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CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XV. NUMBER 12. TORONTO, ONT., DECEMBER, 1894. TERMS, \$1.00 PER YEAR Single Copies, 10 CENTS.



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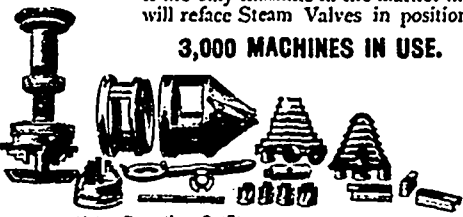
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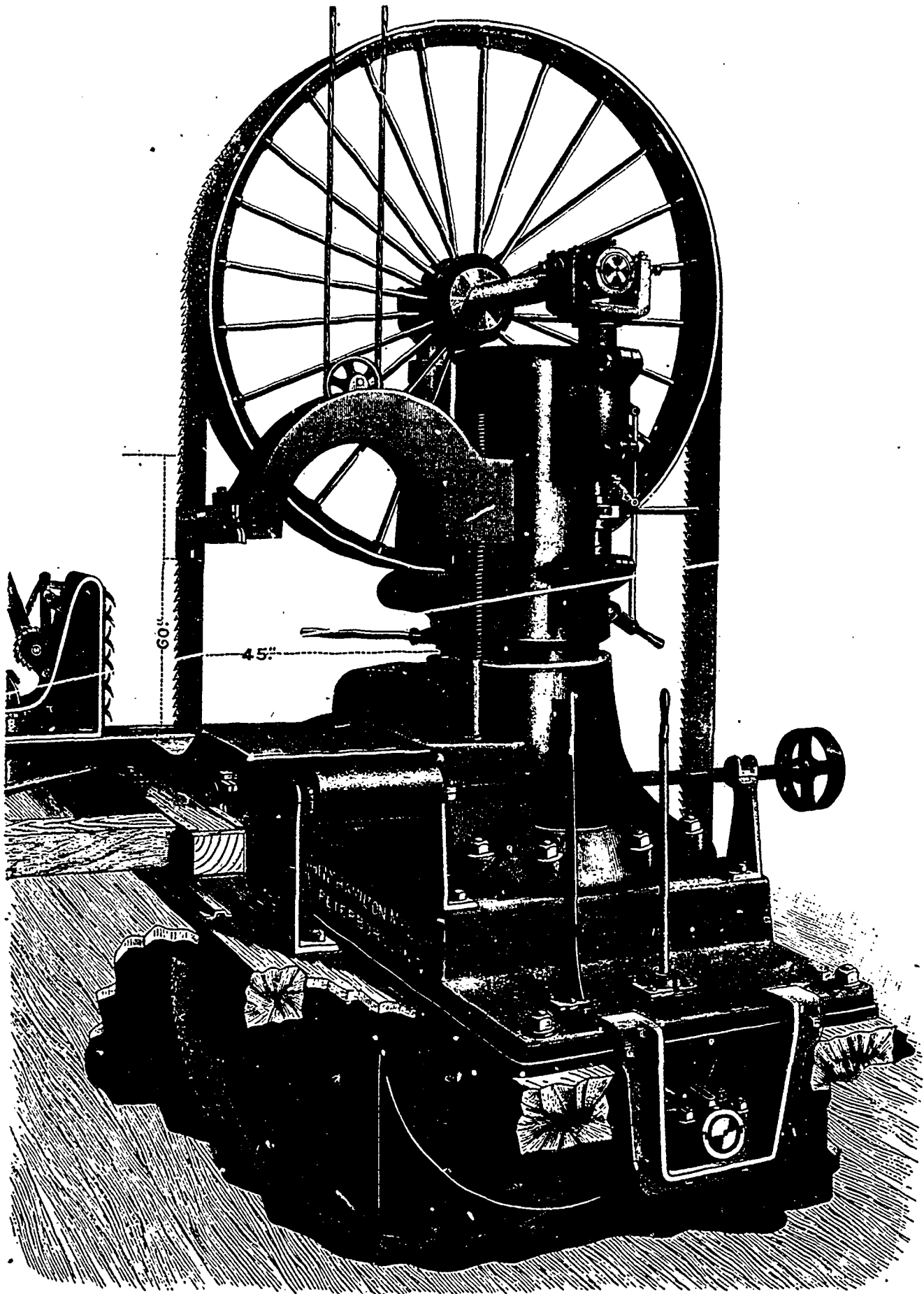
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OF THE

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BUCKINGHAM, P. Q., Sept. 1st, 1894.

MESSRS. THE WM. HAMILTON MFG. CO., Peterborough, Ont.

DEAR SIR: In reply to yours of the 31st instant, we have every reason to be satisfied with the PRESCOTT BAND MILL received from you spring, 1893. We have never had any trouble with it, nor has there been any repairs or changes required, and we therefore consider it a first-class machine, and one in every way suitable for the requirements of our business.

Yours truly,

ROSS BROS. in Liq.

Per G. L. Parker.

ROCKLAND, Aug. 31, 1894.

MESSRS. THE WM. HAMILTON MFG. CO., Peterborough, Ont.

DEAR SIR: In answer to your enquiry we have to say the four (4) Prescott Band Mills got from you spring of 1893 went into operation on the 15th of May, same year, and have been again in operation since the opening of the present season, and we are much pleased to be able to say that they have continually given us entire satisfaction. We have been entirely free from breakdowns and have had every comfort and satisfaction in running those machines. Should we require any additional machines, our first enquiry would be made of you.

Yours truly,

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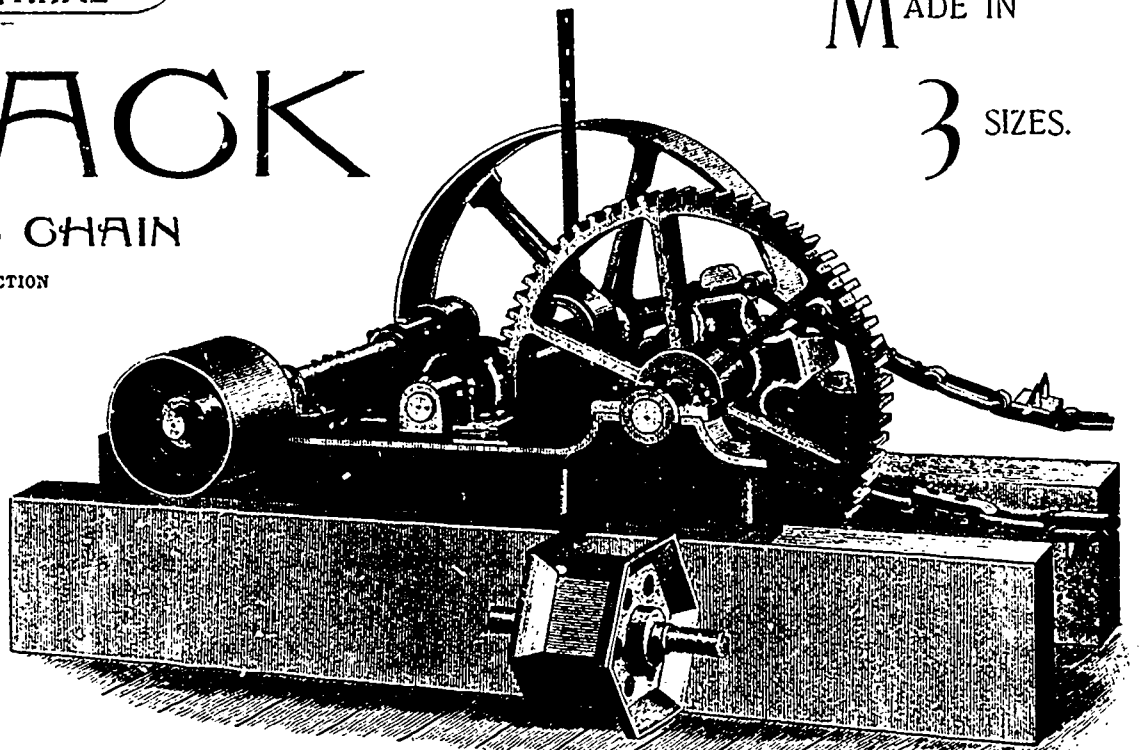
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Can be placed on mill floor or on timbers underneath the floor.

No crossed belt is required.

Can be stopped or started instantly without a jar.



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THE CANADA LUMBERMAN

VOLUME XV.
NUMBER 12.

TORONTO, ONT., DECEMBER, 1894

TERMS, \$1.00 PER YEAR
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PAYETTE'S PATENT DOUBLE EDGER.

THE accompanying illustration represents an improved double edger machine, patented by Mr P. Payette, of Penetanguishene, Ont., and manufactured by Messrs. P. Payette & Co., of that place. The machine is made in two styles—one with frictional feed, the other with direct feed—and in four sizes to suit mills of different capacity.

The saws are easily removed from the mandrel by taking out the end bearing from the frame. The feed rollers can be stopped or started instantly on the frictional feed edger, and somewhat less quickly on the direct feed machine by using the tightener pulley from the feed belt. The shifting saw is moved by a long lever fastened about the center to a swing plate, the end of the lever being attached to a link fastened to the cross-head. The shifting saw has a brass yoke attached to the cross-head that moves the saw. All saw collars can be moved on the mandrel and set to any width desired. The binder is raised by an overhead lever. These detail improvements are not shown on the cuts.

This machine has been on the market for upwards of five years, and is said to have given good satisfaction. Any further particulars may be obtained by writing the manufacturers, as above.

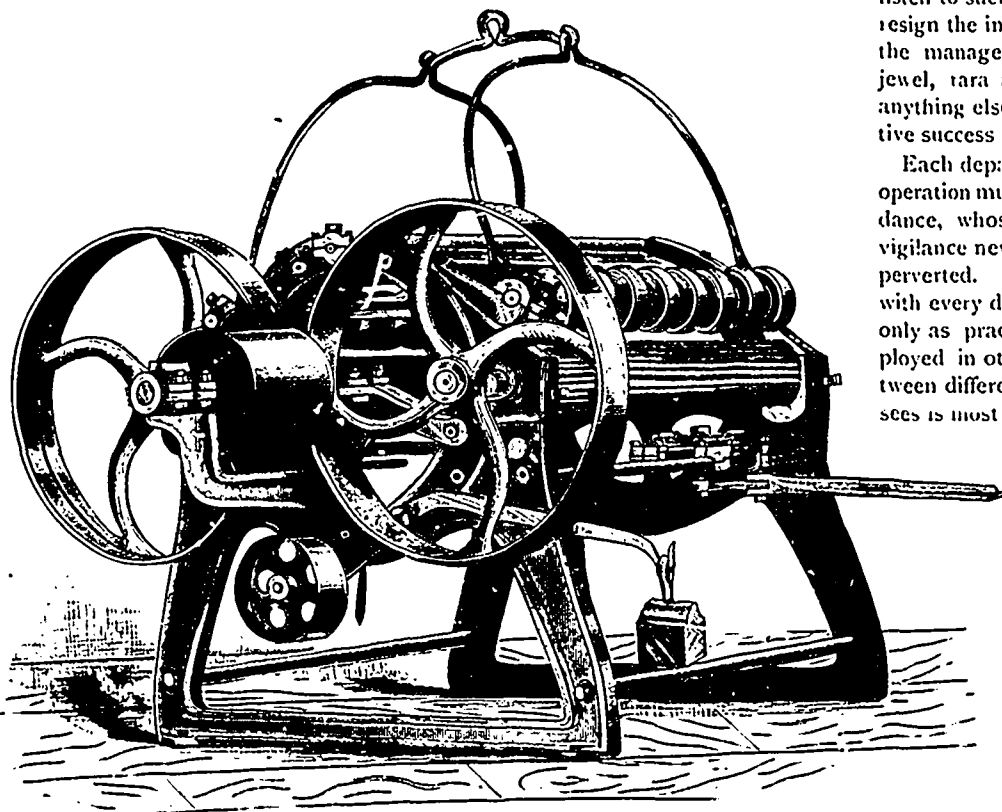
HOW TO CONDUCT A PLANING MILL.

AT a time when the extension of the planing mill business in Canada is a likely development of the near future, the following article by Morris J. Webster, in the Wood Worker is timely: A planing mill is an adjunct of a saw mill. It is for dressing, matching, sizing, re-sawing and otherwise fitting its products for the market and the builders' use. It deals principally or altogether with large quantities and the wholesale trade. It is fitted with the heaviest and improved machinery of its class, according to the peculiarities of the material wrought upon, and the trade wrought for. Its manager must be a thoroughly posted lumber man, its foreman a mechanic, with energy, tact, skill and plenty of sand—otherwise, backbone. Its men must be trained to the work imposed upon them, be paid a fair compensation, and be made to understand the interdependence of the employer and employe. Under these conditions a planing mill is a satisfactory source of revenue to both, and a benefit to the community in which it is located. An ordinary understanding of the term planing mill, and of the class of which we shall treat in this article, is one where lumber is manipulated as above named, only in lesser quantities, and in addition to which there is a carpenter shop. A general jobbing business is carried on, builders' work is gotten out and prepared, and sash, doors and blinds manufactured to a greater or less extent for local or export trade.

We will assume that a mill of this class is to be established with a capital of, say \$20,000 exclusive of ground. Expenditures would assume about these proportions:

Building, sheds and office.....	\$ 4,000
Motive power.....	2,000
Machinery.....	5,000
Shafting, belting, etc.....	1,000
Tools and fixtures.....	500
	\$12,500
Leaving for working capital.....	7,500
	\$20,000

The motive power must be of the best type. Nothing is too good, but must have been proved equal to the work. Stoppages during work hours eat into the best bank accounts; so of machinery, the best in the market is the cheapest in the end. No fancy nickel-plated affairs, but heavy, rigid cast frames and best steel for wearing and working parts. Let the building be strong. No machinery will do its duty, or last half its proper time, in a building of springing beams, settling foundation or shaky floors. Make it tight and warm and yet capable of plenty of ventilation. Arrange machinery with wise reference to class of stuff to be worked up; that is, so that in handling stock, men are not tumbling over each other's material. Provide ample supply of water and gas or other light, and fire-proof fuel room adjacent to fire room, into which lead pipes from a



PAYETTE'S PATENT FRICTIONAL FEED DOUBLE EDGER.

blower of sufficient size and located to take away shavings from machines.

Now, we have a mill that, with proper management, will be a success, the elements of which are so numerous as to require enumeration, and to be especially considered. 1st. The management, by which is understood the owner or party who decides the policy, approves of the expenditures and pays the bills. The most successful manager is he who has come up from lumber lugger or tending a machine, to helper, hand, foreman, superintendent, then to the office and management. Such a man knows the needs of each man and machine and can promptly check an extravagance, or stop a leak. The management must be liberal, yet guided by a perfect knowledge of the best, quickest and cheapest way to accomplish an object.

The superintendent must be an intelligent and able mechanic, able to build, set up and run any engine, or take the place of any man in or about the premises. Not only must every man's duties be familiar, but be under constant supervision. The state of progress of each order, the material needed for same, the requisite when finished, must be kept constantly in view. The ability of each workman must be understood and applied where it can be best utilized. The capacity of each foreman and workman being understood, they must

be kept up to it by such tact, suasion or discipline as the successful superintendent knows how to exercise. Not only must the routine of a mill be thoroughly laid out and adhered to, but contingencies must be apprehended and provided for. The probable failure of lumber supply, the giving away of foundation, "shore" or support, the breaking of belt, rod or machine under usual or unusual conditions, scale or corroding, choking or blowing out of steam boiler, pipe, joint-valve or connection, overflow of pipes, fixtures or drains, the security of stack guys, tramways, gangways and lumber piles, must one and all be under especial care. His authority must be absolute, his word law and his decision final, he must be thoroughly and intensely loyal to the interests of the company, must never utter a word that can be construed as a reflection on the management, nor listen to such. To be consistent then he must resign the instant he fails to approve and justify the manager. A perfect superintendent is a jewel, rara avis, one upon whom more than anything else depends the present and prospective success of a factory.

Each department, room, process and special operation must have a foreman in constant attendance, whose eye is ever on the work, whose vigilance never lags, whose diligence can not be perverted. He should be thoroughly familiar with every deal and process of manufacture, not only as practiced by his concern, but as employed in other shops, that he may choose between different methods or combine them as he sees is most practical or expeditious. He must

know all grades and qualities of stock, their peculiarities and adaptabilities, their defects and action under given circumstances. He must be a leader of men, a driver of his work, have the patience of a saint, and yet be ready to wreak instant and summary vengeance on any infringement of law or discipline. He shall be loyal to the superintendent, carrying out his orders and instructions in spirit and letter. A backbiter is a sneak—a sneak is a thief—and steals the time and money

of his employer. A manager or superintendent can not guard too carefully against this worst of all evils. A discontented, fault finding, tale bearing foreman will work more loss in a factory than any other adverse circumstances, unless it be a fire or an assignment.

While a foreman need not be a man of as broad knowledge or extensive mechanical experience as the superintendent, yet he should be a man of more physical energy and endurance, cast in a more rugged mould, as it were, and have thorough and hearty support of those in authority over him. His control of his men should be absolute, and his management subject only to the approval of the superintendent. I am satisfied that here is the weak point in nine tenths of the firms of this class in the country. The manager tampers with the duties and responsibilities of the superintendent and foreman because he has the "authority," the superintendent says to a workman: "Here, take this to the finishing room and have it shellaced," or, "You go and help such a man do so and so," when, four times out of five, this particular workman has work in hand needed for the completion of a certain piece of work upon which three or four other workmen are engaged. His absence not only upsets the foreman's arrangements and hinders the other workmen, but disgusts them all, creates distrust that ends in dissatisfaction generally. I have known

as promising a business as could be found in many a day's travel ruined by this kind of "pig-headedness."

It will sometimes occur that foremen become jealous of each other or of the superintendent, or of the pay he or someone else gets, or does not get. If it results in moroseness, or a falling off in diligence, no matter how desirable his services otherwise, it will be profitable to discharge him and that at once.

Workmen are of many shades and degrees of worth, or worthlessness. Valued according to the work they produce, there are no two worthy of the same compensation. While one in ten is a good-all-round man, three will be profitable only at their bench or machine. Three will be indifferently good if under constant surveillance and direction, and three more will not earn the wages they receive. After years of experience in the employment and managing of workmen, I am firm in the belief that the range of prices is never wide enough to do absolute and impartial justice. The complaint, "I do as much work and ought to have as much pay," is never a safe guide in establishing rates. It is quality and quantity, not quantity alone, that is the test. One man may shove as many pieces through a machine as another man, but what percentage of the output of each is first quality stock? One's machine is kept up through a day's or a week's run and is in first-class condition every hour, and turns out first class work. No time has been lost in broken belts, burned out bearings, loose knives or other mishaps. This man has made his wages three times, twice in saving, once in skill, viz.: saved lost time of breakage and cost of repairs, and his skill and judgment have increased the value of material wrought upon more than his wages. The other man has had "bad luck." Breakage has occurred, belts run crooked, fly off, are patched up and break again, his machine gets the name of being a "Jonah," and he gets laid off when occasion arises to shorten force. A cheerful, willing, competent workman can not be overpaid, and a question of wages should never be allowed to separate him from his employer.

Encourage enthusiasm and good natured rivalry between your own and other mills. Make a record and don't let your competitors better it. Brag on your men, and be sure you keep men you can brag on. Put every man on his honor, and if he doesn't respond, drop him. Reputation is capital, both to employer and employe. Both understand it, if of ordinary intelligence. The workman knows it brings better wages and steady employment. The manager knows it brings increased business and better prices. The manager who neglects or fails to stimulate pride of products, or the workman who takes no pride in the output of "our shop," is unfit for the position and must soon yield to better men.

A case in point. When I was just going into the office of my employer as a workman of some merit, our firm was known to be none too strong financially, but with grit and plenty of work in them. The manager called into the factory one morning and said to the foreman—we had no superintendent, "Major Buncomb has got in a piece of work which we ought to have had—he thinks we can't do such work. Send the best man you have got to inspect the work thoroughly, and we must better it in design and workmanship." The foreman called me up and together they explained what was wanted and the means and facilities needed. "Study that work, be sure you understand it. Let's see if we can't capture that trade."

Don't you think I was proud? I owned an interest in that business, or I felt that I did, and wouldn't I work days and sit up nights for "our shop?" Thereafter I put all the brain and energy I had into that business. "We" captured that and better trade. "Our" bank account got longer, our business and reputation grew until we were choosers of the trade. The good work was ours if we wanted it. From \$12 per week, in five years my salary became \$1,200 a year. Reputation did it.

Don't lie to patrons. If the manager of a mill knows the capacity of his plant, barring accidents, he rarely if ever need disappoint a customer. Disappointments breed distrust and weaken patronage, bank accounts shrink, bill collectors become a terror and pay day a nightmare; begging favors of money lenders, and fighting the inevitable, come of breaking faith with patrons and employees.

HARDWOOD MATTERS.

LUMBERMEN interested in hardwoods look with alarm upon the appearance of African mahogany in large quantities upon the English market, and the possibility of this wood being exported in considerable quantities to America. English lumber journals are devoting a large amount of space to a discussion of the question. These changed conditions are due to the concession contained in what is known as the Verdier treaty, which gives to M. Verdier, of Cherbourg and Assnee, for 30 years, the sole and exclusive right to cut and export mahogany in and from the whole of the French territory, south of the Congo. The treaty has received the final assent of the French government and came into effect on the first of November. The immense tract of land effected is on the Ivory coast in the Bright of Benen on the west coast of Africa and is said to be rich in mahogany. It is foreshadowed in advices from England and France, as a result of these changed conditions, that African mahogany is to be put upon all the European markets in such quantities and at such prices as to give very little room for more common woods. To quote our cotemporary *Hardwood*: "If African wood can be put down in Liverpool and Harve at 16d. to 19d. per cubic foot, what hope is there for American walnut, oak and gum? But this is not all, for it is very probable that the Verdier concession will over-stimulate the capacity to take care of it and the overplus will naturally come to New York in practical competition with Mexican, Cuban and Central American woods, and to a certain extent with all the finer woods of the United States. At the lowest selling price for African wood in Liverpool, it can be put on the New York market nearly as cheap as oak, and much cheaper than walnut." The suggestion is that a prohibitory duty might be placed on this wood, but the result would be to render it still cheaper in the European markets and in this way close out the exportation of cabinet woods from this side of the Atlantic. The fear among Canadian hardwood men is that African mahogany will be made so close in price as to give no encouragement to the shippers of birch, oak, ash and other hardwoods in this country.

x x x x

It is pointed out by a lumber exchange that whilst birch waited long for a full recognition as a cabinet wood, yet within the past year it has made great strides in the favor of manufacturers of furniture. It looks now as though it were to take the place of cherry in a large way. No northern and comparatively cheap wood can be utilized for light-colored finish so well as birch. The suggestion is that owners of such timber should begin to take care of their resources.

x x x x

So much attention has been given to other woods on the Pacific coast that we have not heard much of that country as a hardwood district. One, however, who has given some attention to this matter says that an abundant supply of hardwoods is grown all over the Pacific slope. Among the many species common to the coast may be named the yew, mountain mahogany, madrona, mesquite, rhus, chittam, Port Offord cedar, alder, laurel, maple, ash and oaks, all of which under proper treatment, may be made to yield a commercial timber of rare beauty, strong and durable, equal to any timber grown in the United Kingdom. A very superior quality of oak timber is said to be found on the coast.

x x x x

The immense increase in the manufacture of bicycles has created a new use for rock elm, which is being substituted for iron, steel and other metals for the rims of bicycle wheels. Hickory had been used, and in a measure is yet used, for this purpose, but not with the best success. It is said to make a good tough wheel, and does not yield to the shock of striking an obstruction as readily as metal, and to this extent is an improvement on metal. This complaint is made, however, of hickory by one bicycle firm: "We have to buy so much wood that will not answer in order to get a sufficient amount that will, and there is so much loss from imperfect bending and other causes, that it actually costs more than the best steel." Again it is said, that after a few months exposure it becomes brashy, which is an objection from the manufacturers' standpoint. One large manufacturer

of bicycles has said that it is his belief that rock elm is bound to prove the best thing for rims that is not too unreasonably expensive.

THE LAW ON THE SAWDUST QUESTION.

OUR Ottawa correspondent, in this issue, gives an account of an important meeting of lumbermen in that district held to protest against the enforcement of legislation on the sawdust question, which is expected to become law on May 1 next. It may be of value to lumbermen to know the position of the law as it stood before the last session of parliament. At that time the depositing of sawdust or mill rubbish in any stream frequented by fish was prohibited, but power was vested in the Governor-in-Council to exempt streams from the operation of the Act, when it appeared in the public interest to do so. The manner of procedure in the latter event was as follows: Whenever exemption under the Act was applied for, the Department of Marine and Fisheries made due enquiry into the facts, so that a report could be sent to the Governor-in-council. Supposing the conditions were favorable, an order-in-council would be passed, exempting the stream from the operation of the Act generally as regards sawdust, but prohibiting the dumping of mill rubbish. In other cases, where it appeared on the official report that the sawdust was carried by the force of the current in the river out to the ocean, the Department of Marine and Fisheries, without an order-in-council, would direct its officers not to prosecute for violation of the Act until further instructions. Last session, however, the senate attached to a bill introduced for the purpose of amending the Fisheries Act, a clause repealing altogether the provision which vested power in the Governor-in-Council to exempt any stream in Canada, and also providing that all streams heretofore exempt from the operation of the Act should be subject to prohibition on and after May 1 next. Sir C. H. Tupper, says the Ottawa correspondent of the Empire, caused a special notice to be sent to all owners of mills upon streams now exempted from the operation of the law, in order that they might not only know what they might have to expect, but that they might furnish to the Minister such evidence as in their opinion would warrant special action being taken by Parliament to continue the exemption as heretofore. Many of the mill owners have complied with this notice. Such facts as they have furnished to the department have been sent to the proper officers in the district to investigate and report upon. In addition, these reports have again been taken up by Mr. Veith, a special officer of the department, who is charged with the duty of going more fully and thoroughly into the particulars in each case. It remains, therefore, for the parties interested in obtaining the exemption of any stream from the operation of the Act, to apply for special legislation at the next session of Parliament, just as individuals in other cases are compelled to pursue a similar course. For instance, where a company of private individuals desire to make use of navigable waters in such a way as to cause what is known as an illegal obstruction to navigation, they are compelled to give notice, and after giving such notice, may get legal sanction by virtue of a special Act. By the means which the Department of Marine and Fisheries has adopted, the Minister hopes to be in possession shortly of such a vast amount of information that in the event of special legislation being asked for, his department will be in a position to render the fullest possible aid to Parliament in reaching a conclusion on the matter.

NOVA SCOTIA EXPORTS.

The following figures are given as covering the list of exports of lumber from Nova Scotia for ten years:

	FEET.
1883	77,918,000
1884	69,159,000
1885	79,647,765
1886	87,180,125
1887	82,959,589
1888	85,070,005
1889	92,605,488
1890	99,512,924
1891	78,603,742
1892	87,861,398
1893	109,252,930

"No, Maude, you can not sharpen an old saw with a newspaper file, but many a newspaper file is made dull by the old saws that are found on it."

BY THE WAY.

ACCORDING to reports from the trade in the Minnesota district, lumbermen there are making a strong bid for business in Winnipeg and throughout Manitoba. The Mississippi Valley Lumberman says: "Several Minneapolis lumbermen and representatives of two or three concerns with mills above Minneapolis, have recently looked over the Winnipeg market, and find that under certain conditions and with certain restrictions, Winnipeg to-day furnishes a good market where anything less than a 25c. rate, at least, can be obtained. The Minneapolis rate is 25c., which serves to take off quite a bit of the profit, but mills on the Great Northern and Northern Pacific, north of this point, have the advantage of from 2c. to 5c. less to pay for transportation." The same view is, in a measure, expressed in a remark recently made by Mr. Frank McDonald, a lumber dealer of Brandon, who says that since the abolition of the duty on imported lumber the trade of Winnipeg in that locality is being, almost wholly, supplied by shipments of the United States mills. What is needed to retain this trade at home is improved transportation facilities in the Prairie province. As we have before pointed out, a vigorous effort is being made to secure these for the Rat Portage and Winnipeg territories, and the facts that we mention here ought to further draw the attention of the government to the necessity of protecting, by proper railway extension, the important lumber industry of that district.

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United States lumbermen usually get credit for being more reckless in the cutting of forest products than Canadian owners of limits. This has been observed, and remarked on, in the case of limits held in Ontario by Michigan lumbermen. To employ an Americanism they are "hustlers" in the woods, just as they are said to be in the marts of commerce. Where Canadian woodmen are satisfied to go slowly, and let their cut extend over a fair period of time, American lumbermen, when they come in control of a limit, like to clear it as quickly as possible. Mr. Wm. Little, of Montreal, and other students of forestry, drawing attention to this method of working, have said that the time will come when, from a patriotic point of view, Canadians will have reason to regret that they have been so prodigal in the cutting of forest products. The Lumber World, a Buffalo journal, rather more frank than some of its cotemporaries, freely admits that the only interest Americans have in Canadian timber lands, is to get the logs out of the forest and transform them into a commercial product as speedily as possible. "While all this means," says our cotemporary, "a considerable activity in Canada, it really means no permanent good to that country. For a while, there may be an increased call for Canadian mill supplies, but, when once the forest is stripped, the American owners will probably find it useless to go on paying taxes on the stumpy waste. When the Yankies have distimbered the land, of what use will that land be to the Canadians?" This may seem rather plain talking from such a source, but it squares very completely, with what some, at least, in this country have been thinking about. And is not the matter worth thinking about?—by Canadians.

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If there is cause for the criticism sometimes made that Canada is not giving any remarkable attention to the question of forest preservation, there is yet evidence abroad to show that the matter is not being entirely neglected. The order-in-Council passed by the Ontario government recently, making a considerable addition to the territory of Algonquin park is evidence in this direction. The addition made will include, on the west side the eastern portion of Finlayson, McCraney, Butt, Paxton and Ballantyne townships, and on the north side, the southern portion of Boyd township. The total area of the added territory will constitute 155,802 acres of land, exclusive of the water stretches, which will amount to about 15,000 acres. The original area of the park was 938,168 acres so that Algonquin park now extends over an area, which exceeds 1,100,000 acres. Claim can be made that it will be with these additions, the second largest park of this character in the world. Yellowstone National park covers an area of over 2,000,000 of acres, and ranks as number one. In this province we

are also ahead of some countries in the regulations for the protection of our forests from fires, and the North western Lumberman finds occasion in a recent editorial to commend the Ontario system of fire protection by a system of fire "rangers" as one that could be followed with profit by the forestry department of the United States. With the late disastrous fires of Wisconsin and Michigan clearly in memory, the subject was made one of consideration at a conference to consider forest preservation, held in Minneapolis, where a resolution was adopted to appoint a committee to prepare a bill for presentation at the next session of the legislature, in which an effort will be made to have these states and others profit by the experience of Canada.

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The only thing that can be written of the trouble over the boom duty, since the last issue of the LUMBERMAN, is that nothing has been done by the Controller of Customs to relieve the minds of lumbermen, either in Canada or the United States, unless we except an announcement from Bay City, Mich., made within the past few days, saying that the Hon. Mackenzie Bowell has written the committee of Michigan log towers, recently appointed in that city, that he would be glad to meet the members at any time and arrange a hearing for them before the Privy Council on the question in dispute. It is this inaction on the part of the government at Ottawa that is to be most severely condemned. A change in the political complexion of the United States Congress has taken place within the month, and there are certainly those in the new House who will only be too glad to take advantage of the present action of the Controller of Customs to so change United States tariff legislation, that the opportunities Canada has to export lumber shall not longer prevail. The hint has already come from United States sources that active steps in that direction will shortly be taken. The matter is of such a trifling character, that, to repeat what was stated in these columns last month, the action of Controller Wallace is open to, and is receiving, vigorous condemnation from the lumber trade in Canada. What would the duty on boom sticks, between the Georgian Bay shores and Saginaw, amount to for an entire season, when log towing is at its best, compared with the loss that Canadian lumber interests will certainly suffer, if retaliatory legislation, consequent on Mr. Wallace's decision, should be enacted at Washington? This is the situation in a nutshell, and lumbermen will be glad to have a plain business answer from the Controller.

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The recent suspension of two lumber firms, of Liverpool, Eng., has given occasion to English lumber journals to discourse, and apparently not without occasion, on the methods of financing adopted by some dealers in the United Kingdom. After the shock received, and the losses sustained, in Great Britain, through the reckless banking methods in Australia, one would have expected that their own people would have kept clear of questionable commercial schemes. It seems, however, that in lumber circles, at least, loose methods of financing have prevailed for some time. The obnoxious custom of kite flying is said to have been one cause of the present financial trouble in the lumber trade, and it is not unlikely, thinks the Timber Trades Journal, that further disaster will follow the trade as an aftermath of these difficulties. Careful and conservative as Englishmen usually are in their business ventures, it appears that it has been no uncommon affair for men to enter the lumber trade with altogether insufficient capital, or, after having secured a start, to branch out quite beyond the power of their capital. What is a sin of the trade in this newer country is not without its counterpart in the older land, namely, an extreme cheapness of credit. An English cotemporary cites the case of a concern in the lumber trade, known to have little or no capital, and yet able to secure without suspicion, regular credit to the extent of £40,000. If the cause for the troubles we cite is asked, the answer is probably correctly given in these words: "The fatal ambition of the modern style is evidenced by the desire to double or triple a turnover in the shortest possible time, and to establish an equal position in a decade, with older merchants of a generation

or more. We have thus an exemplification of that alluring lust for riches so subversive of all natural peace and prosperity." A moral drawn from these troubles is the necessity for a strong organization of the trade, and warn its members of impending danger, when indications of trouble, sure to follow, such as here cited, begin to show themselves. So it is, as problems of the trade common to all countries, or distinctive only to special localities, are brought under consideration, the importance of united effort as a means of self preservation and protection becomes even more clear.

PITCH OF LUMBER PILES.

REGARDING the proper pitch of lumber piles, says S. D. Albright in Hardwood, my experience would suggest a fall of about five-eighths inch to the foot in slope, with forward pitch of about one inch to the foot in height of pile, with cover raised in front and projecting about six inches over front of pile. This gives enough slope to run off any water that may beat in, and is much easier to work on, for inspector and shover off. It is also easier for pilers to put up than a pile with too much slope. The principal objection to excessive forward pitch is the excessive weight on front foundation, which is liable to settle more than others, throwing the pile still farther forward and causing the water to come in from the front end. I would also advise that alleys should run the entire length or breadth of yard on such a plan as to invite a free passage of prevailing winds clear to the ground, especially at Southern points that are subject to mould and mildew. There are usually some portions of a yard that are better fitted for exposure than others for rapid drying of stock liable to damage from stain, as for example, saps in poplar and pine, and care should be taken to give this class of stock all possible advantage of position.

POWER TRANSMISSION.

BEFORE emptying cylinder oil out of the barrel, it is a good plan to nail a piece of mosquito netting, or a fine sieve over the bung-hole, as then all chips, old bungs, etc., will be excluded from the oil tank.

When fitting up an engine shaft or other large shaft, in fact, jack shafts or similar work, it is a good plan to allow a little end play in the shaft as it distributes the oil and makes the bearing much smoother and better, says an exchange. This will very often cure a shaft that has been heating and giving trouble, and in a new shaft particularly it is best to do this.

In long distance electrical transmission of power the lines should be carried on poles whenever it is possible, for the farther apart the conductors are, the less will be the inductive capacity; if placed underground they will of necessity be near together. The placing in separate conduits to gain distance will not help, for the nearness of the earth is the equivalent of the nearness of the conductor of opposite sign. These things are only warnings, however, and slip out of sight with proper precaution.

The common sense way of preventing slipping of belts is really the only one object to which we ought to direct our attention; there is the relation of the pulley to the belt, the method of placing a belt on a pulley, the question of speed, tightness of belts, all of which, with other points, require careful consideration. Oak tanned leather belts are best for general use. Cotton belts are best for dry places. It is economy to put on a wider belt rather than a narrower one too tight. Vertical belts should only be moderately tight.

TRADE NOTES.

A handsome new catalogue of 110 pages, devoted to illustrated descriptions of general saw mill machinery, has just been issued by the Wm. Hamilton Mfg. Co., of Peterboro', Ont. In the introduction to this catalogue, the Company say: "During the last thirty-seven years we have been in business, we have supplied machinery for many of the largest and best mills in Canada, and it is our object to still maintain the superiority of our work and to offer our customers the most complete machinery in the market." It will be to the advantage of every progressive saw mill owner, to write the Company for a copy of this new catalogue, which will be cheerfully furnished on request.



PUBLISHED ON THE FIRST OF EACH MONTH

—BY—

O. H. MORTIMER

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ADVERTISING RATES FURNISHED ON APPLICATION

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

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

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

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

CANADA LUMBERMAN WEEKLY SUPPLEMENTAL EDITION.

It is proposed to commence, the first week in January, 1895, the regular publication of the "CANADA LUMBERMAN WEEKLY SUPPLEMENTAL EDITION." This EDITION will consist of four pages, corresponding in size with those of the monthly edition. The fourth issue in each month will be bound up with the monthly edition.

Special attention will be paid to market conditions and tendencies in the principal manufacturing districts and the leading domestic and foreign wholesale markets. Reliable and up-to-date information will likewise be given regarding carrying charges by rail and water to the leading markets. Arrangements are being made for placing the paper regularly in the hands of the leading buyers in these markets, and for a system of special correspondence which will enable us to place before our readers each week a careful and exact review of the lumber situation in all important particulars.

In brief, the aim will be to provide a weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad. Manufacturers of such products will be given the opportunity through the pages of this WEEKLY EDITION to acquaint buyers with the character of the material which they have to offer. On the other hand, buyers can make known the particular kind of material which they are open to purchase.

No advertisements will be inserted in the WEEKLY EDITION other than those for the sale or purchase of timber products, mill properties, second hand machinery by mill owners, employment wanted, help wanted. A Classified Directory of all advertisers in the monthly

will, however, regularly appear in the weekly, without cost to advertisers.

Notwithstanding the low price at which THE CANADA LUMBERMAN is now offered to subscribers, and the expense which the WEEKLY EDITION will entail, no additional subscription will be charged during 1895 at least. Under these circumstances we confidently hope to retain all our present subscribers, and add many new ones to their number.

UNITED EFFORT A NECESSITY.

WITH a distinction of 2½c. per 100 lbs. in freight rates against the hardwood men, they are seeing the necessity for united action in protesting against this condition of affairs. An object lesson is furnished them in what was accomplished by the white pine men in taking up the cudgels against the Grand Trunk when the tariff on pine was increased from 6½c. to 7½c. per 100 lbs. The hardwood men, unfortunately, cut no figure in these negotiations, and largely, it is believed, because they did not present a united front.

There are doubtless several reasons to be urged why the Grand Trunk have made a discrimination between pine and hardwoods. The larger quantity of pine carried as contrasted with hardwoods is one reason. But a 6½ cent rate prevailed before, and the question asked is, why now make this distinction, and which is an invidious distinction against Toronto?

Hardwood men, however, are coming to the conclusion, that if they are to accomplish anything in their contention with the Grand Trunk the initiatory step must be through an organization of the trade. The freight trouble is only one reason that might be urged for an association of lumbermen. Others have been pointed out by the LUMBERMAN on different occasions, and are so trite as to be clear to every member of the trade. But still no movement is made. Will dealers move now and put themselves in a position to right wrongs that will at different times show themselves in connection with the trade? Elsewhere in these columns we have referred to losses suffered by lumbermen through faulty inspection regulations, which is only another reason why the trade should organize.

FRAUDULENT BUYERS.

THE LUMBERMAN is in receipt of a letter from a lumber manufacturer of the province telling of the trouble he has met with in his efforts to secure payments for certain shipments of lumber sent to the United States. In this particular case the trouble arises through the form of inspection adopted by the buyer in New York. Certain classes of lumber were ordered and our correspondent says that he filled the order correctly in every particular. But on the arrival of the car at destination other rules of inspection are made to apply, bringing the lumber down several points. In another case cited in the same letter a neighboring lumberman sent to the States a car load of lumber. This was more than a year ago, and though the consignee is supposed to be a man of some standing in the trade, at this distance it has been found impossible to collect the full amount of account. Mentioning this matter to a Toronto shipper the other day he drew the attention of the writer to the case of a shipment of hardwoods to an American concern, where considerable trouble was gone to in the effort to secure just exactly the class of lumber ordered. Said our informant: "Here is a statement from that concern claiming a reduction representing a large amount figured out through their method of inspecting the lumber. The matter is still in abeyance though there seems only one choice open to us, either to let the lumber go at a loss or bear the expense and trouble of having it reshipped to us."

We should be sorry to think that these cases can be applied generally to the United States lumber trade. That American lumbermen have to fight fraudulent concerns within their own country is plain by an advertisement before us in a Chicago lumber cotemporary from the Philadelphia Wholesale Lumber Dealers Association warning the trade against certain fraudulent parties who send out "letters type written and of business like

appearance, giving usually some fake concern as a reference." The lumber shipped to these parties is never paid for.

In the case of the man who deliberately plans to get lumber into his hands with no intention whatever of paying for it, there is only one way to deal with such a party, and that is to put the criminal law into force. And at the same time for the shipper to exercise the utmost caution in selling goods to unknown concerns. Better lose a sale than give the lumber away. In other cases named, where the trouble arises out of methods of inspection, the remedy is one that rests to a large extent in the hands of the lumbermen themselves. They must get together and so arrange their inspection methods that no one man can take the inspection rules into his own hands and defy the entire trade. This carries the inference, of course, that the entire trade will be in shape to act, when need be, as one man.

EDITORIAL NOTES.

AN experiment in the exporting of Canadian lumber that may develop into something worth while, has been made by Mr. A De Bruyne, a new resident of Aylmer, Que., who recently came from Belgium. He has caused to be shipped to his native land 100,000 feet of lumber, besides a quantity of dimension lumber, purchases from Conroy's mills and from Klock Bros. It seems to be his opinion that there is a good market there for Canadian lumber. The results of the experiments will be watched with interest.

PATIENCE and perseverance may result ultimately in "getting there" in the case of the lumbermen who have at different times attempted to raft logs on the Pacific Ocean. It must be admitted, however, that those who undertake this work are likely to need the perseverance of the saints. So far every attempt in this direction has been a flat failure. On Oct. 12th, Robinson & Bams, of San Francisco, sent out from Astoria a raft so constructed that it was believed it could stand the battle of the waves and winds. It did not take many days to prove the futility of the effort. This raft has gone to pieces on the Pacific Ocean and thousands of piles are now floating at the mercy of the waves. The cost of lumber and lashing in this case is estimated at between \$50,000 and \$60,000 and the insurance about \$18,000. Is there any business in taking these risks?

IN our Michigan letter of this month the remark is quoted of one of the heaviest United States' owners of Canadian pine, that despite the privilege of exporting sawed lumber free, he prefers to send his stuff over in the logs and cut on the Saginaw side of the line. The reason given is that there is to be found there a regular market for lumber, and as a consequence a better price is realized. In Ontario we have no market as United States lumbermen understand the term. Buyers can go to Saginaw and there make at the time a selection of whatever classes of lumber they are requiring. Here we have no central point where lumber of the different kinds is got together and offered for sale. The position assumed by this Michigan lumberman emphasizes what has been stated in these columns from time to time, that steps ought to be taken to establish a regular lumber market for Ontario. Toronto has been mentioned in this particular more than once, but no active measures have ever been inaugurated. The suggestion came to the LUMBERMAN a few days ago that northern mill men might with profit enter into an arrangement whereby they would plan some method to carry this purpose into practical effect.

IN a chatty paragraph on the Eli page, Mr. McRae, of Ottawa, tells us of the ravages to wharfage works perpetrated by the toredo, and he describes interestingly the methods of operation of this little insect. The Canadian Pacific Navigation Co., at Vancouver, B. C., have been at continual expense and inconvenience through the havoc that the toredo has played among the piles of the extensive wharfs of that company. They have tried various efforts to overcome the trouble, but without much, if any, success. The latest movement is to secure from New South Wales a specimen pile of turpentine wood,

which is said to be proof against the ravages of the toredo. Aside from the use that may be made of this wood for this particular purpose, it will be interesting to note whether the introduction of Australian turpentine wood into this country may not result in a development of the lumber trade between the two countries. It is claimed that there are several species of woods in Australia that would be found useful for wharfage works, railway ties, and other purposes in Canada. We had occasion to quote Mr. Carter Troop, some time since, suggesting as a result of his visit to the Antipodes the likelihood of reciprocity in woods between Australia and Canada. Mr. J. S. Larke is about leaving for Australia, as special Canadian commissioner, for the particular purpose of endeavoring to extend trade between the two countries, an outcome of the late conference at Ottawa. May we not hope to discover as one result of Mr. Larke's mission that the lumber trades will be benefited thereby?

WHILE complaint comes from some quarters that Canadian lumbermen are acting unwisely in holding up the price of lumber, it would appear from what is transpiring in other white pine territories that they have shown a good measure of foresight in coming to this decision. The evidence is clear now that stocks on hand at the close of the season will not be nearly so large as had been anticipated in the early summer. Is not white pine, even though stocks were large, a valuable enough asset to command a decent paying price? The Minneapolis lumbermen are coming to this conclusion. The manufacturers of the Mississippi valley held a meeting a fortnight ago where they resolved: "That it is the sense of this meeting that there is no occasion of anticipating excessive stocks of logs or lumber and no substantial reasons for continuing the present low prices of lumber." This is a district where, perhaps, more than at any other point, unless we except Wisconsin, the trade have for some months persistently kept down the price of white pine. They now see their folly, and are going to undertake, which is not always an easy transaction, to get prices up again. President Laird, of the Mississippi Valley Lumberman's Association succinctly placed the case like this: "It may be considered a well settled principle of business that a man must think well of his own stuff if he expects other people to place a proper value on it." This one sentence might be taken as a motto for white pine lumbermen everywhere. If lumbermen themselves do not place a value on their product those who want to buy this product are not likely to encourage them in that direction. The mistake can sometimes be made of being too stiff in matters of this nature, but we believe, so far as white pine is concerned, that the conditions of the market warrant the decision of the lumbermen of the Mississippi valley, and better still, the stand taken by Canadian lumbermen in holding to a fair price. This does not mean a combine to raise prices. It is simply a policy of self preservation—refusing to sacrifice what a man holds himself. As the Timberman has said he is a foolish man who supposes that it is better to sell gold dollars at 90c. than not to sell them at all.

The Glens Falls Pulp Company, of Glens Falls, N. Y., who recently bought a large area of spruce limits on the Batiscan River, on the line of the Lake St. John Railway, are now making 100,000 logs on these limits and on the River Miquick, which flows into the Batiscan. These logs are to be cut into pulp wood, at the mouth of the Batiscan River, and sent from there by canal boat to Glens Falls, where they will be manufactured into pulp and paper.

By the failure of the London banking house of Nevell & Co., who were the financial agents of the St. Lawrence Lumber Company, of the Maritime Provinces, the latter company will go into liquidation. The Canadian stockholders are few, but their interest is large. They are Senator K. F. Burns, who held over half the subscribed stock; Hon. Peter White, Speaker of the House of Commons, who held £7,000; W. H. Thorn, J. J. McGaffigan and J. M. Humphery estate, but the three latter interests are small. The liabilities in Canada will amount to \$60,000.



MR. James McEvoy, of the Geological Survey, who has just returned from his summer field work in the Kamloops district, British Columbia, tells an alarming story of the destruction of the valuable timber resources of that province. He states forest fires this year were more destructive than ever. For weeks this summer fires were so numerous in the Kamloops district that he was unable to see more than 40 feet ahead. The Indians are responsible for this great destruction of valuable timber. They do not set out the fires carelessly, but purposely, with the object of making hunting easier and better. After strips of forest are burned down, the burned country in a year or two becomes covered with a growth of grass, and the large game leave the thick forests and congregate about the grass meadows, where a greater quantity of food can be obtained. The Indians thus find it easier to get the game. During the last three weeks of Mr. McEvoy's stay on the slope, he was obliged to camp in snow from six inches to a foot deep.

* * * *

"Hardwood lumber trade in this section, says Mr. J. E. Murphy, of Hepworth, Ont., "is particularly dull and lifeless. There is a somewhat increasing enquiry from American points, but prices offered are very low. Hardwood of all kinds can be bought here to-day just as cheap as before the duty was removed, and in some kinds, such as hard maple and soft elm, cheaper than it has been for several years. The statement made in a late issue of your journal by a Buffalo dealer, that Canadian manufacturers were asking \$2.00 per 1000 more for their lumber now than before the duty was removed, must be erroneous. I can find a dozen or more manufacturers in this vicinity who will be glad to sell two or three million feet of hardwoods at prices that have ruled here for the past few years."

* * * *

Herbert Moulton, representative of a Michigan lumbering firm, and who passed through Toronto recently, on his return from a trip to the North Shore lumbering districts of the province, has this to say of the present situation: "The new tariff laws affecting lumber, places us in about the same position as we would be in the event of annexation; and as the forests of Michigan are gradually becoming exhausted, we are forced to look about, and Canadians may expect a rush for mill sites in the northern part of your province before long. Our people will also be looking anxiously for timber limits, and the next public sale will see higher prices paid. The private limits that were offered here in Toronto some time ago, were not sought after by the Michigan lumbermen, solely because the sale was advertised at a time when the passage of the Wilson Bill was in a state of glorious uncertainty, and the lands were offered at auction only a few days after the bill was made law, not allowing the American capitalists time to decide upon their future course and have purchasers in attendance at the sale."

* * * *

C. N. Emerson, a representative of the William Hamilton Manufacturing Co., of Peterboro, has given the following account of the so-called alligator, used at some points in the province for hauling logs through the lake regions: "J. R. Booth, Buell, Hurdman & Co., W. C. Edwards and Gilmour & Co. drive their logs from 300 to 500 miles. They use flat boats called 'alligators,' which are provided with a powerful engine and boiler so managed as to be easily attached to the paddle wheels, one of which is on each side of the boat when it travels through the water as any sensible boat does, but when necessary this boat will climb out of the water on to dry land and crawl over land until it gets to water, when it waddles into the water again like a duck. This is done by disconnecting the engine from the paddle

wheels and connecting it to a drum around which is coiled about a mile of $\frac{1}{4}$ inch wire rope. This rope is paid out and attached to a tree or rock or other suitable "snubbing post," and if no other suitable object is in sight, unlike other boats, the 'gator' is not to be berthed, but out goes the big anchor, one of the flukes is buried in the ground, the engine started and the drum revolved, to which the engine is attached through powerful gears to increase the power; and so the rope is wound up, and, of course, the boat goes up to the 'snub,' when the rope is paid out again, and so on until the 'gator' is again in water. The engineer on one told me that in going over land the 'gator' is sometimes mighty hard to handle, as it is sure to head for a mud hole if there is one around. He told me that he had known them to leave the straight line, veer around and go thirty feet out of the way and tumble into a mud-hole, in spite of all the swearing of the captain and work of the crew. To use his own words, "D-n her, she knows when there is water around as well as we do, and we can't keep her out of it. So it would seem as though water is her native element sure enough. This same man says that his 'gator' fairly grunts when she slips into the water after an over land journey. These alligators are indispensable for logging where the country is all dotted with lakes, as they tow the logs across a lake, start them down the rapids to the next lake (most of these lakes are connected by short, rapid streams, or rapids or falls), the alligator then goes over land to the lower lakes, picks up the logs, tows them across this lake, and so on."

* * * *

A short time since it was my pleasure to meet Mr. J. W. McRae, of McRae & Co., Ottawa, whose operations in lumber have been on a considerable scale and varied in their nature. Mr. McRae is a cyclopedia of information, touching almost anything of a mechanical kind. I suppose this bent of mind has influenced him in taking hold for Canada of what is known as the German process of producing artificial woods out of some one particular kind of wood, or what is perhaps known best as "ebonizing," "mahoganizing," and rosewoodizing, the softer woods like pine, or as in Mr. McRae's case, birch. Mr. McRae showed me a specimen that he had with him that certainly was an excellent imitation of the real article. He instanced a case of showing an imitation of Italian walnut to a person who was supposed to know the real article from the artificial, and when Mr. McRae frankly told his friend that what he held in his hand was only an imitation of Italian walnut, he was met with the decided reply, "You don't fool me in that manner." It is not my intention here to give a description of Mr. McRae's method of thus altering woods. Some time ago mention at some length was made of the matter in these columns. Despite the severity of criticism that this class of work occasionally receives, Mr. McRae is confident of its practicability and its uses. It has been a success in Germany, where an apple wood is altogether used for the work. In Canada, birch has been found the most suitable, and because of the character of the grain, it fits in admirably for this work. Talking of applying chemicals to woods for preservation, drew forth a reference to the extent to which creosote is used in the case of railway ties. And here it is claimed that in Australia there is to be found a wood that will withstand climate and insects, and the suggestion has already been made that it would be a good plan to have this wood exported to Canada. The most deadly insect that works in wood is the toredo, but it is said that certain Australian woods are proof even against the ravages of this little insect. Mr. McRae told of the wonderful operations of this insect in worming its way into timbers used in the construction of harbors and other wharfage works. He says they start as little insects about the size of a pin's head and work their way in myriads into the timbers and practically make these there home, growing to considerable size while at work in this manner. A peculiarity of the toredo is that while they will assail a piece of timber literally by the thousand, they never encroach, as it were, upon each other's territory, though as dividing one from the other the partitions will not be any thicker than a sheet of paper. In the playful language of the day, it may be said the toredo is a little fellow, but Oh my!

OTTAWA LETTER.

[Regular Correspondence CANADA LUMBERMAN.]

A week ago to consider the question of the early enforcement of the recent sawdust legislation. By this measure on the first of May next mill men will be prevented from dumping their sawdust and refuse into the Ottawa river as hitherto. This will necessitate the erection of large burners by the mill men, at a considerable cost, besides placing them at great inconvenience and expense otherwise. The protest from the lumbermen's section of the Board of Trade was a vigorous one, and some important facts were brought out touching the extent of the lumber industry in Ottawa. Mr. J. W. McRae in introducing a motion, dwelt on the subject at issue largely from the standpoint of the forwarder. He pointed out that there were 9,000 men employed in the woods by Ottawa firms, 5,500 in the mills, and 600 on the river. 5,314 horses are employed, and men and horses consumed 7,970 tons of hay, 478,125 bushels of oats, 12,750 barrels of pork, 31,875 bags of flour, 5,314 bushels of beans, 2,662 bushels of peas, 637 tons of beef, and 1,595 tubs of butter. The canal tolls derived from the Rideau canal amounted to \$41,161, seven-eighths of which was paid on sawn lumber. These were figures that, in Mr. McRae's opinion, ought to be carefully weighed before any effort was made to put the legislation of the Hon. Mr. Tupper into force. Hon. Mr. Bronson made a strong defence of the lumbermen's position. He quoted Mr. Sandford Fleming, who examined the river in 1872 and 1880, and who, as an engineer, expressed the opinion that there was no danger to navigation in the river then, nor likely to be for ages to come. He used the report of the New York Fish Commission to prove that although far larger quantities of sawdust were dumped into the Hudson than into the Ottawa, yet the supply of shad and salmon were increasing in that river to a large extent every year. Dominion Analyst McLaren had given evidence that the sawdust had produced no deleterious effect upon the water. It is on these points that the government have largely based their sawdust legislation, and it is admitted that Mr. Bronson has made a strong case against them. Mr. Bronson went further. He declared that in the last six or eight years business of the Ottawa firms had decreased 50 per cent, and was on the decline. Two-thirds of the limits had been cut and at the best it could not be many years before Ottawa's supremacy as a lumber section would be lost. A result of the discussion was the passing of a resolution setting forth the importance of the lumber mills as the main industry of the Ottawa valley, giving employment to thousands of persons at all times of the year; that the practice of depositing sawdust in the Ottawa river and its tributaries had existed for the last 40 years; and that during the remaining period when lumbering would be an industry of any importance in Ottawa no increased injury could be done to the river. The position of the lumbermen was opposed mainly by Senator Clemow, who argued that the Ottawa river belonged to the whole Dominion, and that no exception should be made with it as against other localities. The meeting was prolonged until a late hour and then adjourned to some future date to be announced.

INDIFFERENT LENGTHS.

A new saw mill is being built at Aylmer, Que., by W. & J. Baillie.

The Hawkesbury Milling Co. is one of the few concerns in this district that has sold its cut.

A large number of men have been sent forward during the month to J. R. Booth's mills on the Temiscamougue.

A gang of Ottawa shantymen are engaged making improvements on the reserve of McLachlin Bros., on the Madawaska.

The opinion is entertained here that the placing of African mahogany in large quantities in the English market will not help the prices of Canadian hardwoods.

A great deal of dissatisfaction continues to exist over the action of the Controller of Customs regarding the duty on boom sticks. What puzzles lumbermen is the object of the step at a time of the year when logging is practically over.

A number of large buyers have been visitors to the city during the month. Among these may be named Beckett & Dobell, of Quebec; A. A. Buell, Burlington, Vt.; W. McArthur, Toronto; E. H. Wade, Quebec; J. H. Redfern, Montreal; and R. M. Cox, of Liverpool. No important sales are to be noted as a result of these visits. Buyers say that prices for deals are held high.

OTTAWA, CAN., Nov. 22, 1894.

The man who succeeds in business generally deserves success. The luck theory is carried too far. Some men acquire wealth and prominence through a chance in fortune's wheel, but by far the greatest proportion owe prosperity to systematic effort, personal energy and unremitting toil. Traffic.

BRITISH COLUMBIA LETTER.

[Regular Correspondence CANADA LUMBERMAN.]

A WELL WRITTEN and vigorously worded letter has appeared in the local press from Mr. J. G. Scott, of the Pacific Coast Lumber Co., New Westminster, in answer to "gross misstatements" made by Col. Chauncey W. Griggs, of Tacoma, regarding the lumbering business in British Columbia. Mr. Griggs, who had evidently talked for election purposes, made the statement that Canadian lumber mills are all run by Chinamen except the foreman, and that these Chinamen received uniform wages of 75 cents per day. Mr. Scott gives the statement an emphatic denial and challenges Mr. Griggs to produce evidence. He says: "I will bear the cost of taking a complete census of the employees of Canadian lumber and shingle mills, if the result of such census will show that one out of every 100 of these employees is a Chinaman. Furthermore, I assert and am prepared to support my assertion, that both our wages and cost of living are higher in British Columbia than yours on Puget Sound." Mr. Griggs had made equally foolish and incorrect statements in regard to the duty on logs and the conditions and amount of trade between the two countries. It was not a difficult matter for Mr. Scott to point out the absurdity of the statements.

COAST CHIPS.

Two shipments of lumber have gone forward from the Brunette mills to San Francisco.

The order received by the Ross-McLaren Lumber Co. for 100,000,000 feet for South Africa is giving renewed activity to lumber operations on the coast. We had always taken a great pride in this mill, but unfortunately conditions were such that it was forced to remain idle for some years.

A big stick of Douglas fir, 36 in. square by 60 feet in length, has been loaded along with other lumber at the Brunette mills for Montreal, where it will be used by the harbor commissioners in the construction of a dredge. This stick was an exceedingly pretty one, being entirely free from either knot or blemish of any kind.

The Forestry Department of New South Wales have shipped to Vancouver a specimen pile 48 feet long of turpentine wood, with a view to representing the usefulness of this timber in wharfage works. It is said to be proof against the ravages of the torredo, and serious injury has been done to the wharves here with this pest.

NEW WESTMINSTER, B.C., Nov. 18, 1894.

NEW BRUNSWICK LETTER.

[Regular Correspondence CANADA LUMBERMAN.]

THE mill of Stetson, Cutler & Co., which has been idle a large part of the season is now running. Mills generally are in active operation.

Negotiations are in progress between F. H. Eaton & Sons, of Calais, Me., and W. H. & J. Rourke, of St. Martins, N. B., for the purchase of the mill property of the latter, together with considerable limits.

Robt. Conners, a St. Francis river lumberman, has expressed the opinion that the winter's cut on the St. John's and its tributaries the coming winter will be smaller than that of a year ago. It may be remarked that all lumbermen do not hold to Mr. Conner's view.

It is believed that operations this winter in Cumberland County, Nova Scotia, will be on an increased scale because of heavy losses suffered by fire during the past summer. The Shulee Lumber Co. will get out about 70,000 pieces of piling, and probably 6,000,000 feet of logs.

There is an agitation for establishing in the province a factory for creosoting lumber. At present all creosoted lumber is imported from the United States.

Lumbermen here have their sawdust grievance, and at present a strong disagreement exists between Messrs. Davidson, lumbermen, and the local government. The objection comes mainly from the fishermen, while lumbermen argue that the importance of their industry far exceeds that of the fisheries.

ST. JOHN, N. B., Nov. 20, 1894.

MICHIGAN LETTER.

[Regular Correspondence CANADA LUMBERMAN.]

SHIPPING operations by water have been quite active during the month in anticipation of the closing of navigation. The figures for October for water shipments from Saginaw are in excess of shipments for the same month last year by 13,000,000 feet and are about the same figures behind shipments for October 1892. The year 1882 was the banner year for lake shipments, the total then being represented by 751,648,844 feet.

The Hon. R. A. Loveland, of the Saginaw Lumber & Salt Co., who recently returned from the Canadian lumbering

regions has expressed this opinion of the situation: "Lumber is held very firmly in Canada. There has been a very good demand for deals and a large quantity of them have been manufactured in Canada the last year. Trade with us is very good. We have shipped considerable lumber into Canada, strange as it may seem, during the year, and are at the present time loading several cars for Toronto."

BITS OF LUMBER.

Hardwood operations are likely to be slow in the woods the coming winter.

The Arthur Hill Co., of Saginaw, has 250,000,000 feet of timber on Moon River, Ont.

The logging road, known as the Detroit, Bay City and Alpena has been sold under foreclosure of mortgage. The shipping record of Alpena for October is \$4,000,000 feet of lumber, 6,355,000 shingles, 1,027,000 staves, 3,050,000 pieces of lath, 1,240,000 pieces of cedar.

The H. M. Load & Sons Lumber Co., of Oscoda, say that Canadian competition is being felt by them. They say that Norway piece stuff has reached the lowest figure since 1892. In answer to a statement that has been current that this company have been shipping large quantities of cedar into Canada they say: "The only cedar that has ever been shipped from here to Canada is two cars, special long poles wanted quick and not obtainable there. This is the first Canadian order ever received and we don't ever expect any more orders."

All sorts of opinions are going around in regard to the possibility of Michigan lumbermen doing a good share of their cutting in Canadian saw mills. One view expressed by a large Michigan owner of Canadian limits gives solace to our people here. It is this that, even at an increased cost, it will pay Michigan men better to tow their logs to Michigan shores and have them cut here, because of the better market in Michigan enabling them to secure an increased price. To use this lumberman's words: "I will never have a single log cut in a Canadian mill for the reason that I can realize a better profit and a quicker return on my investments by bringing the logs here in rafts."

L. P. Mason speaks of the present season as a very quiet one. He has pretty well sent out his shipments for the season and does not anticipate much further trade this year. Manufacturing for the season is about at an end at this point of the river. The Merrill mill has only run since Sept. last, while the Gould & Cambrey Co., and Mitchell, McClure Co. have not cut a log. The Whitney and Batchelor mill only operated part of the season and so on through the record. All mills are running light. It is not thought that the cut at the Saginaw end of the river this season will go beyond from 160,000,000 to 175,000,000 feet, where in 1893 the total cut was 267,484,612 feet.

SAGINAW, MICH., Nov. 19, 1894.

RECENT CANADIAN PATENTS.

Henry Campbell, Baltimore, Md., has obtained a patent, No. 46,998, on a method of and machine for dowelling.

A patent No. 47,074 was granted on Sept. 20th to John Bowles, Washington, D. C., on a combined saw and planer.

Patent No. 46,918 has been granted to Algernon S. Pethebrew, St. Louis, Mo., on Automatic Receding Saw Mill Set-Works.

Robert Graham and Geo. Koc, of Ottawa, Ont., were granted, on Sept. 17th, a patent, No. 47,106, on a method of moulding, in one piece, turbine water wheels.

MATTER OF ADHESION.

AMONG what may be called mechanical fallacies is "adhesion" of ropes, bands or other tractive apparatus for transmission. Adhesion instead of being a virtue is commonly a vice, lessening first cost at a loss of double as much in maintenance. There is no lack of tractive force; in fact, there is too much of it in most driving gearing, and we recommend that when an agent comes around to explain what a high duty he can attain with a rope, or how much the driving power of a band can be increased, the safest way is to place no confidence in such schemes and have nothing to do with them. If ropes slip, more ropes are needed; if belts slip they are too narrow. If a shaft is required to perform a certain work, we provide one at least three times as large as the torsional strain demands; a wide factor of efficiency is provided in wheel teeth, beams, framing, indeed in nearly all the elements of machinery until we come to belts and ropes for transmission. These are commonly strained to their full capacity, hence the demand for increasing "adhesion."—Industry.

THE NEWS.

—Dr. Graham has purchased a saw mill near Buckingham, Que.

—D. S. Gibson, saw mill, Ellaton, Ont., is giving up business.

—S. Y. Bullis, of Athens, Ont., is fitting up his saw mill for the coming season.

—A new saw mill is being built at Prince Albert, N. W. T., by Daniel Shannon.

—A. H. McLane has purchased valuable milling property at Hope Hill, N. B.

—The late St. John railroad carried last year over \$600,000 worth of lumber and firewood.

—The Lovell planing mill at Niagara Falls, Ont., has been taken over by A. Carnochan & Son.

—The Carberry, Man., planing mill will be sold by foreclosure of mortgage on December 1.

—Wilson Bros. are adding a three-story brick building to their planing mill at Collingwood, Ont.

—Oswald Chaput, lumber, L'Assomption, Que., is offering to compromise at 25 cents on the dollar.

—The lumber cut of C. L. White, of Apple River, N.S., this winter will be about 6,000,000 feet.

—E. T. Nesbitt, lumber dealer, Quebec, has compromised with his creditors at ten cents on the dollar.

—Garson, Purser & Co. are rebuilding their planing mill at Brockville, Ont., recently destroyed by fire.

—The Rathbun Co. will take out large quantities of logs and timber at Dead Creek during the coming winter.

—A crew has left Selkirk for Lake Winnipeg to get out logs for next season's cut of the Mitchell mill at that place.

—H. Philion & Co., sash and door manufacturers, Ottawa, Ont., have dissolved partnership, A. N. Philion continuing.

—About seventy men are now at D. E. Sprague's lumber camp on the Kossseau river getting out logs for his Winnipeg mill.

—Thompson Smith's Sons have bought the pine on the Birch Island Reserve, Manitoulin, from Burton Bros., of Barrie.

—The mills of the Longford Lumber Co. at Longford, Ont., closed down a fortnight ago, after running steadily for seven months.

—The machinery for the new saw mill at Virden, Man., is being placed in position, and the mill will shortly be in operation.

—F. N. Simoneau, manufacturer of sashes and doors, Sherbrooke, Que., is reported insolvent. His liabilities are fixed at \$5,000.

—Brosseau Bros. & Co. sash manufacturers, Montreal, have turned over their estate to an assignee. Liabilities are estimated at \$12,500.

—H. S. Lowndes, who erected a saw mill a few years ago at Gaspe, Que., is reported in financial difficulties and has been asked to assign.

—Nesbit & Lalonde, sashes and doors, Winnipeg, have dissolved partnership. The business will be continued by Milford, Lalonde & Co.

—John Piggott & Co., of Windsor and Chatham, Ont., have bought a million feet of pine lumber from Pitts & Co., of Bay City, Michigan.

—The saw mill at Sydney, B. C., has been purchased by Ewen Morrison, of the Rock Bay lumber yard, who will operate the mill at once.

—John Kidd, of Warton, is erecting a saw mill on Griffith Island and is putting the machinery in. Sawing will be commenced early in the year.

—Incorporation has been granted the St. Maurice Tool and Axe Works, of Three Rivers, Que., to manufacture axes, tools, etc. The capital stock is \$40,000.

—It is said that a Vancouver, B. C., mill owner contemplates opening a lumber yard in San Francisco and entering into competition with Puget Sound mills.

—A cargo of one million feet of long lumber, and one of 263,000 feet, with a quantity of laths, pickets and spars, recently left St. John, N. B., for Australia.

—It is said a new lumber industry to employ 50 hands will be located in Walkerville. Some \$50,000 will be spent in putting the old beet sugar refinery in shape.

—The Cookshire Mill Company have again started their saw mill at Cookshire, Que., and have given a contract for taking out 3,000,000 feet of logs the coming winter.

—The assignment is reported of James Gordon, lumber dealer of London, Ont., with liabilities of \$7,000 and no assets. He traded principally on commission.

—J. A. Rosseau, of Ste. Anne, Que., contemplates erecting a large saw mill on the Lower Laurentian railway, near Riviere a Pierre, to cut deals for the English market.

—A partnership has been formed between R. R. Dobell, Lorenzo Evans, and W. M. Dobell, lumber merchants, Quebec, under the style of Dobell, Becket & Co., and in England as Richard R. Dobell & Co.

—The Mississaga River Improvement Co., of Thessalon, Ont., has been granted provincial incorporation, to construct dams, slides, or other works necessary for the transmission of timber down the Mississaga river.

Chas. Birge has successfully operated a saw mill at Horning's Mills, Ont., for the past ten years, but lost his mill by fire in April last. The expense of rebuilding has proved too heavy a strain on his capital, and he now assigns.

—E. C. Whitney's saw mill at Long Lake, on the Ottawa and Parry Sound Railway, is nearing completion. The building is erected and ready for the machinery, which will be put in on completion of the railway to that point.

—Mill No. 2 of the Ontario and Western Lumber Co., at Norman, Man., closed down for the season recently, after the most successful run yet made. The season's cut was nearly 11,000,000 feet of lumber and 3,000,000 lath.

—The Canadian business of H. Colelough, of Saginaw, Mich., has been managed by Moiles Bros., and the mills are situated at Johns Island in Lake Huron. As the result of a number of judgments being obtained against them, an assignment has been made.

—The Rathbun Co., of Deseronto, have recently purchased all the tie timber on the Wikwinkong Indian reserve, Manitoulin Island. The company's agent, Mr. Baker, of Lindsay, is now on the reserve making arrangements to have the ties taken out this season.

—The Dickson Lumber Co., one of the oldest industries in Peterboro', Ont., is about to cease operations. The firm was established about fifty years ago by Samuel Dickson, who was drowned in 1870 near the mill, a pier upon which he was standing being overturned by a rush of logs.

—A. De Bruyne, who recently arrived in Canada from Belgium, has just made a shipment of lumber from Aylmer, Que., to that country. The shipment consisted of one hundred thousand feet, besides a quantity of dimension lumber, and was purchased from Conroy's and Klock Bros' mills.

—A short time ago D. S. Clemens built a saw and heading mill in the city of Guelph, and was meeting with a degree of success, but has been obliged through lack of capital to make an assignment. The property was offered for sale by auction, but was withdrawn, the highest bid not reaching the amount of the reserve bid.

—Alex. Gibson, the lumber king of Maryville, N. B., has finished his season's lumbering operations. His shipments of deals during the season aggregated over eighty-three million feet, the largest aggregate in one season in all his experience. He operated no less than eleven mills, besides his own at Maryville and Blackville.

—During his visit to Southern Manitoba the past summer, the Hon. T. M. Daly, Minister of the Interior, became impressed with the importance of immediate action being taken to preserve the timber in the Turtle Mountains. With that end in view a number of bush rangers will be appointed to patrol the mountains and see that the timber is not recklessly destroyed, and that settlers do not cut timber without having first secured the necessary permit.

—The manufacturing of lumber in the vicinity of Ottawa, is nearly at an end for the season. The lumber cut has been about 298,000,000 feet, made up as follows: J. R. Booth, of Ottawa, 90,000,000 feet; Bronson & Weston, Ottawa, 73,000,000; Buell, Orr & Hurdman, Hull, 70,000,000; W. C. Edwards, Rockland, 60,000,000; Hawkesbury Lumber Company, 55,000,000; McLachlan Bros., Arnprior, 50,000,000; Gilmore & Hughson, Hull, 40,000,000; James McLaren estate, 35,000,000; Gillies Bros., Braeside, 25,000,000; Ross Bros., Buckingham, 10,000,000.

—Mr. James McEvoy, of the Dominion Geological Survey, has just returned from his summer field work in the Kamloops, B. C., district. He reports serious destruction of the valuable timber resources of that province, the fires the past summer being more destructive than ever. The Indians are said to be responsible for this destruction, the object being to make hunting easier, as after strips of forest are burned down the ground in a year or two becomes covered with a growth of grass, and the large game seek the grass meadows and are thus more easily captured by the Indians.

FIRES AND CASUALTIES.

FIRES

Wm. Barnum's saw mill near Queensboro', Ont., was destroyed by fire on the 9th ultimo. Loss, \$2,500; insurance, \$1,000.

Fire recently destroyed C. W. Taylor's sash and door factory at Cookshire, Que. The loss is estimated at \$4,000 and the insurance \$3,000.

C. M. Bostwick's steam saw mill at Salmon River, N. B., was destroyed by fire about the last of October. Loss, \$13,000; insurance \$7,500.

A large planing mill at Shubenacadia, N. S., owned by John Layton and valued at \$25,000, was burned recently. A quantity of lumber was also consumed.

—The planing mill of Withrow & Hillock, corner Queen and George streets, Toronto, suffered a loss of \$6,000 by fire about the 1st of November. It is supposed to be the work of an incendiary.

—E. A. Byran's stave mill at Blenheim, Ont., was discovered on fire on the 7th of November. The storerooms in rear of the mill, in which was stored a quantity of finished stock, were almost totally destroyed.

—The splendid saw mill of Knight & Lowe, at Fourth Chute, Ont., about six miles north of Eganville, was totally consumed by fire the early part of November. Three car loads of shingles, ready for shipment, were also burned. New machinery has lately been placed in the mill, which was valued at \$11,000. There was an insurance of \$4,000.

CASUALTIES.

—While working in Baker's mill, at Randolph, N. B., Harding Watters had one of his hands severely lacerated.

—A young man named T. Roberge, of New Liverpool, Que., recently broke his leg while lumbering in the woods at North Stratford.

—Charles W. Brown miraculously escaped instant death in Craig's planing mill on Dundas street, Toronto, a fortnight ago. He was caught by the belting and brought in contact with the circular saw, but was rescued in time to save him from instant death. His left arm and leg were both broken, and other injuries were received, but it is thought he will recover.

—W. J. Spence, an employee of Craig & Co.'s planing mill, Toronto, was killed while attempting to adjust a belt in the mill recently. The belt had slipped from the pulley, and Spence attempted to adjust it while the machinery was in operation by the use of a stick which was hurled against his chest, crushing his ribs. He only lived a few minutes after the accident. He leaves a wife and seven children, who have the sympathy of all in their bereavement.

PERSONAL.

—The name of Mr. Harold Kennedy, lumber merchant, is mentioned as a probable candidate in Quebec West for election to the Provincial legislature.

Mr. D. Menzies, lumber merchant, of Vancouver, B. C., recently arrived from the west on a visit to his home at Ailsa Craig, and to renew his many acquaintances throughout Ontario.

Mr. M. F. Quinn, of the Export Lumber Co., New York, spent the greater part of last month in Montreal. His mission was in connection with the loading of two large steamers with white pine for South America.

PUBLICATIONS.

The Saw Mill Gazette, of New York, which has always been a welcome and appreciated visitor to our sanctum, has changed its title to "Lumber," as being more comprehensive in fulfilling the mission it has in view of covering the entire field of wood working "from the tree to the finished product."

A recent addition to the periodical press, that seems to meet a felt need, is the New Science Review, published quarterly in New York. The editor is Mr. J. M. Stoddard, who has had a wide and successful experience in journalism of the higher class. The two issues of the Review that have come to our table, are of a character that would seem to insure the success of this new claimant for public support. The class of papers published, whilst of a scientific character, and in all cases from writers whose names ought to carry authority with them, are yet couched in such terms and shaped in a manner to make them readily understood by the ordinary layman.

The great consumers of hard lumber are the furniture manufacturers; hence, because furniture making isn't being pushed very hard just now, the demand for hard lumber is light.

TRADE REVIEW.

Office of CANADA LUMBERMAN, }
Nov. 26, 1894. }

THE GENERAL SURVEY.

AS the end of the year draws nearly to a close, lumbermen everywhere commence to lessen their activities and prepare themselves for learning what they have accomplished during the year, or what they have failed to accomplish. One story of quietness is told, whatever source may be tapped for information, but this condition does not carry with it any serious spirit of despondency.

The time is too early yet to enter with fulness into a summary of the year's business. In a later issue, the LUMBERMAN will follow its usual custom and review conditions generally and at all leading lumber points. Introductory to this step an approximate estimate of the cut of the Ottawa district might be given here. This is estimated as follows: J. R. Booth, Ottawa, 90,000,000 feet; Bronson & Weston, Ottawa, 73,000,000; Buell, Orr & Huidman, Hull, 70,000,000; W. C. Edwards, Rockland, 60,000,000; Hawkesbury Lumber Company, 55,000,000; McLachlan Bros., Arnprior, 50,000,000; Gilmour & Hughson, Hull, 40,000,000; James McLaren estate, 35,000,000; Gillies Bros., Braeside, 25,000,000; Ross Bros., Buckingham, 10,000,000. It is also at this time of the year that some conception can be realized of the outcome for another season. It is estimated that 50 of next season's cut of lumber in the Ottawa district is already sold, and at prices satisfactory to manufacturers. This is a hopeful indication of, at least, fair prices next year. The export lumber trade from the Ottawa district is, of course, about closed for the season.

Along the North Shore and the northern sections of the province, only fair supplies of stocks are to be found. At particular points we have reports of stocks on the piling grounds being heavy, but there is good reason to believe, taking the aggregate of stocks in the north, that these are only moderate. A large number of men have been sent into the woods, and if they are kept at work throughout the season the cut will be one of considerable size, but this is a point on which lumbermen themselves are not prepared to say much yet. The size of the cut will be governed by conditions that will develop during the next three or four months.

British Columbia trade does not improve, outside of the stimulus that has been given the trade in that province through the expected early opening of the Ross-McLaren mill, made necessary by the large order received by that firm from South Africa. A number of vessels have loaded, or are in course of loading at Vancouver for foreign parts, but this trade is after all not on an extensive scale.

Dealers report a fair amount of local business in Winnipeg and certain parts of Manitoba. This immediate activity is due there, as at other places, to the near approach of winter when the mills will be closed down. There is about 50,000,000 feet of lumber on hand at the mills at the Lake of the Woods. This is rather more stock than mill men would like to see, and one effect is that the mills do not expect to do much more cutting next season than is necessary to keep stocks sorted up in the various lines required. It is said that none of the pine mill men will get out any logs in Canadian territory this year, but a limited quantity will be got out on the south side of Rainy River for the Lake of the Woods mills.

UNITED STATES.

Actual business of the month does not show any wonderful improvement, if the increased activity that always comes prior to the closing of navigation is allowed for. Not for some months, however, has there been shown a greater confidence in the future of the lumber trade than has been observable since the elections of the early part of the month. We are told that evidence of this confidence is to be seen in the determination of mill owners to put their plants in good shape for business, when business comes, as it is believed, it now will come shortly. Business in manufacturing lines generally, is putting on renewed energy and a quickening in that direction must result in an increased consumption of lumber. In a word trade is getting over

being sick, and commencing to feel lusty enough to do something worth while. Perhaps this buoyancy will need to be discounted a little later on, but it is a good feeling and a kind that will lead to a revival of business ultimately. In the Saginaw Valley conditions are decidedly better, and the talk is there of an increase in the capacity of wood-working plants. At Buffalo, Tonawanda and other eastern points, strength is being given to the lumber trade. It is the opinion, in important white pine regions like Michigan, Minneapolis and Wisconsin, that stocks on hand at the close of the season will not be as large as was feared a few months ago. A conservative feeling exists touching operations in the woods the coming winter, and except in the burnt regions of Minneapolis and Wisconsin, where necessity will require a large cut, the impression is that the log output for the coming year will be lighter than usual. If this is the case, an overstocked market for 1895 is not very likely to occur, and the trade will be able to maintain good prices.

FOREIGN.

There are numerous indications, say Denny, Mott & Dickson, of London Eng., that a reversion to an active state of trade in the United Kingdom is only held in check by the various elements of uncertainty existing in the spheres of politics and labor. A plethora of capital is seeking industrial investment, which is an encouraging sign, compared with former conditions. Farnworth & Jarline, of Liverpool, report the arrivals from British North America for the past month to have been 42 vessels, 36,517 tons, against 32 vessels, 28,501 tons during the corresponding month last year. Of Canadian woods, this same firm says the imports of waney and square have been small, but the deliveries have been small and the stock is quite ample. Oak has moved off very slowly during the month. Elm has not been imported, the demand has been very moderate and the stock is sufficient. Pine deals have not arrived too freely, and although the deliveries have been fair, values have not improved, and the stock is much too heavy. Lumber trade is undergoing a very satisfactory improvement in Newfoundland. The Chamber of Commerce, of St. John's in its annual report says: "The lumber industry of the Island is increasing annually, and there are now several large mills exporting to the United Kingdom, where the quantity and prices obtained, compare favorably with the exports of the Dominion. With the further opening of the interior, the enlargement of this important branch may be confidently looked for." To some extent this expansion of trade is attributed to the extension of railway facilities penetrating into the north of the colony, and the expectation is, that as the railway now under construction reaches further into the timber regions that there will be an increased development of business.

HARDWOODS.

The hardwood trade has been disturbed somewhat during the month with reports concerning the introduction of large quantities of African mahogany into the British markets and the expectation that this wood may become a factor in American markets. We have given some space to a discussion of the question in another column. Suffice it to say here that the matter is worth thought and study by hardwood men. The development of the auction business, in New York, as covering both imported and domestic hardwoods, is a development of the month. The sale which took place a fortnight ago, is reported to have been quite a success. Local hardwood business is slow, and the trade do not speak in hopeful terms of the prospects for, at least, the next few months. Dullness in lumber appears to be indigenous to the end of the year, and this, perhaps, in part, explains the present feeling of the trade.

SHINGLES.

The prevailing dullness in the shingle trade of the past summer, continues into the fall of the year, and with the time about gone by when farmers might be expected to be consumers of a fair quantity of shingles, any revival in business cannot be expected immediately. This remark applies to local trade in Ontario. On the Coast, things continue depressed, and reports received from the United States tell no different tale. A new condition in the shingle trade in Ontario is the introduction of white cedar shingles from New Brunswick. No

large quantities of these have come into the province, and yet for two years past, they have been imported to a greater or less extent. Those who are giving some attention to the white cedar shingles say, they see no reason why these cannot be brought into Ontario as advantageously as the red cedar shingles can be brought from British Columbia. The distance is less, making a slight gain in point of freight. The white cedar shingle is a heavier shingle than either white pine or red cedar, and is favorably spoken of by those who have made it a business to become acquainted with them. The price is about parallel with that asked for red cedar shingles, though on account of the thickness of the bundles these do not contain just as many shingles. Until a revival in the shingle market takes place, there is not any large encouragement for shingle manufacturers to open out fresh fields for their product, but so far as Ontario is concerned, if shingles are to be drawn from the Pacific coast there seems no reason why Ontario may not also come under contribution for a portion of her supplies to the Maritime provinces.

TORONTO, ONT.

TORONTO, November 26, 1894.

CAR OR CARGO LOTS.

1 1/4 in. cut up and better.....	33 00	36 00
2 1/2 and 12 dressing and better.....	20 00	22 00
1 1/2 and 12 mill run.....	15 00	17 00
1 1/2 and 12 common.....	13 00	14 00
1 1/2 and 12 spruce culls.....	10 00	11 00
1 1/2 and 12 mill culls.....	10 00	11 00
1 inch clear and picks.....	28 00	32 00
1 inch dressing and better.....	20 00	22 00
1 inch siding mill run.....	14 00	15 00
1 inch siding common.....	12 00	13 00
1 inch siding ship cull.....	11 00	12 00
1 inch siding mill cull.....	9 00	10 00
Cull sawing.....	8 00	9 00
1 1/2 and thicker cutting up plank.....	24 00	26 00
1 inch strips 4 in. to 8 in. mill run.....	14 00	15 00
1 inch strips, common.....	12 00	13 00
1 1/4 inch flooring.....	15 00	16 00
1 1/2 inch flooring.....	15 00	16 00
XXX shingles, 16 inch.....	2 30	2 40
XX shingles, 16 inch.....	1 40	1 50
Lath, No. 1.....	2 00	2 00
Lath, No. 2.....	1 80	1 85

HARDWOODS - PER M. FEET CAR LOTS.

Quality, 1 1/2 and 2 1/2 unless otherwise specified.

Ash, white, 1 to 2 in.....	\$26 00	\$28 00	Elm, soft 1 to 1 1/2.....	\$14 00	\$15 00
" " 2 1/2 to 4.....	30 00	32 00	" " 2 " ".....	15 00	16 00
" " Black, 1 " ".....	18 00	20 00	" " rock 1 1/2 " ".....	16 00	18 00
" " 2 " ".....	20 00	22 00	" " 1 1/2 " ".....	20 00	22 00
Birch, 1 " ".....	18 00	20 00	Hickory 1 1/2 " ".....	22 00	24 00
" " 2 " ".....	22 00	24 00	Maple 1 " ".....	18 00	20 00
" " spruce, 4 x 4 " ".....	26 00	28 00	" " 2 " ".....	18 00	20 00
Basswood 1 " ".....	16 00	18 00	Oak, red, 1 1/2 " ".....	28 00	30 00
" " 1 1/2 " ".....	19 00	20 00	" " 2 " ".....	30 00	32 00
" " m r 1 " ".....	14 00	16 00	" " white " ".....	20 00	22 00
Butternut 1 " ".....	12 00	14 00	" " 2 " ".....	22 00	24 00
" " 2 " ".....	25 00	28 00	" " quart'd 1 " ".....	24 00	26 00
Chestnut 1 " ".....	22 00	24 00	Walnut 1 " ".....	35 00	40 00
Cherry 1 " ".....	50 00	60 00	Whitewood 1 " ".....	12 00	14 00
" " 2 " ".....	50 00	60 00			

OTTAWA, ONT.

OTTAWA, Nov. 26, 1894.

Pine, good sidings, per M feet, 1 1/2 in.....	\$12 00	\$13 00
Pine, good strips, " " ".....	27 00	30 00
Pine, good shorts, " " ".....	20 00	22 00
Pine, 2nd quality sidings, per M feet, 1 1/2 in.....	20 00	22 00
Pine, 2nd quality strips, " " ".....	18 00	20 00
Pine, 2nd quality shorts, " " ".....	15 00	16 00
Pine, shipping cull stock, " " ".....	14 00	16 00
Pine, box cull stock, " " ".....	11 00	13 00
Pine, c.c. strips and sidings " " ".....	11 00	14 00
Pine, mill cull.....	8 00	10 00
Lath, per M.....	1 00	1 00

NEW YORK CITY.

NEW YORK, November 26, 1894.

WHITE PINE LUMBER.

Prices for white pine lumber are governed entirely by source of supply, rendering it useless to give prices for local market.

WHITE PINE TIMBER.

Bridge timber.....	\$30 00	\$30 00	Building orders.....	\$38 00	\$40 00
Decking.....	45 00	55 00			
			Per M.....		
W. P. bridge timber.....	\$ 8 00	\$ 8 00			
W. P. decking, 3 in. thick and up.....	44	45	1 planed 4 s and 2 cld.		
" " 2 and 2 1/2 in. thick.....	46	47	50 / \$1 per M extra.		
" " yacht decking.....	55	56	60 - planed 4 s. \$2 extra.		
Building timber.....	27	32			

ALBANY, N.Y.

ALBANY, November 26, 1894.

2 1/2 in. and up, good.....	\$56	\$50	10-in. common.....	\$16	\$16
Fourth.....	58	58	12-in. dressing and better.....	28	34
Selects.....	50	50	Common.....	18	24
Pickings.....	45	45	1 1/2 in. siding, selected, 17 ft.....	40	42
1 1/2 to 2 in. good.....	52	55	Common.....	15	17
Fourth.....	47	50	2-in. siding, selected.....	38	42
Selects.....	42	45	Common.....	15	17
Pickings.....	37	40	Norway, clear.....	22	28
1-in. good.....	50	55	Dressing.....	16	18
Fourth.....	47	50	Common.....	11	15
Selects.....	43	45	19-in. plank, 13 ft. dressing.....	42	48
Pickings.....	37	40	and better, each.....	42	48
Cutting up.....	22	27	10-in. plank, 13-ft. culls, each.....	24	28
Bracket plank.....	39	42	10-in. boards, 17 ft. dressing.....	25	32
Shelving boards, 12-in. up.....	30	32	and better, each.....	25	32
Dressing boards, narrow.....	19	21	10-in. boards, 17-ft. culls.....	17	21

LATH..... \$2 25 / Spruce..... \$2 00

SHINGLES.

Sawed Pine, ex. xxxx.....	\$4 25	\$4 25	Hemlock 1 1/2 x 18.....	\$5 00	\$5 00
Clear butts.....	3 10	3 25	Hemlock.....	2 15	2 20
Smooth, 6 x 18.....	5 40	5 50	Spruce.....	2 20	2 30

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N.Y., Nov. 26, 1894

Table listing lumber prices for Buffalo and Tonawanda, N.Y., including items like Shelving, Dressing, and various sizes of lumber.

SAGINAW, MICH.

SAGINAW, November 26, 1894.

Table listing lumber prices for Saginaw, Michigan, including items like Uppers, Selects, and various sizes of lumber.

BOSTON, MASS.

BOSTON, November 26, 1894.

Large table listing lumber prices for Boston, Massachusetts, categorized by Eastern Pine, Western Pine, Spruce, Hemlock, and Lath.

Table listing lumber prices for 184 and 185 inch sizes, including items like Mill run, Dressing, and various sizes of lumber.

LUMBERMEN IN CONVENTION.

MARITIME PROVINCE LUMBERMEN MERT AND ORGANIZED - THE SAWDUST QUESTION AND FREIGHT RATES DISCUSSED.

[Special correspondence CANADA LUMBERMAN.]

MONCTON, N. B., Nov. 20th.—The first provincial convention of lumbermen, held in the Maritime provinces, opened this morning in the W. C. T. U. hall here with an attendance of about thirty...

CHAIRMAN'S ADDRESS.

The meeting was formally called to order by Mr. D. J. McLaughlin, of St. John, who was elected by acclamation to fill the chair...

Mr. Forbes delivered the opening address, explaining that the object of the convention was purely to consider the interest of the lumbermen. He referred briefly to the amendment to the fisheries act...

This law as enacted goes into force on May 1st, 1895, and from that date lumbermen are in danger of being fined from \$10 to \$100 a day for the drifting of sawdust from their mills into streams...

THE SAWDUST TROUBLE.

J. C. Prescott, G. J. Vaughan and others stated that if the law went into force it would militate seriously against their business, and would probably lead to a closing up of mills.

Mr. Wm. Wilson, of St. John, read statistics showing conclusively that instead of sawdust and refuse being detrimental to fish, they are rather beneficial. The report of the St. John, N. B., fishery inspector proved this...

Mr. Talbot, of Alma, A. Co., said that on the shore of the Bay of Fundy there is not \$50 worth of fish caught in a year. Fifty dollars worth of fish is of small account in comparison with the thousands of dollars lost to lumbering...

Mr. Forbes read the petition being circulated, which in effect points out that "an act further to amend the Fisheries Act," and passed at the last session of the House, the sixth section of the act if enforced will seriously affect...

located that it is almost impossible to prevent the sawdust from entering the streams upon which they are situated except at an enormous expenditure of capital, without any corresponding advantage in the fishery interests of these provinces.

Mr. Wm. Chisholm, of Halifax, asserted emphatically that he could not carry on his business if he has to comply with the law in question. It is impossible for him to save his sawdust.

Moved by Mr. Chisholm, seconded by Geo. J. Vaughan, Albert, that in view of the great importance of the lumber interests of the Maritime provinces this meeting respectfully petition the Dominion Parliament asking such remedial legislation as would empower the minister of marine and fisheries to exempt from the operation of the recent act of parliament, mills which it can be shown do not seemingly effect the fisheries or private interests or impede navigation.

Mr. Talbot said that years ago sheals of salmon could be found on the Labrador coast, but now there are none. This was not due to sawdust or mills.

Capt. Veith said as far as sawdust was concerned he thought that mills that are situated at the narrows of the river do not affect fishing. It is the little mills at the top of the river where the fish go to spawn, and they will not spawn if there is sawdust spread over the ground.

Mr. J. H. White, of Sussex, did not believe that there were \$50 worth of fish a year caught in the Bay Shore. He could not afford to build a furnace under the circumstances.

Mr. Chisholm, of Halifax, said that nearly all the mills in his locality are built on the same side of the river. The quantity of sawdust that the mill produces is so small that it is not a detriment to fish.

EXCESSIVE FREIGHT RATES.

The chairman called attention of the meeting to another important matter which required their consideration and prompt action, and that was the high I. C. freight tariff on lumber. He said that of late the rates have been unbearably increased, and suggested that a committee be appointed to wait on the government and see if something cannot be done for them under the peculiar circumstances.

Mr. Alex Wright, of Salisbury, condemned the manner in which the rates have been run up. They have increased them so that we don't know what to do. If the government persist in maintaining the present rates we will have to shut down or do something else.

Mr. J. Wilson, of St. John, has been connected with the lumbering industry for nearly half a century, and he said he never saw matters in such an unsatisfactory state as at the present time. If they exist much longer a terrible damper will be put on business. Those whose mills are located where they can ship by water were all right. The ship rates have decreased as the railway rates increased. He claimed it was a great injustice, and thought that if a committee would wait on the government and present their claims, some relief might be obtained.

Mr. Titus, of Hammond, Kings Co., said that on one occasion he shipped 8000 ft. of dry lumber, and was overcharged \$3. He could get no satisfaction from the authorities.

Mr. Wilson spoke at length against the tariff and in conclusion moved, seconded by Hiram Humphreys, that a committee be appointed to wait on the proper authorities and direct their attention to the present high tariff on the I. C. R. and ask for such modifications as would be equitable. Carried.

Messrs. Wright, of Salisbury, Humphreys, of Petitcodiac, and Wilson, of St. John, were appointed the committee. The meeting then adjourned for dinner.

LUMBERMEN ORGANIZE.

The meeting resumed in the afternoon and after a discussion an association to be known as the Lumbermen's Association of New Brunswick and Nova Scotia was formed with the following as executive officers:

New Brunswick—Messrs. Jas. Robinson, D. J. McLaughlin, Wm. Murray, G. L. Vaughan, Geo. Woodman. Nova Scotia—Messrs. Young, Eaton, T. G. McMuggin and Wm. Chisholm.

It was decided that five should form a quorum, and that a meeting of the executive be held at an early date, for the appointment of officers, etc.

BOILER EXPLOSION.

On the 21st of November the boiler exploded in T. E. Essery's saw mill at Montevello, Ont., killing Robert McQuarrie, aged 24, and Alex. Darragh, an elderly man, both of Orangeville. Otto Hendrickson had his arm broken in two places, while several others were badly injured. The mill was crowded with workmen at the time of the accident. The water in the boiler grew low, but little attention is said to have been paid to it, until the boiler flew into innumerable pieces.

Miekle, Dymont & Son's large saw mill at Severn Bridge, Ont., closed down for the season a fortnight ago. It will be put in operation again about the first of April next.

CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

A VOICE FROM BRITISH COLUMBIA.

To the Editor of the CANADA LUMBERMAN:

Sir, - At the recent exhibition held by the Royal Agricultural and Industrial Society here the exhibits of native woods and their manufactured products would have done our province credit anywhere. The Pacific Coast Lumber Co. carried off the first honors again for sawn shingles. The Brunette Saw Mill Co. and The British Columbia Mills, Timber & Trading Co. both made very handsome and tastily arranged exhibits of doors, mantels and overmantels and general house finish. The adaptability and use of our red cedar for house finishing purposes is fast becoming recognized by progressive architects and builders. The Americans, in particular, are using it extensively; and for outside work in clapboards or bevelled siding it has been found to be particularly durable and its lightness makes it possible to lay it down at any point much cheaper than pine.

The American lumber journals on this coast are contending that according to the wording of the Wilson Tariff Bill red cedar lumber is not on the free list, but is

classed as a "cabinet wood" and as such, subject to a duty of 25%, thus, if the case, they admit was a fluke and not intended by the framers of the bill. It is possible that at an early date B. C. shippers will ask the American board of appraisers to pass a decision and should the decision be adverse it will be a matter for our own government to handle with Uncle Sam. If we are to give them advantages, in return for free lumber, we want free lumber, without any monkeying. Meanwhile two shipments of this lumber have been made, upon which duty has been collected. As an instance of the weakness of their contention, the Wilson Bill specially mentions pine and spruce clapboards as free, and the Bill further provides that for administrative purposes articles used for similar purposes shall be subject to similar duties. Now, where would the sense come in if duty were charged for cedar clapboards, or what duty would be charged if we called the lumber by its more correct name juniper?

In Eastern Canada we look on the average American lumberman as a broad minded, open hearted individual away above the petty jealousies of trade, out here a narrow minded jealousy is altogether too apparent in our brethren to the south of us. In its October issue, the "Puget Sound Lumberman," in a leading editorial announces the fact, very tearfully, that "four agencies have been established in San Francisco and Southern

California, by British Columbia mill men," and its prophesies on the direful results that will follow are enough to make a cuddy laugh. There are only about four mills in this whole province that are equipped to do this trade and if they are going to knock the whole of the Washington and Oregon mills out, they must be in bad shape indeed.

H. G. ROSS.

VICTORIA, B. C., 1894.

MAGNOLIA METAL COMPANY'S SUCCESSFUL INJUNCTION SUIT.

JUDGE LACOMBE of the United States Circuit Court granted, on October 29th, 1894, the Magnolia Metal Company an immediate injunction against the Nassau Smelting Company of New York city, (composed of Benjamin & Moses Lowenstein), restraining them from selling a metal called the "MAGNOLIA" metal, which they have been assiduously offering in the New York market, and elsewhere, claiming it to be the same as Magnolia Metal and confusing the trade very generally with the similarity of the names. The Magnolia Metal Co. informs us that it will prosecute anyone to the full extent of the law, who infringes in the slightest degree on its patent or trade-mark rights.

A young man named William Allen was instantly killed by the falling of a tree while lumbering in the woods at Cedar Point, Ont. He was a resident of Coldwater, N. Y.

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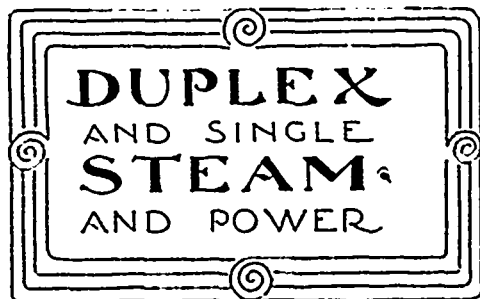
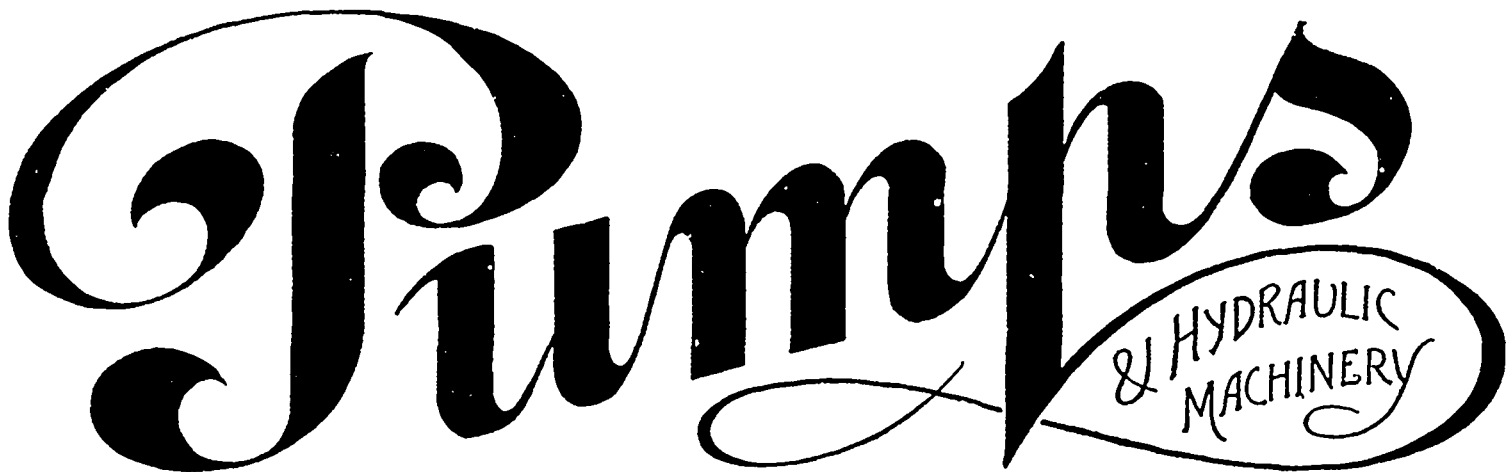
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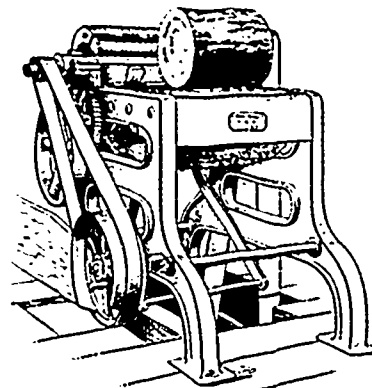
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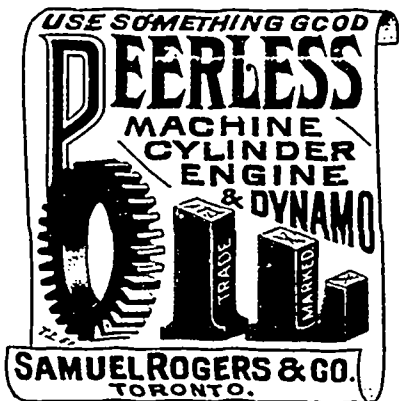
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LOG SCALING.

THE first thing a log scaler determines is the length of the log, then its quality or grade, which must be determined by the defects visible to the eye. These consist of crooks, knots, punks, hollows, etc. Looking at both ends of the log, he ascertains whether there is any hollow, or ring rot, and if the butt is free from shake. Having settled these points, he lays his rule on the narrowest diameter of the small end of the log. If it is crooked, he takes his diameter (always inside the bark) from a point which allows the saw to pass through the log fully removing the slab. If the butt is hollow, he adds three inches to the diameter of the hollow, multiplies the size by itself, and deducts from the gross measurement. If it is a shaky log, he allows for that in determining the quality. If it has not been properly square butted, he makes a memorandum so that the expense of butting can be charged to the seller, or logger, unless in the bargain he is instructed to deduct enough from the measurement to cover the cost. A log cannot be

considered merchantable until it is fully prepared for market. If it is knotty, he lowers its grade accordingly, if he is grading in quality. If the knots are large, black or rotten, he is to determine the class in which the log belongs by the damage caused by the defects. If the defect is ring rot, he should take no account of the log at all, as it is not worth the expense of handling, in a majority of cases. If a log is less than 24 feet long, it should be measured at the end; over that length, it is usually measured in the middle by calipers. In very long timber it is sometimes customary to measure at lengths of 12, 14 or 16 feet; this, however, is a matter of agreement between buyer and seller. Dead timber is always measured inside the decayed or black stained sap. In many hardwood sections the sap is always excluded from the diameter of the log. Bright sap in pine, hemlock, poplar, whitewood, basswood and spruce is always measured. Diameters are always to be taken inside of the bark the smallest way of the smallest end of the log.



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 This road traverses a section of Michigan with unrivalled advantages to settlers. Cheap lands, thriving villages and towns, well watered with streams in all directions: a market for every product of Forest and Field.
 The policy of the "F. & P. M." is known to all travellers and settlers.
A. PATRIARCHE, Traffic Manager.
 GENERAL OFFICES: **SAGINAW, MICH.**

Scatcherd & Son

105 SENECA ST.
BUFFALO, N. Y.

WE want to contract with mill men for their winter's cut of SOFT ELM, BLACK ASH, BIRCH, BASSWOOD, and ROCK ELM, to be sawed to our order. Our saw-bill will get as much good lumber out of the log as any . . .

WRITE US

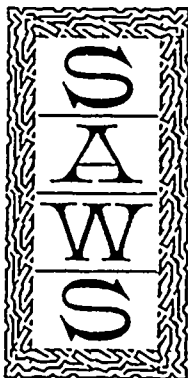
REDDAWAY'S PATENT

BREAKING STRAIN 6 IN CAMEL HAIR BELT—14,181 lbs
 .. 6 IN DOUBLE OAK LEATHER—7,522 ..
W.A. FLEMING.
 SOLE AGENT FOR CANADA.
 57 ST. FRAS. XAVIER ST. / 24 FRONT ST. E. / VICTORIA CHAMBERS
 MONTREAL. (TORONTO.) OTTAWA.

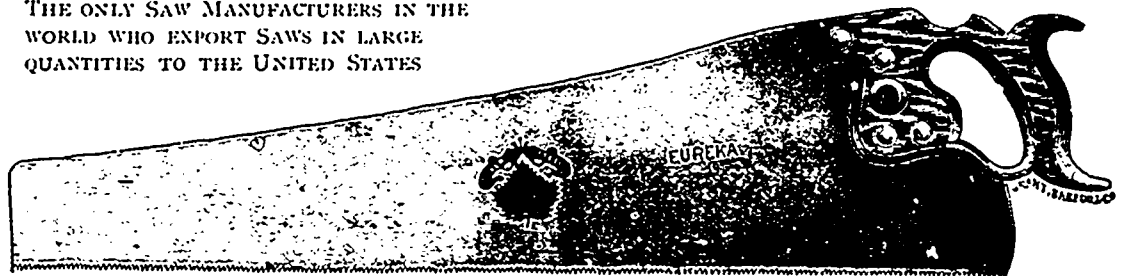
SHURLY & DIETRICH

GALT, ONT.

MANUFACTURERS OF



THE ONLY SAW MANUFACTURERS IN THE WORLD WHO EXPORT SAWS IN LARGE QUANTITIES TO THE UNITED STATES



SOLE PROPRIETORS OF THE SECRET CHEMICAL PROCESS OF TEMPERING : : Our Silver Steel Saws are Unequaled

OAK TANNED BELTING

TORONTO
 20 FRONT ST EAST
 TELEPHONE 475

THE J.C. Mc LAREN BELTING CO MONTREAL

WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion.

FOR SALE 50 M. FT OF 1" AND 2" HARD MAPLE. W. S. GREENSIDES, Mount Forest, Ont.

WANTED

FOR HEMLOCK, DIMENSION LUMBER, hardwood flooring, cedar shingles, piles, sawdust, etc. write J. E. MURPHY, lumberman, Hepworth Station, Ont.

WANTED

TO BUY SMALL LIMIT, PINE AND HEMLOCK, or would put in mill and take contract of cutting by the thousand. GEO. THOMSON, Wingham, Ont.

THOROUGHLY EXPERIENCED AND RELIABLE inspector to purchase for an extensive eastern manufacturing concern, stocks of ash, birch, elm, maple, etc. lumber and also piece stock, from 2 inch and up wide, 18 inch and up long, 1 inch thick, kiln-dried if possible; specifications upon application. Splendid chance to work up low grades. Give full particulars of stocks ready for shipment and references. Address CANADA LUMBERMAN.

FOR SALE,

STEAM SAW MILL, WITH 60 H. P. STEEL boiler, new, and 50 h. p. engine, and 500 acres of land, with a heavy cut of birch and other timber, also a large quantity of black birch, to be had convenient to mill. G. T. R. switch on the premises. For further particulars, apply to JAMES MCCARTNEY, SOUTH RIVER, ONT.

WANTED,

150,000 FEET NO. 1 AND 2 SOFT ELM, 1" to 4" thick; 250,000 ft. No. 1 and 2 Birch, 1" to 4" thick; 100,000 ft. No. 1 and 2 White or Brown Ash, 1" to 4" thick; 100,000 ft. No. 1 and 2 Hard Maple, 1 1/2" and 2" inch thick. Address BUFFALO HARDWOOD LUMBER CO., 940 Elk St., Buffalo, N.Y.

WANTED

UNLIMITED QUANTITIES OF ALL KINDS of hardwood piece stock, kiln-dried if possible, from 2 inches and up wide and 18 inches and up long, 1 inch thick either planed or rough; also plain Oak Slats 4 1/2, 5, 6 1/2 inches long, 3 inches wide, dressed to 2 sides to 1/2 in. Splendid chance to work up lower grades. Apply for specifications. Also logs, planks, boards, squares. Give full particulars of stock on hand, prices and freight rates to New York. Address P. O. Box 2144, New York City.

WANTED

MANUFACTURERS OR DEALERS HAVING choice Soft Elm, Hard Maple, Basswood, Brown Ash, or Birch, for sale, to correspond with us. E. CLARK & CO., Lumber Dealers, 53 State Street, Room 1020, Exchange Building, Boston, Mass.

WANTED

CORRESPONDENCE WITH SOME RESPONSIBLE Canadian Shingle Manufacturer in regard to handling product on commission or other wise, by wholesale concern travelling continuously. Address Lock Box 45, Mount Morris, Livingston County, N. Y.

FOR SALE

35 H. P. Engine 65 H. P. Boiler With Smoke Stack and Connections Also STEAM PUMP, all in good condition. Apply 235 QUEEN STREET EAST, TORONTO.

WANTED

TO CONTRACT FOR 500 TO 800 M. FT. 4, 4, 5, 4, 6, 4, 8, 4 firsts and seconds Basswood, the 4, 4, 5, 4 and 6, 4 to be all 1 1/2 ft long, the 8, 4 all 16 ft long. Will agree to take a good percentage of other lengths of firsts and seconds, and a large proportion of the common and culls. Would want the firsts and seconds, 12 feet, shipped in boat loads, other sizes and grades by car. Correspondence solicited. We are ready to buy Elm, Birch, Maple and Ash. YOUNG & KEELER CO., 65 South Street, New York.

WANTED

200,000 FEET OF LUMBER, AS SCHEDULED below, during the coming year, cash on delivery, delivered at either of the following places, namely: Duluth, Chicago, Cleveland or Buffalo; also 100,000 feet at Verona, Pa. (Pittsburg freight rates). Part of the lumber would be desirable in firsts and seconds 1 or 1 1/2 inch, ordinary widths. Please quote on this class by itself. Most desirable lumber for my use is White Birch, Maple, Bass, Whitewood; any other white or light maple colored woods would prove satisfactory. Thickness, 3/4 or 1 inch. One side and both edges of the lumber must be sound and free from dark color marks. Six-sevenths of the lumber to be 3 1/2 inches wide, the seventh of the lumber to be 10 1/2 inches wide. Should prefer the lumber cut into the following proportions and lengths, which also gives the producer opportunity to utilize short pieces and good ends of unsalable boards that otherwise would be lost. The proportions are: Four pieces 7/8 or 1 inch thick by 3 1/2 inches wide by 8 1/2 inches long; ten pieces 7/8 or 1 inch thick by 3 1/2 inches wide by 26 inches long; two pieces 7/8 or 1 inch thick by 10 inches wide by 26 inches long. State condition (dryness) of lumber. Should wish first shipment in December; balance during the year as may be arranged for. Please quote on any part of the above amount you may have capacity to furnish. I wish also quotations on veneers of any white faced lumbers for panels, about one-eighth of an inch thick, suitable for panel work, about 16 inches wide by 36 inches long. Address W. W. GRIER, OAKMONT, PA., U.S.A.

TIMBER LIMITS AND MILL FOR SALE

MILL consists of 50 h. p. engine and suitable boiler. One small size Waterous Band Mill with all necessary tools, long carriage, heavy three-saw edger, endless chain, hull wheel rig, 60 inch cut off saw for shingle blocks, two "Dunbar" shingle machines, one combined planer and matcher, and small saws, etc., etc., usually found in mills. The whole in first-class condition, having only been in use a short time and well looked after. Situated at Gaspé Basin, Province of Quebec. Deep water right at mill. Excellent point for shipment to Prince Edward's Island, Cape Breton, and New England ports.

Lumber limits consist of 68 square miles on the Dartmouth river, extending one and a half miles back from said river, on either side; always plenty of water for driving. An estimate was given after careful survey on these limits that there are between sixty and seventy millions of spruce and pine and from seventy to eighty millions of cedar. The greater part of these limits have never had an axe on them. As this property must be sold to liquidate an estate it is a rare chance for an investment. For further particulars apply to A. A. BRASCO, 718 Craig Street, Montreal, Waterous Engine Works Company, Ltd., Brantford, Ont., or RUFERT J. LOUGHEE, Assignee, Gaspé, Quec.

CANADA MACHINERY & SUPPLY CO. OF BRANTFORD, ONT. are offering the following SECOND-HAND MACHINERY FOR QUICK SALE AT LOW PRICES.

ONE heavy Waterous saw mill, iron saw frame, with a three block carriage, with two intermediate blocks, complete with 67 inch inserted tooth Hog saw

THREE complete three block saw mills, with any size saw wanted; two heavy, double planer, matchers and headers, with eight inch feed; 2 1/2 one heavy planer and matcher; one complete heading and stove mill cut off; one complete set of butter tub machinery (American make); one double Excelsior cutting machine

BOILERS. One 60 inch by 14 feet; one 50 inch by 12 feet; one 48 inch by 14 feet; one 45 inch by 12 feet; one 44 inch by 14 feet, and a large number of smaller sizes.

ENGINES. One 15 1/2 x 20; one 12 1/2 x 20, Goldie & McCulloch make; one 12 x 18, Waterous double cut off; one 11 1/2 x 18, Thomas; two 9 x 12, Waterous; one 8 1/2 x 12, Beckett, and a large number of smaller sizes.

WATER WHEELS. One 42 inch, Lefell; one 40 inch, Lefell; one 36 inch, Lefell; four 30 1/2 inch, Lefell; one 20 inch, Barber and Harris, in case; one 17 1/2 inch, Lefell; one 17 1/2 inch, Little Giant; five 15 1/2 inch, Lefell.

WE also carry a Complete Stock of all kinds of WOODWORKING MACHINERY, LOG WORKING MACHINERY, CRIST MILL MACHINERY, Shafting Hangers, Pulleys, Belting, Etc. Write us particulars of what you want. Address THE CANADA MACHINERY AND SUPPLY CO., Brantford, Ont. Send for Catalogue.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE, 49 Front St. West, Toronto.



Sole Canadian Agents Prices Reduced. WATEROUS, BRANTFORD, CANADA.

Advertisement for 'DO YOU?' featuring an illustration of a building and text: 'BUILD TO-DAY THEN, STRONG AND SURE. WITH A FIRM AND AMPLE BASE.' 'WISH THUS TO BUILD, an advertisement in the CONTRACT-RECORD TORONTO will bring you tenders from the best contractors.'

Representative Lumber Manufacturers and Dealers

Table with 5 columns: TOWN, Railway, Express, or nearest Shipping Point, NAME, BUSINESS, Power, Style and Daily Capacity. Lists various lumber companies and their locations across Canada.

LUMBER TRUCK WHEELS

The Montreal Car Wheel Co.

MANUFACTURERS OF Charcoal Iron Gilled RAILROAD WHEELS

OFFICES: NEW YORK LIFE INSURANCE BUILDING, MONTREAL WORKS: LACHINE, QUEBEC

We make a specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

CORRESPONDENCE SOLICITED

Duty
 saved
 you

 Price
 the
 Same



--- THE NEW ---
**“ALLIS
 BAND”**

**A Giant Among
 Band Mills .**

... This, the most popular Mill in America, requires no eulogies from us. We claim **no** part in its design, invention or improvements, we have simply secured the sole right to build in Canada this the best of American Mills.

— We do Claim
 however, to Build
 a Fac-Simile

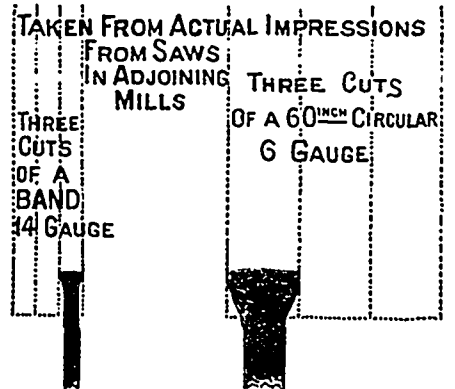
of the Band Mills built
 by ALLIS & Co., of Mil-
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With all
up-to-date
Improvements

and GUARANTEE in the
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 that

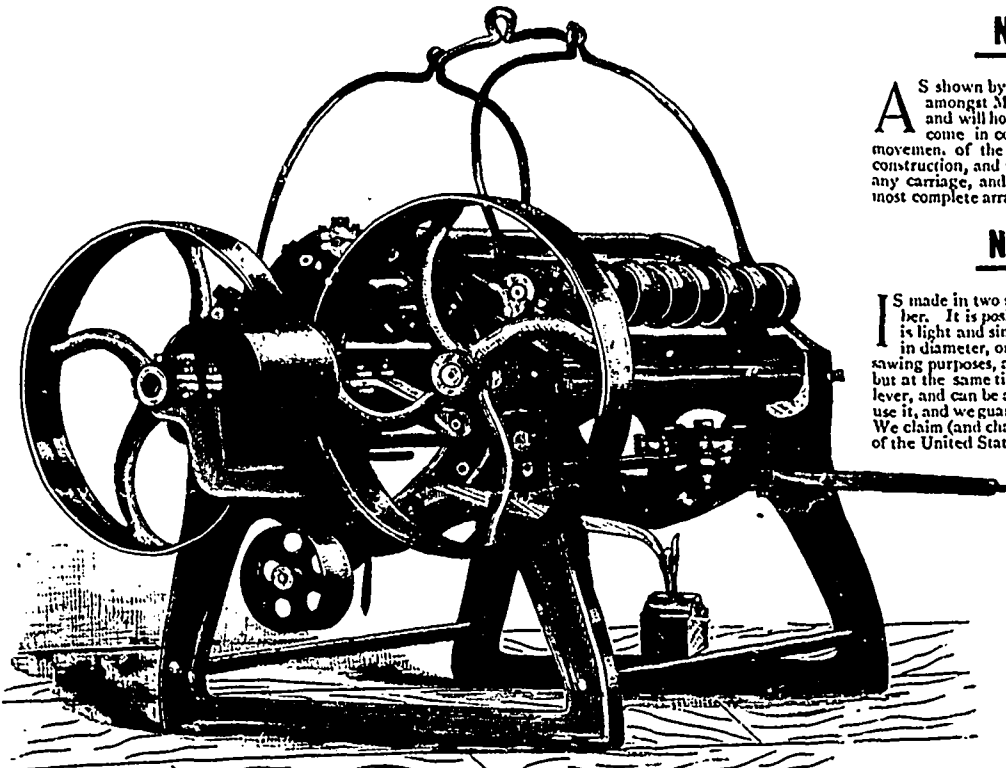
Our Allis
 Band Mills
 are the equal
 in every re-
 spect
 of the American
 built Allis
 Mills.

WITH THIS GUARANTEE why hesitate to change. The saving is enormous. Without practical demonstration you can scarcely realize it. Saving in Kerf Saving in Cutting nearer to size Saving in cutting to suit quality Increase in value in medium and very wide lumber Improved appearance Increased Output of Mill. We guarantee the “ALLIS BAND” to cut equally as fast or faster than the circular mill it replaces. Anticipating a large demand for these Mills during the next 8 months, we offer special inducements for immediate sales--delivery to suit purchasers' convenience. Write us.



WATEROUS, BRANTFORD, CANADA.

SAW MILL MACHINERY



NUMBER 1 MILL DOG

As shown by accompanying cut, is claimed to fill a long felt want amongst Mill men. It will hold pine, hardwood, or frozen timber and will hold from the smallest to the largest size log. It can never come in contact with the saw, as when off the log, by a simple movement of the lever, it automatically locks itself in. It is of a simple construction, and will not easily get out of order. It can be adapted to any carriage, and when combined with our No. 2 Dog makes one of the most complete arrangements that it is possible to obtain.

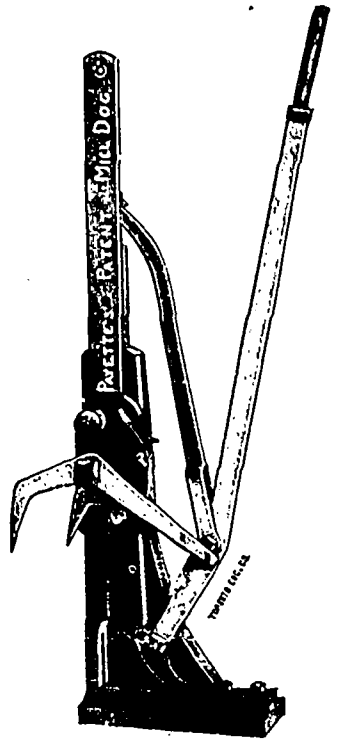
NUMBER 2 MILL DOG

Is made in two sizes, or it can be manufactured to suit any class of timber. It is positively the most unique Dog ever put in the market. It is light and simple of construction. It can be used to dog a log 10 feet in diameter, or a piece of timber 3 inches, and is well adapted for re-sawing purposes, as slabs or small stuff—is very easily handled—is light, but at the same time strong and durable. It can be used with or without lever, and can be adjusted for down or up stroke with lever. Anyone can use it, and we guarantee it to hold any class of timber that it may be used on. We claim (and challenge denial) that there is NO Mill Dog in the market of the United States or Canada that can compare with it in any way.

References as to the merits of our Dogs can be given by some of the largest lumber firms on the Georgian Bay.

These Dogs are fully covered by Patents, both for the United States and Canada.

Prices and all information will be cheerfully furnished.



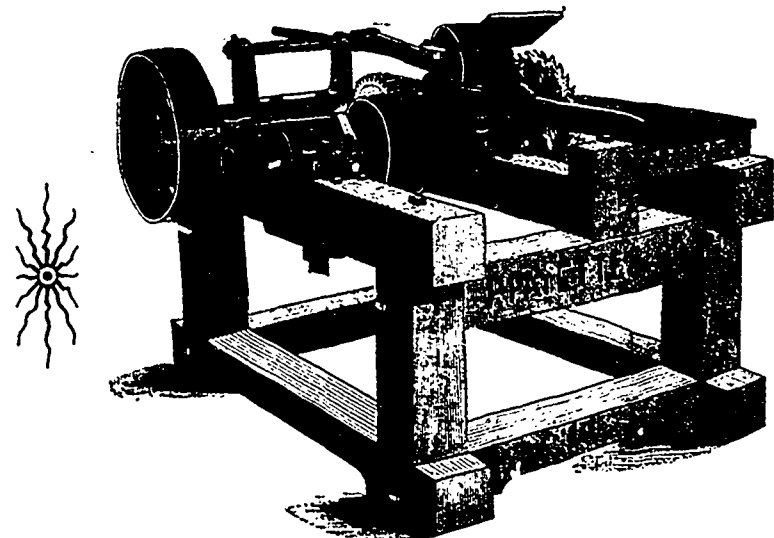
P. PAYETTE'S IMPROVED DOUBLE EDGER—Direct Feed.

WE make feed roller from 4 to 7 inches in diameter, with inside from 3 to 4 feet.—From 3 to 4 collars for saws. One collar is moveable at will of operator by lever; the other collars are fastened by set screws. Extra rollers and collars furnished if required. We also manufacture

• • • P. PAYETTE'S • • •

PATENT FRICTIONAL FEED DOUBLE EDGER IN FOUR SIZES AND WITH FULL PATENT IMPROVEMENTS.

TERMS AND PRICES ON APPLICATION



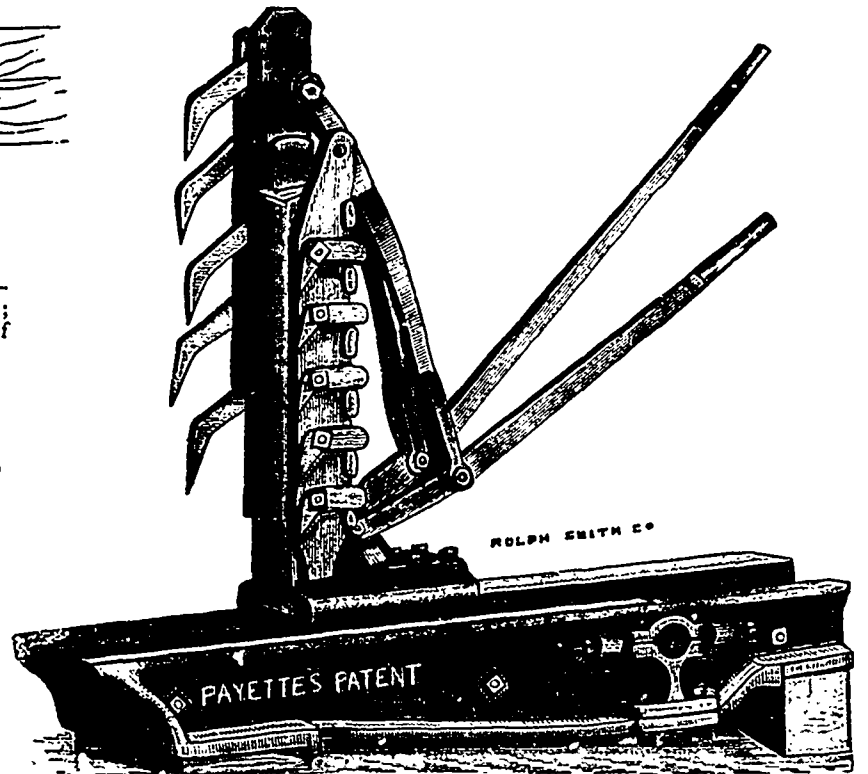
NEW IMPROVED GANG MILL BOLTER

THE many improvements in the construction of this machine have made it the most satisfactory one in the market. It is simple in its construction, yet it does its work rapidly and well. It has every convenience for quick adjustment and for starting and stopping.

The frame is made of hard maple with joint bolts, and made very heavy and strong, so as to give the machine good bearing and steadiness. The machine has a capacity for bolting of 40,000 lath per day of 24 hours, with two saws of 12 inches diameter and 13 gauge, and will bolt more by adding more saws.

The feed consists of a heavy steel pike feed roller and heavy binder on top of roller. It has only one feed belt. The feed can be instantly stopped and started by means of a hand lever and eccentric which raises the table from the feed rollers. The table is made of cast iron—all in one piece. The saws can readily be removed for sharpening without lifting the table. The mandrel is of best refined steel and made very heavy so as not to spring when doing heavy work. The box bearing is self oiling and made to swing and adjust the mandrel in line with the table.

OUR LATH MILL is made on the same principle and style as our Bolter, with the exception of the feed, which is made to work with expansion gear and with two fluted rollers. . . . We recommend both of our machines as being first-class in every respect, and we guarantee them to give satisfaction. Prices and all information will be cheerfully furnished on application.



ALL KINDS OF SAW MILL MACHINERY AND REPAIRS.

P. PAYETTE & CO.

The Penetanguishene Foundry and Machine Shops ————— PENETANGUISHENE, ONT.

J. B. WALL, President.

VINE GRANDALL, Vice-President.

M. M. WALL, Treasurer.

BUFFALO HARDWOOD LUMBER CO.

... WHOLESALE DEALERS IN ...

HARDWOOD LUMBER

PARTIES manufacturing or having for sale Birch, Maple, Basswood, Soft or Rock Elm, White or Brown Ash, &c., should correspond with us, as we are always in the market for such desirable stock.

940 ELK STREET
BUFFALO, N.Y.

Annual Sales, 25,000,000 Feet.

We have our own Salesmen in New York and New England.

Emery Wheels,

Saw Gummers, Automatic Grinding Machines for Veneer, Planer and Paper Knives, &c., &c.

The Tanite Co.,

New York, 161 Washington Street.
Cincinnati, 1 West Pe. -1 Street.

Stroudsburg, Monroe Co., Pa.



DONOGH & OLIVER

WHOLESALE DEALERS IN

LUMBER, LATH AND SHINGLES

TORONTO: 204-205 Board of Trade Building.
BUFFALO: Dock foot of Hertel Avenue.

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A Life Policy
An Endowment Policy
An Investment Policy
Or an Annuity Policy?

THE ONTARIO MUTUAL LIFE

ISSUES THEM ALL

One 20-year Survivorship Distribution Policy embraces all the newest features, and is the best form of Protection and Investment money can buy. It has equal. Guaranteed values, attractive options and liberal conditions.

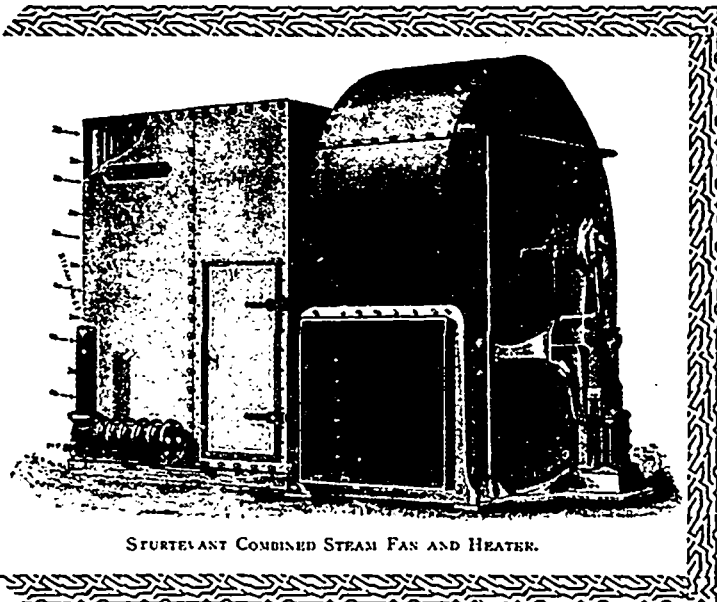
A WISE AND GENEROUS PLAN.

Our Annuity Endowment Policy ensures a certain annual income to yourself during 20 years after maturity of the Policy or to your family at earlier death; and the Annuity Life Policy guarantees a sure income to your family during 20 years after your death; first payment immediate. The rates are lower than on ordinary plans.

A. R. WILLIAMS

.... Soho Machine Works, TORONTO

MANUFACTURER AND DEALER IN



STURTEVANT COMBINED STEAM FAN AND HEATER.

Saw Mill Machinery

Shingle Mill Machinery

Hoop and Veneer Mill Machinery

Wood-working Machinery

Iron-working Machinery

ELECTRIC LIGHT PLANTS. ELECTRIC MOTORS. ENGINES AND BOILERS OF ALL SIZES.

Write for a Circular and Catalogue, mentioning this advertisement.

STURTEVANT : DRY : KILN : PLANTS

EXCEL ALL OTHERS IN EFFICIENCY AND SAFETY.
SEND FOR SPECIAL STURTEVANT DRY KILN CATALOGUES.

A. R. WILLIAMS

Soho Machine Works

TORONTO