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THE CANADA LUMBERMAN.

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THE CANADA LUMBERMAN

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TO OUR READERS.

FOR the several years during which THE LUMBERMAN has been under its present management we have carefully avoided referring in cold type to matters of a financial character. As necessity, however, is a stern master, and we are much in need of a small fortune, in the way of overdue subscriptions, which is scattered throughout the Dominion, we have decided to make an urgent appeal to all readers in arrears to show their appreciation of our journal by remitting the small sum due by each before the close of the present year. The amount of subscription, when considered singly, is so small that many are inclined to "pigeon-hole" our accounts from time to time as being too trifling to remit, but these accounts in the aggregate form an important and quite indispensable fund, the withholding of which often proves ruinous to an otherwise prosperous business. Will our friends kindly indulge us for making a strong appeal to have all overdue accounts straightened up at once, and by so doing make our Christmas and New Year happy.

We have worked faithfully and well towards one object: that of making the CANADA LUMBERMAN equal in all respects to that of any of our *confreres*. Our progress in this direction has been proportionate to the patronage extended us, and from present indications the eleventh volume of this journal—which opens with the new year—will be by far the best yet issued. The publisher solicits a continued and even more active support from the lumbermen of the Dominion, in return for which we will endeavor to make Canada's only lumber journal one of which the trade will have just reason to be proud.

May the many readers of THE LUMBERMAN enjoy a merry Christmas and a happy and prosperous New Year.

THE Ottawa lumbermen are making preparations to go heavily into the square timber trade this winter, and the indications are that there will be more square timber taken out during the winter than for many years past. The prospect of high prices and increased demand which a short time ago was looked forward to with certainty has not been sustained by more recent developments. Should there be an overproduction, notwithstanding there may be an increased demand, it does not necessarily follow that there will be an advance in prices. While some of the lumbermen expect an advance in prices, others again are of the opinion that white pine lumber will be at least 10 per cent. below this season's quotations.

HON. H. G. JOLY is opposed to celebrating Arbor Day in the autumn, as in our cold climate fall planting of forest trees is a mistake. Speaking from experience he says he has lost hundreds of valuable trees by planting them in the fall. A transplanted tree always labors under a serious disadvantage, even when transplanted in the spring, but, in the fall, when taken up and replaced in a new hole, with mellowed earth round the roots, the autumn rains will soak the soft earth, and the early frosts before the heavy snows, will freeze, not only the soft earth but also the roots, which from their

spongy nature, absorb a considerable quantity of water. Water, in freezing, expands and bursts the bark of the roots, separating it completely from the wood, which kills the tree even more effectively than if all the bark was peeled off the stem.

THE amount of British capital seeking investment at the present time in the United States is almost unprecedented. This is largely brought about by accumulated capital becoming restive under a low rate of interest, and the tens of thousands who constitute the investing class are forever on the alert for a chance to put their money where it is likely to bring returns. As government securities are ruling low, the investment usually takes the form of subscriptions to capital stock, securing the British investors the local control and ownership of the property, while leaving the management in the hands of Americans. What will be the outcome of the immense investments which have been going on for sometime it is difficult to foresee. It is certain, however, that England is every day getting a stronger grip on the best investments in the States with a prospect of soon being able to control many of its leading industries. In this scramble for investments Canada has not been altogether overlooked, though the investments that have been made are not to be compared with those that have been made in the States. The plethora of money in England is very great, and what Canada most needs is capital. Its undeveloped native wealth is almost incredible, and there are innumerable fields open for its employment. If the proper steps were taken to impress upon British capitalists the great benefits to be derived from the development of our industries and natural resources, the investments could be increased to a much greater degree.

IN view of the result of the elections recently held in the States, it is not likely that the American congress will take any step toward retaliating against Canadian lumber. The sentiment of the people in favor of tariff reform is a growing one, and it is not to the interest of congress to openly defy it. The cool heads of the Republican party, will not favor retaliation knowing full well that it would work injury to the country. Another thing, the lumbermen themselves are by no means a unit on the question, and are therefore incapable of presenting a bold front. So far as Canadians are concerned, they can well afford to follow the even tenor of their ways, and in the meantime keep a sharp lookout for other markets. On this point, Mr. Bowell, Minister of Customs, in a recent conversation with a press representative is reported as saying: "We may have been dependent to a large extent on the United States for markets for the sale of our natural products in the past, but we are not going to remain in that position. We are going to spend money right and left in securing direct communication with foreign countries with whom we can build up a profitable market for the sale of our lumber, fish and other products. That we are in dead earnest," continued Mr. Bowell, "I have but to refer you to the steps we have taken in that direction this year. We are arranging to subsidize a line of steamers between Canada, China, Japan and Australia. We have tenders now before us for a direct steam communication between Halifax and the West Indies and between Halifax and South America. We have made provisions for a fast line of steamers between Canada and England, by securing from parliament an annual subsidy of \$500,000 to aid this service. We have sent commissioners to Australia, South America, the Hawaiian islands, and the West Indies to ascertain the most feasible step to take for securing closer

commercial relations with those countries, and as a result of all this we hope soon to be in position to say to the United States that we are independent of their markets, which they have so frequently threatened to close against us."

A MOST important report on timber supply was submitted at the session of the Carriage Builders' Association, held at Syracuse, N. Y. The committee in their report called attention to the second growth in white ash, the scarcest of all woods used in the construction of carriages and wagons. The supply was being heavily drawn upon in other industries, and the outlook in regard to it was very discouraging. As to old-growth ash the situation was but little better, although it was obtainable in much larger quantities. There would be enough of it to last for many generations were it not for the fact that it was so extensively used for the interior finishing of houses and cabinet work. The large old growth oaks of the South would make an excellent substitute for ash, and in some respects would prove superior to it. The supply of white wood was very abundant at the present time, but it was being cut up at a tremendous rate for house finishing purposes. Basswood was found in nearly all the timber states of the Union, and, should necessity require, it would make a good substitute for white wood in the manufacture of carriages. For hickory, on the other hand, the most important of all carriage timbers, there was no good substitute in all the world. It grew only in a few states and in a small part of Canada. White oak, important in the manufacture of wagons, was one of the most abundant of all the timbers used. Like old growth ash and white wood, it was being extensively employed in carpentry and for a thousand other purposes, but the supply was so great that there was no occasion for alarm in that fact.

IN reply to a petition from Lunenburg, Nova Scotia, regarding the enforcement of the statute referring to sawdust, the Hon. Charles H. Tupper, minister of marine and fisheries, exhaustively reviews the question of enforcing the law. He starts out by saying that his former action in directing a strict observance of the statute was based upon information gleaned from reports of officers of his department, who had on different occasions examined La Have River, and the reports were of such a nature as to admit of no other course than the one he had pursued. Quoting from a report made by Inspector Rogers in 1879, and from a report made by Mr. Samuel Wilmot, superintendent of fish culture in 1884, he adds "My attention being called last year to the neglect of officers of this department in Nova Scotia to enforce the law, I caused, as you are doubtless aware, notices to be served upon every mill owner in Nova Scotia to the effect that in the spring of 1889, and after, the law relating to sawdust would be rigorously enforced." Commenting upon the part of the petition which sets forth that the channel of the river has not been made shallower he says: "Taking the returns of mills' cut on La Have for 1887 and 1888, it is estimated that 25 per cent. of the lumber is reduced to sawdust, and, allowing for expansion, we have nearly 1,200,000 cubic feet of sawdust annually finding its way into the river, or, during the past 20 years, 24,000,000 cubic feet. The surveyed sawdust area approximates 9,000 feet long by 800 feet wide, and an examination of the sections shows an average depth of say 3 feet, thus giving a mass of sawdust within this area of 21,000,000 feet, and allowing for an average depth nearly three feet and half, this amount very clearly agrees with the sawdust accumulation of twenty years." The petitioners claiming that cheap manufac-

ture is necessary to enable their mills to compete with United States lumber producers in foreign markets, the minister says, "it should be borne in mind that much of the competition in the West Indies and South America consists of Canadian lumber exported via New York and manufactured by people who are subject to the enforcement of the statutes from which the petitioners ask to be released. The argument that the existence of the lumbering industry is threatened by representing that it would be a fatal blow to the district were the mills to shut down, is not well founded, since the mills in many districts of Canada and in the United States exist and multiply where the law is enforced. A certain expenditure according to circumstances and the location of the mills, must of course ensue; but there is nothing to show that this expenditure would be excessive." Arguing in favor of the permanent preservation of the fishing interests he concludes by saying, the enforcement of this enactment prescribed by the statutes, means but a relatively insignificant expenditure during the time the mills may be in operation; while to the community at large it means, coupled with the other regulations, the permanency of valuable fishing interests long after the mills have ceased to run, and for these reasons he considers it advisable to maintain the decision already conveyed to the petitioners. Now that the minister has seen fit to sit squarely down upon the saw mill owners on the La Have river in Nova Scotia, and also on the saw mill owners on the Otonabee river in Ontario; the country will wait with breathless anxiety to see what he will do in regard to the reckless throwing of saw dust and mill refuse in the Ottawa river.

WE learn with regret that the well-known lumber firm of J. K. Post & Co., of Oswego, N. Y., has made an assignment for the benefit of their creditors. The failure is said to be a heavy one, nearly \$200,000 being involved. For years past the firm has been favorably known to the lumber markets of the country, and its financial standing was high; as a consequence the failure has caused a great deal of comment in Ottawa lumbering circles, as several lumber merchants of that city are among the creditors. For a couple of years previous to the death of J. K. Post, which occurred in July last, the firm had a number of heavy losses. Mr. James Moir, lumber merchant, of Albany, N. Y., has also made an assignment. The complication in Mr. Moir's financial affairs had origin, it is said, in his purchase less than two years ago of a large block of Canadian lumber, which he had to dispose of at a loss. The present crisis was precipitated by the failure of J. K. Post & Co., of Oswego, with whom Mr. Moir was involved to a greater or less extent. Mr. James Moir's name has been very popular among the lumbering firms where he had business dealings, and his paper has always been met as soon as due. It is reported that the Ottawa lumbermen have claims against J. K. Post & Co and James Moir amounting to nearly \$100,000, and that the failure of the former has affected the firm of T. W. Holmes, for whom F. W. Avery is agent at Ottawa. The Canadian creditors of James Moir include the Canada Lumber Company, of Carleton Place, the Rathbun Company, Messrs. Pierce & Co., J. R. Booth and W. W. Cooke of Whitehall, who purchased a large amount of Mr. E. B. Eddy's lumber.

THE American Forestry Congress and the Pennsylvania Association held joint meetings in Horticultural Hall, Philadelphia, during the month of October, the two amalgamating under the name of the American Forestry Association. Mr. Landreth, president of the Pennsylvania Forestry Association, welcomed the delegates in a very interesting and felicitous address. In the absence of Gov. Beaver, the president of the Congress, Hon. H. G. Joly, of Quebec, the first vice-president, responded to the address of welcome in a very graceful and business-like speech. He said the friends of forestry do not wish to prevent the cutting of timber for use. They only desire to prevent the unnecessary waste by careless or other injudicious methods of managing forests and cutting them off. He added that

there should be no antagonism between the forestry people and the lumbermen, but they should work together in harmony to secure a future permanent supply of timber by the continued reproduction of the forests. Hon. Carl Schurz followed in an earnest address. Referring to the devastated lands of the East, now barren wastes, and their people in poverty, and to Spain, once strong, industrious and prosperous, now short and struggling, he said "The laws of nature are the same everywhere, and there never has been a people or country so great or prosperous as to be able to defy them." He recommended that wherever the forests cover the head waters of the great rivers they be kept in possession of the government. At the Congress sixteen states were represented by delegates appointed by the governors, and there were representatives from some of the agricultural departments and societies. Mr. Joly was commissioned by the government of the Province of Quebec to represent it. Mr. B. E. Fernow, the chief of the forestry division of the Department of Agriculture, at Washington, represented the government of the United States, and read an elaborate paper on "Methods of Forestry Reform." On a later day of the meeting Mr. Fernow introduced resolutions to the effect that the Association should petition the National Congress to pass an act withdrawing from sale all forest lands on the public domain, until a commission, to be appointed by the President of the United States, shall examine all the forests which belong to the nation, and report which regions ought to be kept permanently in woods. The commission also to report a plan for a permanent system of forest management by the government. These resolutions were vigorously opposed by Mr. Lemon Thompson, a well known lumberman of Albany, N. Y., on the ground that it would be contrary to the national usage, and to the genius and spirit of republican institutions, to have the government engage in such a business enterprise. He also thought that the forests would be much better protected if the land is sold to individual citizens, and managed by them as their interests require. He said this system of individual enterprise had built up the prosperity of the country, and he was opposed to such change as putting millions of acres of forest lands into the hands of politicians and office holders to be managed by them. The resolutions were finally adopted. Mr. E. E. Russell Tratman, of Brooklyn, read a valuable paper on "Economy in the Consumption of Railway Timber". Prof. Prentiss, of Cornell University, read a short paper on "The Hemlock". He described it as one of the slowest growing of all our trees, and said it is being everywhere rapidly cut off, while no effort is made to have it grow again by protecting the ground or the young trees. He thought after the pine, the hemlock was the most valuable of our trees. The meeting was well attended, and the papers and discussions were more practical and solid than the average in previous meetings of the national organization. The time and place of the next meeting was left to the Executive Committee to decide. Cincinnati and Quebec were both mentioned as likely to be chosen.

SPLINTERS.

A NEW United States custom station has been established on the South Shore of the Lake of the Woods near the mouth of Rainy Lake River for the purpose of stopping depredations on United States forests in Minnesota.

THE tonnage of vessels arriving at Liverpool, England, from Canada during September was 41,997 tons, against 21,421, or nearly double the tonnage arriving during the corresponding month of last year. Eighty per cent. of these vessels were engaged in the lumber and timber trade. The aggregate tonnage arriving in Liverpool from Canada, from January 1st to September 30th, was 386,536 tons, against 305,583 tons in 1888, and 284,024 tons in 1887.

THE Yellow Pine Association, at the meeting held at Montgomery, Ala., on Nov. 14 fixed the prices of lumber hereafter, until further notice, as follows; Standard sills, 26 to 34, feet, \$10; same, 35 to 36, feet,

\$11; \$1 extra for each inch and over 10 inches; car decking, \$9; heart face decking, \$10; car heart sills, \$50. Run of logs, including all sizes and lengths up to 24 feet, for house building purposes, \$8.50 per M.; all lengths over 24 feet, add 50 cents for each two feet additional; weather boarding, resawed, \$10; weather boarding, not sawed, \$12.50; sheathing, \$7. Above prices f. o. b. at mills.

THE forest rangers employed by the government of the province of Quebec assembled in Hull, Nov. 15, in accordance with a request from the commissioner of crown lands, to receive instructions from Mr. J. B. Charleson, superintendent of rangers, with respect to lumbering operations for the winter. Mr. Charleson pointed out that during the last year the provincial revenue from crown timber dues had increased over \$350,000 through careful watching, but remarked that there was still some leakage which he hoped the rangers would succeed in stopping. The administration of the crown lands department, he said, was purely non-political, and every employee of the department was required to do his duty, showing neither fear nor favor, and that no man who failed in the thorough performance of the duty assigned to him need expect political preferences to help him.

A DEPUTATION consisting of Messrs. W. G. Perley and H. Robillard M. P's, Mayor Erratt, Ald. Durocher and Mr. John Stewart, mining engineer, recently waited upon Sir Hector Langevin, at Ottawa, and asked that the government grant a site upon which smelting works could be established. Mr. Perley explained the object of the deputation, and said the lumbermen had agreed to furnish fuel for the manufacture of iron or steel, and that it was desirable to get a location for such works near Ottawa. The government, he pointed out, had land which was not being used which might be devoted to the purpose. Sir Hector promised that the question of granting a site should receive consideration. A number of capitalists are prepared to take up the matter and start a company, but the character of the undertaking will depend upon the amount of capital furnished.

A MAMMOTH CONCERN.

The Rathbun Company's Extensive Industries at Deseronto, Ont.

Deseronto is a charmingly situated, and thriving business town on the Bay of Quinte. It has a population, according to the last census, of some 3,500 souls, possesses 5 churches, and has a Salvation Army barracks. It also boasts a fine Town Hall, Public School buildings, High School in course of erection, and which is expected to be opened early in 1890; police station, gas works, two newspapers, public square with band stand, banks, 5 Mutual Benefit Associations, several good hotels, etc. There is also in the centre of the town a large tank, with a capacity of some 700 barrels, exclusively kept for fire protection purposes. The town is governed by a mayor and 9 members of the council. The finances of the town are in a fairly good condition. They have no interest in arrear, and the levy upon the inhabitants for the year 1889, including all purposes, was only 17 mills on the dollar. The Indian name "Deseronto" (Thunder and Lightning) seems to have been well applied; for when it is considered that only 38 years ago, this was a small hamlet, it must be admitted it has grown with thunder and lightning rapidity. Now, it may be asked, what has all this got to do with the "Hub" of the lumber world? Everything! for this flourishing town owes its very existence and present prosperity to the family and firm of the Rathbun Company.

Some forty years ago Mr. Rathbun came to Deseronto, then a small hamlet as before mentioned, and commenced operations by erecting a saw mill with a capacity of only about 50,000 feet a day. In those early days matters did not run as smoothly as they do now in Canada, and only a slight conception of the intrepidity, dash, energy and indomitable perseverance of this pioneer of the lumber world can

be formed by reading this notice. It is necessary to visit Deseronto, have an interview with the Messrs. Rathbun, and be escorted over their great works by Mr. J. M. Poitras, the very courteous and well-informed chief inspector of the lumbering department; listen to the "hum" of the countless machines; witness the busy activity of some 1200 employes; see the happy faces of the children going to and fro to their different schools; view the hive of working bees at the wharves and quays with their fleet of steam and sailing vessels entering or leaving the harbors; all this and more is needed to comprehend what this now great merchant prince, his family have done for mankind generally, and Deseronto and its inhabitants particularly.

The Rathbun Company, Ltd. is strictly confined to the family of the Rathbun's. E. W. Rathbun Esq., is president and manager of the company (also Mayor of Deseronto) and is ably assisted by F. S. and H. B. Rathbun, Esqs., and a very efficient staff of counting-house and other officials.

The little mill of 38 years ago and small office, has given place to a palatial building for office purposes, 45x85 feet, three stories high, and fitted with every modern convenience, and fire proof, with their own Terra Cotta fire proofing material from cellar to roof, at an estimated cost of erection of some \$20,000. They now have two mills with a capacity of 200,000 and 50,000 feet a day respectively, a shingle mill of 200,000 shingles a day capacity; a flouring mill with 200 barrels a day output; a car works, where they can completely make and turn out four cars per day.

This company has also boiler shops where they make locomotive, stationary and marine boilers; machine shops where they build locomotive, stationary and marine engines; and have a full equipment of steam hammers and all modern machinery necessary for executing first-class work. Their door, sash and blind factory is a building of 400x75 feet, two stories high, and in it they manufacture doors, sashes and blinds which they ship to all parts of the world besides supplying the home trade. Their Chemical works are composed of a nest of eight charcoal kilns, with a capacity of 50 cords each per day. In their Terra Cotta works they make porous terra cotta fire-proof building materials, flat arches, segment arches, for protection of iron girders and iron columns, partitions, roof linings, furring, etc., and porous terra cotta hard bricks for sewers, drain tiles, etc. This is a daily increasing industry and the manufactures, of this branch are now being used by architects and builders in the large cities and towns throughout the Dominion. It was used in the buildings of the Bank of Commerce, New Canada Life Insurance Co. and Board of Trade offices in Toronto, and in many large buildings in Montreal.

Some conception of their lumber operations may be formed by the fact that their estimated handling from their own mills during the past year are from 55 to 60 millions of board lumber and some 10 million feet of short lumber, lath, etc. In addition to above they operate rented mills at Ottawa, Calumet, Hawkesbury, Hungerford and Chandos, which swell their annual output to the respectable total of about 100 millions of board lumber for past year.

In addition they own and run a fleet of some six steamers and ten sailing craft; the sailers are used for lumber carrying only, and a portion of the steam craft are used for passengers and freight and make daily trips to many ports in Ontario and U. S. and in some instances trips twice and thrice daily.

This mammoth firm also own the Bay of Quinte railway (4 miles); Napance, Tamworth and Quebec railway, (60 miles) and the Thousand Islands railway (4 miles). They are also bankers and general merchants.

Besides their great central establishments at Deseronto, (where they have a perfect system of fire-saving and appliances for same, and which are hired by the Deseronto corporation in time of need) they have some 19 branch houses in the Dominion of Canada and agencies in England, Scotland, United States, Australia, New Zealand and South Africa.

The staff employed necessary to efficiently conduct

this gigantic concern, including agencies and the wood operations, is roughly estimated to consist of some 3,500 men, boys and girls. So the Rathbun family may be fairly considered to have well earned the title of "Merchant Princes of Canada."

R. O. D.

ONTARIO'S TIMBER RESERVE.

North Bay is of picturesque appearance, situated on the north shore of Lake Nipissing, a beautiful sheet of water 70 miles long and twenty to thirty wide. By some difficult portages a passage is had by French River to Georgian Bay. Lake Nonsbonging, nine miles to the south-west, is also a grand sheet of water and is surrounded by high mountains and green glades, forming, with Trout lake, the head waters of the river Mattawa. From North Bay a government road has been constructed in a line due north to the head of Lake Temiscaming, a distance of 80 miles. This road, although not yet available for summer travel, opens up a large and valuable timber and agricultural country, which up to a very recent period has been a veritable *terra incognita* known only to the voyageur or the Hudson Bay trapper. Although it can never be what may be called a good agricultural country, yet millions of productive acres lie between North Bay and Lake Temagaming, and millions more between that and Temiscaming, where already twenty-five new townships have been surveyed by the R. C. Colonization company, and about 60 per cent. of this is said to be good land. Beginning about 15 miles north of North Bay in a country north and west for about 50 miles is the great timber reserve of Ontario. Here are thousands of miles of pine, spruce, tamarac and hardwood yet untouched by the lumberman's axe, and here also is the home of the moose, cariboo, elk and red deer, and the otter, beaver, mink and martin. Its only inhabitants are a few Indians, a branch, of the Algonquin tribe, who speak the Ojibway dialect. The climate as far north as Temiscaming lake, where vegetables and all kinds of cereals have already been cultivated, is not much colder than that of Montreal. Lake Temagaming opens clear of ice about first of May. The scenery around this lake, as well as many others, is charming, varied by mountain peak and waterfall. As no large rivers traverse this region and the small streams are obstructed by rapids and chutes, a railroad must in the near future be constructed to convey to market the valuable timber and minerals which abound in almost inexhaustible quantities. This has already been surveyed and subsidised by the Ontario Government to the head of Lake Temiscaming with a view of its being continued to James Bay, 400 miles further north, near which large anthracite coal deposits have recently been discovered. This road will be a great boon to the lumberman on the Kippewa and Temiscaming districts, who have now to bring their supplies via C. P. R. to Mattawa, then by steamer to Le Clave, then a portage of three miles, then a water stretch to Les Arables, another portage, another water stretch to La Montaigne, then another portage at the Sault, and another water stretch Seven League Lake, thence by the Colonization Railway and teams, while if the North Bay branch was built, supplies could be brought direct from Toronto or any point west via G. T., Northern & Pacific Junction.

UTILIZATION OF WASTE

(Lumberman's Lumberman)

The increased cost of hardwood stumpage and all the accessories pertaining to the manufacture and distribution of the product have forced an issue upon mill men that must be met and overcome if investments in mill plants are to be made remunerative. The opposing force is the low basis of selling prices on nearly all kinds of hardwood lumber as compared to the gross cost.

Between the saw and a settlement with buyers there is a vast field for manipulation, in which grading and measurement cut such an important figure that from sanguinity immediately after the lumber is piled, a mill man becomes almost bankrupt before he has the cash in hand from purchasers, and many times he then finds that for a season's labor and risk he has simply made one hand wash the other. It does not necessarily follow that trickery has proved an important factor in

such a result, in fact, it can be usually traced to legitimate causes, due wholly to the vicissitudes of an ever changing trade. A few lessons of such nature bring to the surface the conundrum, what shall be done to profitably utilize that portion of a mill product that has always gone to waste?

The first answer is, turn slabs, edgings, ends, branches and stumps into piece or dimension stock. Such a solution sounds well; but where are the buyers, what the particular uses to which such stock can be applied? Again, if the buyer and various uses are found, will not the investment in machinery made necessary in the operation rid the business of all profit? These are questions that must be solved by those directly interested, as much depends upon whether extra power must be employed, and whether the operator is in a position to go into the business extensively, or can only do a moderate amount, the cost of which would be as great as though dealings were heavy.

Generally speaking, it will not pay for a small operator to go into the manufacture of piece stock, as in order to make money in the business, a mill man must be prepared to make and fill large contracts, the details of which will vary radically, and probably necessitate the purchase of raw material outside the product of his own mill.

Throughout the country east of the Mississippi river the largest breweries in the world are located. Have poplar men ever thought to compute the number of bungs that are used annually in beer barrels? Each bung means the utilization of a piece of poplar one inch thick and 2½ inches square. The makers of clock cases, located extensively throughout Connecticut, use millions of feet of walnut, ash, oak, cherry and white pine "cut to size," as the saying is, and it is exceedingly hard work for a stranger to get any information about the trade unless he skirmishes around among the factories and gets a list of the sizes used, which are multitudinous; but the use is there, and it only needs looking after. Desk makers never thought of buying anything but long lumber until a down-east Yankee put them up to buying piece stock, and now regular shipments are made of rails, draw fronts, slats and panels. It is the same with makers of cabinet organs, chamber sets, folding beds, chairs and numerous other articles of furniture. Carriage makers have for years been heavy buyers of piece stock, using oak and ash principally. An almost unknown use for piece stock is the manufacture of gun stocks, and the wood most used is walnut. For such a purpose a gnarly, cross-grained, flinty cull is far preferable to clear straight-grained wood; in fact, the latter is not used if the former is obtainable. The thickness most used is two-inch, and the blocks are cut about 18 inches long, with one end six inches wide, the other about four inches. These measurements are not exact, as the stocks made by various manufacturers of guns and rifles necessarily vary. For such work, the crotch of a tree, or a twisted, gnarly root, makes a salable gun stock, and the cost is almost entirely in labor. Particulars and sizes can be easily obtained by addressing gun makers. The photography craze has proved a boon to the handlers of mahogany and cherry. The former is used most largely in the manufacture of cameras; but the latter is called heavily into use, and as the parts are all small, it creates a use of waste material even to the smallest edging. Photographic printing frames are made of cherry and birch, and there are thousands now in use which in time must be replaced. We might go on and enumerate an almost endless variety of uses of hardwoods, where regular or stock sizes play an important part, and which wide-awake lumbermen can, with a little effort, become familiar with.

In ordinary cases, a few hundred dollars invested in proper machinery will transform waste material into a salable product; still the business requires study and attention, and no one or two markets should be depended upon as an outlet for shipments.

—An American firm from Bath, Maine, recently made contracts for fifty car loads of tamarac knees and futlocks at Chambour, Lake St. John. This timber is to be taken to Quebec by rail, then lightered across the river, loaded on Grand Trunk cars, and sent by rail to the ship building ports of Maine.

THE NEWS.

ONTARIO.

—Robert Bryans, lumberman, Lindsay, has assigned.

—The grounds for a new saw mill at Bell Ewart are staked out.

—Gilmour's mill at Trenton has been closed down for the season.

—W. & J. Feeney, lumber dealers, Madoc, Ont., have assigned.

—The lumbermen of the Chaudiere have closed down for the season.

—S. Fetterly & Son, Vars, are making extensive additions to their mill.

—Geo. A. Bunt, saw mill operator, Grand Valley, has assigned in trust.

—Messrs. Hodge & Grant are about to build a new saw mill at Vankleek Hill.

—Lumber amounting to \$4,740 was exported from the port of Goderich during September.

—The Western Lumber Co., of Rat Portage, will take out eleven million feet of logs this winter.

—J. J. Anderson, saw mill, Wingham, is advertising to sell out, and intends removing to the Northwest.

—At Burk's Falls the pulp wood business is in a flourishing condition and shipments have set in in earnest.

—McLachlin Bros., Arnprior, are storing logs in the bays opposite Sand Point, on the north side of the lake.

—All the mills at Uthhoff have been shut down for some time and the hands have gone into the woods.

—Mr. John Knight, of Medonte, will remodel his saw mill this winter. He advertises that he will buy logs in any quantity.

—Mr. Flatt, the well-known lumberman, of Casselman, has withdrawn from the firm of Flatt & Bradley, of that place.

—Messrs. Maguire & Kintrea, of Thessalon, are building a large planing mill which will be fitted up with all the latest improvements.

—The "Eagle" mill at Rossmore, owned by The Rathbun Company, has turned out 8,000,000 feet of lumber this season cutting during daytime only.

—Read & Kirkland have sold to Lane & Tofflemire, of Kingsville, for the estate of the late Sheriff Monroe, of Elgin county, the saw mill in Colchester.

—The Walter T. Ross pine timber limits on the Du Lievre offered for sale, Oct. 31st, at the Russel House, Ottawa, were withdrawn, the reserve price not being bid.

—The Conger Lumber Company's steam mill, at Pary Sound, has been shut down for the season after cutting between eleven and twelve thousand feet of lumber.

—Miscampbell's big mill at Midland will cut before the close of the season over 15,000,000 feet of lumber, which will be about 5,000,000 feet more than was cut last season.

—The Plantagenet Milling and Lumbering Company, with a capital of \$50,000, is applying for a charter for carrying on a general lumber business, at Plantagenet, Prescott county.

—The American Lumber Company has begun active operations on its limits back of Bruce Mines, near Port Arthur, and is sending a large gang of men into the woods to cut logs.

—Mr. Thomas O'Dacre, Pembroke, has invented and patented a boom-chain fastener. He has also invented a concern by means of which an unskilled hand can set a saw.

—It is estimated by different lumbermen that the square timber to be taken out in the Ottawa and Mattawa districts, will be 8,000,000 feet, which will be chiefly for the Quebec market.

—Messrs. Allen Carswell and A. H. Hough have formed a partnership for the purpose of carrying on a lumber business on the Petewawa. They intend taking out a raft of timber the coming season.

—It is reported that a gentleman named McLaren of Chippewa Falls, Wisconsin, who owns extensive stumpage in Minnesota tributary to the Rainey river, contemplates building a sawmill at Rat Portage.

—Fifteen to twenty barge loads of lumber are being shipped every other day from the E. B. Eddy, and Perley & Pattee's docks on the Ottawa, to Burlington, Vt., Whitehall, N. Y., and other American ports.

—Messrs. R. Klock & Co., of Klock's Mills, are going extensively into the manufacture of square timber this winter. They propose getting out on Bear River, 400,000 cubic feet; Kippewa, 400,000 c. f.; Quinze, 150,000 c. f.; Serpent River, 150,000 c. f., and on Rocky farm 100,000 c. f., making a total of 1,200,000 cubic feet.

—Wm. Train has made arrangements with Gall, Anderson & Co. of Toronto, to run their saw mill at Burk's Falls the coming season, and is already buying hard wood logs for cutting.

—The booms on the Ottawa below Pembroke are at full blast, but there will be logs left in the boom for next spring. The number of logs left along the shores of the Ottawa will be very small in proportion to other years.

—Messrs. A. McVean & Sons, Dresden, who recently lost their hub and spoke factory by fire, have erected a commodious factory, introduced a full outfit of new and improved machinery, and are about ready to start up again.

—The Whaley Lumber Company, of Huntsville, is applying for an act of incorporation for the purpose of acquiring timber limits and carrying on a general lumber business in the Muskoka district. The capital stock is \$20,000.

—The mills at Carleton Place are still running, and will continue as long as the weather permits. The Canada Lumber Company's mill has run steady night and day since spring. Its cut will amount to 40,000,000 feet.

—The Commissioner of Crown Lands has accepted the tender of J. B. Smith & Sons, Toronto, for the timber limits on Sandy Island, Lake Nipissing. The price paid was a bonus of \$8,200, in addition to the Government dues \$1 a thousand.

—The Eganville *Enterprise* says that a gentleman named Graham, for 25 years a machinist in Ottawa, and who owns a fine timber limit at Sebastopol, is erecting a steam saw mill in a Lake Clear. This, it says, will be a boon to the settlers in the upper country.

—The sawdust shoal in the Ottawa river, just below Bronson island, is now fully a foot over water. It is one hundred yards long and fifty wide. Several small pieces of shrubbery have been placed here and there on it to warn approaching tugs of the danger.

—A new lumber firm composed of George Gates, of Alpena, Mich., and James Murphy, of Hepworth, Ont., have bought a site for a mill on the east shore of the bay, at Owen Sound. A mill having a capacity of 50,000 feet per day and employing fifty to seventy-five men will be erected this winter.

—Messrs. Perley & Pattee, of Ottawa, are about to purchase a traction engine for the hauling of logs, similar to those used so extensively in the States. The machine will be the only one of the kind in use in Canada, and is intended to do the work of horses. The engine will be used in one of the limits probably.

—The Thessalon *Advocate* says: Mr. D. Gordon with his staff of men are now preparing their camps for the coming season's cutting. The amount of timber to be taken out will be in the neighborhood of 3,000,000 feet, about the same as last year, the cutting will be done in Parkinson township and the logs will be brought down the Mississauga and Blind Rivers.

—The Lumber Cutting Company, of Belleville, is about to remove its establishment from Belleville to Trenton. The town of Trenton gives the company a bonus of \$2,500 and a block of land upon which the factory is to be erected, and an exemption from municipal taxes for five years. The new factory will be 50x500 feet, and will give employment to over 100 men.

—Messrs. J & P Ament, of Brussels, have for the past fourteen years been engaged in the manufacture of lumber, shingles, barrels, staves and headings. The factory is provided with the best machinery and two steam engines, one of 35 and another of 25-horse power. Twenty hands are employed and the annual output is over 100,000 set headings, 1,000,000 staves, and large quantities of lumber.

—The big mills at Serpent River, belonging to Messrs. Cook Bros., of Toronto, are among the finest on the continent. It is stated that Saxe & Co., of Albany, recently offered \$1,000,000 for the mills and limits, but were refused, the valuation being \$1,200,000. The recent great fire, which destroyed 14,000,000 feet of lumber, did not in any way injure the mills.

—Mickle, Dymont & Sons' saw mill, at Bradford, has closed down for the season. The season's cut was as follows: Over 8,000,000 feet of lumber; 4,500 cords of slabs; 3,000,000 feet of laths, and 12,000 pickets. They would have continued cutting until the river was frozen, but every available spot was covered, and they could not obtain cars to move the lumber already cut. Seventy men were employed in this mill.

—The "Casselman Lumber Company," with headquarters at Casselman, Russell county, have applied for letters patent from the Ontario Government, for the purpose of carrying on a general lumbering and milling business. The capital stock of the company will be \$250,000, divided into 2,500

shares of \$100 each. John Bradley, John D. Cameron, Chas. C. Davies, Edward E. Hargreaves and John J. Flatt to be the provisional directors. The application is made by Messrs. Belcourt and McCracken, solicitors for the company.

—When Messrs. Schillehauf Bros., at Wallacetown, were burned out last February they had a stock in the yard of 800,000 feet, consisting principally of white ash, hickory, hard maple, sycamore, basswood, soft elm and white oak. The fire put them back four months with their sawing, but they expect to be through by Christmas if nothing serious happens. The season's cut, including custom sawing, will be close to 1,000,000 feet, the largest cut ever turned out in the place in one season.

—The lumber cut by the mills in the neighborhood of Gravenhurst this season is as follows: Isaac Cockburn, 4,750,000 feet of lumber; 160,000 lath; 2,250,000 shingles. Mickle, Dymont & Son, (3 mills) 12,300,000 feet of lumber; 3,614,000 lath and 3,000,000 shingles. In addition to these, about 3,000,000 feet of lumber was cut at Clarke's mill, Windermere. Thomson & Baker, at J. Chew's mill, West Gravenhurst, 3,000,000 feet of lumber; 2,000,000 feet at Bank mill, 1,250,000 shingles, and 2,000,000 lath. At Heath, Tait & Turnbull's mill, Huntsville, 3,000,000 feet of lumber and 8,000,000 shingles. At Thomas Baker's mill, Gravenhurst, 5,000,000 shingles. Total at the above mills, 28,050,000 feet of lumber; 19,500,000 shingles; lath 5,177,000.

—The Bronsons & Weston company has opened a new lumber yard about two miles down the Ottawa river, from its mills, necessitated by the increased accommodation required for the output of its mills. The new piling grounds cover an area of 30 acres, and will afford facilities for piling 25,000,000 feet of lumber. The lumber is taken from the mills to the piling grounds on small cars, of which 27 are run on to tracks on a large scow and then towed to the new lumber yard. There it is stacked and dried and then sent forward by boat to its destination. It is claimed that owing to the exposed position of the new piling grounds only 30 days will be required to dry it for the American market, to which point the cut of this firm is nearly all shipped. When the yard is completed there will be 25,000 feet of steel rails running through, over which the small cars, loaded at the mills, will be run.

QUEBEC.

—It is stated that Messrs. Gilmour & Co. are not going to do anything on their limit at Otter Lake the coming winter.

—There are some 300,000 logs in Snow boom, at Portage du Fort. The river has been more favorable for booming out than it has been for some time.

—The recent high water has been hard on lumbermen, and a large quantity of logs and ties from Augus and Weedon are tied up in the Brompton booms.

—Mr. J. H. Merrill is about to erect a new steam saw mill at Sandy Beach, South Gaspie Bay. This growing town is greatly in need of a mill that will supply all kinds of lumber.

—Two drying machines are now being placed in Mr. E. B. Eddy's new pulp factory in Hull. Each weighs fifty tons. It is expected that the factory will commence operations sometime this month.

—The Fort William boom has not closed, but will shut down in a short time. All the booms below Fort William are running. The boom at Des Joachims has closed for the season. The Chenux boom has a large quantity of logs in it for the season. It is not expected that they will be able to empty the boom this year.

—The annual circular of the Export Lumber Company, limited, shows the total shipments of lumber for this season from the St. Lawrence, to have been 35,313,573 feet compared with 18,089,716 feet in 1888 and 34,036,076 feet in 1887. This season's shipments were made up of 23,026,135 feet of pine, 11,738,065 feet of spruce, 33,000 feet of hard wood and 516,376 of small stowage.

MANITOBA AND THE NORTHWEST.

—A company seeks a land grant for a railway through Lac Seul, to run from Shelby river to English river in Manitoba. The railway will be of great importance to lumbermen and settlers.

—The Calgary Water Power Company is applying for incorporation for the purpose of improving the Bow river and its tributaries, near Calgary, for moving and rafting logs and timber, with power to do a general lumber business. The capital stock of the company to be \$100,000.

—The lumber cut on Lake Winnipeg this season is placed at 5,750,000 feet; about 2,000,000 feet less than last year. There are seven mills on the lake, but none of them are of large capacity. It is expected that the number of logs taken out this winter will be in excess of last season's cut.

—Luke Madigan has secured a contract for 150,000 ties for the Regina and Long Lake railway, part of which will be obtained on the north side of the Saskatchewan near Prince Albert.

—Thompson & Armstrong, of Rapid City, expect to get out enough logs this winter to make a million feet of lumber. They also have a contract to get out two hundred thousand ties for the Great Northwest Central Railway.

—Some of the Rat Portage mills have been short of logs lately. The Western Lumber Co. closed down recently for want of logs, and Ross, Hall & Brown's mill was closed down for two weeks for the same reason, but has since got in a supply.

—Only 5,000,000 feet of logs were rafted from the American side of Rainey River to Canada, and the Keewatin people indignantly deny the statements in the American press that these logs were stolen, as they were purchased and sealed in camps under the supervision of the Surveyor-General of Minnesota.

—J. Kean, Sr., and J. F. Ritchie have been awarded a contract by the Northwest Coal & Navigation Company for getting out timber on the limits near the Crow's Nest Pass. The contract calls for between 50,000 and 100,000 railway ties, 50,000 mining props and a quantity of saw logs. The contract involves between \$50,000 and \$60,000.

BRITISH COLUMBIA.

—A bark has just loaded a cargo of lumber at the Hastings mill for London, England, direct.

—Several American firms are prospecting for saw mill sites in B. C. with a view of putting up mills,

—Seven ships cleared from the Burrard Inlet mills last month with lumber, mostly destined to Australia.

—British Columbia spruce lumber is being shipped to Guelph, Ont. for use in the manufacture of organs.

—A British Columbia machinery firm has handled about forty cars, mostly of saw mill machinery, this season.

—About \$20,000 worth of machinery has been purchased to be used in refitting the Hastings saw mill at Vancouver.

—The Brunette Sawmill Co., of New Westminster, have manufactured 112,000 salmon boxes, since the packing season opened.

—Haslam, of the Nanaimo saw mill, has bought the stock of timber carried at that place by the Victoria Lumber Company.

—A. C. Fraser has a contract for Sutton & Co. of the Cowichan saw mills, to deliver 6,000,000 feet of logs within six months.

—The Brunette mills at New Westminster are running night and day. Several large booms of logs have been received recently from the Lillovet.

—T. S. Higginson, crown timber agent, has seized a large number of logs on Scott creek, Pitt lake, for an infringement of the Dominion timber laws. They will be sold by public auction.

—The Columbia River Lumber Company, of Donald, has about 220 men taking out timber at the Blueberry, and also two camps within a mile of Donald putting in logs to be sawed at the Beaver mills.

—A New Westminster mill has shipped 2,000,000 feet of lumber to the Barney & Smith car manufacturing company, of Dayton, Ohio, this season. British Columbia lumber is in demand for fine car work, owing to its superior quality.

—The Brunette Saw Mill Company has commenced work upon the new mill at New Westminster. The new mill will adjoin the buildings at present used by the company, and the capacity when completed, will be 100,000 feet per day, which will bring the total daily output to 150,000 feet, or 45,000,000 feet yearly. When this mill and the McLaren-Ross mills are completed, together with the contemplated addition to the Royal City Planing Mills, the daily output of lumber at New Westminster will be in the neighborhood of 750,000 feet, or 225,000,000 feet yearly.

—According to United States Consul Stevens, of Victoria, the total exports of the product of the forests of British Columbia, being sawed lumber, masts and spars, logs, piles, staves, laths and pickets, telegraph poles, etc., from Burrard Inlet, during 1888 were 99,247,077 feet of planks, etc., 6,713,000 laths and pickets and 243,000 staves, and a small number of logs, piles, telegraph poles, etc., amounting to a total export valuation of \$485,046, as obtained from the custom-house at Vancouver. This product was shipped to foreign ports, London, Honolulu, and to ports in China, Australia, and South America. The lumber and spars from Chemainus, the only other lumber exporting section, was shipped to San Francisco and was but \$15,093 i. value, making the total

export of the province a little over a half million dollars. There should, however, be added to this from the same port shipments to Australia, value, \$32,600, and Mexico, \$5,500.

NEW BRUNSWICK.

—During the past season of navigation, twelve ships have loaded deals at Buctouche. There are still 12,000 logs on hand to begin work upon next spring.

—James E. Potter's new saw mill at Andover, is nearly completed. The building is 30x72 feet, with an addition of 16x72. The saw will be run by a 70 horse power engine.

—Logging operations are in full blast in the New Brunswick woods, and the outlook for a heavy crop is good. It is estimated that there will be an increase of 20 per cent. in the quantity of logs taken out the approaching winter, as compared with last year.

—George & Esterbrooks, of Sackville, are setting up a portable rotary mill on their wood land overrun by the forest fires last summer. They will begin sawing at once. Several other firms, whose limits have been seriously damaged by fire, will follow the same course the coming winter.

—The lumbermen of northern New Brunswick have arrived at the conclusion that it is impossible for the provincial government to reduce the rate of sawage, and have decided to cease their agitation in that direction. They have made another proposition to the government, however, which includes an extension of existing leases, expenditure on certain streams and a return of mileage.

—C. M. Bostwick & Co., of St. John, have sold their milling property at Point Wolf, Albert county, to George J. Vaughn, of Little Salmon river. The property consists of a steam and water mill on Point Wolf stream, 60,000 acres of timber land leased and granted in St. John, Kings and Albert counties, wharves, shops and dwellings, the sum paid being \$53,000

—The export of lumber to Great Britain from the port of Richibucto for the season of 1889, amounts to 10,697,581 s. f. deals, and 7,130 pieces of railway ties containing 192,000 superficial feet. The shipments to Great Britain in 1888 were 9,151,610 s. f. deals and palings. The shipments from Buctouche to Great Britain this year are 3,387,167 s. f. deals, against 667,287 s. f. deals last year. It will therefore be seen that the shipments of these two Kent ports to Great Britain this season have exceeded those of last season by 4,265,851 s. f. deals, an increase of nearly fifty per cent.

—The Chatham World says, a revolution has been wrought in the lumbering business. "Once upon a time the teams did not go into the woods until there was snow enough for sledding, but now they all go as soon as the ground freezes. The woods are full of them now, and the winter's logging operations in full blast. The logs are yarded by the roadside, or hauled to the stream when handy. One man has 2,000 logs in the water already, having twiched them from the stump to the brook. The absence of snow renders the work of collecting the scattering timber much easier than it would be in the dead of winter. With a favorable winter—that is, steady frost and not too much snow—the cut will be larger this season than last."

—Jas. D. Leary proposes to build another big lumber raft at the Joggins. He has now seventy-five men at work getting out the lumber, and as soon as there is sufficient snow on the ground some fifty or sixty teams will be sent to the woods to bring the lumber out. Some 60,000 sticks will be got out, one-half of which will go into the raft, and the other half will be sent by vessels to New York. The raft will have some improvements over the previous one, and will be one hundred feet longer, the total length being 750, and a width of 65 feet, 10 feet greater than the other one. It will be 45 feet deep, and will draw about 25 feet of water. It will consist of about 27,000 sticks, and weigh in the vicinity of 11,000 tons. The raft will be built entirely of piling and spars, and will have about 1,000,000 feet of hardwood for a core.

—The seven saw mills in the vicinity of Milford and Kingsville, on the St. John river, about three miles from the city, will turn out about 80,000,000 feet of lumber and deals this season. The mills are, first, that of Andrew Cushing & Co. on the point at the falls, employing 125 men; Miller & Woodman's mill, at Spurr Cove, 220 men; Stetson & Cutler, Point Pleasant, 70 men; E. G. Barnhill, 60 men. At Kingsville, S. T. King & Sons, 90 men; Randolph & Baker, 125 men. These several firms are making preparations to largely increase their output of both lumber and deals next season, the activity in lumbering circles apparently not being limited to the provinces of Ontario and Quebec for next season's work. The lumbermen of Carlton, immediately opposite the city of St. John, on the St. John river, have not been idle during the past summer. The firms of Adams & Gregory and R. A. Gregory have done a heavy business in

shipping to United States markets, mainly New York. D. W. Clark & Son have turned out 100,000 boxes from their box factory during the present season, entirely for local trade.

—Nearly all the gangs that are logging into the lumber woods on the St. John river this season have started for the shanties. The cut the coming winter, it is estimated, will fall short of last year, but if there is a good freshet in the spring, there will be no scarcity of logs, as all those now hung up will come down in addition to new logs. The following operators have begun their season's work about the head waters of the St. John river:

	FRHT.
James Burgess, Little river	3,000,000
William Fowler, Salmon river	2,000,000
David Keswick, Grand river	2,000,000
William Teddie, Green	2,000,000
Robert Connors, Cabanaeu river	3,000,000
John Brown, Fish river	2,000,000
Thomas Mischaud, Fish river	1,000,000
James Yerka, Fish river	3,000,000
Mallet & Co.	3,000,000
Daniel Chisholm, St. Francis river	3,000,000
Neil McLeod, Niggard Brook	2,000,000
William Sewell, Big	3,000,000
W. H. Camliffe, Long lake	6,000,000
Stevens Bros., Temsebenecook	6,000,000
John Sinclair, St. John river	1,500,000
John Morrison, Black	2,000,000
Arthur de Cheue,	2,000,000
Gillman Bros.,	4,000,000
Curus Decker, St. John	4,000,000
Elburn & McIntosh, St. John river	5,000,000
Dunn Bros., Aroostook river	4,000,000
F. W. Gliberson, Menunges river	3,000,000
M. Harvey, Machias river	3,000,000
Bearce & Hill, Mooslick river	4,000,000
A. Fraiton, Umlousus river	3,000,000
James, Hayward, Aroostook river	2,000,000
Total	\$4,500,000

In addition to the above there will be about 12,000,000 feet more cut by small operators along the streams, which will run the total cut up to something like 100,000,000 feet.

NOVA SCOTIA.

—The Sydney Lumber Co., of Sydney, has assigned.

—The lumber shipments of Parrsboro are expected to reach one third the whole exports of the Province of Nova Scotia

—S. P. Benjamine, manager of the White Rock mills, Hants county, has shipped 5,000,000 feet of white pine lumber to South America during the past season. He states that he cleared \$1 a thousand on the transaction.

—Messrs. A. Robb & Sons, Amhurst, have recently added a new blower for melting iron in their new cupola, and intend as soon as they can arrange it, to heat their shops, or at least part of them with the new system of hot blast heating. The firm delivered last month to the Canada Electric Co., one of their now celebrated Monarch Economic Boilers. This new boiler is a wonder, and those who are desirous of information regarding it should write to Messrs. Robb & Sons.

AMERICAN.

—Horses for the lumber woods are selling at \$400 to \$600 a span at Bay City and Saginaw.

—The cut of the mills on Muskegon Lake, Mich., this season is estimated at 482,000,000 feet of lumber and 300,000,000 shingles.

—President Durr, of the Fittalawasee Boom Company, Mich., estimates that the company will clean up this season about 350,000,000 feet.

—All the fire department stations in Minneapolis are to be refloored with Georgia pine. This pine has been proven to be the most durable material for the tough usage to which the engine house floors are subjected.

—S. H. Richardson of Bangor, Me., is building his forty-fifth saw mill. The new mill is at Waterville, and will have a daily capacity of 40,000 feet. It will have a hand saw and other modern mill equipments, and in addition lath, shingle, clapboard and planing machines. It is claimed that this will be the model mill in the New England States.

—The estimated product of the saw mills on the Saginaw river for the season is 750,000,000 feet, the smallest output since 1879, except 1885—the year of the strike—when it was only 728,000,000 feet. Lumber has sold slowly, and the manufacturers will carry over large stocks, although, in proportion to the cut, no larger than other manufacturing points, all of which report large stock on hand. Comparatively little lumber has been bought for next season's delivery. The yard trade is active, with large distribution, considering the scarcity of cars. Planing mills and box factories are crowded with work. Shippers who have lumber to go forward by lake are hurrying it forward. Boats are in active demand and rates firm at \$2.25 to \$2.37 1/2 to Buffalo and common points, and \$1.75 to \$1.87 1/2 to Ohio. Shipments of lumber by lake will fall about 60,000,000 feet below those of last season, making the movement the smallest since 1875. The rail shipments have steadily increased.

RAMBLING NOTES.

Tid-Bits of News and Gossip Effecting the Lumber Interests Picked up Here, There and Everywhere.

By our Travelling Correspondent I

HAVING been deputed to furnish readers of THE LUMBERMAN with brief notes of my rambles among the mills and interviews with lumbermen, I undertake the work with a little trepidation, but with an honest purpose to speak the whole truth and nothing but the truth, with the hope that the same will have the effect of promoting the interests of the trade in general.

Taking the east-bound train from the "Queen City" I soon arrived at the smart little town of

WHITBY

where I had the pleasure of calling upon Mr. George Cormack, who has conducted a most extensive lumbering business there for upwards of 30 years past, his operations to the United States and other channels averaging from 6 to 8 millions yearly. Thus Mr. Cormack is a man of great experience, considered one of the best judges of all kinds of lumber in Canada, and his words are entitled to respect. He informed me that business during the past year had been generally dull; but prices were fairly good and firm; and he was pleased to say there seemed at present no disposition to change. The dullness had not been caused by over-production, as many supposed, but mainly because the U. S. have bought in smaller quantities than usual the past season. The stocks on the Canadian side are as yet pretty heavy, but there is every prospect of their being very much reduced. One of the greatest obstacles to that reduction being either the inability, lack of energy, or of will, on the part of the G. T. R. officials to provide freight cars in sufficient quantities, and at opportune times, and thus assist their customers to fulfill their contracts in delivering lumber already sold and reduce stocks in order to make room for more. Mr. Cormack operates principally on the G. T. R. system, and has now upwards of half a million feet of lumber which he has sold to a U. S. firm, but which he cannot deliver on account of want of freight cars for that purpose. I find the lack of cars on this company's system quite an "old chestnut" now, and it has given place to a later grievance, namely, the withdrawal of the privilege which master lumbermen have for some long time enjoyed, of having a passenger ticket at a much reduced rate issued to them by the company. When this new edict was passed, a representative meeting of Ontario lumbermen was convened, and the case thoroughly canvassed, with the result that two prominent men from that meeting were deputed to wait upon the General Manager of the G. T. R. at Montreal. The only good they got for their pains and labor was a letter somewhat to the following effect. "We are unable to renew the tickets in question, as we are prevented from so doing by the *Interstate Law*; and for other reasons." Our friends, the lumbermen, would like to know "what the Interstate Law has to do with the case?" as the Mikado has it; and also what the other reasons are; but their hopes were blighted. The lumbermen contend that they do not travel for pleasure like school lads, but that the tickets were mainly used by them in travelling from place to place hunting up freight cars, and generally doing the work which ought to have been done by the company's own servants, and thus facilitating in every way the lumber traffic on their system.

The freight rates levied to lumbermen by the G. T. R. seems to be a very sore point also. I am informed that they charge by *weight* and not by *measurement*. Now as lumber is felled, logged, bought, sold, and shipped by vessels at a rate per 1,000 feet, why in the name of all that is rational, is it not carried by the G. T. R. in the same way, at per 1,000 feet? I, as well as the lumbermen, fail to see the reason why the G. T. R. should be allowed to carry out this one-sided policy; unless it is so that the lumbermen cannot possibly have any check on the freight charges when levied. I was shown some 30 to 40 way bills, or freight charges, the other day by a gentleman who

ships some millions of lumber yearly on the G. T. R. system, and was pointed out the apparently erratic manner in which they varied in the sums charged, but in every single case the variation seemed in favor of the company and consequently against the client. For instance a man buys say a million feet of lumber at one given point, and orders it to be delivered to another given point in four equal instalments, although each instalment is of the self same kind of lumber, and exact in quantity, each carriage charge varies considerably. Now, why should these things be? The lumberman has no check and no redress. He cannot make a contract with accuracy, as it is impossible to rightly estimate what his carriage is going to cost him. In fact the G. T. R. appears to be the *hete noir* of the poor, long-suffering lumberman and his complaint, surely, is a righteous one.

Continuing my rambles in an easterly direction, I am glad to report good accounts of fair prices and encouraging anticipations of future business prospects from our lumberman friends, Messrs. Sykes & Son, and Mr. J. E. Edmondson, of Oshawa; and Messrs. McClellan & Co. and others of Bowmanville and that district.

PORT HOPE.

I was sorry to hear that the lumbering interest in this advantageously situated town is not so great as it used to be. Genial Mr. James S. Leverich is about the only representative lumberman, but he does a business of a very extensive character. He has been located here for some 40 years past, and his now annual average handling of lumber is about two millions, and some seven millions in shingles, besides operating largely in posts and laths. Although he jokingly calls himself a son of Uncle Sam, he is a good specimen of Canadian industry and energy and consequent success and is quite satisfied with the land of his adoption. He finds trade good and prices firm. For his courtesy, and the information he imparted, I wish him continued success. There are also two planing mills here. Fortunately for Port Hope, if the lumbering trade has somewhat left it, other industries have arisen in its midst, one of which is the Globe File Manufacturing Company, conducted by Mr. Outram. Another industry, which Port Hope ought to be thankful for, is that of Messrs. A. W. Morris & Brothers, of Montreal, one of the largest binding twine firms in the Dominion, who have erected a large manufactory here, and employ a considerable amount of labor. Last, though not least, Mr. Alonzo W. Spooner has for the past five years been very successfully manufacturing a new metal called "Spooner's Copperine." He guarantees it copper mixed, non-fibrous and anti-frictionous, and it is used all over the Dominion by nearly every owner and manufacturer of machinery, engineers, &c. It is a capital adjunct to saw, grist and planing mills. It is also extensively used in British Columbia. Messrs. A. Robb & Son, of Amherst, Nova Scotia, a very old and reputable firm, are selling Mr. Spooner's Copperine in very large quantities. So those who have not yet tested it are advised to do so; and I wish every success to Mr. Spooner and Port Hope industries generally.

COBOURG.

This very loyal and pretty town of some 5,000 inhabitants, has had a very dull-time lately, but I am informed there are great prospects for its immediate future, especially for the lumbering industry. Heretofore our friends, Mr. George Spence, Messrs. Jones & Barnum, and other lumbermen of Cobourg, have had to haul their lumber from the G. T. R. station, some distance out of the town, to their works, at a great expense, but Mr. T. B. Pierce, the proprietor of the old Cobourg-Blairton railway has just completed arrangements with the G. T. R. Co. so that car lots can be carried upon a portion of Mr. Pierce's track, free to the yards of the lumbermen in the town of Cobourg, which will do away with the expensive hauling spoken of. It is also rumored, that at no distant date there will be direct railway communication between Cobourg, Peterborough and Rice Lake district, and that the old town of Cobourg will become, what it had a right to expect years ago, a great shipping port of the lumbering industry. She will have her docks dredged and recussitated and expects a goodly fleet of

vessels to be seen entering and leaving her ports. Cobourg has a splendid town hall, good water works, loyal and enterprising inhabitants, and in fact everything conducive to the making of a big city in the future. The Cobourg Car Works, is another great industry of this town, and Mr. James Crossen, the proprietor, is a very large employer of labor. He manufactures sleeping, passenger, freight, post office, baggage, box, platform and hand cars, and is at present executing an order for 100 box cars for the G. T. R. and I have no doubt would be equally pleased to construct a few hundred extra cars for them for the exclusive use of the lumber trade. Mr. Hewson, Sen., of dry goods fame, a very old resident, and whose heart is full of Cobourg's future prosperity, kindly escorted me over the town.

TRENTON.

Messrs. Gilmour's immense lumbering industry has its head centre located here, but as I was unable to see Mr. Gilmour I must send in an account of their extensive operations at an early date. The Government authorities have recently erected an imposing post office, and there are several prominent public buildings in the town, a remarkable bridge, and one or two good hotels. At the Queens, where I put up, you can rely upon getting a very rare thing, that is a *rare* tender beef steak. The accommodation is also good, and you may also expect an occasional impromptu concert from "The Boys of the Commercial fraternity." My visit happened to be on one of these occasions. Their hearts and lungs were sound enough, but the harmony was not quite as euphonious as usual; but as I expect each one then present will become an annual subscriber to THE LUMBERMAN I will only say they were jolly good fellows.

BELLEVILLE.

This is a fine city of some 10,000 inhabitants, with great expectations, as it is rumored that a large Rolling Mill, which will employ 250 men, and a new Axe Works, to employ 150 more will be almost immediately added to the present industries of the city. I called upon our friends, Messrs. Pringle & Sons, Harris & Walton, Flint & Holton, the Canada Lumber Cutting Co. (who are about to move their works to Trenton) and the Rathbun Co.'s branch office here, and got favorable accounts of present business from each. Mr. F. J. Drake, and the Brown Manufacturing Co. are extensively occupied in the manufacture of planing, lath, and other machinery used in the lumbering business.

PICTON.

This is one of the most picturesquely situated towns in the Dominion, as it nestles in a beautiful valley at the head of the Bay of Quinte, the surrounding hills sheltering it from storm or tempest. It is a thriving busy little town, with more than the full complement of handsome buildings including churches, schools, hotels and some imposing and well-filled stores. The district is purely an agricultural one; and, therefore, Picton is busy, and seen at her best on a market day when the weather is fine; on other days a calm, peaceful halo seems to hang over Picton, and the stranger seems invited to cease his wanderings and end his days in this town of peace and plenty. The neighborhood is also specially interesting to the traveller or tourist, from the fact that at some two or three miles to the west of the town there is a charming sheet of water called "The Lake on the Mountain." It is some 200 feet above the Bay of Quinte, is about three-quarters of a mile long and on-half a mile broad; is teeming with Black Bass, Pickerel and other denizens of the finny tribe, and is a mystery as to how it got there, from whence its waters came and whether they flow again; in fact one of nature's stupendous mysteries. Again some eight miles or so in an opposite direction, there are acres upon acres, of white-silver sand hills, whose origin is as mysterious as the "Lake on the Mountain." They are called the "Sandbanks," and are the happy hunting grounds of ladies and children in the summer season, the bathing being safe and good and the sand hills being so bright, fine and soft that the little ones, (and very frequently the big ones also) enjoy rolling from the summit to the base of these "golden sands." I do not if Picton

got her name from the famous, dashing cavalry officer of Peninsular and Waterloo celebrity. Anyhow its inhabitants are proud of their bovine little town, and Picton's good rector, the Rev. E. Loucks, stands *unli secundus* in the ranks of those whose heart and soul is wrapped up in Picton's past history and greater future. By the way, I heard a most amusing story about the reverend gentleman in question, who, like his great predecessors Bishops, Selwyn, Patterson, and Hannington (the two latter fell as martyrs in their Master's work, the former in New Zealand and the latter in Africa) is what is called a muscular christian and a sound churchman, and as it is entirely in his favor I cannot resist putting it down here. It appears that one peaceful Sabbath morn, as his reverence was wending his way to the dear old church on the hill, he encountered a male backslider from his flock, wandering in an opposite direction into the folds of dissent, whether being tempted thither like his ancient progenitor Adam by another fair Eve, the historian sayeth not, but he does say that finding, admonition and apostolic exhortations unavailing to bring back to his church this erring lamb, the rectorial cane was applied with such a will and effect that this prodigal son was shown the error of his ways and escorted in triumph to the ancient fold, a wiser and I trust a better man.

The lumbering interests of Picton are represented by an agency of the Rathbun Co., and by Mr. A. W. Hepburn. The latter has also the head office of the Bay of Quinte line of steamers to Montreal located here.

KINGSTON.

Messrs. Caldwell & Son have the largest wholesale and retail lumbering business in this city. They are a very old established firm, and report trade good, prices sound and every appearance of holding their own. More business than usual has been done during the past year on account of a building boom in the city. Kingston is also a good shipping point for lumber and ties for Oswego and other ports. Large quantities of lumber for local use in the city and district is also operated over the K. and P. railway.

Mr. Wm. McCrossie is also one of the oldest, if not the very father of lumbermen, in the city of Kingston. He succeeded to the business of a Mr. McPherson somewhere about 1855, and since that time has done a good jobbing and retail trade, his yearly operations being now something like three millions of lumber and two millions of shingles. In addition to his lumber business Mr. McCrossie is also president of the Electric Light Company, and vice-president of the Ontario Building and Savings Association, and is a very highly respected and active citizen of Kingston.

Our friends Messrs. W. B. & S. Anglin of this city, after a business success of upwards of fifty years, are still satisfied with the present and future prospects of their ancient city.

Mr. John McLeod has for the past four years been operating with great success a sash, door and blind factory in Kingston. He is also engaged as a contractor and general house furnisher.

Two mills have been burnt out in Kingston district during the year that is now so near its close, Messrs. Caldwell's full-rigged mill, at a loss of \$50,000 and that of Mr. John Shillington, of Hinchinbrook, at a loss of \$6,000. I am glad to report that the latter is again rebuilt and the former is expected to be rebuilt and in working order for the coming spring.

Messrs. Thistle & Co., of Pembroke, are offering the whole of their business, including mills and limits for sale by private contract.

Mr. Thos. Allen, of Perth, has put up a new mill at Mississippi during the past summer, and he has been cutting ties and hemlock bill stuff already.

I am informed that the Canadian Locomotive Engine Co. of Kingston, are making arrangements for adding the manufacture of engines and boilers suitable for the lumbering industries, to their already gigantic business operations.

GANANOQUE.

I have rambled through many countries in my lifetime, and seen most of the famed picturesque spots of Europe, but this little village of American Indian fame, Gananoque, (the meeting of the two rivers), the Gananoque of the Mohicans and the mighty St. Lawrence, is the most beautifully situated of any that I have yet seen. It requires the descriptive powers of a Sala's word-painting, or the pencil of a J. W. Turner, to depict its transcendently beautiful scenery to do it justice. Placed as it is on a commanding position, sloping downwards to, and its foundations being laved by the St. Lawrence; with the countless thousands of islands spread out before it in a panoramic vista for miles, I can only imagine that its fame, like Solomon's of old, having been spread over the whole of the then known world, and liken these countless islands to the fleets of the great Queen of Sheba, coming to do homage to its beauty, and then being so impressed with its unequalled glories to have dipped their pennants, cast anchor after due permission, and to have remained forever adoring. The islands are so numerous, vary so in size—from one taking the appearance of the mighty old three-

decker; another more like the smart gun boat of this period, and then lessening in size to the trim yacht, and even to the Indian canoe that was the first craft that floated on its bosom. This spot is also very interesting from the fact that it has been immortalized by Fenimore Cooper as the scene of his world-famed "Leather Stocking" Tales. The dear old honest "Natty-Bumpo" of one's boyhood's days. Besides all this, Gananoque is noted, although having only a population of 3,500 souls, as being the very hive of Canadian industries, the Birmingham, Bradford, Sheffield and Leeds of Canada all in one. The ubiquitous Rathbun Company use the whole of the harbor for their extensive lumbering, building material and coal business. Their agent, Mr. James Donahoe ought to be a happy man, for he has no competitors, and the business increases with great strides year by year. Mr. Benjamin Barber has the supreme control of Messrs. Rathbun's Thousand Island Railway Company, whose metals reach the very doors of all the leading manufactories in Gananoque; and the tonnage operated is very considerable annually; and in the summer season, as this charming locality is the Isle of White of both Canada and the United States, the passenger traffic amounts to many thousands. Messrs. Rathbun, also run their own steamers, carrying the mails, passengers and freight twice daily as long as the river is open, to Clayton, New York State, and in the summer season to New York itself; thus Mr. Barber's duties are anything but onerous ones. Gananoque is governed by a Reeve, Deputy Reeve and three councillors. She has 4 churches and 4 public schools. The Roman Catholic body are just building a new church at a cost of \$40,000, which will be a great addition to the already handsome edifices of this rising place. As the wood limits of the district are nearly all exhausted, Gananoque has fortunately been well endowed by nature, in having one of the best water powers in Ontario, of which her manufacturers, to whom for her rapid growth of late years she is indebted, have taken every advantage. As Messrs. McClellan & Reed, who have run the only lumber mill in Gananoque for many years, find a difficulty now in getting logs they intend turning their old mill into a roller flour mill early next year.

The following are chief industries located here:

Gananoque Carriage Co., buggies, cutters, &c., employ 120 hands; Skinner & Co., horse hames, snaths, grain cradles, snow shovels, &c., 45 hands; Economy Engine Co., stationery engines, 20 hands; Watt Bros., machinists, 10 hands; R. J. Colten, carriage gears, 5 hands; O. V. Goulette, wheel heads, tool handles and turning, 10 hands; W. McKenzie, furniture factory, 10 hands; Parmenter & Bullock, nails, rivets, &c., 50 hands; Cook & McIntyre, woolen mills, 30 hands; George Gillies, harrow and carriage hardware, 30 hands; Ontario Wheel Co., carriage and buggy wheels, 40 hands; St. Lawrence Steel and Wire Co., corset steels, &c., 25 hands; D. F. Jones Mfg. Co., shovels, &c., 60 hands; Cowan & Britten, nails and hinges, 55 hands; Gananoque Spring and Axle Co., springs, axles and skeins, 80 hands; O. D. Cowan, wringer manufacturer, 15 hands.

[Continued in our next Issue.]

OTTAWA LUMBER MATTERS.

During the month Ald Askwith, at the instance of the Chaudiere lumbermen, has been engaged in the laudable enterprise of clearing the entrance to the canal of sawdust. He has scooped out some fifteen or twenty thousand feet of sawdust from the foot of the locks, which has been thrown into the current, with the expectation that it will be carried off to Sheol, or some other place, with the spring rise in the river. A passage 100 feet wide was cleared from the locks to the running water for a uniform depth of eight feet below the lock sills. Although the channel cleared was originally 100 feet wide, the sawdust at the sides of this kept falling and was removed until now there is five or six feet of water along the shores where formerly there was hardly any. The contract price is about \$2,500, and is footed by the lumbermen of the Chaudiere. Ald Askwith suggests that the government should construct a boom at the foot of the point so as to prevent any further encroachments by the sawdust.

Several prominent Winnipeggers have been visiting the city recently, for the purpose of obtaining if possible, a land grant from the government for a projected railway, the Lac Seul, which is to run from Shelly river to English river in Manitoba. The railway, which is to be about 16 miles long, will run through a well timbered country and the road will be of great importance to both lumbermen and settlers.

The Chaudiere mills have closed down after doing a good season's work. The evidence is almost unani-

mous that the present has been a good one. The output being still larger than last year. Sales in the spring were brisk at fair prices and several of the firms, notably Messrs. Bronson, Weston & Co., Perley & Pattee and J. R. Booth sold their entire cut at the opening of the season. The Upper Ottawa Improvement Company have had a fairly good year, the tow from the Quio being three million pieces. This would manufacture about four hundred million feet and was divided between J. R. Booth, the E. B. Eddy Company, Perley & Pattee, Pearce & Co., Hurdman Bros., W. C. Edwards, the Hawkesbury Company, and two or three other firms. The output of a large mill is on an average from fifty to sixty million feet.

The mill owners have already large numbers of men in the shanties, and are constantly sending up more. The whole complement, however, will not be sent up until sleighing sets in, when several of the largest batches of the year will go up. The fact that the E. B. Eddy Co. are not sending men to the woods this year will make a considerable difference in the number of men sent from the Ottawa district.

One firm has already 900 men in their shanties, and most of these were engaged at wages varying from \$20 to \$25 a month and board. To board a man in the shanties costs about \$10 a month, and the men engaged by this firm average \$23, so that the monthly cost of wages amounts to \$20,700, and of board \$9,000, making a total monthly outlay for this firm alone of \$29,700. Some 200 extra men will be sent up as soon as the roads are good. Now that the bulk of the men are in the shanties, the firms are not giving as high wages as ruled earlier in the season, and men are freely engaging at \$18 and \$20.

Mr. F. Powell, head agent for the Rathbun company, states that the amount of lumber exported by his firm was about the same as the previous season, consisting chiefly of pine, ash and basswood. The demand has been fair, but not so good as last year, as the market has been somewhat weaker. On the whole there has been no noticeable change in prices, with the exception of the lower grades. There is more unsold lumber in the Ottawa mill-owner's hands than for many years past at this particular season.

Mr. Peter Whelan, head agent for the Sheppard-Morse firm states that as far as his firm was concerned the past season had been a very poor one for the handlers of twelve inch stock and deals as they bought early in the season and the market falling had to stand the consequences. This was to the advantage of mill owners, but their time will likely come next as the buyers and large dealers, finding their last season's early purchases were unprofitable will not be in a hurry to rush in so heavily during the coming season, so that the mill owners will likely carry larger stocks during the season. Prices will certainly be lower in the near future on most classes, and would have been lower this season, had not the large dealers who purchased early been able to retain their goods. The lumber that was not sold early by the manufacturers and which they handled during the season, in all cases, was sold at lower rates. Even the lower grades have shown considerable falling off in price. This was occasioned by competition in Michigan.

Murphy & McRae, forwarders, report more lumber moved during the closing summer than for many years past.

Messrs. W. J. Bell and Thos. Hale, of Pembroke, have completed the purchase of a timber limit from the Eddy Manufacturing Company. The limit is on the White Pine river a tributary of the Kippewa and embraces 80 square miles. The price is said to be in the neighborhood of \$20,000.

The Eddy company will not cut any logs this year on the Madawaska. This will affect business greatly, as not a log will come out where they have for some time taken out from 800,000 to 900,000 logs. Should the firm sell the big mill and run the small one next year, they will have enough logs on hand already to last them the season.

The planing mill and cheese box factory, at Milverton, Ont., owned by Mr. Bundscho, was totally destroyed by fire recently.

THE TRADE SITUATION.

THE trade in the Ottawa district has been fairly good during the month, with no material change in prices. Dullness continues in the upper grades of pine, while box and common have been moving more freely than during October. Shingles and lath, both dull. Navigation being practically closed, distribution of wood products must necessarily be by rail, which will no doubt be at the minimum until after the holidays. Upon the whole manufacturers have had to wrestle with a falling market, and the sanguine prospects of the early spring, will, as a rule, be far from realized.

The month of November should have been one of the busiest of the season with the Toronto wholesale men, but owing to what was practically a break down of the car service of the G. T. R. there has been quite a large falling off in the business done as compared with previous months or the same month last year. The demand has been fairly active, both for the local and western trade, but it has been impossible to fill orders with any degree of promptness, and in many cases orders have been cancelled. It was stated by a general freight agent of the G. T. R. before the Board of Trade the other day that the receipts of the G. T. R. in Toronto were largely in excess of the year 1888 up to Oct. 31st, 1889, but in November there was a falling off in the single item of lumber of 300 cars in fifteen days, proving conclusively that the car shortage complained of is an active grievance.

Although the weather for the past month has been very favorable for shipping by vessel the season of navigation was practically closed early in the month. Vessels begin to lay up just as soon as wages and insurance rates advance, and shippers find it difficult to obtain suitable vessels even at advanced freights.

The sensation of the month has been the action of the lumber section of the Board of Trade in regard to the shortage of cars. The situation became so desperate that the dealers composing the section called upon the council of the Board of Trade for assistance in obtaining relief. The result was the appointment of a committee of investigation composed of Messrs. E. Gurney, Wm. Christie, Robert Jaffray, Hugh B. J., Elias Rogers and J. Donogh. The lumber section appointed a committee of four consisting of Messrs. H. H. Cook, M. P., T. H. Willmott, Jas. Tennant and George Gall, to act in conjunction with the Board of Trade committee. The joint committee issued a circular addressed to all the leading lumber dealers and manufacturers asking for information as to the number of cars required to fill past orders, and the replies received when tabulated showed an actual shortage of over 2,100 cars on the Northern and Midland Divisions. The lumber dealers made out such a good case that the Board of Trade council immediately appointed a deputation to wait upon Mr. Hickson and urge the application of some remedy. The absence of Mr. Hickson from Montreal prevented the deputation from obtaining an interview, but the deputation met with Local Manager Wragge and discussed all the points very fully, and left him with the understanding that he would make a written report to the committee covering the whole question of car shortage and remedies that should be provided for it.

The action of the Board of Trade has at least had the effect of stirring up the Grand Trunk officials, and during the past fortnight they have endeavored to as far as possible accommodate the trade with the limited number of cars at their disposal. It has been shown also that by united action the lumber trade can make its influence felt and obtain a redress of grievances.

It is to be regretted that petty jealousies seem to prevent this harmony of action from being freely consummated. This was evidenced by the fact that when the Board of Trade deputation had their interview with Mr. Wragge, he exhibited to them letters from wholesale dealers in Toronto who had been most clamorous at the meeting of the lumber section, who apparently from fear of retaliation, assured the local manager that they were being amply supplied with

cars and had no cause for complaint. It is such weak-backed dealers who effectually prevent the lumber trade from obtaining the concession to which they are entitled.

SPLINTERS.

OUR attention has been called to an error in the last issue of THE LUMBERMAN which we take the first opportunity of correcting. In our mention of rafts and their contents passing down the Ottawa during the past season, where the number of cribs and feet was given it should have been cribs and pieces. Each piece averages 50 to 80 feet, which makes a wonderful difference in the total amount. The ordinary raft has 150,000 to 175,000 cubic feet, with 50 to 60 men on each.

In order to close up the business of W. R. Thistle & Co., they will offer for sale at public auction, at Pembroke, Ont. on December 4th., the Pembroke saw mill, the Chalk River saw mill with piling grounds, booms, piers buildings &c; about 120 square miles of timber limits; six million feet of sawn lumber and dimension timber, horses shanties, &c. See advertisement in another column.

Mr. F. J. Drake, of Belleville, Ont., is largely engaged in the manufacture of saw, shingle and lath machinery. Mr. Drake is the patentee of a number of machines, notably Drake's Patent Dauntless Shingle and Heading Machine, and Drake's Improved Shingle Edger, both of which are spoken of highly by those who have them in use. See his advertisement on another page.

GENERAL NOTES.

—McCuaig & Moorhead are getting out square timber and logs, up in Temiscamingue.

—James McCool, Mattawa, Ont., has sold out his store and will devote his time in the future to the lumber trade.

—Mr. Chas. McGibbon, Penetanguishene, has done a fairly good season's work, having cut about three million feet of oak, basswood, hemlock and pine.

—Messrs. McCuaig and Moorehead, of Bryson, have purchased from the E. B. Eddy company the latter's Black River timber limits. The limits are situated on the Black River, P. Q., and are about 100 square miles in area.

—The lumbering operations on the Upper Ottawa are being vigorously pushed, the season being very favorable for log making and square timber-making. The indications are that a great deal of square timber will be made during the winter.

—W. R. Thompson, of Teeswater, Ont. has cut this summer about a million feet of hardwood, of which he shipped 25 cars direct to Liverpool. He has also turned out 500,000 broom handles, the largest quantity made by any one firm in the Dominion.

—The lumber shipments at Miramichi, N. B., have closed for the season. The total export is 100,000,000 feet exclusive of pilings. Last year's exports were 73,000,000. The shipping amounted to 161 vessels of 115,000 tons, being 43 vessels and 35,000 tons more than last year.

—Messrs. Perley & Pattee are about to introduce a Glover steam logger, to be used on their Pettewawa limits. This is a giant machine, 28 feet long, weighing 12 tons, that can be driven by steam on a snow road, and is estimated to draw as many as 30,000 to 40,000 logs. The mechanism is simple. Nearly over the centre of the hind part of a double sled sits a small engine power, whilst the boiler is located in the centre. The boiler is of steel 5½ feet in diameter, 7½ feet high; and gauged to a pressure of 150 lbs. Either coal or wood can be used as fuel. There are 4 wheels on the driving axle each 4 feet in diameter, and weighing 3 tons, whilst a wheel in front acts as a helm. These wheels literally work in a steam box, and are heated by steam, so that when they pass over snow it is damped and compressed, and in cold weather immediately converted into solid ice. The chain running from the loaded sleighs may be hitched either to the frame itself or a foot and a-half higher. The speed attained is about five miles an hour, and it can be easily turned.

A saw mill in the township of Romney, owned by Samuel Fuller, of Leamington, Ont. was burned Nov. 1st. The mill had not been in operation for some time.

How to Select Good Timber.

Professor Rankin says. "There are certain appearances which are characteristic of strong and durable timber to what class soever it belongs. 1. In the same species of timber that specimen will in general be the strongest and most durable which has grown the slowest, as shown by the narrowness of the annual rings. 2. The cellular tissue, as seen in the medullary rays (when visible) should be hard and compact. 3. The vascular or fibrous tissue should adhere firmly together and should show no wooliness at a freshly-cut surface, nor should it clog the teeth of the saw with loose fibers. 4. If the wood is colored, darkness of color is in general a sign of strength and durability. 5. The freshly-cut surface of the wood should be firm and shining, and should have somewhat of a translucent appearance. A dull, chalky appearance is a sign of bad timber. 6. In wood of a given species, the heaviest specimens are in general the strongest and most lasting. 7. Among resinous woods, those which have least resin in their pores, and among non-resinous woods, those which have least sap or gum in them, are in general the strongest and most lasting. 8. It is stated by some authors that in fir wood that which has the most sap wood, and in hard wood that which has the least, is the most durable—but the universality of this law is doubtful. Timber should be free from such blemishes as clefts or cracks radiating from the centre; 'cup-shakes' or cracks which partially separate one annual layer from another; 'V'upsets, where the fibres have been crippled by compression; 'V'ringalls, or wounds in a layer of the wood which have been covered and concealed by the growth of subsequent layers over them."

Terra Cotta Lumber.

"Terra cotta lumber is destined to assume great importance in the future as a building material than during the last two years," says a Chicago builder. "Its cheapness as compared to brick and wooden material for many purposes, with its positively fireproof qualities can not help but make it a prime favorite with builders of the better grade of structures everywhere, both in this country and abroad. It is cheaper than brick, weighing only about one-third as much, and for many purposes is vastly superior. One thing to recommend it to lumbermen is the fact that a large percentage of the waste product of the sawmill—the sawdust—can be profitably utilized in its manufacture, sawdust being shipped at the present time from Muskegon to Chicago for this purpose. At all of the leading mill centres many dollars could be annually saved by the organization of local companies for the manufacture of this modern product. While there may not be 'millions in it', yet there is sufficient inducement to justify every millman at least to investigate its merits, Chicago builders are largely utilizing it."

Machines for Veneering.

The largest machine for cutting veneers yet constructed is in operation in California, and is said to shave up logs 10 feet 8 inches in length with the greatest ease. The shavings which come from these machines are great, long sheets, in each of which is almost the entire wood of a big log, and from a single shaving is frequently made a mass of 2,000 to 5,000 berry boxes. The logs are first cut into the desired length, then placed in a large steam box and left for twelve hours subjected to the effects of exhaust steam, which softens the wood that it can be cut into thin sheets desired without checking or splitting into fragments; when sufficiently softened, the log is pushed into an immense lathe and revolves in front of the great blade, exactly as a strip of wood in a turner's lathe revolves toward the chisel. After the water-soaked outer portions of the log have been trimmed off a number of small, chisel-like instruments are adjusted, with the sharp cutting edges pressing against the log which make parallel lines partly cut through the whole length of the great white streaming shaving—these lines are the points of bending when the boxes are formed, and make that operation nothing more than a simple mechanical movement, as the wood bends readily at the partial cuts and forms the angles of the boxes. All but the core of the log is turned off into this long shaving, 1-20th of an inch in thickness and nearly 1000 feet long, which is folded and broken into convenient lengths or strips, and of the width for a box. The last step in the manufacturer is the fastening of the bottom and side strips together by an instrument called a stapler.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Nov. 30th, 1889

CAR OR CARGO LOTS.

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

YARD QUOTATIONS

Table listing yard quotations for various lumber products such as mill cull boards, shipping cull boards, and different types of flooring.

Hamilton, Ont.

HAMILTON, Nov. 30th, 1889.

Table listing lumber prices in Hamilton, including mill cull boards, shipping cull boards, and various types of flooring.

Ottawa, Ont.

OTTAWA, Nov. 30th, 1889

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

Montreal, Que.

MONTREAL, Nov. 30th, 1889.

Table listing lumber prices in Montreal, including wholesale and retail prices for various types of lumber.

St. John, N. B.

ST. JOHN, Nov. 30th, 1889.

Table listing lumber prices in St. John, including deals, boards, scantling, and various types of shingles.

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Nov. 30th, 1889

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

Table listing lumber prices in Vancouver and New Westminster, including car load and ship rates for various types of lumber.

Albany, N. Y.

ALBANY, Nov. 30th, 1889.

Table listing lumber prices in Albany, including hemlock, pine, and shingles.

Burlington, Vt.

BURLINGTON, Nov. 30th, 1889.

Table listing lumber prices in Burlington, including Canada pine sidings, select and shelving, and various types of shingles.

Buffalo and Tonawanda, N. Y.

BUFFALO, Nov. 30th, 1889.

Table listing lumber prices in Buffalo and Tonawanda, including Norway spruce, white pine, and shingles.

New York City.

NEW YORK, Nov. 30th, 1889.

Table listing lumber prices in New York City, including black walnut, oak, cherry, and miscellaneous lumber.

Oswego, N. Y.

OSWEGO, Nov. 30th, 1889.

Table listing lumber prices in Oswego, including three uppers, pickings, and various types of siding.

Boston, Mass.

BOSTON, Oct. 31st, 1889.

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

EXCHANGE ECHOES.

Northwestern Lumberman.

The latter-day mill men in the northwest are bent on economy, as the one great desideratum now necessary of attainment, and are seeking new ways for making the most out of every log that goes into the mill boom. The band saw, or thin saws generally, constitute, as an idea, the nucleus for economy, but the ways of getting a little more out of a log, or for reforming the methods of the past are numerous. With the general purpose of economy in view new and improved machinery is constantly going in for decreasing waste, securing greater perfection in manufacture, and for lessening the cost of producing. Another thing is also noted. Carelessness in handling stock or an adherence to hide-bound notions by workmen is not now tolerated as in days of yore. It is about as important to look to the grade of product, as to guard against the waste of material in manufacture. Thus care in running stock through a piece of machinery may considerably increase the returns. For example, it is becoming the practice in some parts to have an expert inspector pass on every board that is to go through a planing machine, who marks the side to be surfaced, instead of trusting to the hasty and deficient judgment of most operatives of such machinery. The grade of stuff submitted to this process becomes more uniform, and many a board is saved from going into a lower grade. The same principle applies in other ways. With the white pine men it has become a question of producing economically and well, rather than with unceasing, high pressure rapidity.

PUBLICATIONS.

The Christmas number of the New York *Fashion Bazar* contains a magnificent chromo supplement of Meissonier's great painting, "Friedland, 1807." Most of the fashion plates in the *Bazar* are issued simultaneously in New York and Paris, the Christmas number is superbly illustrated, and among other good things it contains a new continued story by the author of "His Wedded Wife;" also a superbly illustrated Christmas story, entitled "Jim-of-the-whim." The editorial department is full of bright articles by various contributors, and all regular departments are replete with choice and seasonable reading matter. Any person sending \$3 for a year's subscription will receive the beautiful Christmas Chromo Supplement of Meissonier's great painting,

"Friedland, 1807." Address George Munro, Munro's Publishing House, 12 to 27 Vandewater St., N.Y.

The *Cottage Hearth* is a home magazine of rare excellence, being full of good things and replete with interest. It is a most charming monthly, and should find its way to every lady's table. The literary contents are of a high order of merit, and the engravings, fashion plates and fancy work patterns form an attractive feature for the ladies, while the children's department affords a fund of amusement for the young folks. It is a large 36-page family magazine published at \$1.50 per year. Sample copies sent free on application to F. P. Shumway, Jr., 11 Bloomfield street, Boston, Mass.

The *National Magazine* for November contains among other articles "Comparative Philology," by Professor Schele de Vere, Ph. D., J. U. D. of the University of Virginia; "Political Science," by Professor Raymond Mayo Smith, A.M., of Columbia College, and "Shakespeare," by F. W. Harkins, Ph. D., Chancellor of the new National University of Chicago, whose instruction by mail and University Extension System for non-residents is now meeting with such favor, is also explained in this number. In future numbers will appear a Symposium comprising articles by prominent scholars and statesmen giving their opinions on leading questions, such as "Darwin's Theory," "The Chinese Question," "Socialism," and "Should Immigration be Restricted?" Published the first of each month, at 147 Throop Street, Chicago. Subscription price, \$1.00 a year. Sample copy 10 cts.

CASUALTIES.

At J. K. Booth's mill, Ottawa, a man named Cabineau was nearly burned alive by a lamp falling over him while "oiling up."

Nicholas Wood, aged 60 years, was thrown against a circular saw in Campbell's saw mill, at Hartington, Ont. Several of his ribs were sawn through.

Felix Alliere was instantly killed by a tree falling on him while cutting logs at Cormier's shanties, on the Grand Lake, about sixty miles back from the mouth of the Petterawa.

Mr. Geo. Ford, a Listowel millwright, working in Wm. Milne's new saw mill at Ethel, Ont., got his hand jammed in between a pulley and some wood-work, causing the flesh to be taken from the hand and the fracture of one of the bones.

A young man named Ernest Eission, employed at Conroy's mills on Lake Deschenes, had three of his toes cut off while attending to a circular saw. He carelessly allowed his foot to swing across the teeth of the saw.

PERSONAL.

Mr. Andrew McCormack, lumber merchant, of Pembroke, has been offered the Reform nomination for the Ontario legislature in the new district of Nipissing, which he declined.

Mr. Alex. McCallum, who has been with Mr. J. M. Irwin for the past four years, paid our sanctum a visit last week. Mr. McCallum is a practical lumberman, and is well posted in lumber, especially the trade in Ontario.

Mr. F. G. Strickland, of the firm of F. G. Strickland & Co., machinery manufacturers' agents, of New Westminster, B. C., made us a call during the month. The firm is doing a splendid business in general machinery supplies, and he reports the saw milling business as booming on the Pacific Coast.

Mr. A. K. McIntosh, (Willmot & McIntosh), one of Toronto's best known and most energetic lumbermen, visited the LUMBERMAN sanctum recently while on his way to the Capital. He is one of the best versed men in the trade, a fluent talker and an entertaining writer. We hope ere long that he will give our readers the benefit of some of his experience, and his views on some of the important matters now affecting the trade.

FIRE RECORD.

Fire destroyed B. Patterson's saw and shingle mill at Burritt's Rapids, Ont., recently.

Bryden's, grist, saw and shingle mill, at Hinton, Ont., was burned Nov. 7th. Loss \$4,000. No insurance.

The Brook's saw and shingle mill in the township of Ryde, Muskoka, was burned last month. No insurance.

Andrew James' saw and shingle mill at Horsey's Rapids, Ont., was burned Nov. 7th. Loss, about \$3,000. Insurance \$2,000.

Boyd's mill, at Eastman's Springs was burned to the ground, on Sunday, Nov. 7th, supposed to be the work of incendiaries. The fire also destroyed \$100 worth of wood and shingles. The mill was valued at \$3,000, and was uninsured.

F. J. DRAKE.

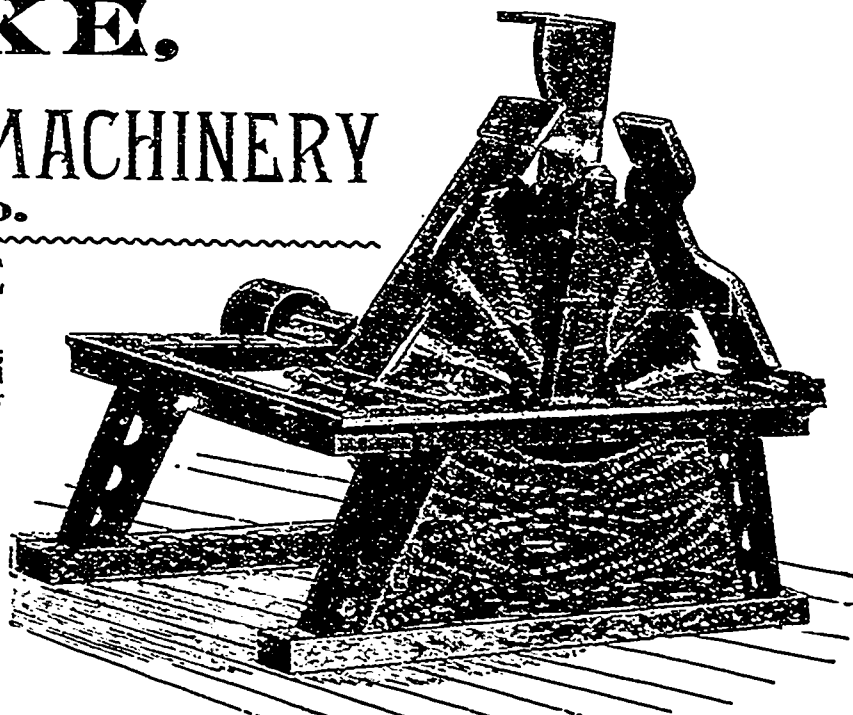
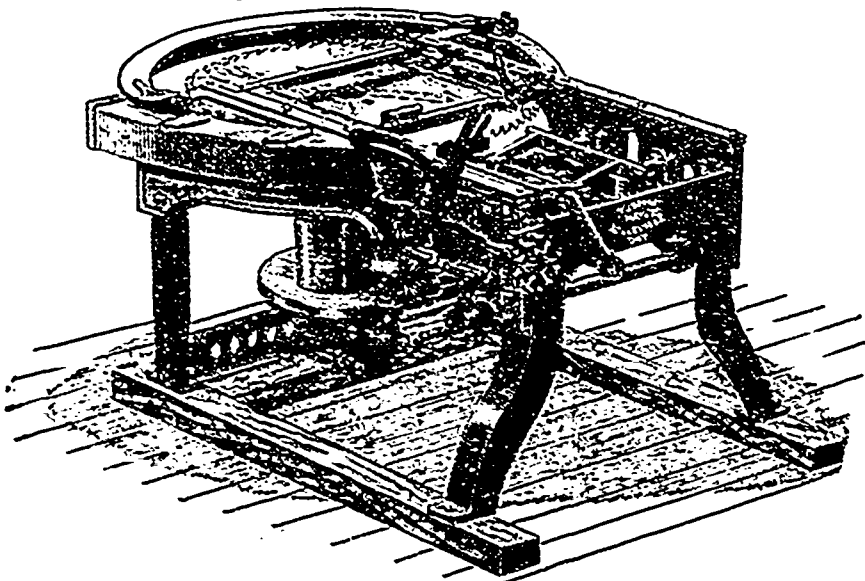
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DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

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

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



Drake's Improved Shingle Edger.

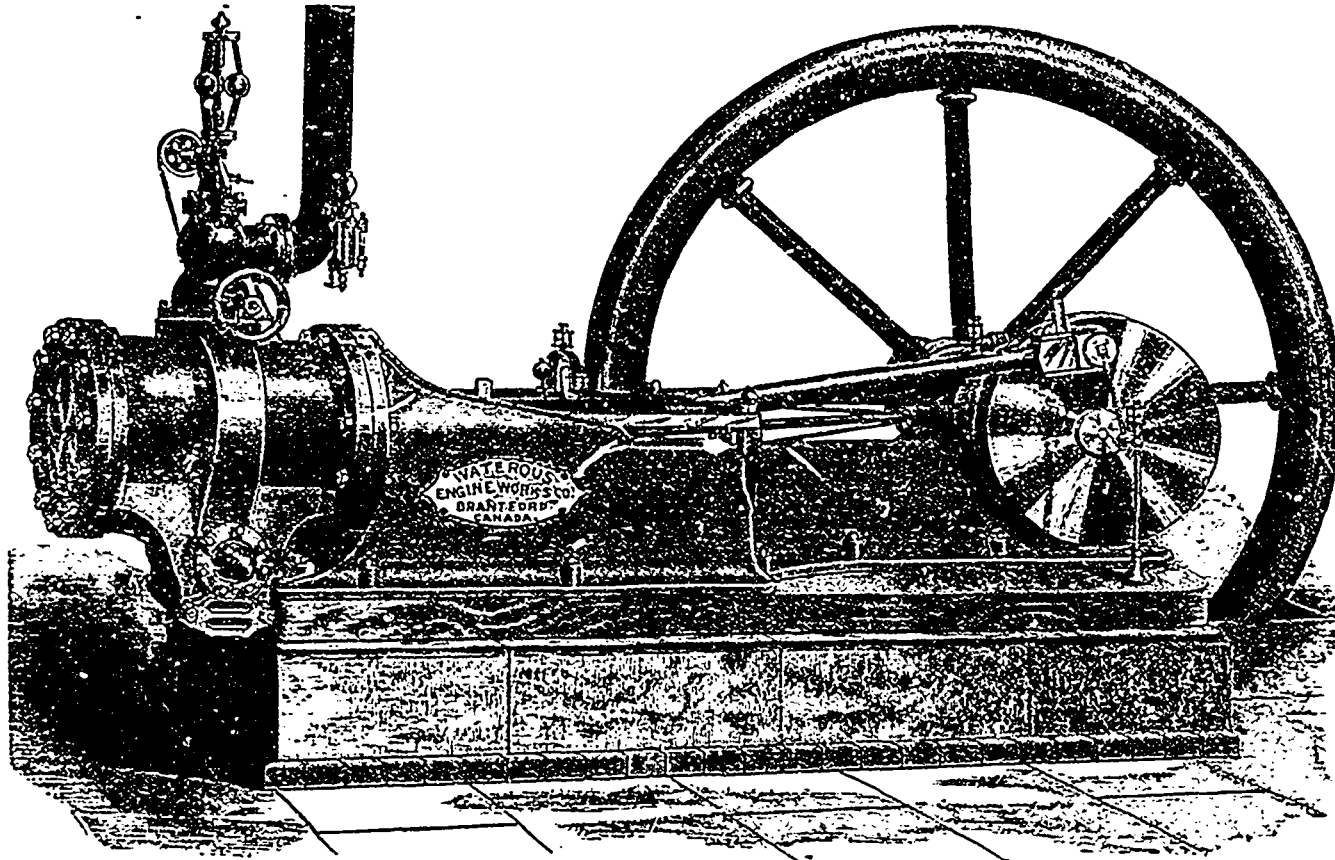
With 40 inch saw will make more No. 1 shingles from the same quantity of timber than any Wheel Jointer in existence.

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

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

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

HIGH CLASS SAW MILL MACHINERY.

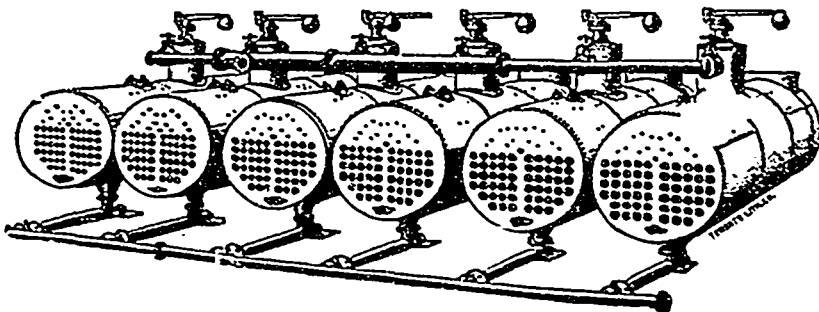


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 BAND MILLS AND GANG MILLS.
 FRACTIONAL HEAD BLOCKS.
 GANG EDGERS
 3 TO 7 SAWS.

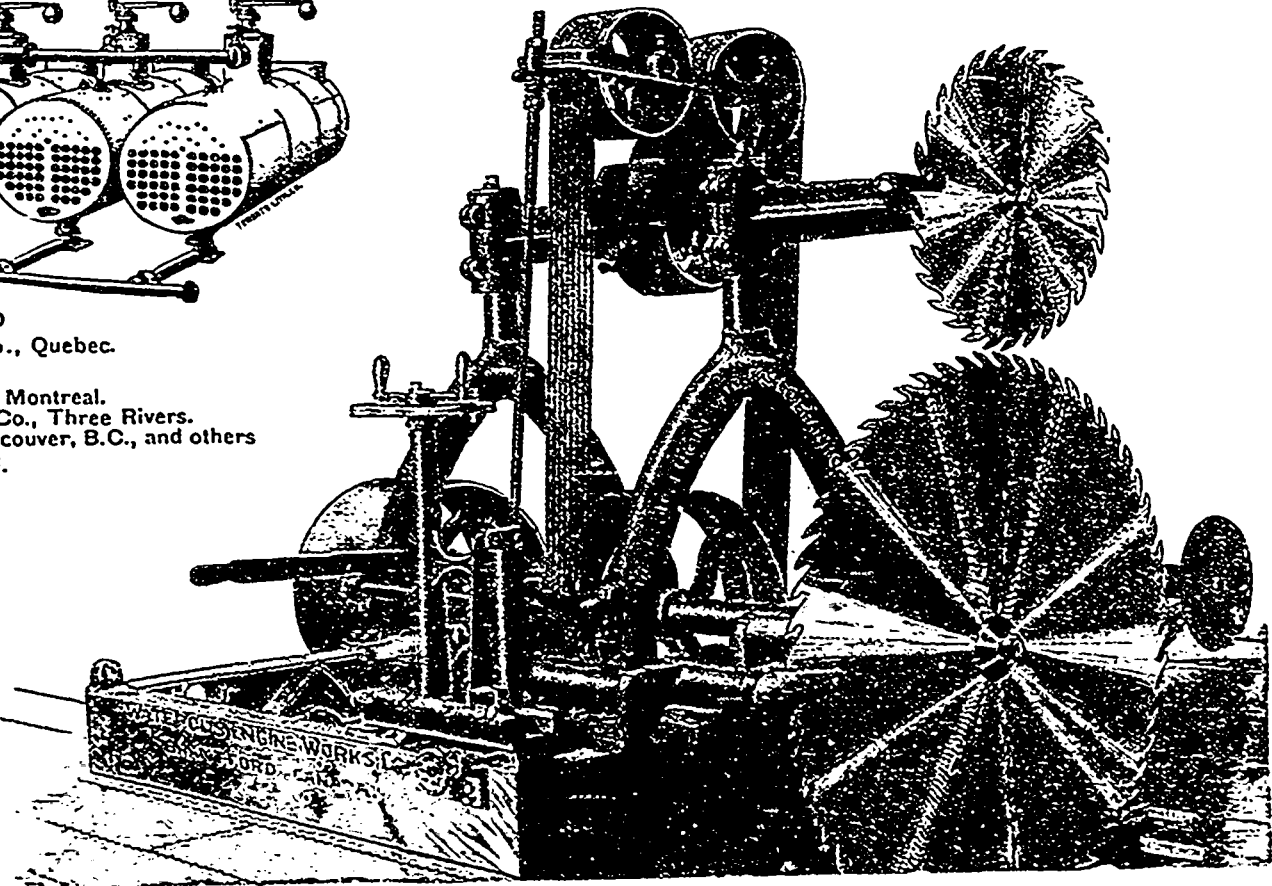
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Mention "The Canada Lumberman" when writing us.

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Announcements in this department will be inserted at the uniform rate of fifteen cents per line, each issue, payable in advance.

SOUTHERN PINE LANDS FOR SALE 41,000 acres of virgin timber with 5 miles of railroad and 11 miles of river front.

WOOD-WORKING FACTORY WANTED Hepworth station, on G. B. & L. E. Div. of G. T. R., presents a splendid opening for a hard-wood working factory of some kind.

IMPORTANT

AUCTION SALE TO CLOSE A PARTNERSHIP.

The sale of property and effects of Messrs. Gilmour & Co., Ottawa, and Messrs. Gilmour & Co., Trenton,

TIMBER * LIMITS Mills, etc.

Will take place at the Russell House, Ottawa,

WEDNESDAY, 9th APRIL, 1890

The property will be sold in parcels.

Parcel 1—"The Gatineau Mills Property." This property consists of limits on the River Gatineau and tributaries, containing about 2,500 square miles, with improvements, farm buildings, etc.

Parcel 2—"The Trenton Mills Property." This property consists of limits in the Townships of Abinger, Anglesea, Barrie, Cardiff, Cashel, etc., containing about 500 square miles, and includes mills, logs and all necessary plant; also Crow Bay Mill Property and about one hundred town lots in Trenton, with dwellings for about 75 tenants, and 200 acres not divided into lots; also about 15,000 acres in the Townships of Anglesea, Barrie, Belmont, Cashel, etc., with lumbering depots at Havelock Station, Gilmour Station and Harvey.

Parcel 3—"The Hull Mill Property." Consisting of mill site and machinery. Full particulars and information as to conditions of purchase, assumption of liability, etc., will be given on application to Gilmour & Co., Trenton; Gilmour & Co., Ottawa; Gilmour & Co., Quebec, or to

BLAKE, LASH & CASSELS, Barristers, etc., Toronto.

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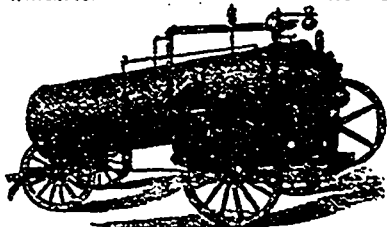
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In order to close up the business of W. R. Thistle & Co., there will be offered for sale by Public Auction at PEMBROKE, on WEDNESDAY, DECEMBER 4th next, the Pembroke Saw Mill, Piling Ground, Whoms Piers, Buildings, etc., and about 23 square miles of timber limits, on River Petewawa and Indian River; the Chalk River Saw Mill, piling ground, buildings, etc., and about 32 1/2 square miles of timber limits on River Petewawa; two parcels of timber limits, some 15 square miles each, on Indian River; about six million feet of sawn lumber and dimension timber at the two mills; horses, shanties, plant, etc. For particulars apply to W. R. THISTLE, or J. C. BROWN, 25 Sparks Street, Ottawa, or at the office of W. R. Thistle & Co., Pembroke

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ONE new eclipse planer and matcher, Galt make.

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ONE no. 5 new style planer, matcher, moulder and beader, Cowan make.

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ONE planer and matcher, Michael's make, Detroit.

ONE little giant planer, matcher and moulder; price \$200.

ONE 24-inch planer and matcher, Dundas make.

NEW pony planers and matchers only \$175.

ONE 27-inch double surfacer revolving bed; Cowan & Co. make.

ONE 24-inch pony planer, Frank & Co. make.

ONE 24-inch pony planer, Ross make, Buffalo.

ONE no. 4 planer, McKechnie & Bertram build.

ONE no. 14 Goldie & McCullough pony planer, new style.

ONE 24-inch wood frame planer, Kennedy & Sons' make.

ONE planing machine, knife grinder.

ONE 24-inch wood frame surface planer; cheap

ONE 24-inch revolving bed surface planer; Goldie & McCullough, makers.

ONE 24-inch surface planer, Rogers' make.

ONE 24-inch pony planer, Cowan make.

ONE 24-inch surface planer, American build.

ONE 21-inch wood frame planer, Kennedy & Sons build.

ONE 27-inch surface planer, McKechnie & Bertram.

ONE 22-inch wood frame planer in good order.

ONE 20-inch wood frame planer in good order.

ONE 23-inch pony planer, Frank's make Buffalo.

ONE 16-inch heading planer, Ingalls & Hunter make.

ONE 12-inch diagonal buzz planer.

ONE Daniel's planer, R. Ball & Co. make.

ONE matcher, Kennedy & Sons' make, Owen Sound.

ONE heading and moulding attachment for planer, Ross make, Buffalo.

ONE No. 2 three-side moulding machine, Galt make.

ONE three-side moulder, Rogers' make Connecticut.

ONE new power morticer, Galt make.

ONE power morticer, Goldie & McCullough makes.

ONE power mortice with boring attachment, Dundas make.

ONE chair or upright boring machine.

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Wood-turning lathes, several sizes.

ONE new combination saw table all iron and steel.

Saw arbors, all sizes, Galt make.

ONE improved iron frame swing saw, new; Buffalo make.

ONE sander, Biggs' patent, 3 rolls, new machine.

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ONE new dovetailing machine, Tyrrell's patent.

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ONE wood frame and saw, 34-inch wheels.

FOUR power scroll saws and three foot power do.; good order.

THREE blind sash tenoners, all Galt make.

DODGE wood split pulleys at manufacturers' prices; quick delivery.

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FULL particulars of any machine in above list on application. H. W. Petrie, Brantford; Toronto branch, opposite Union Station.

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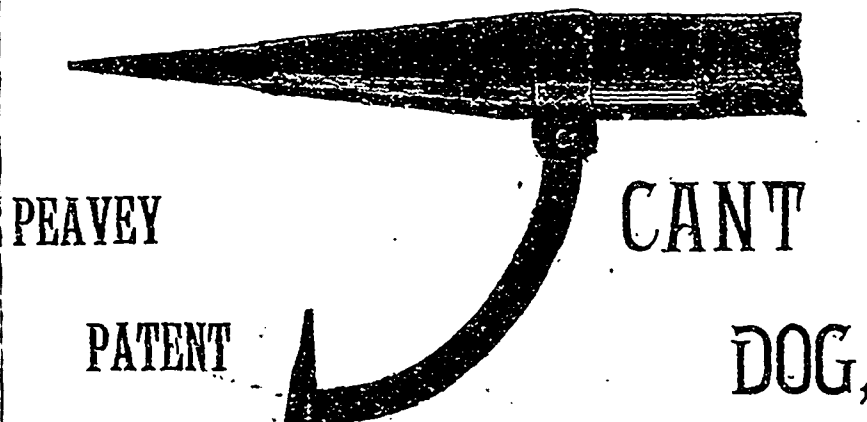
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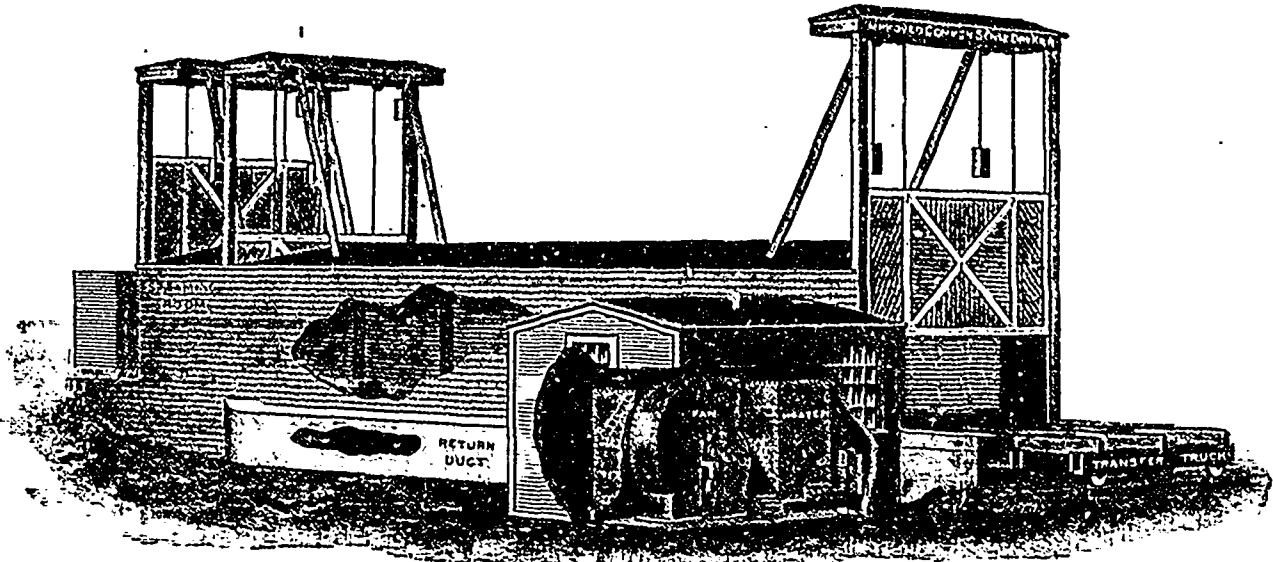
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