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VOL. 6.

PETERBOROUGH, ONT., JULY 15, 1886.

NO. 14

COLONIAL EXHIBITION.

The following notes regarding the Indian and Colonial Exhibition, London, Eng., are taken from the *London Canadian Gazette* of June 10th:—

As is but natural, the agricultural trophy in the Canadian section continues to receive the special attention of visitors. "This is the best thing in the exhibition," is a sentence to be heard continually from their lips. The many questions asked of and fully answered by Mr. Cracknell further indicate the deep interest awakened, for the majority are not satisfied to look and pass on, but wish to be informed as to the locality and conditions of growth of the samples.

It is the hope of many that one result of the present meeting of Canadian and Australasian in friendly rivalry may be the creation of an interchange of commodities between their respective parts of the Empire. A step has already been taken in this direction by Messrs. Wallace, Warne & Co., of Western Australia. This firm, attracted by the excellence of the cheeses of Eastern Canada, have opened up negotiations with Mr. T. D. Millar, of Ingersoll, Ontario, for the importation of cheese from Canada to Australia, and that enterprising gentleman is now on his way to the Dominion to carry out the arrangement. There are many other commodities capable of taking part in a satisfactory intercolonial trade.

The Congress of Chambers of Commerce of the British Empire to be held at the exhibition on the 8th July, will, it is claimed, be the most important commercial congress ever held in any country. The parts of the Empire represented will be—Australasia with no less than 13 chambers, Canada with four, China, India, Indo-China, South Africa, with four, British Guiana, the West Indies with three, and the British chamber in Paris. The Canadian delegates will represent respectfully the Board of Trade of Toronto, Montreal, Quebec and Hamilton. It is to be regretted that Winnipeg and Victoria send no one to speak on their behalf.

The *Leeds Mercury* remarks:—"Pushing Canada comes out bravely with agricultural products, and with machinery and implements too, being singular in the latter display, as the other colonies do not show a score of implements between them."

The *Edinburgh Scotsman* compares the Canadian with the Indian section. "India beams forth in all its eastern splendor; Canada comes to the front as a country capable of great things waiting for the development which capital and population can only supply."

FORESTRY CONTINUED.

The commercial aspect of Canada's forestry display at the exhibition is very obvious. Canadians are firmly convinced that the trade

with Europe in the hardwoods of their eastern Provinces may be largely extended. For the soft woods there is always a sufficient local demand, and Canada is not in a position to compete with the Baltic lumber so far as the soft varieties are concerned. It is therefore the hardwoods of Canada that best adapt themselves to export. At present England imports her hardwoods in immense quantities from the United States, a large number of factories being devoted exclusively to this branch of the trade. There are, however, important indications that the United States supply is fast falling off. A considerable importation does already take place: the United States from New Brunswick, and from Western Ontario, in spite of the present duty, and an agitation is in progress in the States for the free importation of the lumber of Eastern Canada, to prevent the destruction of the forests of the great Republic. On the other hand the supply of eastern Canada is, in many respects, ample. Authorities even declare that there is no perceptible decrease, generally speaking, in that of New Brunswick for instance; while the contemplated railway from Riviere du Loup across to the St John's river, will open up a large extent of country with very fertile soil though hitherto inaccessible. Thus, with extended effort on the part of the various Provincial Governments, no hindrance need arise in the development of the industry. The authorities of Nova Scotia have not found it necessary or desirable to do much at present in furtherance of this development of the industry. In Ontario a great part of the country is in the hands of the Provincial Government, but still the lumbermen have extensive limits, and husband the timber, cutting only a limited extent. The New Brunswick Government will shortly have the new districts under control, where ample maple, birch and pine are to be found, and they will, it is hoped, take every necessary measure for their proper use and preservation.

ENGLAND'S WOOD EMPORIUM.

Taking eastern Canada as a whole, there is therefore abundance of woods useful for manufactures—the three species of ash, two of elm, basswood, beech, three of maple, three of hickory, six or seven of oak, butternut, black walnut, buttonwood, three species of birch, and several others. And these are at present in extensive use in the manufactories of Canada. Among the Canadian exhibits—in agricultural and other implements, in machinery, in furniture, and in many other classes nearly all these varieties may be seen in actual use. There Englishmen may realize for themselves what Canadian woods are capable of; and pointing to these exhibits, Canadians naturally ask: What is to prevent England looking to us, as one of her colonies, rather than to the

United States, not alone for her raw material, but for the manufactured goods we are equally able to supply? In Quebec and Ontario alone, there are above sixty-five varieties of trees, of which more than four-fifths are in present use for manufactures in the country and for export. Here then is surely a good field for development, but many Canadians have themselves a lesson to learn. They must realize more fully that it is questionable prudence to cut down forests for the mere purpose of exporting the raw lumber. Indeed, in view of the immense importance from a climatic and general point of view of the forests to Canada, such a policy is unwise in the last degree. When land is being cleared for agricultural purposes, then export such lumber rather than burn it; but Canadians must remember the great value in years to come of the vast timber area, now too often so lightly thought of. If proper steps be taken to preserve the forests, there will still be ample material to develop to a hitherto unknown extent the wooden manufactures of the country, and bring England and Europe to realize that Canada may be looked to for the supply of much of the manufactured goods now obtained from the United States. And on this point, too, Canadians must not forget that while sentimental feelings and artificial encouragement may do something to extend trade relations with England, future development must largely rest with their own enterprise and with their readiness to meet the full requirements of European markets.

As to the export forest trade of British Columbia, most competent authorities believe it to be but yet in its infancy. The chief woods of the Province that lend themselves to manufacture and export, are the red and yellow cedar, Douglas pine, white maple, oak, alder, and dogwood. Of these prominence must be given to the first three. They are invaluable to the Province, growing to an enormous size, and producing an immense amount of the very best of wood for the almost every purpose. Considerable exports already take place to Australia, South America, China, and other parts of the eastern world, for few woods can equal those of the Province for bridges, railway ties, frames and shipping accessories. But the past record is as nothing to what the future is destined to show, not only in the raw material, but also in the highly finished manufactures to which the natural conditions of the Province so readily lend themselves.

The *Gazette* of June 17th says:—"Among the visitors to the Canadian section last week was a party of four farmers, formerly from the north of Ireland, and now settled near London, Ontario. They are now in England to take out a number of horses for agricultural work, the Canadian stock not being in their opinion at present so heavy and suitable for this purpose as English breeds. They report a very

early spring in Ontario, and a generally forward state of growth. Fall wheat promises to be excellent this year, though they find raising cattle for export more profitable.

TIMBER ON THE PUBLIC DOMAIN.

The following order, issued by the land office in regard to cutting timber on the public domain took effect on the 1st inst. The order is issued in accordance with the act of June 3, 1878, authorizing the citizens of Colorado, Nevada and the Territories to cut and remove timber for mining purposes:

1. The act applies only to the States of Colorado and Nevada, and to the Territories of New Mexico, Arizona, Utah, Wyoming, Dakota, Idaho and Montana, and other mineral districts of the United States not specially provided for, and does not apply to the States of California and Oregon, not to the territory of Washington.
2. The land from which timber is felled or removed, under the provisions of this act, must be known to be strictly and distinctly mineral in character, and more valuable for mining than for timber, or for any other purpose or use.
3. No person who is not a resident citizen or or bona fide resident of the State, Territory or mineral district shall be permitted to fell or remove timber from lands therein.
4. Timber felled or removed shall be strictly limited to building, agricultural, mining and other domestic purposes. All cutting of such timber for sale or commerce is forbidden. But for building, agricultural, mining and other domestic purposes, each person authorized by the act may cut and remove for his or her own use, by himself or herself, or by his, her or their own personal agent or agents only.
5. No person shall be permitted to fell or remove any growing trees of any kind whatsoever less than eight inches in diameter.
6. Persons felling or removing timber from the public mineral lands of the United States must utilize all of each tree that can be profitably used, and must cut up and use the tops and brush or dispose of the same in such a manner as to prevent the spread of forest fires.

Unenforced Tariff Resolutions.

The following letter appeared in the *Montreal Star*:—

SIR,—Much has been said and written by learned men through the press about enforcing the export duty on logs and shingle bolts, but it appears to be all talk so far.

It's a pity our country has to suffer so severely by our Dominion Government allowing capital to bury itself and they walk to the funeral. They pass acts to protect our resources, and let us wait for the day of resurrection to unearth them to be enforced.

Yours, etc.,

P. D. BYRAM.

Madawaska, N. B., July 2nd, 1886.

Chips.

CUMING's saw mill at Birtle, N. W. T., has been damaged by fire.

THE Bay City *Lumberman's Gazette* has commenced its fifteenth year. It has adopted a wider column than formerly used. It gives every week considerable lumbering information.

THE *Monetary Times* says:—There was shipped last year from California to Australia 5,950,000 feet of redwood pine. Does not this help to point out the possibilities of Canadian trade on the Pacific Ocean when the line of steamers is running from the termination of the O. P. R.?

RAIN is much needed on the upper stretches of the St John river. There are, says the *Globe*, about twelve millions of logs hung up in the neighborhood of Eleven Islands. These belong principally to Mr. Walter Stevens. There is a solid body on the bed of the river and there is no trouble in crossing dry shod.

FIRE has been raging in the forest along the Zeland Valley railroad, N. H., owned by E. J. Henry. Three camps with two million feet of spruce and about two miles of track have been burned, also 2,000 cords of wood. Two mills were forced to shut down; damage \$30,000.

ZEALAND, N. H., July 8—Fire is raging in the forest along the Zeland Valley railway, owned by E. J. Henry. Three camps, with 2,000,000 feet of spruce, and about two miles of track, have been burned. Also 2,000 cords of wood. Two mills have been forced to shut down. Damage \$30,000.

RYERSON, HILLS & Co and other parties last week sold to the Cohasset Lumber Company, of North Muskegon, about 30,000,000 feet of pine timber located in Newaygo and Lake counties. The timber will all be taken to Muskegon for manufacture.

THE new lumber rates from Chicago to points in Ohio, Indiana, Michigan, Pennsylvania, West Virginia and Kentucky went into effect July 1st. The rates are on the basis of 10½ to Cincinnati, 13 to Cleveland, 12½ to Saginaw river points, 12½ to Louisville, 9 to Toledo.

T. R. LYON sold to Davis, Blacker & Co., of Manistee, recently, a group of pine near Luthers town 19 1/2, estimated to cut 11,000,000 feet for \$55,000,000—just even \$5 stumps. How can good lumber depreciate in value asks the *Lumberman's Gazette* when such prices are paid for timber in the woods.

THE Kirby Carpenter Company, says the *Lumberman's Gazette* is now settled in its policy of piling lumber at the mills at Monmouth, Mich. The yard at Chicago is being rapidly closed out of stock and none is being put in. Its year's cut of 60,000,000, or more, will be piled at the mill. The Ludington, Wells & Van Schaick company is pursuing a like policy.

THE Duluth tells us that the lumber firms there report an increased demand for lumber outside of the city. The prospects in the early spring for a good trade looked dubious but within the last month business has improved and from all parts of Minnesota and Dakota orders are coming in for building material.

LUMBER manufacturers along the line of the Northern Pacific railroad held a conference in Duluth lately. Estimates made the amount of lumber on hand show 107,000,000 feet against 165,000,000 a year ago, and the log crop this year to be 231,000,000 against 172,000,000 last year. Lumbermen figure from those figures that there will be a lumber famine before the year is over. Prices on dimension stuff for places west of Brainard were made \$1 over

Duluth prices and common boards advanced \$1. An effort will be made to establish uniformity of grades through the Northwest.—*Mississippi Valley Lumberman*.

SAYS the *Lumberman's Gazette* of Bay City:—"The CANADA LUMBERMAN informs the *Gazette* that the export duty on rough timber is \$2 on pine and \$1 on spruce, not \$3 and \$2 as this paper has stated. Glad to be put right." The first proposal was to place the duty at \$3 and \$2, and now the Government has authority from Parliament to raise the duty to those figures if it is found desirable. At present, however, the duty is \$2 on pine and \$1 on spruce.

THE LUMBERMAN'S OCCUPATION.

Bangor, once the greatest lumber market in the world, though doing a much smaller business than in Penobscot's palmy days, is still the home of expert loggers and drivers, and the headquarters for the most approved kinds of lumbermen's implements. Such is the fame of Bangor cant dogs and axes and batteaux that operators in the comparatively new logging regions of the west and far off Pacific slope send here for them. But is the men of the Penobscot who are principally sought, not for cutting the logs, for almost anybody can swing an axe, but for the perilous work of driving the logs through rapid waters and over roaring falls and swift rapids. Every spring, when the trees have been felled and when the warm sun has transformed frozen streams into rushing torrents, men from the Kennebec and Connecticut come to Bangor to hire crews who are handy with the axe and cant-dog, and who are not afraid to break a jam or sleep on the hard ground in a single blanket. They are especially anxious to get Bangor boys when they have a hard drive in prospect, for they know that the Penobscot red-shirters will pull through if it is a possible thing.

Not many people understand how logs are driven from the wilds where they are cut so many miles to the great booms near the mills, where they are sawn into lumber. It is a peculiar and a hazardous work, and when a lot of drivers start away for the headwaters with their pike poles, cant-dogs and axes it is just as natural to expect that some of them never will come back alive as it would be in the case of a company of soldiers starting for a battle field. After the loggers get through dumping the logs over into the frozen streams but a brief period ensues before the snow and ice melt and carry the big spruce sticks in great masses down stream and create big jams, backing the water up so that many of the logs are floated over submerged flats, to be left high and dry when the first detachment of drivers break the jams and set the water loose. Then the drivers' work begins. He grounded logs in the upper country where horses can not be used must be carried to the streams by men and often it requires 20 strong drivers wading knee deep in mud, to carry a single stick to the water. The farmers whose meadows are thus strewn with logs often claim the timber as a recompense for the obstruction it causes to their operations and at times they appear with shotguns to prevent the drivers from carrying off the logs. But the boss driver orders his men to "bring that stuff down" and the "stuff" generally comes.

Several crews are employed on a drive of any considerable size or at the head or lower end, other along the line or at the rear. There are many rocks, rapids and falls where the moving mass is likely to jam, and those places must be carefully watched to prevent a general "hang ing up" of the logs. Sometimes one big stick caught on a rock will hold back hundreds of thousands of feet, and then some daring fellow is ordered out with an axe to chop away the obstruction. It is at the risk of his life. He must be quick, for at the last stroke of his axe the big log snaps asunder with a boom like that of a cannon, and then there is a tremendous stampede of all the logs behind it. If the driver is lucky and agile he gets ashore all right, leaping from log to log, but one misstep, or a little slowness is likely to precipitate him into the seething mass, and if it is ever found below,

his body is mangled almost beyond recognition. Generally it is never found.

As the drive progresses the men follow through to the woods or along the rocky, uneven shores after it, and "wangan," or commissary departments of the different gangs, going on before. The driver works as long as it is light enough to see a log, and the moon is bright they often go to work at 3 o'clock in the morning and continue until the last glimmer of twilight. They eat their plentiful but coarse evening meal and, wrapped in their blankets lie down to sleep. While they sleep, which seems to them but an hour, the "wangan" moves ahead five or six miles, and when they awake there is that distance to walk through the woods before breakfast.

I saw a Bangor man who had just returned from the Connecticut, where he had driven six weeks. Sundays included, for \$2.50 a day, and he brought a sad story with him. After escaping several perils himself he had seen one of his camp mates go down to a cruel fate, while another was barely saved alive. These two, a Bangor boy and an old driver from St. John, N. B., had come up from the lower end of a drive, near North Stratford, Vt., to help break a big jam above. They walked through the woods to the point just above the jam and then started down stream for it on a log spiece. Before they knew they were in "white water" around some rocks; one log was lost and the two were clinging to the other. When they reached the jam the Bangor boy was crushed up against it, while the St. John man was swept under and lost beneath the wilderness of the logs. The young fellow, pinned by the big stick to which he clung, cried in vain for help, for the crew were out of hearing, and was just about to go under when another floating log struck his and swung it around in such a way as to liberate him. Then he managed to struggle ashore, and terribly injured was conveyed to the nearest house. River driving is a dangerous business, but there are plenty of men here ready to take its chance.—*Lumberman's Gazette*.

LOGS AND LUMBER.

THE Bay City, Mich., *Gazette* returns to the subject of the export duty and says:—"The Canadians ought to be able to see, if they cannot, that their export duty on saw logs and the American import duty on sawn lumber operate in about the same way to obstruct the sale of Canadian forest products in the United States." Oh, yes; the Canadians see that. And they saw, too, that as they operate in about the same way, when the American import duty was double the export duty on logs the obstruction in the way of the sale of sawn lumber was twice as great as that in the way of the sale of logs, and their clear vision and common sense told them that such an arrangement would deplete their forests for the benefit of United States lumbermen, and to the disadvantage of Canadian manufacturers. They thought it much better to have even a smaller sale of timber, and to have more lumber sawn at their own side of the line. They want the duties to be equal, either \$2 or \$1.

THE QUEBEC TRADERS.

The London, Eng., *Timber* of June 26th says:—"The *Hovding*, Captain Beck which ship is known as the "Lightning Express" amongst the numerous timber ships that ply between the port of Quebec and the United Kingdom, arrived in the Thames on Wednesday afternoon, having experienced the longest voyage since she has been in the Quebec trade. She went along at her usual speed until she arrived off St. Paul's, in the Gulf of St. Lawrence, when she experienced strong northeast winds, and in consequence those vessels that sailed many days after her came up in the race, and several boats arrived in the Thames the same tide. She has a cargo of Quebec spruce deals consigned to Messrs. Bryant, Pows & Bryant, limited. Owing to neap tides she was unable to dock, and cannot do so until Tuesday or Wednesday next. The *Carr* and *Cragallion* have also arrived from Quebec, and are now discharging in the Millwall docks on account of Messrs. R. R. Dobell & Co., as also the *Clara*, in the Surrey Commercial docks, for the same firm.

CLASSIFICATION OF LUMBER.

The *Toronto Globe* of July 9th says:—"A meeting of general freight agents, representing the Canadian railways, and a special committee of the Toronto Board of Trade, representing the lumber interests of that body, was held at the Queen's hotel yesterday. The meeting had been called to adjust the differences which have been caused by the recent changes consequent on the adoption of a Weighing Association in Toronto. There were present Messrs. John Porteous, general freight agent, A. White, John Earle, and A. Burns, district general freight agents, representing the Grand Trunk Railway; G. H. Boeworth, assistant freight traffic manager, E. Tiffin, general freight agent Ontario Division, and—Houston, Ottawa, representing the Canadian Pacific Railway; R. Quinn, general freight agent, and G. A. Mumford, assistant general freight agent, representing the Northern & Northwestern Railways; and E. A. Carter, representing the Bay of Quinte Navigation Company, and Messrs. Wm. Kerr, S. C. Kanady, and H. H. Willmott, representing the Board of Trade. The questions at issue were fully discussed, and it was eventually decided to submit to the Board of Trade a proposition to accept the classification of the Canadian Freight Agents' Association, which gives a certain weight to green lumber, another to partially dry, and another to fully seasoned lumber. Each shipper will be required to certify to qualities and the seasoning of the lumber so that the rate can be arrived at. The representatives of the Board of Trade promised to submit the proposition to the Board, and the general expression of opinion was that the matter would be satisfactorily adjusted on this basis.

BUILDING IN NEW YORK.

The *Record and Guide*, of New York, states that the June returns show a larger business in buying of real estate and building, than did the corresponding month last year. There were during June 1,244 conveyances of property, or 230 more transactions than for the corresponding month of last year. There was also an increase of investment amounting to \$500,000. Plans for building were filed to the number of 1,015, to cost \$6,732,755, against 320 plans in June last year, costing \$5,151,425. Our authorities conclude from this showing that the effect of the May strikes was not so serious as many had supposed. For six months, ending July 1, building operations in New York called for an expenditure of \$37,500,000. On this basis it is estimated that about \$75,000,000 will be expended for new buildings in New York the present year, against \$44,000,000 last year. In Brooklyn, however, building shows a falling off, as compared to last year. In the first six months of 1885 2,036 new structures were projected, calling for an outlay of \$10,557,022. This year plans filed were for but 1,878 buildings, to cost \$9,267,417.

Horsford's Acid Phosphate—Unanimous Approval of Medical Staff.

Dr. T. G. COMSTOCK, Physician at Good Samaritan Hospital, St. Louis, Mo., says: "For years we have used it in this hospital in dyspepsia and nervous diseases, and as a drink during the decline and in the convalescence of lingering fevers. It has the unanimous approval of our medical staff."

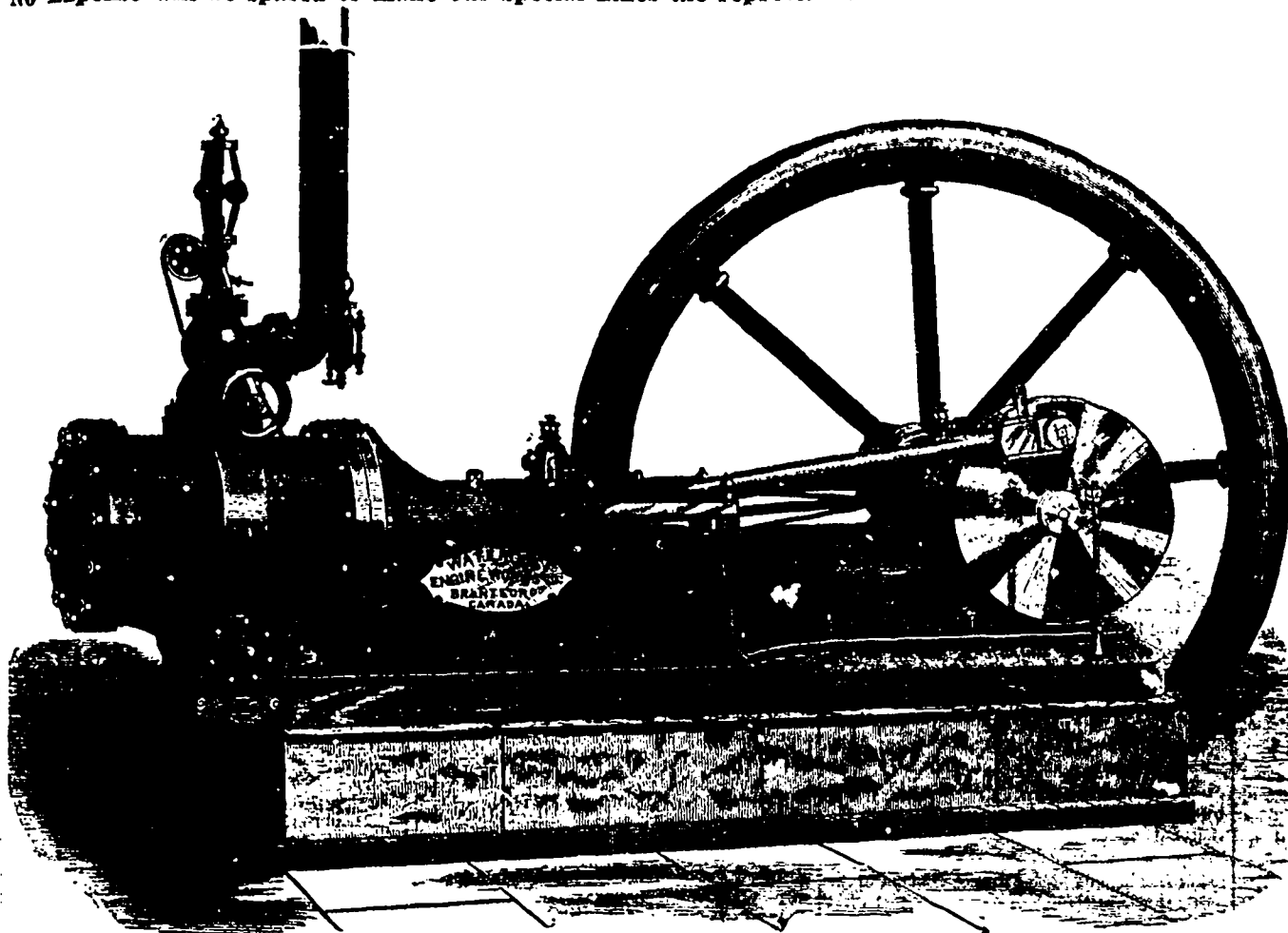


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Krupp has contracted to supply China with a million and a half tons of rails at a price twenty-five per cent. below the lowest English offer.

The London papers are fairly unanimous in insisting upon the resignation of Mr. Gladstone without waiting for an adverse vote of the House.

Russia in future will not confer orders or decorations on British, American or Swiss subjects, because their respective governments do not decorate Russian subjects.

Baron H. de Worms, who was Parliamentary Secretary to the Board of Trade in the Salisbury Cabinet, has brought an action for divorce against his wife, whom he accuses of adultery with Baron Meron.

The French Government has ordered the immediate distribution of 10,000 repeating rifles among the troops, as an offset to the action of Germany in arming her battalions in Alsace-Lorraine with a similar weapon.

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AUSTRALIAN FORESTS.

In South Australia, as in other Australasian Colonies, they have wisely adopted a system of scientific forestry, giving much attention to the conservation of existing forests and the formation of new plantations. Large tracts have been reserved for forests.

From the South Australian Advertiser we take the following extracts from a report of a visit by Ministers and members of the Legislature to some of the forest reserves:—

SOUTH AUSTRALIAN FORESTS.

Not long after Mr Brown's arrival in South Australia the Forest Board was abolished and the department placed under the Commissioner of Crown Lands, with Mr. Brown at its head, Mr. Melville retaining his position as secretary. From that time to the present the work has made steady and valuable progress, as the following figures will prove:—At the present time there are 139,595 acres of country devoted to forest purposes in this colony, independently of reserves on the Murray Flatt, the area of which have not yet been declared. On June 30th, 1885, there were in the northern district the Bundaleer, Wirrabara, Mount Remarkable, Penwortham, and Mount Browne forests, 89,769 acres. Central district—Port road reserve, and Goolwa forest, 203 acres. Western district—Walleroo forest, 4,174 acres. Southern district—Mount Gambier, Mount Burr, Mount Muirhead, Glenroy Flat, Mundulla, Bordertown, Cave Range, Penola, and Mount McIntyre forests, 45,449 acres. In these various localities the total of lands enclosed for planting amounted to 5,727 acres, which area has been increased since the conservator made his last annual report. Since the organization of the forest department in 1876 the total revenue to June 30th, 1885, shows £50,919 12s 9d; total expenditure do. do., £52,752 8s 8d; revenue last year, £8,202 14s 5d; expenditure last year, £8,028 18s 4d; total number of trees alive from last year's operations, 162,000; total number of trees alive from the planting operations since 1876, 1,200,000; raised by conservation in indigenous forests, 600,000; number of trees reported to be alive of those given away to landowners, 400,000; probable revenue over expenditure this year, £1,200; estimated value of plantations at the end of present year, £130,000. These are figures which speak for themselves, and no doubt when they are presented to Parliament they will occasion close scrutiny, and obtain for the conservator a large meed of commendation. But as to the actual value of the forest and of its real importance to the State, members of Parliament generally have but very vague notion. It is only by a visit and personal inspection that they can form anything like an adequate idea of the work that has been done in connection with the nurseries and plantations. Protecting the natural-grown timber is a matter that could be done to some extent by regulations from the department with officers to carry them into effect, but it is in the nurseries and plantations where the skill of the scientific forester is shown, and upon what is done here depends our forests of the future.

TREE PLANTING AT JAMESTOWN.

The visitor who may have known Jamestown a few years ago would fail to recognize its once open and dusty streets in the umbrageous and pleasing aspect they now present. Tree-planting has been very largely indulged in by the corporation, to whom the young trees were furnished gratuitously by the Forest Department. The enclosures down the centre of the main street, the public reserves, and the sides of the creek all display a very neat growth of forest timber. There are no less than 75,000 forest trees at Jamestown within the corporation plantations, and though their value a few years hence will represent a considerable sum of money, their cost to the Government at the time they were presented to the corporation would not be more than one half penny each. Jamestown is blessed with a stream of water which runs all the year round and a nice sheet is formed between the railway station and the township where the creek has been dammed back. Forest trees, however, are not dependent on irrigation. If the young plants have been properly reared, and are put in the ground in avenues, or 8 or 10 feet apart at the proper

time of year, they will flourish and do well, this being exemplified in the healthy appearance of the trees after the present long dry summer. The owners of various farms around Jamestown have also availed themselves of the chance of procuring plants from the department, and Mr. Brown sets as much value to the country in the dissemination of these plants as he does in rearing them in the forest. He contends that the benefits will be almost incalculable if farmers as a body will plant groves or avenues or rows of trees about their farms. In addition to the protection from the weather which it affords to their stock the rainfall will be increased and become more general than at present. The showers will be less tropical in their character, and consequently the effects of the rainfall will be more lasting. There are dozens of farmers and private people in the Jamestown district who have planted the Eucalyptus globulus (Tasmanian blue gum), and the Eucalyptus corynocalyx (sugar gum), which are the two hardiest and best known of their species. One farmer, Mr. Mitchell, has 10,000 trees on his estate. Mr. Crane has a similar number. Mr. Neil about 5,000, and altogether, within a radius of seven or eight miles of the township, there are now 100,000 trees growing, where formerly there was scarcely a tree visible in the landscape. Although the original settlers in the areas were glad to find the country so bare that no clearing was needed before they put the plough in the land, they have since discovered that timber is needed, at least for fencing and firewood, and for various purposes in connection with the working of a farm. By-and-bye too they will be able to supply the larger timber to railway contractors and others, just as the department is doing now, and thus will realize a substantial profit from their treegrowing.

BUNDALEER FORESTS.

Stretching away for miles on either hand nothing but a bare, dead-looking country, with perhaps here and there a ploughed paddock, or bits of straggling scrub, met the eye after the visitors had turned their back upon Jamestown till approaching Mount Robertson in the hundred of Belalie, and on the east of Yangya to the north of Mount Campbell they descried the forest of Bundaleer in the distance. Situated at the foot of a long chain of ranges the reserve includes various descriptions of soil from rich black alluvial in the swamps to brown and red sandy loam, very rich chocolate, and other varieties in the bottom lands and around the ironstone and limestone ridges. Gravel beds, slate reefs, sandstone, and rough rocks abound on the higher elevations, through which water-courses find their way to the creek which runs from the north through the main part of the forest to the southeastern boundary. The site is 1,800 feet above sea level, and the rainfall last year was 23 inches spread over 57 days. The area of this reserve was 22,000 acres; area planted, 2,300 acres; number of trees planted last year, 146,298; number of these now alive 106,000; revenue in 1884-5, £2,834 8s 7d; expenditure in 1884-5, £1,548 11s 6d; total number of trees alive from the planting since commencement in 1876 about 600,000; total revenue since 1876, £25,731 19s 10d; total expenditure since 1876, £17,211 8s 7d. The reserve is divided into plantations A B C D E F G, where according to the soil the various kinds of trees are placed. Plantation F for example is devoted to Eucalyptus globulus; E. corynocalyx, E. viminalis, Pinus insignis, P. pinaster, sarcocolla excelsa, cupressus semper-virens and Abies douglasii. In plantation G there are gums only, viz., three kinds named above, and in addition the Eucalyptus rostrata, E. gunnii, leucocylon, and gomphocephala. In the nurseries on this reserve there are now about half a million plants and the following are the popular names of the different varieties: Sugar gum, Tasmania blue gum, manna gum, white swamp gum, red gum, South Australian blue gum, toart gum of Western Australia, English oak, remarkable pine, maritime pine, Aleppo pine, the bunya bunya, Indian cedar, pepper tree, white mulberry, white cedar, tamarisk tree weeping willow, sycamore, cork elm, English elm, American white ash, upright poplar, seedling olives, common erect cypress, American catalpa tree, and Canadian maple. As the party approached the forest they gave

vent to exclamations of surprise and admiration at the 75,000 Tasmanian blue gum which extended on their right hand for miles along the road at an average height of 40 feet in rows about 10 feet apart. This vigorous picture of life and beauty formed a marked contrast to the barren plain on the left, which extended as far as the eye could see; and when on nearing the forest cottage the Pinus insignis, with its deeper green foliage, was met with, standing in equal rows to the height of twenty feet and many thousands in number, there were more ejaculations of astonishment and gratification. Undoubtedly the legislators who had heard and read of the forest operations had little or no idea of what was meant by them. The blue-gums, to which we have referred, were planted nine years ago, and are now of a size nine inches through, fit to be cut for telegraph poles. This season 5,000 will be cut for this purpose, representing 10s. each to the Telegraph Department. This is merely a thinning out process which will take place each season to allow room for the growth of larger timber, which in time to come will furnish the colony with railway sleepers. It takes nearly 30 years to bring a gum tree to perfection, but the pines mature in about 20 years and then furnish deals for building purposes. Of this tree there is a very number thriving wonderfully well, and of 30,000 planted open root (like cabbages) 98 per cent. are surviving. The Tasmanian gums planted in the same manner thrive nearly as well, as also the sugar gum, but most other varieties are planted out in bamboos. Over 43,000 of the latter are alive and thriving out of 45,000 planted out last season. Some years ago it was supposed that pines must be planted out in pots, but here there is ocular proof to the contrary. Four year old pines raised from seed reach 16 feet in height, and the Tasmanian gum 20 feet in the same period. The visitors left their vehicles at the forest cottage, and under the guidance of Mr. Brown climbed the hillsides, where three hundred acres enclosed two years ago now carry 90,000 young gums, and 150 acres were shown that last season was ploughed eight inches deep, and planted half with pines and half with sugar gums. Of these 97 per cent. are doing well, notwithstanding the very dry season, and are now eighteen inches and two feet in height.

WIRABARA FOREST RESERVES.

The latest figures at our command up to June 30th of last year give:—The area of this reserve, 48,600 acres; area planted, 450 acres; number of trees planted last year, 43,640; number of these now alive, 35,000; revenue in 1884-5, £1,925 11s 2d; expenditure in 1884-5, £1,450 1s 5d; total number of trees alive from the planting since commencement in 1876, 250,000; total revenue since 1876, £15,697 12s 9d; total expenditure since 1876, £12,690 16s 3d; total number of trees raised in natural forest and pruned since 1876, 500,000. To these figures must be added the planting, etc., which have taken place during the present season which will show a vast increase on the above, and which will be placed before parliament when the time comes around for the conservator to present his yearly report. Within the forest there are six saw mills in full work, and a number of sawpits cutting sleepers for the Silvertown railway. A halt was made en route at one of these mills, where the Commissioner of Public Works officially inspected the sleepers that were being cut, and was very well satisfied with their quality. They are of red gum and sugargum, both close grained substantial timber. The railroad authorities are very strict in respect to these, and rejected some 15,000 which were not considered worthy, but these will certainly be useful for other purposes. Mr. Brown in his last annual report says:—"Hitherto the sleepers for our northern railways have been procured chiefly from Western Australia and Victoria, notwithstanding that large quantities of useful timber were available in the forest under review. Owing, however, to the searching enquiries made by the late Commissioner of Public Works (the Hon. T. Playford) in regard to the lasting qualities of the respective timbers, it was decided to make use of the Wirrabara timber as far as possible for the Silvertown railway. In consequence of this decision the number of sleepers referred to are now being

contracted for in this forest. Messrs. Moorhouse & Jesser, of Laura, the successful tenderers, being under agreement with the department, the above named contractors have engaged to take the required number of sleepers, or as many of these as the forest will provide, at the rate of 4d per sleeper, upon the understanding that all the waste timber left in the forest and at the saw mills, in connection with their production, remains the property of the department. The contractors have erected two powerful mills, and engaged the service of another saw mill plant which was in the forest previous to their contract. Should the 200,000 sleepers be procured from the forest, a sum of £3,333 odd will accrue to the department therefrom. This does not include the waste timber, of which there will be a very considerable quantity, and from the sale of which a sum of at least £200 may be looked for. Apart altogether from the revenue which will be derived from the sale of these sleepers, the removal of the old matured trees will be of incalculable benefit to the forest as a whole. There is a very large number of matured trees in this forest which are now only incumbering the ground, and their removal is advisable not only in order to utilize the timber at its best stage, but also to make room for a younger crop of trees, so that a regular rotation of timber may be available from the reserve. By doing this and encouraging the natural growth by systematic conservation, the output capabilities of the forest may in time be made to yield a regular and permanent supply of valuable timber both for the maintenance of our public works and the requirements of the surrounding country. In order to increase the lasting capabilities of the sleepers it is specially contracted that no trees will be felled whilst they are in full sap. By adhering to this most desirable condition it is estimated that from three to four years will be added to the durability of the sleepers. A large number of trees having been rung during the dormant period of the sap, the cutting and hauling of these to the mills will thus be carried on at all seasons without detriment to the timber." Messrs. Moorhouse & Jesser have already supplied or stacked at the Laura station 170,000 out of the 200,000 required for the Silvertown line. Other contracts besides that for Silvertown are also being in progress of fulfilment. There is ample material in the forest for works of this nature, as the area extends for thirty miles, with an average breadth of six miles at the foot of the Flinders Ranges. Of the trees planted in this forest 250,000 are now alive and doing well, and these consist mostly of Pinus insignis, American and English walnuts, American catalpa, Canadian maple, cork, English elm, and the sugar gum. The grazing rents in this reserve last year amounted to £1,344. Shortly after two o'clock the party arrived at head quarters in the forest, and after dusting down partook of a reliable luncheon laid within a grove of young English ash trees at the foot of the garden belonging to the Areas Garden Company. This is a lovely spot where the natural attractions have been added to by the careful industry of the skilled horticulturist and gardener, as beautiful flower-beds, fruit trees, and all kinds of vegetable are to be seen there in the highest state of culture. Some speechifying was indulged in at the luncheon, when well-deserved compliments were paid to the Commissioner of Crown Lands for organizing the trip, to Mr. Krichauff for his early efforts in the direction of forest culture, and to the conservator, Mr. Brown, for his marked ability, skill and energy in bringing the plantations and reserves to their present state of perfection. The distance to be travelled to reach Laura before dark and the dangerous state of the roads prevented more than a casual glance being taken of the wattle and pine plantations and the nurseries at Wirrabara, but sufficient was seen to impress everyone present with the practical results that have been already achieved, and the great importance of forest reserve work as a lasting and remunerative national industry.

40,000 saw-logs belonging to the Gilman Company have been abandoned at Partick Creek, owing to low water.

Chips.

The Midland Free Press says there is not quarter enough dock room for handling the lumber that is arriving at that place for re-shipping by rail.

The Montreal Star says:—"An immense raft containing 400,000 feet of lumber, principally pine and oak, arrived off the city on Saturday night from Calvin & Son's lumber depot at Garden island, near Kingston. The agent, Mr. Guerin, and the thirty men employed on the raft, are staying at the London house. The journey was a very quick one, the distance being covered in four days. At every rapid different men are utilized; the Coteau rapid is considered the most difficult one, especially with a high wind. Last year the firm sent about 8,000,000 feet of lumber in 16 rafts. The other lumber company on the river is the Collinsby company. Although the journey is difficult and dangerous not a man has been lost for five years."

MR PRINCE, manager of Eau Claire Lumber Company, arrived in Calgary, N. W. T., last Sunday, says the Tribune, and has already begun preparations for building a mill 32x100, with a capacity of 50,000 feet of lumber, 15,000 shingles and 15,000 feet of lath per day. The site is on the Bow river, near the corner of section 16. A dam about 15 rods in length will be thrown across the arm of the river between the main land and an island in the river. A wing dam about fifty rods in length will be constructed along the island to prevent the logs stranding. Mr. Prince expects to have the mill ready about the middle of October. A gang of men have been sent to the mountains to take out timber, etc., which will be brought down by train. About 50 men will be employed and Mr. Prince expects to be able to supply the Calgary market with lumber and wood at right prices.

Walnut in British Columbia.

The New Westminster British Columbia says:—"Some time ago we called the attention of our readers to the question of growing walnut trees in this country. The subject is one that ought to be decided by a practice test, as it is of very great public interest. If walnut can be successfully grown, it would prove to be a source of immense wealth to the country. On this coast growth is very much more rapid than in the east, because the growing seasons are so much longer. The supply of black walnut is every year becoming less, and it will soon be wholly exhausted unless steps are taken to increase it by artificial means. It is estimated that in 10 or 12 years a walnut farm would begin to make returns in the shape of nuts, and in 25 years the timber would be worth a great deal. The rich flats in the valley of the Fraser ought to produce magnificent walnut trees."

Serious Fire.

WINNIPEG, Man., June 9.—A serious fire occurred at Rat Portage to-day, whereby the chief portion of the town has been destroyed. About 1 o'clock this morning fire was seen coming from the Rideout House, at present unoccupied. It spread rapidly, consuming in its course the Hudson Bay store, S. W. Humble's liquor store, D. L. Ferguson's jewellery store, Gore's Hall, Drewry's hotel, and other buildings were seriously damaged. The total loss is estimated at \$75,000. The fire is supposed to be the work of an incendiary. This is the third time the town has been seriously injured by fire during the past few years.

Socrates's Spouse.

Who knows what excuse there may have been for Xantippa's sad temper? Many women are snappish, querulous and sour simply because they are suffering. Dr. Pierce's "Favorite Prescription" is a certain cure for every feminine weakness and derangement, and will restore health and good spirits to the most nervous and disheartened invalid, thereby making her a blessing to her family and the world. A single bottle will prove its surpassing merit. Price reduced to one dollar. By druggists.

FROM ALL OVER.

A girl baby was born in Knowlton, Que., recently with four teeth.

Reports from the locality of the Koppet tragedy are not satisfactory. Hen roosts are being robbed by wholesale. Farmers are concerned for the safety of their property, and many suspicious characters infest the neighborhood.

If any of our readers that are afflicted with rheumatism have never tried West's World's Wonder or Family Liniment, we advise them to do so at once, and be convinced of its extraordinary merits. It is a never-failing remedy for cuts, sprains, bruises and all complaints requiring external treatment. Price 25 cents and 50 cents per bottle. Sold by J. D. Tully.

The programme for the International Sangerfest at Berlin, August 11, 12 and 13, has been issued and includes an interesting series of musical and other events. Haydn's "Creation" will be given by 650 voices. The principal soloists will be Mrs. Caldwell, Mr. Jenkins and Mr. Warrington.

For the past quarter of a century West's Cough Syrup has given relief to thousands, and no medicine compound can show such a vast number of unsolicited testimonials. Ask your neighbor as to its merits. It is an unfailing cure for coughs, colds, hoarseness, asthma, bronchitis, consumption in its early stages, and all throat and lung diseases. Price 25c. 50c. and \$1.00 per bottle. Sold by J. D. Tully.

Mrs. Agnew, of Tara, has two adopted children, a boy and a girl, aged ten and four years respectively. For some time Mr. Agnew has kept a gun in his barn, loaded with a small charge, for rats. On Sunday last the children were playing in the barn, and the boy picked up the gun and asked the little girl to stand off a piece until he tried if he could shoot her. She complied, and he fired and lodged two grains of shot in her face and several others in her left shoulder. The child was not seriously injured.

Perhaps the most extraordinary that success has been achieved in modern science has been attained by the Dixon treatment for Catarrh. Out of 2,000 patients treated during the past six months, fully ninety per cent. have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent. of the patients presenting themselves to the regular practitioner are benefited, while the patent medicines and other advertised cures never record a cure at all. Startling will be the claim now generally believed by the medical men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adopted his cure, and the result was practically cured, and the permanency is unquestioned, as cures effected by him four years ago are cures still. No one else has ever attempted to cure Catarrh in this manner, and no other treatment has ever cured Catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure. The majority of cases being cured by this treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 30 King Street West, Toronto, Canada, and enclose a stamp for their treatise on Catarrh.—*Montreal Daily Star*.

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DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

PUBLISHED SEMI-MONTHLY BY THE Peterborough Review Printing and Publishing Company (Limited), Peterborough, Ont.

Terms of Subscription:

One copy, one year, in advance \$2 00
One copy, six months, in advance 1 00

Advertising Rates:

Per line, for one year \$0 00
Per line, for six months 50
Per line, for three months 30
Per line, for first insertion 10
Per line, for each subsequent insertion to 3 mo's 05
Cards not occupying more than 12 lines (1 inch) per annum 3 00
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Cards not occupying more than 6 lines, for 6 mo's 3 00

Special rates will be made for page, half page and column advertisements.

All communications, orders and remittances should be addressed and made payable to THE PETERBOROUGH REVIEW PRINTING AND PUBLISHING COMPANY (LIMITED), Peterborough, Ont.

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

Advertisements intended for insertion in any particular issue should reach the office of publication at least four clear days before the day of publication, to insure insertion.

The CANADA LUMBERMAN is filed at the Offices of Messrs. SIMS & MASON & Co., 101 Leadenhall Street, London, England, who also receive advertisements and subscriptions for this paper.

PETERBOROUGH, Ont., JULY 15, 1886.

ONTARIO FORESTRY REPORT.

THE annual forestry report of Mr. R. W. Phipps to the Ontario Government is now before us, and it shows that Mr. Phipps is active and zealous as ever in his conduct of the Forestry Branch of the Agricultural Department. His report conveys much useful information which should be attentively studied, and his suggestions are worthy of adoption before it is too late.

The most important improvement recorded for the past year was the establishment of a staff of over forty, at the joint expense of the Lumberman and the Government, for the purpose of preventing fires and enforcing the Fire Act.

The effort made to arouse public opinion on the necessity of taking steps to conserve our existing forests and to form new plantations where required, cannot be said as yet to have had much practical effect, though much has evidently been done already to open people's eyes, and there is some encouragement to continue in this course of education.

With this view Mr. Phipps still perseveres in this report as elsewhere. He again urges the benefit of keeping a part of the land in forests, the moisture supplied in dry seasons, the protection from inundations and the shelter afforded to the crops in winter, both by retaining the snow and warding off cold blasts. The money value of plantations is fully pointed out, information being supplied from various sources, from trips taken by Mr. Phipps himself in several States, reports from other States and details of accounts of the pecuniary results in the mother country. It shows conclusively that plantations can be formed and managed very cheaply, as compared with the satisfactory results obtained.

As to the conservation of our existing forests, though some advance has been made, it is very certain that public opinion has yet to be aroused on this important subject. The interesting report from the State of Maine, under very similar circumstances to those prevailing in a large portion of our own country, shows how easily a great improvement on our present sys-

tem may be made, even before the time arrives when Canada will be prepared to adopt scientific forestry as practised in Germany, France and other European countries and some British colonies.

Mr. Phipps adds to the value of his report by an almost complete list of our forest trees, with descriptions, use, habitat, &c. There is also an estimate of the pine timber remaining in each of the States, a useful glossary of scientific terms, and that rare and welcome aid to utilizing the information supplied, a very full index.

We have reserved to the last some consideration of the most important subject of all. Mr. Phipps deals with the question of establishing forest reserves, but the restricted territory to which he refers, shows how sadly the field is already circumscribed and how very soon it will be too late to adopt this wise system. It is not a matter that will permit delay. Quebec sets Ontario a good example in this respect, having made provision for extensive forest reserves, where the land is better fitted for arboriculture and perpetual forests than for agriculture. What had economy it is to attempt to unite the two may be gathered from many an incidental passage in this report. Burnt timber and poor farms seem to be the result of the combination. In Australia they are now establishing enormous forest reserves with fairest promise; yet, we remain lethargic though it will soon be too late. If Mr. Phipps could succeed in persuading his department to introduce such a system he would add immensely to the value of his already great public services.

THE TRADE OF LONDON.

THE aspect of the Surrey Commercial Docks this week appears unchanged, very few vessels unloading from the quays, and those out in the stream, overside into lighters, are mostly firewood ships with carques of ends, &c, in which there still seems to be something doing. These and the pitch pine cargoes form the chief of the arrivals the past few weeks. There is no plainer sign of trade depression than the dock deliveries, and these, so far from improving, are getting less and less as the season rolls on.

We are not comparing them with last year's, but even if we did the advantage recorded last week over the corresponding week of 1885 is not maintained, the record in the present number giving 1885 the advantage on deals of 383 standards; and though less flooring went into consumption by 36 standards, the delivery of ponded timber for 1885 exceeded last week by 531 loads; this difference, however, might probably be traceable to Whit-Monday. There is also a considerable quantity of goods being delivered outside of the docks, of which the only record to be found is in our import column. A large well-known firm in Lambeth have just completed taking their third cargo overside, and this, of course, becomes an important factor in the apparent falling off in the deliveries.

Froights, we are all aware, have reached a pitch at which it will not pay to keep steamer's fires going, but had as these rates are, if they could be readily secured, owners might yet keep their vessels at work; but there is no certainty of obtaining charters, and steamers have often to rove from place to place in search of cargoes, eating themselves up with expenses, with very little prospect of making up the loss. We chronicled a vessel at Petersburg, which had been lying there some time, going all the way to Gelle to accept a cargo for London at 19s. This state of things seems at length to have become intolerable, and amongst those disinclined to work at a loss is the Bedale, and as soon as she has completed her discharge, she will, we are informed, be laid up till better times.

Another vessel lying up, that not long since brought a cargo, is the steamer Hollamshire, and we hear of numbers of others also being taken out of employment. Though very self-sacrificing on the part of the owners, we fear that it will not effect any material alteration in tonnage, the ships wanted being very disproportionate to the amount of unfixed tonnage still afloat. Sailing ships, we hear also, are being taken out of work, owing to the little

there is for them to do, and those which are looking for employment apparently are not anxious to accept the present low rates to the pitch pine ports. These latter places are certainly not liked by the generality of wood traders, the delays taking all the profit of the voyage. Profit at the present quotations seems almost farcical, but there must be something got out of the charters, or else the ships could not trade to such remote ports.

We notice one of the early arrivals from Archangel, the SS Pickwick, with a cargo of Russian deals, for Messrs. Simson & Mason is at the Centre Yard quay, but she seemed all alone in her glory. The flooring seems to be moving off rather more freely, and we observed several wagon loads of prepared stuff being loaded. In the stave yard sheds, Nos. 10 and 11, is a cargo marked FB, FxB, and F-B, from Porsgrund. These are Messrs. Franklin & Baker's manufacture, and the first cargo of boards they have shipped. The white seemed to us to be very good, and looked quite equal to Dram. Both the 1st and 2nd were well made and clean. In the red we saw nothing specially to comment upon, though here again there was not much room for fault-finding. If the class of shipment of which these form a sample is maintained, the marks are likely to become favorites with the London trade.

Among the cargoes that took our special notice coming on to the quay, were the planks ex Stratford, to which we referred in our last. These seemed to be about the best pitch pine planks that we have seen for some time. Remarkably clean, a total absence of wane, no knots, particularly free from centres, and rich in colour; the cargo was evidently a selected one, and in splendid condition. These goods, we understand, were the shipment of Sullivan, of Pensacola.

The absence of freshly piled goods is still a noticeable feature in the docks, most of the stocks having last year's bloom on them, and from the dock offices right away down to centre yard only one bright pile is observable, a thing without precedent, and at this season of the year quite unknown in the history of the docks. Like everything else, the present evil state of trade will work its own cure, and sooner or later an improvement must come.

The tonnage taken out of the market, the lessened production at the loading places, with the large increase in the colonial trade, will afford chance of working off a good deal of the present burdensome stock, and bring the demand rather more in proportion to the supply; but when will all this culminate? that is the question. While the remedy is in operation trade still remains prostrate, and the convalescence, we fear, will be very gradual when the recovery sets in.

It seems an anomaly all these new enterprises while the trade of the nation is falling off, and it is a problem difficult of solution, how it comes about that new docks on a gigantic scale are built, while those that have the advantage of locality and priority find their profits daily diminishing through loss of trade. What to do with the big docks recently completed, and which were to be such an immense boon to the port, is likely to become the next question.

There is one use they may be turned to that will save the reproach of having wasted the money expended in their construction, and for which they are very suitable, make them into a great naval dock. Expecting them to be filled with shipping while on all sides vessels are being laid up for want of employment, is hanging to a straw; like many other big speculations that were undertaken too soon, they must pay the penalty.

Last year was notably a bad one for trade, but the import was much better maintained than appears to be likely this season. Buyers were more plentiful, and trade in a much more settled state. The bad feature of the present time is the great want of confidence that pervades the community, and for which there is, unfortunately, too much foundation.—*Timber Trades Journal.*

THE Rathbun Company have purchased more wharf property in Oswego. They have storage room now for 15,000,000 feet of lumber.

PEOPLE WHO LIVE IN TREES.

We read wonderful stories of the immense trees one sees in California, but they sink into insignificance beside the Baobab tree, which I found in many parts of Western Africa, principally just south of the desert of Sahara. It is not distinguished for its extraordinary height, which rarely reaches over one hundred feet, but it is the most imposing and magnificent of African trees, many, it is said, are over one hundred feet in circumference, rising like a dwarf tower from twenty to thirty feet, and then throwing out branches like a miniature forest to the distance of one hundred feet, the extremities of the branches bending toward the ground. The botanical name of the curious tree in Adansonia digitata. The first in honour of its discoverer, Adanson, and the second, descriptive of its five parted leaf. The leaves are large, abundant and of a dark green colour divided into five radiating lanceolate leaflets. The flowers are large and white, hanging to peduncles of a yard in length which form a striking contrast to the leaves. The fruit is a soft, pulpy, dry substance about the size of a citron, inclosed in a long green pod the pulp between the seeds tastes like cream of tartar, and this pulp, as well as the pressed juice from the leaves, is used by the native Africans for flavouring their food. The juice is greatly relished as a beverage, and is considered a remedy in putrid fevers and many other diseases.

The Baobab is said to obtain a much greater age than any other tree, thousands of years being hazarded as the term of life of some specimens. It has extraordinary vitality; the bark which is regularly stripped off to be made into ropes, nets for fishing, trapping and native clothing, speedily grow again. No external injury not even fire, can destroy it from without; nor can it be hurt from within, as specimens have been found in full splendour, with the inside of the trunk hollowed out into a chamber which could hold a score of people. One-half of the trunk may be cut or burned away—even the tree may be cut down, and while lying on the ground so long as there is the slightest connection with the roots it will grow and yield fruit. It dies from a very peculiar disease—a softening of its woody structure, and it falls by its own weight a mass of ruins. The native villages are generally built around one of these immense trees, and under its far spreading branches, which form an agreeable shelter from the sun, is the Kotla, or place of assemblage, where all the public business of the tribe is transacted. The circuit described by the extremities of the lowermost range of branches is fenced around, so that none but those privileged to attend these meetings can intrude. In thinly populated districts of Southern and Central Africa, where lions, leopards and hyenas abound, the natives live in huts like beehives, firmly fixed among the large branches of the tree. On the approach of night they ascend to their huts by means of rude ladders, while the lions roar about their camp fires until the approach of day drives them to their lairs. As many as thirty families have been found to occupy a single tree. In many instances, natives who till the ground at any great distance from their tribe build these huts for nightly accommodation. In travelling through the country one frequently sees these trees alive with baboons and other kinds of the monkey tribe, busy in collecting the fruit and indulging in ceaseless gambols and chatter; for this reason it is commonly called the monkey bread tree. When the tree is not occupied as a habitation, the hollow trunk is used by the natives as a sepulchre for executed criminals—the law of the people denying them the right of burial—inside of which the bodies dry up and to a great extent resemble mummies. To European this tree is a marvel; coming across one inhabited by monkeys, it is extremely dangerous to shoot any unless one is with a party, for, if any are wounded, the whole colony take up the battle, and more than once I found that a retreat in short order was necessary.

My first experience of living in the air was very novel; the first night was one continual growl, roar, etc., so much so that I found it an impossibility to sleep: finally the most horrible squeal broke out directly under me; it was very dark and being unable to see any objects but knowing something was wrong, I threw a can

containing water out of the hut door down in the direction from where the noise proceeded, but with little results, though the squealing became fainter; in the morning a small pig we had been keeping and put in a pen over night was missing. What took him nobody ever knew, as no trace remained, it only went to illustrate how we might have fared had we been camping on the ground. Having found a friendly tribe who placed their huts at our disposal, this saved us much anxiety of mind, and a few days later a number of their men accompanied us a considerable distance to the south not, however, going outside the precincts of their country.

This wonderful tree is also found in India, and is there held in great veneration by some natives, so much so that anyone guilty of cutting the trees down is regarded by them with great abhorrence. - *American Agriculturist*.

SLIPPERY ELM.

There is a number of the elm family, the slippery elm (*Ulmus fulva*), that is seldom mentioned, although it is widely diffused all over North America, so far as we know, and is one of the best known of all the elm family. Its distinguishing characteristics, leaves broader, slightly inclined to silver harness underneath, wood coarser, firmer and more durable, and its foliage more umbrageous than the other varieties. We have never read a description of this tree and have never known it to be used for any purpose except fence rails, journal boxes, bushing for old time grist-mill spindles, cogs, rounds for "trundle heads" and such like. It is not used for any purpose now as we are aware of, and its growing scarcity will probably prevent its utilization for any purpose. The inner bark contains a very large amount of mucilage that is peculiarly soothing as, an emollient to swellings colds, bronchial and a great many other affections. The demand for the bark for medical purposes has almost entirely destroyed the slippery elm in thickly settled sections, and it is now kept for sale in the drug stores. Another cause which operated greatly to destroy this tree in the South was the great fondness of the children and negroes for its inner bark for chewing purposes. Thirty or forty years ago it would have been hard to find a small boy black or white, in Middle Tennessee who didn't have a few pieces of Slippery elm bark about him. It is certainly wholesome and probably nutritious, and in this respect far superior to various chewing gums of to-day - *Southern Lumberman*.

ASH FOR CARRIAGE WORK.

An authority on carriage building says, in seasoning ash, we must take into consideration the large quantities used in carriage building, also the bulky nature of the timber whilst in its unconverted state, which compels us to use the simplest and readiest means in seasoning without sacrificing the qualities of the timber. The best way to do this is to convert the bulk into plank as soon as possible, and, whilst seasoning to assist nature in every way without forcing, and when nearly seasoned to cut into sizes fit for use. For instance, brougham pillars brackets, beds for under-carriages, and especially the heavier sizes. Before stacking ash, it is well to see the character of the timber, for if it is of a twisted nature it must be stacked one plank over the other, if not it may be placed on edge or on end, which will season it better and quicker. Besides being used in framing and such parts, it is largely used for bent work, such as steamed rims for wheels, futchels for carriages, top-sails in white chapels segment pieces in brougham fronts. But the action of steam in dissolving the gummy matters within it deprives it of much of its native toughness. - *Timber Trades Journal*.

MURDER ON THE GATINEAU.

OTTAWA, July 7.—A resident of the Upper Gatineau, who arrived in the city last night, gives the following information of a fatal affray which occurred in that region a few days ago between two lumber drivers, who were coming down the river. Some little difficulty had taken place between them over the work which each man should do, which finally led to blows and a rattling fight ensued. One of the men

by the name of Joseph Phillips was getting the worst of the encounter, when he seized a handspike that was lying near by and struck his opponent, whose name is not known, a terrible blow over the left shoulder, breaking the collar bone and felling him to the ground. He was about to repeat the blow when the wounded man putting his right hand into his rear pocket pulled a self-cocking revolver and shot at Phillips. The ball entered just above the heart. Phillips died instantly. The murderer is in a precarious condition. The affair took place some sixteen miles from Gilmour's camp.

ATTACKED BY CATTLE.

On Saturday last, while "Bill" Mackay, of Apsley one of Kirby's gang on the drive, in the employ of the Rathbun Company was in search of water on Hickory island, in the Trent river, he was attacked by a vicious bull. Thinking there would be little virtue in patting the animal on the neck at such a time, Mackay ran away from him and sought refuge in a small tree. The bull followed him and coming up to him began a loud bellow which attracted other cattle that were feeding on the island, and the whole herd numbering about forty, rushed to the spot and roared and galloped about like wild animals. Mackay shouted to his comrades, ten in number who comprehending at once the position in which he was placed, hastened to his help, and with pike-poles, and levers, and shouts and dog-barking, managed after a fierce fight to route the furious herd. Then they entered into a hot conflict with the bull and he was soon vanquished. William doesn't know much about fear, but he got a fright when the cattle surrounded him which he will not soon forget - *Campbellford Herald*.

LUMBER DRIVES.

Eau Claire, Wis., July 7.—The drives in the lumber region, of which the Chippewa river and its tributaries are the waterways, have arrived at a stage where accurate figures can be furnished. On the Eau Claire and its tributaries 50,000,000 feet of logs were cut last winter, and 10,000,000 feet of old logs had been left over from the previous season. Of this 60,000,000 feet old and new logs, about 45,000,000 have been driven out. From the upper Chippewa and its tributaries about 45,000,000 feet have been driven from Little Falls dam above Chippewa Falls. The total of all logs this spring as named at the close of the logging season 750,000,000 feet. Of the 315,000,000 yet left on the Chippewa and all tributaries including the Eau Claire, a large proportion will yet be brought down. All the saw mills in the valley have had a full supply of logs. Driving will go on until late in the fall.

Forest Fires.

MILWAUKEE, July 8.—At a fire at Romeo eleven dwelling houses, one boarding-house, two warehouses, a sawmill, a planing mill, eight million feet of lumber and five million shingles were burned. Loss \$130,000; insurance \$50,000. About 60 men are thrown out of employment and 27 families left destitute. The woods south of Rome are all on fire, men and women are out fighting the flames. Van Hosker's mill and buildings have been destroyed. Loss \$100,000.

THE Witby Ont., *Gazette* says:—A railway official was in town on Friday making arrangements to repair and extend the side lines of the railway at Whitby and Port Whitby so as to give better accommodation to the Georgian Bay Lumber Company, who will begin in a few weeks to send at least 24,000,000 of feet of lumber to the port here for shipment over Lake Ontario. The Company shipped from here last fall, and many seem to have formed the impression that the lumber trade would return to Port Hope. It seems that the reason that the shipment did not begin earlier is because the company never move the lumber until the middle of July. It is expected that twenty hands at least will be employed at the docks until the close of navigation.

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FOREST FIRES.

CADILLAC, Mich., July 7.—Fires in the wood are burning here, and every one is fighting the flames. The greatest danger seems to be in from the north, and the wind is blowing strong from that way. Herring, a small town north of here, is reported in great danger. The van cer and pannel mill a short distance from town is in immediate danger.

EAST TAWAS, Mich., July 7.—Forest fires are raging here. It is reported that large quantities of railway ties are burning along the line of the Detroit, Bay City and Alpena Railroad. The crops are drying up.

ST. IGNACE, Mich., July 7.—The forest fires have nearly burned themselves out after doing an immense amount of damage. The loss is placed at \$75,000, besides damage to standing timber which cannot be estimated. No more damage is apprehended. All the crops in this region are parched for want of rain, and a great many fields look as though fire had run through them. It has been excessively hot and dry for two weeks, and the farmers are praying for rain.

SPENCER, Wis., July 7.—The entire hamlet of Romeo was burned this afternoon, including the saw mill, planing mill, five million feet of lumber, and the store, boarding house and dwelling of Wm. Van Hosker; loss, \$150,000. The woods are on fire and further particulars cannot be obtained.

SHELTER BELTS.

THE annual Forestry Report of Mr. R. W. Phipps is deserving of careful perusal and consideration. The whole subject is one of great and growing importance but there is one branch of it that is particularly and especially important to our farmers, and through them indirectly to the whole community which must be effected by the well-being of the greatest industry of the country. This point, that of "shelter belts" or plantations to act as screens, is thoroughly discussed by Mr. Phipps in his report. He shows plainly the great benefit that may be derived in various ways from such belts, by shelter from the cold northerly winds, by retention of the snow to protect the young crops in winter, by shade for stock in the summer heats, &c. Details are given to show how such plantation can be successfully established and at little cost. Statistics prove that besides their beneficial effects, a pecuniary return can be obtained from these timber belts, even at an early date, sufficient to compensate the farmer for his expense and trouble. Even they who would argue that a crop of trees would give too slow a return of which they could not hope to reap the advantage, may be convinced that there would be a more speedy benefit. Any one wishing to sell his farm would find that in a very few years he could obtain an additional price that would far overbalance the cost of such an improvement. If he wishes to retain his farm for the benefit of his sons, he could hardly find a better way of increasing the value of the property he would have to leave to them. But in fact unless far advanced in years he might well look forward to obtaining himself a very handsome profit on his expenditure in the indirect form of better crops and the direct form of a return from the plantation itself.

Mr. Phipps makes all this plain in such full detail that we would strongly advise our farmers to read his report for themselves. It can be obtained on application addressed to him at the Department of Agriculture, Toronto.

LOGS AND TIMBER.

The Minden *Echo* says:—Four saw log and one timber drive, all belonging to J. M. Irwin, Esq., of Peterborough, are now passing through this village. The saw log drives contain twenty thousand each, making a total eighty thousand logs, the greater part of the logs being 16 ft. long and are the largest and finest logs that have passed here for a number of years. The timber drive contains 1500 pieces of very choice waxy timber. All of the timber and logs were made this past winter, in the townships of Eyre and Havelock under the management

of Mr. Geo. S. Thompson, of Lindsay, who is also superintending the drives. There is a crew of twenty men on each drive, making a total of one hundred men. Mr. C. Austin is pusher off the first drive and that overgrown and well-known genial Irishman, Mr. P. Mabor, commonly called "Paddy" pusher of the second, Mr. G. Johnson, the third, Mr. Thos. Preston, the fourth, and on the last is the easy going, never in a rush, Capt. V. H. Anderson, of Bobcaygeon, who was such a favorite of General Wolseley's that he sent the captain home from Egypt covered with medals and glory."

THE NORTH SHORE.

SUDBURY, Ont., July 10.—Active work is going on among the mines at this point. Mr. Ritchie, of Ohio, purchased a quantity of mineral land and has 30 men employed in developing it. Some work has also been done on the Beaver mine, north of the main line, with very satisfactory results. From the Stobie mine a quantity of ore is being shipped and a practical test of its value will thus be obtained. The Murray, Faulkner, and McConnell mines are not yet in operation, and two new ones have been made this season whose value has not yet been settled. Some work has also been done on the Eyre mine, but no shipments have yet been made from any of them.

Work on the Algoma branch of the C. P. R. has been resumed, and the engine goes down ten miles already. The lumbering operations of the C. P. R. seem very successful. A large quantity of wood, &c., has been got out by the settlers, and two fire inspectors traverse the country to guard against forest fires. A Gospel tent is pitched near the station, and two young men hold religious services every evening, and a Sabbath school and Bible class meet in the court house on Sundays. Settlement on the adjoining lands has begun, and society is gradually settling down from the construction of a line through the wilderness to a country village with a tributary rural population. The fly season is nearly over and the berry picking has fairly begun. Strawberries, blueberries and currants are now in season, and raspberries are on the way. - *Mail*.

Bush Fires.

SUTTON, Ont., July 10.—Advices from Ravenshoe, York Co., state that bush fires are raging near the Sutton Branch of the Midland Railway. The woods are on fire for miles around that village, and it is in great danger of being destroyed. Scores of settlers have deserted their homes, and are hurrying with their effects away from the bush. The loss to settlers will be very great.

CHICAGO, July 7.—The "bull" movement in wheat was continued yesterday. The sudden change to a season of intense activity from one of settled dullness caused hundreds of members to regret the rashness that caused them to seek a Summer respite from an afternoon session. Not a few express regret that some power was not vested in the President at once to re-establish an afternoon session. There is on every hand the utmost confidence that the "bull" movement has come to stay, and that the tendency will be rapidly upwards. It is reported that the bucket shops are 15-500,000 bushels short to their customers.

For Sale at a Sacrifice.

A SAW MILL

SITUATED in excellent locality with an attachment of 200 acres of well timbered land through which flows the Nottawasaga river. Best water privilege in Simcoe. Capacity of mill eight thousand feet daily. Enough custom work to pay running expenses. Satisfactory reasons for selling, Box 60, Alliston, Ont. R18

Wanted.

THREE HUNDRED THOUSAND feet of dry inch basswood culls.

BELDEN & McDOWELL,
Sudbury, N. Y.

NORWAY PINE.

Until recent years Norway pine in Michigan was regarded as not of much value. It was esteemed by lumbermen about as hemlock is now. In lumbering operations hard pine was discarded and only the soft variety cut for the market. Within recent years, and since the demand for all kinds of forest products has become colossal, Norway pine has gradually come into use in the form of dimension, until now there is a large demand for it. All around lake Michigan, and on the Huron shore, Norway is coming down to the mills in increasing quantity year by year. When once to the lakeside, vessels easily transport it to the great markets. In the large cities, like Chicago, Milwaukee, Detroit, Toledo, Cleveland and Buffalo, large quantities of Norway pine are consumed in local building operations. It has become a favorite in heavy buildings, in the shape of dimension, on account of its strength. In this city, where more dimension is used than in any other west of Philadelphia, probably the larger portion is Norway pine. It mainly comes from east shore of lake Michigan, though numerous cargoes arrive every season from Lake Huron ports. The demand in this city is on the increase, and will be as the city and suburbs grow. It is also shipped to near-by points, but for long distance shipment it is not liked by the wholesale dealers, though some of it, when bone dry, is worked into bills ordered for territory beyond the Mississippi.

It is estimated by a competent judge, who has for fifteen or twenty years been familiar with the timber resources of every county in the lower peninsula of Michigan, that about one-third of the standing pine in that part of the state is Norway. Much of this is of the sapling variety, and unfit for anything but common, short and slim jim piece stuff. Heavy timbers and car sills must be sawn from the larger and more ancient growth. Of late years, in operations on the older streams, the policy of clean cutting off the land logged has been pursued. This takes in the Norway along with the white pine, and necessarily includes sapling as well as ancient growths.

Of late years the demand for Norway car sills has become a prominent feature of the mill business in the interior of the state, and particularly with the mills scattered along the lines of railroad. But this demand fluctuates with the conditions of the times and the varying prosperity of the railroads. With the decline of construction which began in 1883, and emphatically after the collapse of the stock market that followed the Grant & Warr failure in May, 1884, there came a falling off in the car sill requirement. Rolling stock building fell to a minimum, so that the call for car sills was slow and scattering. Railroad mills suffered in consequence. But with the measure of revival in railroad matters that began to be manifest early last fall, came increased inquiry for car sills. At first it was fitful and cautious. Mill operators, that occasionally got a nibble of an order, sold the stuff cheap, and dared not indulge much confidence in the outlook. At first they were willing to contract heavily at \$7.75 a thousand. In October or November they would have been glad to contract all they could have sawed for months at \$8.50 to \$8.75 a thousand. In December an entire mill cut at Cadillac could have been obtained \$10.40, at the mill, and could have been delivered in this city at \$13 to \$13.50 a thousand. Two or three months latter dealers were mentally clubbing themselves because they did not close bargains at those figures, for prices went up to \$13 at the mill and \$16 delivered in this city or contiguous points. In fact, before navigation opened in the spring, orders were placed in this city at \$19 a thousand. During the season of navigation prices are modified and kept steady by reason of low lake freight rates. Stuff cut inland twenty or thirty miles, or nearer, is run to a lake port and reshipped at rates lower than by an all-rail haul.

It is a matter worth inquiring about to know why car sills are delivered at \$16 a thousand, while Norway short, heavy timbers, up to 12x12 inches in diameter, have to beg for \$10.50 a thousand. The answer is, simply because car sills can never be kept in stock, or put on the open market; they have to be sawed to

specification. And specification in the matter of car sills is of great variety, though all are on a basis of 4x8 to 6x8 inches in cross section, but they vary in fractions of an inch, and possibly an entire inch in isolated cases, above the initial dimension. No mill operator can saw and pile up car sills and wait for a buyer. No buyer for a car manufactory can contract ahead of the work actually in shop. Each order for cars is accompanied by specifications as to the size of the sills. When these are ascertained, the order is sent to the mill. If a car works were mortally certain of having a contract to build a million cars, not an order for a car sill could be given until the specifications had been received by the master builder, not even if lumber were on the jump upward in price three points at a jump.

Hence we have the remarkable phase of the car sill trade that has been witnessed within the past nine months. Last August nobody knew anything about car sills beyond the fact that there was no call for them. In September there was a whiff of demand: in October, a gentle breeze; in November, a fair wind; and after January 1st, a stiff gale. Since the opening of navigation and the strikes in May, the demand has slowed down a little, but it is now by no means dead, or dealers would not be able to get \$10 a thousand for them, while other forms of stock dimension can be had by the cargo, and much of it just as good timber, for \$9 to \$10 a thousand.

Now why did the car builders have to give \$17 to \$19 a thousand for car sills in February and March last, when the mills would have been glad to have sawed them by the million in August before for \$7.50, and delivered them for \$10 a thousand? Simply because the car builders, though they anticipated a demand for cars, could not place orders for sills until orders and specifications for cars were in their hands.

The competition between Norway and southern pine car sills is a matter of some interest. In the item of strength the yellow pine had the lead. But, as a dealer in this city remarked, mere superiority of strength does not always win. A car sill need not necessarily outlast the other portions of the car. In a smash-up a yellow pine sill would break as well as a Norway sill. Cost has something to do in determining the purchase of sills. Yellow pine may make a superior support to a car, but where Norway is good enough, and about \$8 a thousand cheaper, that settles it with many builders and buyers.—*Northwestern Lumberman.*

CALIFORNIA FORESTS.

A special edition of the San Jose, Cal., *Mercury*, an excellent specimen of newspaper enterprise, containing a description of the principal features and industries of the state, gives the following in regard to the forests:—

THE REDWOODS.

Eastern tourists find the redwoods in the vicinity of San Jose the most convenient to visit. As it is the only tree of its kind in the world, and the California coast the only place where it grows, our visitors will doubtless wish to know something about it. It is essentially the product of a moist climate, and is practically limited to such portions of the coast range as are composed of or covered by the sandstones of the petroleum formation. In Santa Cruz, Monterey and Santa Clara counties the territory producing this valuable tree is only from three to eight miles wide. It grows in clusters and is not found, like the pine and fir, in forests of a uniform density. Consequently, many portions of the redwood territory contain little or none of the timber which grows most plentifully along the deep, moist ravines. The redwood forests were a wonder to the first immigrants, who had been accustomed to think a tree three feet in diameter a giant, and one twice that a fable, to be told in the same breath as one of Baron Monchausen's stories. When they found trees twelve or fifteen feet in diameter, with a trunk towering a hundred feet high, without a limb, their stories were hardly believed and tested the credulity of our eastern friends, until overshadowed by the discoveries of their relative, the Sequoia gigantea of the Sierra Nevada.

Notwithstanding the beauty of the forest, the settlers proceeded to chop them down with the same eagerness that they would shoot a seven pronged buck or a stately elk, until one is about as scarce as the other;—though the new railroad recently built from San Jose to Boulder Creek reaches a virgin tract of redwoods. Marvellous stories are told of the amount of lumber obtained from one of these giants. One man in the vicinity of Saratoga built a house and barn and fenced in forty acres with a high rail fence from a single tree. It was common to split straight boards twelve feet long, a foot wide and a half inch thick, which could be easily dressed into siding for a house. It was not uncommon to cut 75,000 feet of plank from one tree. Two hundred thousand shingles, or "shakes," were often made from one trunk. When a tree failed to split freely, it was left to be destroyed by fire, which were thoughtlessly kindled by nearly all who worked in the forests in early days, the victims of fire being as numerous as those of the axe.

METHOD OF LUMBERING.

At first the destruction of the forests was limited to such portions as was accessible to waggons, but as the demand for lumber increased and railroads facilitated the carrying of lumber to distant points, new methods were invented which made it comparatively easy to strip the ravines and mountains to the very heads. This is accomplished by what is called a skid road. As this is in universal use from the most southern point of the redwoods in Monterey and Santa Clara counties to Puget Sound, our readers will be interested in a description of it. A mill site is selected as near the redwood groves as the nature of the ground will permit the building of a waggon road, the place being generally where several wooded ravines converge together. The waggon road is sometimes very expensive, being carried across rocky canyons, or around steep side hills involving the cutting away of huge redwood roots or the blasting out of hard ledges of rock. Some of these roads are built on declivities where "getting off the grade" means a rough and tumble descent hundreds of feet into a rocky gulch below. The mill being located, then commences the building of a skid road up the ravine to be first worked out. A road eight or ten feet wide is made with a grade as uniform as the ground permits. Sometimes the roadway has to be raised eight, ten, or perhaps fifteen feet, with log pens filled with earth. After the grade is completed the road is laid with timbers resembling railway ties, two or three feet apart, and sunk into the ground the depth of the stick. At either end the ties or timbers are held in place by braces extending from one to the other, locked in by tenons and corresponding notches. Without these braces the first log coming down the road would be certain to leave it in ruins; with them a road will bear the transportation of logs an entire season, or until the gulch is exhausted of timber. When finished the road, with its cross-timbers just above the ground, resembles a winding stairway, and the dense shade of the overhanging trees gives it a romantic and enchanting appearance.

WORK REQUIRING SKILL.

A trip up the stairway a half-mile or less to the scene of active operations takes the romance out of the scene. Great trees are being felled, sawed in proper lengths, and tumbled or slid down to the roadway. Generally the bark is removed from the logs to facilitate their sliding. In case the road is steep it may be omitted. On a flat road the trees must not only be pulled, but the skids must be greased to facilitate the sliding of the log train, for several are fastened together by dogs and chains to make an even run, one log yulling its neighbor along or holding it back, as the case may be. A "bull-whacker," who has worked his team of four yoke of cattle up these stairs with his terrible bunch of braided thongs, now hitches to the train and starts his team. If the road is well constructed and he has judged correctly of the force of gravity and the resisting friction, he engineers the train safely to the mill. If he thinks the log will slide and overtake his team, he puts a chain around some of them, making what he calls a rough lock. If

the train is too heavy he detaches some of the logs, so the cattle can pull the remaining part. It requires a great deal of experience and good judgment to "gulch" logs. Sometimes with all due caution a train of logs will start into rapid motion down the incline. Then the only way to save the team is to lash them into a run to keep them before the logs. If overtaken the team is likely to be maimed, crushed or killed by being dragged over the rough load. A good teamster, who can gulch logs without injury to his cattle, gets the highest wages. When an ox is injured it is slaughtered and dressed for beef. Many of the logs are so large that they have to be blasted before they can be got into the mill. A twelve foot plank is a useless thing, except for a sample of California productions, and withal is very expensive. Very little lumber is wanted more than two feet wide, so when a huge log is drawn to the mill it is halved or quartered to reduce it to workable proportions.

TIMBER ANNUALLY CUT.

The United States commissioner of Forestry in 1880 estimated the annual destruction of timber as 186,635,000 feet of lumber. This includes all the mills in the redwoods of California. The amount of timber left on the Mountains around Santa Cruz was estimated at 1,555,000,000 feet. This is probably a low figure, as the "great basin" (so called), fifteen miles long and six miles wide, from its inaccessible situation has not been touched. Much of it is estimated as yielding 1,000,000 feet to the acre, and all of it is as well or better wooded than the portions already cut over. The companies now working in the redwoods in the vicinity of Santa Cruz, with the approximate quantities cut annually, are as follows:

Mills	Feet
Loma Prieta.....	5,000,000
Hptos mill.....	3,000,000
Ryder and Co.....	2,500,000
Olivo & Foster.....	1,500,000
Grover & Co., two mills.....	5,000,000
Union Mill and Lumber Co.....	3,000,000
E. B. Morrill.....	2,500,000
S. H. Chase & Co.....	1,000,000
Pacific Manufacturing Co.....	2,500,000
Harmon Brothers.....	2,000,000
S. C. V. M. & L. Co.....	4,000,000
Glenwood Lumber Co.....	1,000,000
Charles McKlernan Co.....	1,500,000
Whitehurst & Hodges.....	2,500,000

Total per year..... 36,500,000

In addition to this must be considered the timber cut for fuel and mining purposes. The Santa Clara Valley Milling and Lumber Company take out of the Santa Cruz mountains the equivalent of their sawed lumber in wood and hewed timbers. Every road leading to the redwoods is thronged with wood teams on account of parties not mentioned in the above enumeration, enough to swell the whole annual consumption to at least 50,000,000 feet of timber from the Santa Cruz mountains alone.

REPRODUCTION OF THE FORESTS.

The redwood, unlike all other conifers, propagates itself principally by suckers from the parent stem. When a patriarch dies a thousand young trees, so to speak, spring from his loins, the most vigorous surviving. Nearly every cluster of trees is arranged in a circle, the diameter being sometimes as much as forty feet, indicating the former existence of much larger trees than the present, perhaps equal to the sequoia of the Sierra Nevada, where millions of young pines succeeded the scattering trees destroyed by the miners, often numbering hundreds to the square rod. If any care were exercised in the preservation of the redwoods not large enough for lumber, the present quantity of growing timber might be maintained, but the lumbermen make it a point to "work the claim out," cutting the timber all away in one season, as the skid road is usually destroyed by the winter rains. A few owners are preserving the trees not only for their intrinsic value, but for the benefit they confer on the country by inducing rainfall, preserving the springs, etc. It would be well if more of such men would become proprietors in the redwoods.

The "gate" in the Conger lumber Co.'s mill at Parry Sound, and the mill was partially closed for some days.

CAPACITY CIRCULAR SAWS.

The following is from Emerson, Smith & Co's hand book for sawyers: "How much lumber to each horse power will a circular saw mill cut? is often asked. A horse power is that which will raise 33,000 pounds, one foot high per minute; 12 superficial feet of heating surface on a boiler, is supposed under ordinary circumstances, to generate steam for one horse-power. In a large mill of thirty horse-power capacity, each horse-power ought to manufacture 1,000 feet of lumber; but in smaller mills, proportionately less. A ten horse-power ought to manufacture or saw 5,000 feet per 12 hours. Mills of larger power than 30 to 40 horse, ought and generally do, overrun 1,000 feet to the horse. The friction of a small mill being proportionately greater than that of a larger mill, the leverage upon circular saws of same size being the same in each, and the power required to keep up the momentum being the same in both, is the cause of this disproportion in capacity. In very hard timber 16 teeth to every inch of feed is a suitable number. And in soft timber, 8 teeth, and in medium or mixed timber, hard and soft, 12 teeth to every inch of feed is plenty. The above rule applies to saws not thinner than No. 8 gauge. Saws No. 8 gauge and thinner require proportionately more teeth; thicker than No. 6 gauge require proportionately less teeth.

Each tooth in a circular saw, No. 9 gauge, and thicker, that is used on a board mill, will cut on an average from 500 to 1,000 feet of lumber per day and consume from one-half to a full horse power.

A SAW WITHOUT TEETH.

A saw without teeth that will cut steel rail in two minutes is in operation at the Central Hudson shops in Greenbush, N. Y. The saw is run by a ninety horse power engine, more power than is required to run all the other machinery in the shops, and is 38 inches in diameter and $\frac{3}{4}$ of an inch thick at the edge. The disk is made of Bessemer steel and runs at a very high rate of speed. While in the operation a Band of five encircles the saw, and the many sparks flying from the revolving disk resembles a display of pyrotechnics. To keep the saw cool and to prevent it from cracking, a tank of water is placed above the machine from which a small stream runs down and drops on the saw while in motion. By this plan one saw will cut nearly 3,000 rails before it is worn out. A steel rail after about six years' constant use, becomes battered at the ends, and by cutting them off the rails can be used in branch and switch tracks. Rails are cut by this machine for the whole line of the Central Hudson railroad. The saw while cutting, bears down hard on the rail, the end of which is left as smooth as the bottom of a flat-iron. One remarkable thing about the machine is that the chips cut from the rail fly back under the the saw with such force as to form a solid piece of steel nearly as firm as the rail itself.

A BIG POPLAR.

The Cornersville (Tenn.) correspondent of the Marshall Gazette, writing to that paper says: "The big poplar tree in Dogget's cove has been a noted landmark for nearly 70 years, and is more talked of, perhaps, than any tree in the state. Its size has from time to time been given all the way from 29 to 33 feet in circumference. Passing that way recently I went to the tree, viewed it and measured it carefully. The bark, which was three or four inches thick, had most of it fallen off, and I found it to be 26 feet and, perhaps two inches in circumference, clear of any spurs. It has the appearance of being slightly hollow, and is in dying condition. The trunk is fully fifty feet to the first limb. It is a monster tree and there is a vast amount of good timber in it, but it will soon be ruined. This section has always been noted for its large fine trees. A beech tree standing on the old county line, about five miles north-west from this place, and which was blown down some six or eight years ago, had a perfectly straight trunk of nearly 60 feet, clear of limbs, and was 5 feet 5 inches in diameter, and in consequence, difficult and hard to handle."

BRITISH COLUMBIA saw mills are said to be kept very busy, and are scarcely able to keep up with the orders that are coming in.

WISCONSIN LOGS.

A careful inquiry among lumbermen leads to the discovery that about two-thirds of the log crop is hung up, and cannot be delivered at the booms without a freshet. Of the 200,000,000 feet of logs banked on the Wisconsin and its tributaries north of the city, less than 70,000,000 feet have as yet reached the booms. About 35,000,000 feet are laid up in the Tomahawk, having made all stages of progress from the source to the mouth. The remainder, about 95,000,000 feet, are in the main river between Eagle and Stevens Point. About ten days ago a jam formed on Grandfather, which, from last reports, remains unbroken. This caused an abandonment of the Tomahawk drive, and a cessation of labor by the association. The drive for the season is virtually ended, and unless there comes a freshet not a log can be moved. Quite a number of the mills have hardly enough stock for a two weeks' run. The weather during May was unprecedentedly dry, and all the driving streams have shrunk and dried up much earlier than usual. Add to the dry weather the forest fires which have burned many thousand acres of pine, and the outlook for lumbermen and timber owners is not rosy. Indeed, it is a matter of serious moment to the entire people of this valley. Without logs the mills will be closed. This means hard times for laborers and merchants and will bring distress to many a family. It is beyond all human power to afford a remedy, and it behooves the laborers and workmen to make hay while the sun shines. Let them practice economy, act soberly and be industrious.—Wausau Central.

A BENEFIT EITHER WAY.

American owners of timber limits in Canada acquired them with the intention of taking over the logs and manufacturing them in Michigan. The increase of the export duty to \$2 per thousand feet makes this design difficult of execution. It is probable that some logs will be taken over, in which case the Canadian treasury will get the benefit of the extra duty; and some mills may be erected by Americans on Canadian streams, by which the manufacture of lumber here will be extended. Owners of Canadian limits, residents on the other side, are reported to be about to try both experiments. One of these limit holders has sold at a good profit. The future state of the American market for lumber will probably determine whether logs will hereafter be shipped to the States in large quantities or manufactured here. Meanwhile there seems to be a disposition to prepare for both contingencies; and if expensive mills be once put up in Canada, the motive to work them, while any profit can be made, will keep them in operation.—Monetary Times.

THE Monetary Times says:—There has been shipped by the Collins's Inlet Lumber Co., so far this season, to outside markets, some two and a half million feet of lumber, leaving about the same quantity still in the yard. We learn from the Manitoulin *Expositor* that the drives finished last Saturday. Cutting commenced in May and will be continued till October. About 75 men are employed by the company. The same journal states that the largest load of timber that ever left Canadian shores on one bottom was contained in the barge L. Hotchkiss. It was consigned to the Michael's Bay Lumbering Company at the south side of the Manitoulin Island on the 18th, and was composed of 18,000 ties, 12,000 pavement posts and 500 telegraph poles, a number of the latter being 65 feet long and two feet at the butt, the whole measuring 18 feet from the deck. This company has shipped, or will ship this year, half a million pieces in ties and posts, a million feet of lumber, and about 15,000 telegraph poles. Shipments are expected to be finished about the end of October.

DURING 1885 there was shipped from California to Australia 5,950,000 feet of redwood pine. This, in one way, indicates the possibilities of Canadian trade on the Pacific ocean when the line of steamers are running from the terminus of the C. P. R.

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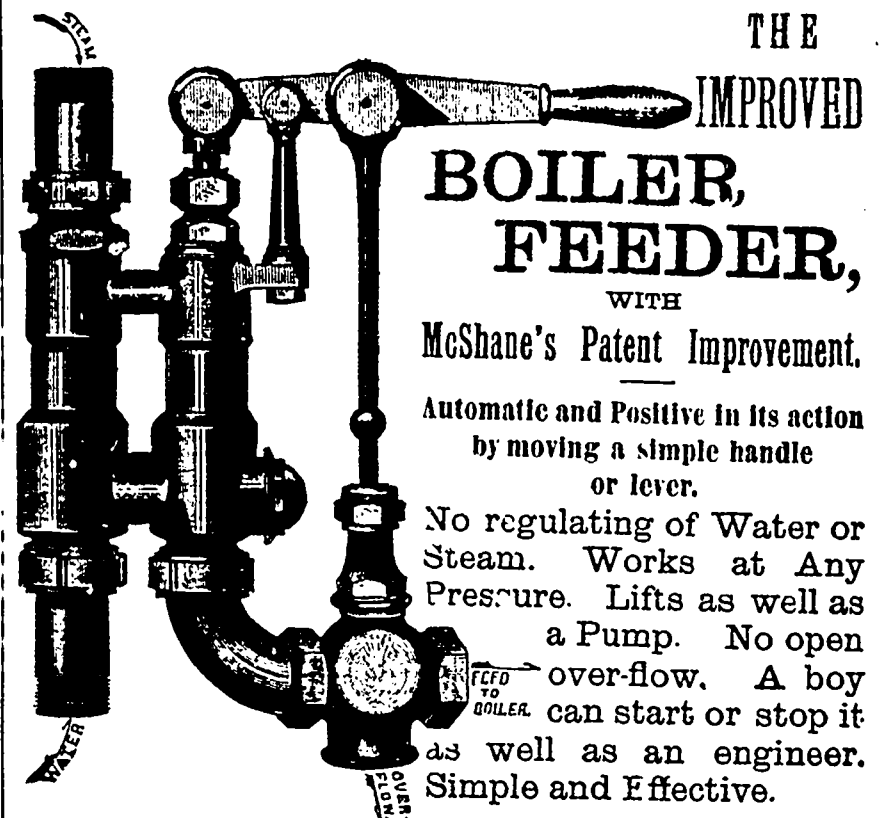
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Market Reports.

TORONTO.

From Our Own Correspondent.

JULY 9.—Our local trade is decidedly brisk at present, to whatever part of the city we go to piles of lumber and bricks meet the eye, so that it might be easily credited that all the yards are doing a rattling business. Dry lumber of most kinds is difficult to obtain. What little there is in stock is held by the retail dealers chiefly. Dimension stuff, cut to order, is hard to procure in sufficient quantities to meet the immediate demands of the market. This is mainly owing to the fact that quite a number of mills are running on stocks for shipment, instead of bill stuff, on which they were mainly engaged last season, and the few mills now cutting to order get nearly their own price for bills, and to complicate matters the lumbermen acting on behalf of the Board of Trade have entered into what must be considered a foolish arrangement with the railroad companies, whereby lumber will in future be carried by measurement, instead of by weight, as heretofore. The weak spot in the bargain is not in carrying by the M, but in the figures charged for the carriage. That figure will simply make a difference of nearly one dollar per M from all cardinal points to this city, and instead of any benefit accruing to the lumberman by this advance it is simply swallowed up by the railroad companies. When the lumbermen, not connected with the Board of Trade, empowered the deputation, appointed by the said board, to act for them, it was generally understood that they the deputation would act for the general good of the entire lumber interest, it is now plain how fallacious that belief was. The blunder will prove a costly one to consumers and dealers alike. The answer to this will no doubt be that the wholesale dealer will now know exactly what his lumber will cost him landed at any point and the consumer must foot the bill. This kind of argument will not hold water, inasmuch as any increase in the cost of the lumber to the consumer is only a tax for the benefit of the railroad corporations and a dead loss to all others interested.

Under this new departure, coupled with the facts before mentioned, all green bill stuff is likely to cost, the retailer and consumer alike, fully \$2.00 per M above the present prices before the end of the season is reached.

Troubles seldom come singly. I mentioned in a former letter the trouble experienced by lumbermen, by reason of the constantly increasing annoyance to which dealers are subjected by the petty orders issued from day to day by the N. & N. W. R. R. Co. for the better conducting of their business as they term it. If a dealer wishes to alter the destination of any car from dock to local, another dollar must be added to the company's exchequer, and if wanted from local to dock the same amount must be paid; besides the numerous orders given from week to week regarding the shutting of cars. The whole matter has become perfectly bewildering, not merely to a tyro in the business, but also to many who have spent half a life time in R. R. yards. The trouble seems to originate through the clashing of two or more departments, one of which promulgates some particular order for the better guidance of the yard master, and some other officer issues some thing intended to be a great improvement on the former, until at last the yard master is as perfectly belogged as the lumberman is irritated. So the mill men may congratulate themselves on living in Paradise as compared with the men handling their cut at this end of the road. All kinds of dry dressing and better lumber will now command ready sale here, also dry sawn lath, the latter in especially good demand. Shingles XXX also meet with ready sale. No advance in prices have taken place on the latter although our market is underlocked.

Table with 2 columns: Item description and Price. Includes Mill cull boards and scantling, Shipping cull boards, Scantling and joist, up to 16 ft., etc.

Table with 2 columns: Item description and Price. Includes 28 ft., 30 ft., 32 ft., 34 ft., 36 ft., 38 ft., 40 to 44 ft., Cutting up planks to dry boards, Round dressing stocks, etc.

MONTREAL.

From Our Own Correspondent.

JULY 10.—Fine weather has been characteristic of the past fortnight, and trade upon the whole has been of a satisfactory volume. Contractors have been providing themselves with considerable quantities in anticipation of future requirements, and there are indications of a good movement throughout the summer. The good demand for carloads which marked the early part of this month has considerably fallen off, but the business at the yards has remained active. A steady feeling prevails in regard to prices. The export from the opening of navigation to the middle of this week embraced 619,316 pcs. deals and deal ends, 59,772 pcs. boards, 7,049 pcs. battens and ends, to Europe, and 2,208,875 feet to South American ports.

The following are the quotations at the yards:—

Table with 2 columns: Item description and Price. Includes Pine, 1st quality, Pine 2nd, Pine shipping culls, etc.

CORDWOOD.

Prices are steady.

The following are the quotations at the yards:—

Table with 2 columns: Item description and Price. Includes Long Maple, per cord, Long Birch, Long Beech, Tamarack.

OSWEGO, N.Y.

From Our Own Correspondent.

Table with 2 columns: Item description and Price. Includes Three uppers, Picking, Cutting up, Fine Common, Common, Culls, Mill run lots, etc.

TONAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

Table with 2 columns: Item description and Price. Includes Three uppers, Common, Culls.

CHICAGO.

The Northwestern Lumberman of July 10th says:—

BY THE CARGO.

Arrivals during the week have comprised a larger proportion of inch lumber than had characterized receipts previously. A slight check has been given to the forwarding of piece stuff, as the purpose on the part of the manufacturers and their agents is to dole out consign-

ments no faster than the market requires. The ard men are not buying dimensions to a laviaht ydegree to pile for future use, though the curren demand absorbs all that is offered.

The demand for cargoes at present is rather more active than it was last week. Receipts of piece stuff having been graduated to the actual requirement, sales are readily made at the previously quoted price of \$9 a thousand, unless in exceptional cases. If there are lower prices nobody will confess it. Either \$9 for short green stuff is the basis of the market or else there is the solidest combination between the yard and commission men to keep shady that was ever known—on the part of the yard men for the purpose of its effect on yard prices, and on the part of the commission dealers as natural consequence. Until this imaginary impeachment is verified we shall have to accept surface indications. If the market remains as firm as it is now a little longer, the chief danger of a slump this season will have passed. Last year at this time short green dimension was quoted at \$8 75 a thousand; so it will be seen that values this season have gained but a point over prices last year. In the third week of July last year the price of green piece stuff advanced 25 cents a thousand, so that on July 25 we quoted \$9 as the outside figure. Will prices take a similar course this season? is a question that now interests both buyer and seller.

A cargo of Norway dimension, mostly short, but having some long lengths in it, was sold this week for \$9.25 a thousand. This shows a tendency to overreach quotations when the cargo is desirable. Separate lots of slim jim dimension sell from \$10 to \$11, according to the quality and sawing; 2x12 and 14, and 3x12 and 14 bring \$11 to \$12 a thousand.

There is a large call for railroad bridge and culvert timber. Short, heavy timbers for this purpose are in urgent request. Prices vary, determinable by size and contract conditions, being altogether outside quotable accuracy. It is important to know, however, that such stuff is wanted. A bill is out for the Sioux City line of the Chicago, Milwaukee & St. Paul road—a short branch—that calls for 4,000,000 feet, which shows how railroad building absorbs the product of the mills. The vast mileage of railroad that is now under construction will require more and more timber and lumber as the lines near completion.

There is nothing new to be said of shingles or lath. Both are sluggish goods, and it is hard work to realize quotations.

The following are current quotations of cargo prices:—

Table with 2 columns: Item description and Price. Includes Dimension, short green, Dimension, short dry, Boards and strips, No. 2, etc.

AT THE YARDS.

There is prevalent the usual July moderation of trade, though the dealers inclined to forget that the demand is tame during mid-summer, and to regard the present dullness as extraordinary. As a matter of fact there is still a fair movement, for the time of year, if the shipping and local demand are aggregated. Within the past two or three days, however, there has been increased complaint of a falling off of country orders, the shrinkage possibly resulting from the effect the wide-prevailing drought is having on western crops.

Receipts of lumber and shingles for the week ending July 8, as reported by the Lumberman's Exchange:—

Table with 2 columns: Item description and Price. Includes Lumber, Shingles, Receipts, etc.

ALBANY.

Quotations at the yards are as follows:—

Table with 2 columns: Item description and Price. Includes Pine, clear, Pine, fourth, Pine, select, Pine, good box, etc.

BUFFALO.

We quote cargo lots:—

Table with 2 columns: Item description and Price. Includes Uppers, Common, Culls.

LIVERPOOL.

The Timber Trades Journal of June 26th says:—Reports from the manufacturing districts generally speaking, show an improvement in the quantity of business done, if there be no absolute advance in prices obtained. This, however, has not yet affected the timber trade in this most desirable direction, but we can only hope that the day of better things is not far distant. The passing of the Manchester Ship Canal Bill, in which many of the local timber merchants have taken great interest, may have some influence in the improvement to which we have referred.

We are glad to notice that our Manchester neighbors have decided to hold an exhibition in that city next year, in which the chief object, as far as can be carried out will be to show the improvements in all those manufactures in which she is so deeply concerned that have taken place during the reign of Her Majesty. Committees have already been formed to arrange preliminaries, and as soon as the elections are over they will doubtless go to work with the energy so characteristic of the citizens of Manchester.

The import into Liverpool has again been in excess of the wants of the trade, both in spruce deals and pitch pine, with the natural result that both these descriptions of timber are today in a weaker position than hitherto, though the actual quotations are perhaps unchanged.

No public sales of whitewoods have been held during the past week, nor are any announced up to the time of writing.

LONDON.

The London Timber Trades Journal of June 26th says:—The coast trade must be described as extremely quiet, a few contracts only having been closed during the past week, and these only for minor parcels. Whether or not a general election, as conducted now-a-days, really effects the trade of the country seriously is an open question, but there can be no doubt that buyers seem only too willing to take advantage of the opportunity to look on and wait the course of events. There is a general fear that market cargoes will be pressed for sale later on, but, as far as we can hear, shippers show no intention of sending forward unsold goods.

The market for redwood battens continues dull, and few sales are being effected. 5th

2½x7 in. from the lower ports are quoted at £5 5s. f.o.b., and 5ths at £4 5s., but we believe that sellers are prepared to accept somewhat less for fair lines. Even at these figures, and calculating freight at 20s. to the Surrey Commercial Docks, there is little temptation for London buyers to operate, no profit being noticeable on 4th battens, even at £6, c.i.f., if the receivers have to incur the cost of landing the goods. 5th battens would naturally yield a fair margin, but these cannot be bought without the other qualities; so that buyers have no inducement to purchase for forward delivery, until they can discover some signs of better times. Some profit is certainly attached to sales of parcels for outside delivery, but this is a branch of trade which can only be pursued to a limited extent, although it has assumed considerable dimensions during the last and present seasons.

Whitewood is easier and battens from the lower ports can be purchased readily at £4 10s., which figure cannot now be obtained for specifications containing a large proportion of 2½x7. Both 6½ in. and 6 in. remain scarce, and the price for these dimensions has consequently been very slightly modified. We understand that the Swedes have sold the major part of their 3x9 white on the continent, but the prices obtained have not transpired except in a few instances.

Messrs. Foy, Morgan & Co. on Wednesday had the advantage of following on a month of singular quietude in public auctions, and it was therefore not much matter for surprise that buyers mustered in strong force at the Baltic this week. In addition to the Petersburg goods there was the bright pine, in handy sizes and widths, and of good quality, to tempt bidding, and as far as the prices go we consider the cargo of Quebec bright 2 in., per York City, being very well sold; 1st, broads reached £22 5s., and 1½, also wide stuff, selling at £19 15s. and £20 a couple of lots of dry, per same ship, going up to £20 10s.

The timber per Nippon, at £3 12s. 6d. (one lot fetched another half crown), realized quite as much as expected, for it would not be easy to say what the timber is most suited for.

As long as the raw wood can be obtained at the present rates, we think very little business will be done in the other descriptions. The advantage on the side of the bundle trade is that for cheap work it can go with battens and low-priced wood right on to the works, and to small householders this is a highly important consideration.

There is a general impression amongst the trade that the log timber to the London market will shortly be almost nil, on account of the large quantity of thick, wide planks sent to the market which timber in the log used to supply; but we heard the same opinion expressed 20 years ago, and yet the dock ponds are well supplied. The dock authorities say it is that department of the docks which pays the worst, but we can hardly see how that can be. There is no expense on the stuff; it lies at rent for a considerable time, and requires no particular looking after; but the company must know best. That the trade, however, will die out we do not believe, and the thousands of sizes which would have to be shipped to supplant it none of the present generation will live to see.

GLASGOW.

The *Timber Trades Journal* of June 26th says:—Trade here continues quiet. A public sale of log timber took place at Greenock a few days ago, but there was not a large attendance, and of the goods offered only a small proportion changed hands, transactions being confined to some lots of yellow pine; other woods put up, oak, elm, etc., were withdrawn, as bids were under the figures required by exposé: note of prices realized is appended.

The new season's imports of Quebec log timber now at hand will, it may be expected, give some animation to the market. The first of the Quebec timber fleet has just arrived at Port Glasgow, after a voyage of 32 days, particulars of cargo not reported in time to be included in accompanying import list.

Arrivals at Glasgow for the past week consist largely of American oak planks in parcels per steam liners, and include also an import of deals per steamer from Quebec and Montreal,

the total of Canadian deals landed at Glasgow this season now amounting to 64,376 pieces, at this time last year the total was 70,070 pieces and in 1884 91,850 pieces.

At Greenock the imports for the week comprise a cargo of pitch pine and one of greenheart. The arrivals of pitch pine at Clyde ports this year (represented by a carrying tonnage of 17,677 tons) are slightly in excess of last year's at this time; and for same period in 1884 the tonnage was 20,632 tons. Arrivals of North of Europe wood goods at Grangemouth continue very light, the carrying tonnage for the past four weeks being 3,610 tons, as against 15,001 tons for corresponding period 1885, and 9,545 tons same period 1884.

AUCTION SALE.

On 17th inst., at Greenock, Messrs. Singleton, Dunn & Co., brokers:—
Quebec yellow pine timber—
40 c. ft. avg. per log 1s. 0½d. & 1s. per c. ft. 35 11½d. "
Quebec red pine—
25 c. ft. avg. per log 10d. "
20 " 9½d. "

QUEBEC.

A despatch from Quebec says:—The timber market continues very dull and sales are made with considerable difficulty. One old raft of 1882 timber, containing small waney and square pine of about 44 feet, was sold at 14 cents, while a choice Kippewa raft of 53 feet with a small portion of waney board, 21 inch, has been closed at 25 cents per foot. For red pine there is some inquiry for shipping parcels which are worth 20 cents to 25 cents for good timber. No sales in hardwoods are reported.

The number of sea-going vessels entered inwards at the Quebec custom house from the opening of navigation up to yesterday is 228. The clearances to the same date including steamers, are 158, leaving 70 vessels in port and outports.

SUPERVISOR OF CULLERS' OFFICE

Comparative statement of timber, masts, b-w-sprits, spars, staves, etc., measured and culled to date, at Quebec:—

	1884.	1885.	1886.
Waney White Pine	614,299	333,928	636,108
White Pine.....	627,910	681,864	397,781
Red Pine.....	27,196	12,965	130,766
Oak.....	320,641	691,650	398,537
Elm.....	226,120	266,317	150,565
Ash.....	95,238	80,770	28,237
Wood.....	205	80
Yermut.....	811	1,004	87
Tamarac.....	1,965	36	2,340
Birch and Maple ..	178,495	264,979	153,769
Masts and Bowspits	— pcs	— pcs	— pcs
Spars.....	32 pcs	— pcs	— pcs
Std Staves.....	16,642.22	39,033.28	19,822.3
W. I. Staves.....	69,812.25	64,211.17	9,121.16
Brl Staves.....	0.6.2.13	43.5.0.22

JAMES PATTON,
Supervisor of Cullers.

Quebec, 2nd July, 1886.

RAFTS ARRIVED.

JUNE 30—P. McLaren, white pine, ash, &c., Ontario, St. Lawrence Dock Co.'s cove.
JULY 5—Thomas Buck, elm, Michigan, New Liverpool cove.
JULY 6—Barnet & Mackie, white and red pine, Nipissing, Cape Rouge.
JULY 6—J. Bustall & Co., oak, ash, elm, &c., Ontario, Woodfield cove.
JULY 7—Cook & Gibbons, elm, ash, etc., Ontario, St. Michael's cove.
T. McLaren, white and red pine, Ontario, St. Lawrence Wharf and Dock Co.'s cove.

TIMBER MARKET REPORT.

Messrs. Alfred Dobell & Co., in their Liverpool circular of July 1st say:—We have to report another dull month in our trade and with the present political disturbance any improvement could hardly be looked for. Still, all things considered, the consumption during June has been fully up to what was expected. The sales by private have been:—Spruce deals—St. John, N. B., at £5 17s 6d and £5 15s per standard, ex quay; Bridgewater, N. S., at £5 12s 6d per standard, ex quay. Birch—Pictou, about 16 inches average, at 11½d per foot, ex quay; Prince Edward's Island, about 16 inches

average, at 10½d per foot, ex quay. Pitch Pine—Pensacola, 10 feet sawn on private terms. Oak planks—Waggon sizes, 1st quality, at about 1s 10d per foot, ex quay. Pencil cedar—Florida wood at from 3s to 3s 3d per foot. The sales by auction have been:—Spruce deals—Several parcels of St. John, N. B., were offered early in the month, but the bulk were withdrawn, the sales being limited to a balance lot of C. S. Parnell, from St. John, N. B. Pitch pine—A cargo from Pensacola 36 feet sawn, was offered but the bulk of the 11 and 12 inch wood was withdrawn, a cargo from Darien, 35 feet sawn, was offered at the same time, but was withdrawn with the exception of a single lot. Teak planks—A parcel from Rangoon averaging about £13 10s per load.

EDUCATE THE MIND AS WELL AS THE HAND.

Every man who is engaged in any kind of mechanical labor should cultivate studious and observant habits. There is scarcely description of knowledge but which he will at some time have use for, especially if he ever hopes to rise above the position of ordinary mechanical labor. No man can ever hope to attain distinction as a mechanic unless he educates his mind as well as his hands.

One of the most important acquirements of a mechanic is that he should be able to readily and lucidly convey ideas to another. There are indeed many men who while otherwise competent to direct others have failed from lack of this faculty, or have refused good positions because they knew their weakness in this respect. Perhaps as many foremen fail from this cause as from any other. Undoubtedly, this faculty is one to be acquired; it is not one, if there are such, that is born with a man. Every man who works at a mechanical business should labor in the direction of acquiring the habit of concisely expressing his ideas, making this a part of his mechanical education. Talking of such subjects will help a man; writing of them is excellent practice.

A good mechanical eye is also a most essential requisite in a good mechanic. No one can ever attain distinction as a mechanic unless he is able to detect ordinary imperfections at sight, so that he can see if things are out of plumb, out of level, out of square and out of proper shape, and unless he can also detect disproportioned or ill-shaped patterns. This is a great mechanical attainment, and one which can be readily attained by any ordinary person. Of course there are defective eyes as there are other defective organs; but the speech, for instance is sometimes defective, but the eye is susceptible of the same training as any organ. The muscles, the voice, the sense of hearing, all require training. Consider how the artist must train the organ of sight in order to detect the slightest imperfection in shade, color, proportion, shape, expression, etc. Not one blacksmith in five ever attains the art of hammering square, yet it is very essential in his occupation. It is simply because he allows himself to get into a careless habit; a little training and care is all that is necessary for success.

But in these cases the fact is, that eye is not half as much at fault as the heedless mind. Some carpenters acquire the careless habit of using a try square every time they plane of a shaving, in place of giving their minds right to their business and properly training their eyes, and unless they cultivate this power of the eye they will always be at journey work. Look at the well-trained blacksmith; he goes across the shop, picks up the horse's foot, takes a squint, returns to his anvil, forges the shoe and it exactly fits the foot. Contrast him with the bungler who looks at the foot, then forges the shoe, then fits the foot to it, often to the ruin of a fine horse. Now, the fault lies in ever allowing himself to put a shoe on that is not in proper shape for the foot; he should determine to make the shoe fit the foot instead of the foot fitting the shoe, and he should follow it up until the object is accomplished.

A very good way to discipline the mechanical eye is to first measure an inch with the eye, then prove it with the rule, then measure a half inch, then an eighth, and so on, and you will soon be able to discover at a glance the difference between a twelfth and a sixteenth of an

inch; then go to 3 inches, 6, 12, and so on. Some call this guessing; there is no guess work about it. It is measuring with the mind and eye. Acquire the habit of criticizing for imperfections every piece of work that you see; do everything as nearly as you can without measuring (or spoiling it), or as nearly as you can trust the eye with its present training. If you cannot see things mechanically do not blame the eye for it, it is no more to blame than the mouth is because we cannot read, or the fingers because we cannot write. A person may write a very good hand with the eyes closed, the mind, of course, directing the fingers. The eye is necessary, however, to detect imperfections. Every occupation in life requires a mechanically trained eye, and we should realize, more than we do, the great importance of properly training that organ.—*Mining and Scientific Press.*

WOOD-WORKING PATENTS.

The following list of patents relating to the wood-working interests granted by the U. S. patent office, June 29, 1886, is specially reported by Franklin H. Hough, solicitor of American and foreign patents 925 F street, N. W. Washington, D. C., who will furnish copies of patents for 25 cents each.

- 344,580—Lathe—W. W. Hubbard, Philadelphia, Pa
- 344,469—Saw gauge—W. H. Wilson, Westfield, N. Y.
- 344,355—Saw mill dog—A. Delaney & J. M. Bond, Richmond Va.
- 344,356—Saw mill dog—A. Delaney & J. M. Bond, Richmond Va.
- 344,366—Saw mill set works—C. Esplin, Minneapolis, Minn.
- 344,365—Saw setting device—H. C. Hart, Unionville, Conn.
- 344,568—Sawing machine, circular—E. S. Collins, Meadville, Pa.

PATENTS ISSUED JULY 12.

- 344,926—Lathe, automatic—F. M. Stevens, New York, N. Y.
- 345,110—Mortising, boring, &c.—R. T. White, Boston, Mass.
- 344,867—Planing and matching machine—C. F. Ritchel, Bridgeport, Conn.
- 345,868—Mortising machine—M. Rothschild, Siamokin, Pa.
- 345,256—Saw frame—H. L. Pratt, Brooklyn, N. Y.
- 345,121—Saw swaging machine—M. Covel, Chicago, Ill.
- 345,071—Saw table gauge—J. H. Palm, Minneapolis, Minn.
- 345,070—Sawing machine, circular—J. H. Palm, Minneapolis, Minn.

PLANTING TREES FOR TIMBER.

Prof. Lazenby, of Carroll University, says: To make timber plentiful, and to render our climate more genial, we must reclothe all rugged broken land and rocky crests, in fact every acre that is not cultivated, or is cultivated at a loss, with valuable forest trees.

First—All ravines and steep hill-sides, all land too rocky to be thoroughly cleared of stone and boulders, should be devoted to trees.

Second—Protecting belts of trees should be planted wherever buildings, orchards, gardens, etc., are exposed to cold, sweeping winds.

Third—The banks of streams, ponds, open ditches, etc., should be planted with trees that they will be protected from abrasion by floods and rapid currents.

Fourth—All public roads should be belted by graceful, stately trees.

We should preserve, improve and extend our existing forests by keeping up a constant succession of young growing trees of the best varieties. To do this it is necessary:

First—To allow no stock to run in woodlots for purpose of forage. This should be a rule inflexible and relentless.

Second—Young growths in forests should be thinned moderately and judiciously. Worthless varieties should be cut out and the valuable sorts should be trimmed up so that they will grow tall, forming trunk rather than branches.

Third—Timber should be cut with intelligent reference to future growth. Valuable trees that you wish to propagate should be cut in the spring. Those that you wish to exterminate should be cut in August.

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Gold Medal, London Fisheries Exhibition, 1883.

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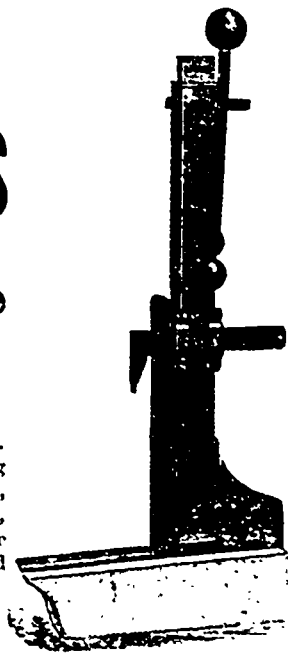
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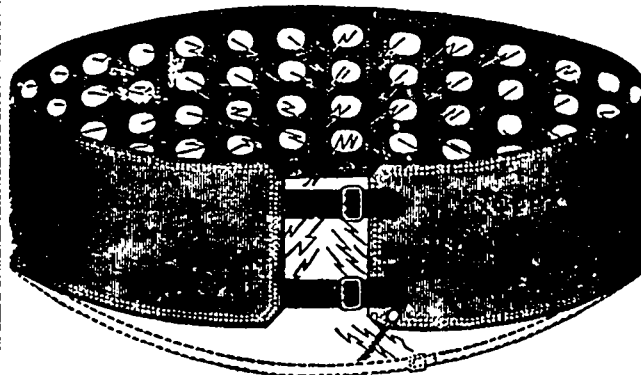
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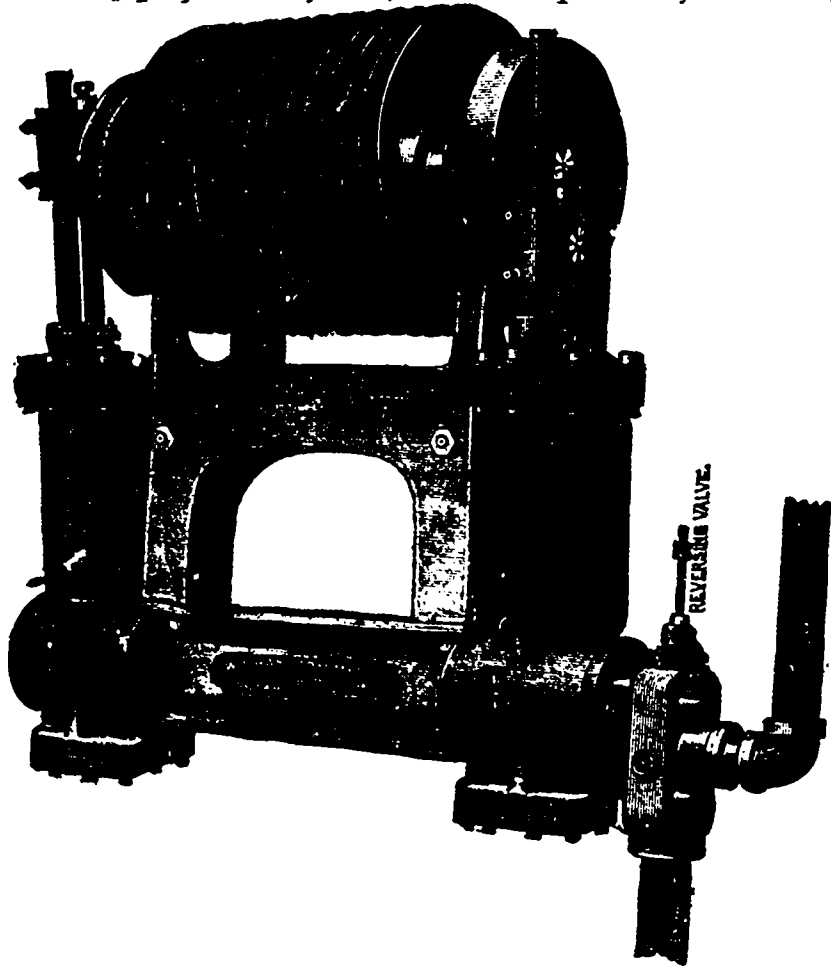
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FOR STEAM FEED IN CIRCULAR MILLS WITH RACK OR ROPE.

This Engine has practically but two moving parts, aside from cranks and shafts. The whole array of eccentrics valves, valve rods, connecting rods, cross heads, slides, levers, rock shafts, bell cranks, etc., is done away with, and the very perfection of simplicity, compactness, durability and cheapness attained.



The above engraving illustrates the Twin Engine, 10x16, for Rope Feed, for Saw Mill Carriages. The spool is 27 in. diameter, 30 in. face, is grooved 2 in. pitch for 1½ in. rope. The shaft is steel, 4½ in. diameter, with disk cranks. No connecting rods, eccentrics or valve rods to get loose and out of order. The ports are in the trunions, and worked by an oscillation of the cylinders, and are held in their place in the downward motion by a steam cushion below. The sawyer's valve is a perfect balance, and by moving this valve the engine can be reversed, stopped or started almost instantaneously if necessary, as the sawyer has perfect control of it by his lever either to go fast or slow. Should the sawyer let go of his lever either by mistake or any other cause, it is balanced so that the valve will come to the centre and cut the steam off both cylinders and stop the feed. When standing, the lever is locked or fastened, so that it is impossible for it to start off itself. The engine stands upright below the carriage, and bolted to two upright beams, placed on the mill for the purpose. When a rack is preferred in place of the rope, we put on a steel wheel 30 in. in diameter, and the engine placed high enough to work into the rack on carriage bar, or if the beams come in the way, an idler wheel can be used between engine and rack segs; or, the engine can be placed at a distance and have a shaft

from it to the carriage; or it can be placed in the engine room, where it is under the control of the engineer for oiling, thence by shaft and pinion to carriage rack bars. These engines are well adapted for cutting long logs, or where the logs are mixed, the advantage of this feed will be apparent to mill men. When the carriages are used in two or more sections, the couplin and uncoupling of each section is quick and simple.

There were two of these feeds working this summer and giving the best of satisfaction, one with rope feed at James Playfair & Co's Mill, Sturgeon Bay, near Waubesa, and one at the new mill furnished by us to Francis Carswell & Co., at Calabogie Lake, on the Kingston and Pembroke R. R. This mill is working with the Rack and Pinion feed, and drops from fifteen to seventeen stock boards per minute. We have also sent one to the Rathbun Company, Deseronto, to put in to feed their heavy Circular Mills. They will also commend themselves for various other cases, especially for running Elevators, hoisting Engines, and wherever a simple and easily reversible motion is required.

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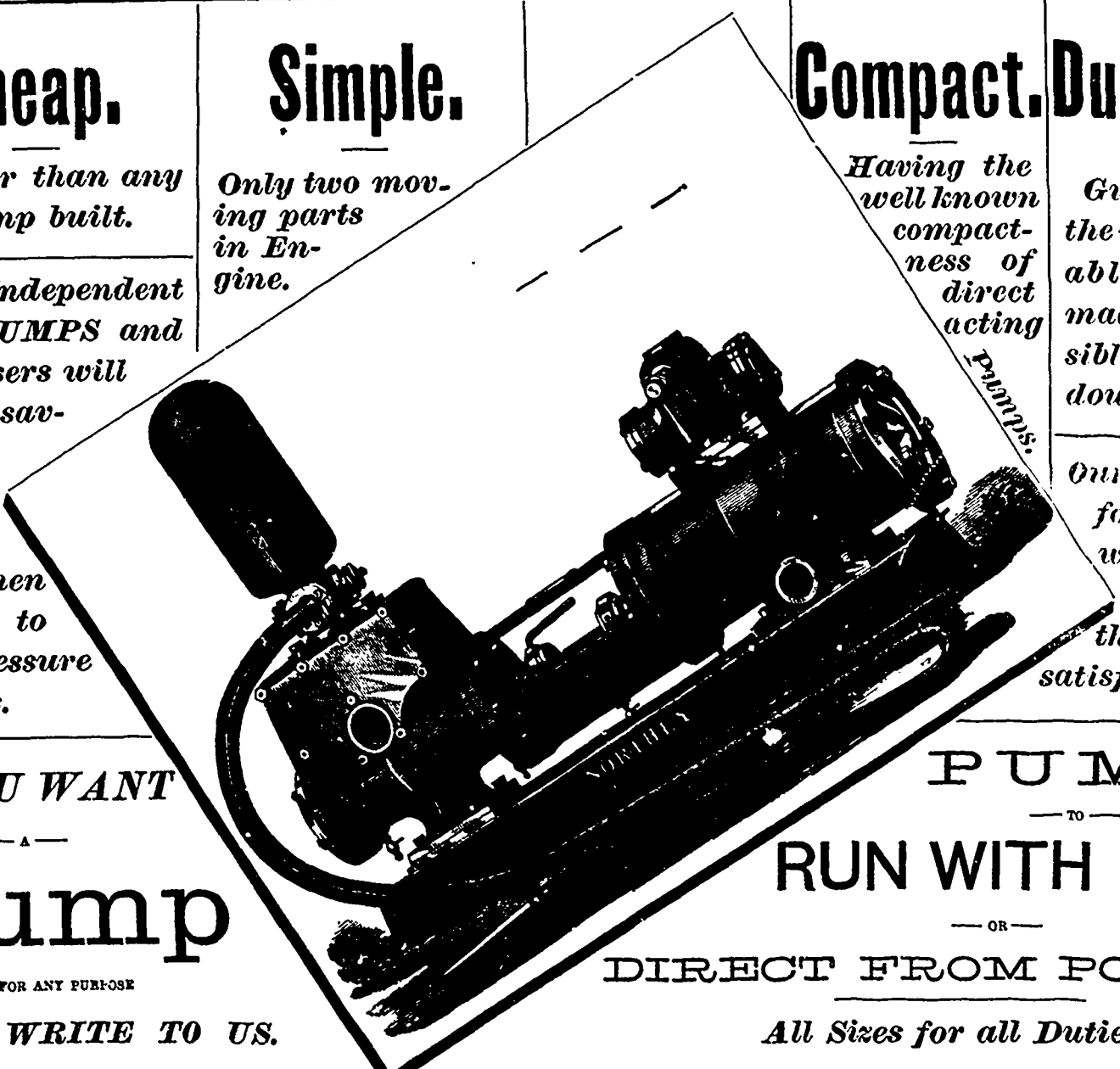
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