim an establishment which will be modern right up to date and well calculated to meet the requirements of many years to come. Nor will my stock fall short of my equipment. I shall make it a fixed rule that no customer entering my warehouse in search of any article whatever in the machinery or supply line, whether it be a complete saw-mill rig or a steam gauge, a fully equipped planing mill, or a belt lace; in fact anything that is made and can be procured will be placed at the disposal of my customers. I can also with satisfaction look back over the events that have led up to the present development. Nearly 15 years ago I commenced business on a limited scale in the busy and prosperous little city of Brantford, and year by year I have seen my field of operation spreading, until I now ship goods to the farthest limits of this broad Dominion, and none but the best facilities, such as are afforded by the leading city of Canada, will meet the demands of my trade. Hence my removal to Toronto, where not only will I have superior advantages for advancing my business interests, but I am placing myself within easy reach of customers at all points; in fact with Toronto's railway facilities I am now in touch with all Canada. I wish particularly to impress on the public my location which has been selected rather with a view to the convenience of my customers than my own special accommodation. I am only 40 yds from the Union station, and have arranged for a broad plank walk from the centre arch-way of the station building up through my premises, giving the public a short cut to Front street and the street railway lines entering there and my customers the benefit of being able to do business in my wareroom up to the very moment their train starts. Also when time is limited, one minute after leaving the train they can be within the walls of my building, which advantage I am sure will be greatly appreciated. I extend to everyone, whether intending customers or others, a cordial invitation to call and see me. I will with pleasure show them over the entire building, with its many floors well filled with the productions of manufacturers from all over Canada and many points in the United States, while in the basement will be seen our work shops, where we repair and refit whatever stands in need of the machinists craft. Come and feel welcome to Canada's most complete machinery depot. Yours very truly,

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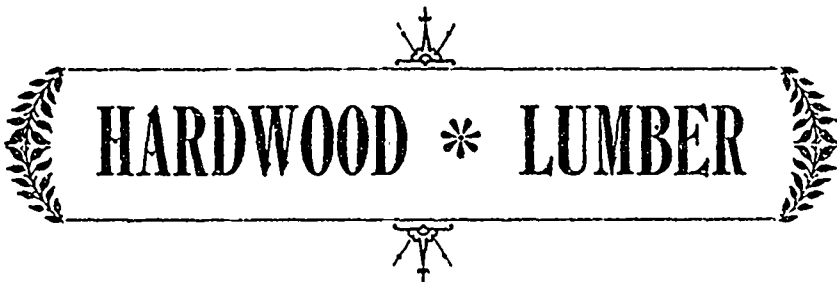
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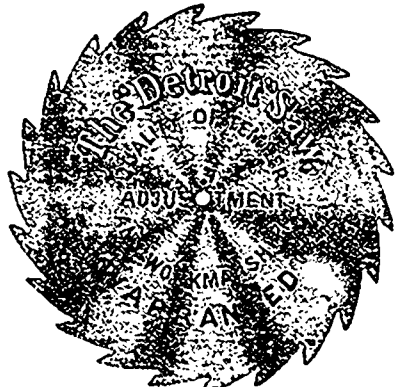
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