

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments: /
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



PUBLISHED MONTHLY
By A. G. MORTIMER.

The only Newspaper devoted to the Lumber and Woodworking Industries of the Dominion.

SUBSCRIPTION
\$1.00 PER ANNUM.

VOL. 7.

PETERBOROUGH, ONT., JULY, 1887.

NO. 7.

THE LUMBER INTEREST IN CANADA.

A RECENT printed report of U. S. Consul Hotchkiss at Ottawa, Ont., gives some interesting details as to the lumber interests of the Provinces of Ontario and Quebec. When Americans began to cut the pine and take it out in the log to saw it in Michigan, the export duty of \$2 per thousand board measure was put on, with the expectation that it would be prohibitory of log exports. Had it been sawed in Canada, there would have been only the \$2 per M United States tariff. The old rate was \$1 per M; \$2 is now the nominal rate, but the Provincial Governments have the right to increase to \$3, and that soon will be the rate if the log export continues in any considerable volume.

The title to standing crown timber is in the Provincial (not the Dominion) Governments, and the right to cut it is sold by auction, a minimum price being fixed, and the highest bidder securing the privilege of cutting for a year all the timber in a "berth," or "limit," which usually is 640 acres, or a square mile. For the product he must pay according to a fixed tariff. Parties securing berths for one year have a prior right to annual renewals, subject to regulations. The license is in a form fixed by the Department of Crown Lands, and gives the holder the right to cut timber and saw logs within specified bounds, together with power to seize and recover anywhere in the Dominion whatever any trespasser may cut during the time off the berth. But any other party may cut trees under 10 inches in diameter for "floats, traverses, or wythes," for use in rafting timber cut in the province and being rafted near by. Also, timber may be cut for making roads and bridges. Any lands within the berth previously sold to settlers are excepting, and lands sold after date of lease are to be excluded from its operation and from that of renewal lease. But when sales to settlers are canceled, the land returns to area covered by the lease. All timber cut must be paid for according to a provincial tariff fixed by the province. The Dominion also levies an export duty on white and Norway pine saw logs, per 1,000 feet board measure of \$2. On similar spruce and hemlock logs, \$1 per 1,000 feet. On shingle bolts, \$1.50 per cord 128 feet. The Governor in council may increase the duty on \$3 per 1,000 feet. The ground rent, per square mile, payable annually, is \$2. Logs are cut 13½ feet long, six inches being allowed for brooming in rafting.

Renewals of license are conditioned upon full payment of all dues and rents for the previous year, according to sworn statement of number and description of timber and logs cut. Public officials have the right to test and verify these statements; if found incorrect there may be forfeitures of material and other penalties. Defaulted other dues constitute a first lien on any timber, cut under license, belonging to defaulter.

The tariff on saw logs will in all probability be raised till the prohibitory point is reached.

Much of the pine now being lumbered has been once condemned, or the choice timber has been taken from it, for the English market.

Mills in the Ottawa district are all "gangs," running from four to eight gangs of from 36 to 42 saws each. They are run night and day during the short season of seven months, using electric lights. Those at Ottawa use power from the Chaudiere Falls, which also operate the electric light system of Ottawa. The machinery used in the saw mills is much of it made in the

United States, and is of the best quality. Eleven hours is the rule for a day's work, wages in the woods being about the following, including board:

Foremen, per month.....	\$40 to \$60
Choppers and skidders.....	15 to 20
Road cutters.....	12 to 15
Teamsters and loaders.....	16 to 18
Cooks.....	30 to 40
Log measurers.....	50
Horse or mule team, with teamster.....	35 to 40

Wages, in and around mills, always without board, are:

Foreman.....	\$100
Head sawyer for gangs.....	\$40 to 45
Head sawyer for circular.....	50
Tail sawyer.....	30 to 40
Edger and trimmer.....	35 to 40
Filers.....	50 to 60
General help, teamsters and piers.....	30 to 35

The mills being run by water, their location is arbitrary and prevents the use of natural or artificial means of avoiding handling the product so common in Michigan. All must be teamed to the drying ground, and afterwards to the rail or water delivery. This adds to the expense 50 to 75 cents per 1,000 feet.

Lath and pickets are of excellent quality, but the lath is 1 3/8 inch wide instead of the 1 1/2 United States standard. The shingle business is not prosecuted to any great extent and the few produced being mostly "bastard" are classed as the lowest grade in United States markets. Much stuff that would make soap, hat, shoe, starch and packing boxes is sold for fuel at 10 per load. Here seems to be an opportunity for some one to build up a fine paying business.

HOW DO YOU KNOW YOUR ADVERTISE- MENT'S PAY?

The devices employed to ascertain what mediums are giving the best results are almost innumerable; some may be considered wise, but most of them otherwise. A number of years ago the Valley Machine Co. placed some of their business with me. The "V" commencing the name got crushed in the press, which made the address "Alley" Machine Co. The manager receiving a large number of letters addressed in this manner, "Alley Machine Co.," told me that he was convinced that I represented one of the best advertising mediums in the country; also that he should profit by the hint given, and, of course, promptly renewed his order. Taking the hint from this accident I have suggested from time to time to my patrons that a slight change may be made in addresses. My friend John Smith operated it in this way, giving his name to the first paper, John A. Smith; to the second, John B. etc., by which he has become to be known as Alphabet Smith. Others I have known in any one paper to ask their patrons to call for catalogue "A"; in the next one catalogue "B," etc. The result of this has been to show that live concerns take more than one paper, as several of my patrons have received from the same source a request for catalogues A and B. Others I have known to give different numbers to the streets, in cases where that can be done without confusion. I have had access to the correspondence of a considerable number of my friends who are large advertisers, and have found that the average is about one in ten of letters received that will mention the

medium in which the advertisement was seen. Out of upwards of 300 letters sent to one business concern, all of which mentioned the paper, only five had a rating in the commercial registers, convincing me at least that it is not the best class who "mention this paper." The conclusion of all my investigations and comparisons is just this: advertisers should place their cards in papers having a circulation sufficient to insure that they are not paying too much for reaching that particular constituency. In placing the card make sure that the quality and character of the paper is such that it will be read for the information it contains. Take a card sufficiently large to be readily seen, and advertise your goods in season. Hold out no false inducements. Change the matter frequently, that it may look fresh, and if satisfied that the papers you patronize reach the people to whom you wish to sell, keep your name constantly before them.—From *N.A., New York.*

RESTRICTING LUMBER EXPORTATION.

TO those who have considered the forest resources of Canada as of vast extent, it will be no news to learn that there is danger of the production not being more than equal to the home demand in a very few years, should exportation continue to increase. But how many are there among us who, without due consideration, are accustomed to rejoice in the fact that our lumber export is so great and is apparently in such a flourishing condition? They forget that every thousand feet of lumber taken away from the country leaves so much less behind it. Our forest trees cannot last forever, particularly since no organized steps are being taken to ensure a new growth, after the original trees have been felled. The growth of a forest tree is not that of one or two years. Many of them take a lifetime and even more to reach their growth. Nevertheless we are cutting and cutting, wasting and wasting, and conveying from the country as fast as we can what, had it been properly husbanded, would have been an important source of national wealth for generations. The question under all the circumstances of "what are we going to do about it?" is a most important one and ought to have more attention from the authorities, the trade and the public generally than it has as yet received. There are those who have been instant in season and out of season in pointing out the results to which we are drifting. Now or never is the time to consider them and put on the brakes. Already we have lost not a few of our national products in animated nature; and our forests are fast following them into the land of the "have been."

Is there no means of arresting the wilful waste that goes on in the woods and what we may term the profligacy and extravagance connected with lumber exportation? Would not the imposition of a tolerably export duty have some effect, and could not the Provincial governments increase the restrictions which they have placed upon the lumbering interests? It has been stated than in view of the increased annual dues placed upon timber limits by the Governments of Ontario and Quebec it was seriously contemplated by limit holders to exhaust their holdings as fast as possible so that they should have but few more payments to make. Under the circumstances is it not their interest to hold on and make their properties last as long as possible, since with a judiciously restricted cut the lumber that is left would annually enhance in value.—*Canadian Trade Review.*

TRADE WITH GREAT BRITAIN.

In a previous issue of this journal was published the report of Prof. Macoun's address on Canadian woods, delivered before the Carriage Builders' Association in London, Eng., which treated principally on a certain class of Canadian woods suitable for carriage building. Through the courtesy of Ira Cornwall, Esq., late Agent General for New Brunswick in Great Britain, THE LUMBERMAN is enabled to give a synopsis of that gentleman's report, relating to Canadian woods and their utilization for various manufactured articles for export, furnished to the New Brunswick Government. The hints contained in the extracts which follow are practical and quite worthy the attention of Canadian lumbermen and manufacturers. The suggestions thrown out advocating the formation in this country of a company such as is referred to in this report have been made after careful and practical research of the wants of the British trade, and can be relied upon as authentic:

"The most important item of trade with Great Britain is in our woods and from the large number of inquiries which I had during the Colonial exhibition I am convinced that a great extension of that export can be made if properly handled. This more especially applies to our hardwoods. It is quite evident that our hardwoods will not find profitable sale there until they are carefully seasoned and properly manufactured. All of this must be done upon this side of the Atlantic and from all experiences up to the present, it is equally evident that the business has not been properly understood by our manufacturers, and that there is not sufficient capital accessible in the business to make it a success. A company or syndicate should be formed with a large capital capable of holding a large stock of wood for careful seasoning, to erect and operate large mills capable of turning out all classes of wood goods, and who could establish large warehouses in Liverpool and London, where an extensive stock could always be kept on hand for immediate delivery. That such a company in the hands of proper and experienced management, devoting their whole attention to this branch would be a success, it is an easy matter to demonstrate from the figures I was enabled to glean at the exhibition. I also have the assurance that if the company were launched under proper auspices upon this side, the amount of stock necessary would be readily taken up in England. It would most unquestionably be of great advantage to the province to have the company operate there and it was admitted by all with whom I talked over the matter that New Brunswick is the most favorable place for its location.

Among the articles which I would suggest to the company as advantageous to manufacture are, cloth boards, slats for slate frames, broom handles, brush backs, mouldings, blind slats, blind pulleys, hardwood squares and dimension stuff for curtain rods, rings and ends, for mangle rollers, portions of furniture, &c.; in this last named line alone there is an almost limitless field. I was enabled through the excellent idea of Messrs. Howe, in showing the stains on the woods in the wood trophy, and also from some tests that I had made to convince English manufacturers of the adaptability of our birch for staining. It is being more largely used in that way now, and the following item taken from an American lumber journal of a recent date may be of service in arousing the interest of our people in this subject:

"The price of Black Birch of best quality has recently gone up from \$7 to \$95 per 1,000. The extraordinary advance is due to the discovery that boards cut out of the first logs are susceptible of a very high polish, and can be used for almost any purpose hitherto exclusively reserved for mahogany, which is worth \$250 a thousand. The advance has been expedited by the discovery that the best black walnut is giving out. Black walnut from Arkansas and the south is so porous that it is of very little use in furniture making. The best black birch is found almost exclusively on the barren copper ore regions between Milwaukee and Ashland, where all other timber is stunted in growth and very poor. Here boards out of the butt cut quickly assume a beautiful red tint on being exposed to the atmosphere, and can be polished up to a great degree of fineness. The price will soon fall to \$50 to \$60 a thousand. A railroad is being laid right through the very inaccessible region where it grows, and the high prices have tempted several men to open out saw mills. Red birch has also advanced in price very rapidly. It could be bought up recently in Indiana and Ohio for the bare cost of sawing, but now it is worth \$30 a thousand."

The industry of manufacturing spools and spool wood for the thread-makers of the United Kingdom has been carried on for many years in the Province of New Brunswick, Nova Scotia, and Quebec; and those versed in the subject say that when properly conducted there is big money in it for the manufacturer. Messrs. J. & P. Coats, of Paisley, Scotland, use very largely of spool stock, as do also Clark & Co., of the Anchor Mills of the same place; and they are always anxious to secure first class stock, even greatly in advance of their consumption, which is enormous. Delivered in Scotland, the prices paid are from £6 to £6 10s. per 1,000 superficial feet. Of course, many other firms use largely of this kind of wood, in fact, since the introduction of the machine called the quadruple borer, the demand has been universal. This within the

last five years or thereabouts. Previous to that time, the spool blocks were made from transverse sections of the birch log, the thickness of the desired length of the block, and were cut out of these sections by hollow cylindrical saws attached to vertical spindles running at a high rate of speed—some 3,500 revolutions per minute. In the centre of the saw was a boring bit that bored the holes in the spool blocks so manufactured. Owing to the growing scarcity of birchwood in Great Britain and Ireland, the Scotch blocker has been gradually abandoned, and the quadruple borer has taken its place on account of its ability to utilize spool stock, as described, which could be imported from Norway and America at a cost commensurate with the scheduled cost of production, whereas birch in the log would make the cost of the material very high.

The spools themselves, finished and ready for use, should be manufactured in this country, and I am assured that it only requires the careful selection of wood, proper seasoning, and above all great caution as to turning, to insure all of the orders being placed with our manufacturers. There is a large trade to be done in blocks, for shoe lasts, and in this care in the selection of blocks, cutting them into proper shapes for double and single last blocks, and dipping the ends in a composition to prevent them cracking while seasoning.

A large quantity of poplar of from four to eight inches in diameter, with the bark on, and in lengths of from six to twelve feet, is now imported into England from Brittany. These saplings are split down the centre, and they are then cut into proper lengths and used for brush backs for the coarse brooms or brushes used by the street sweepers. All that is required in these is that the mould should be free from knots, straight, and without twist. As the freight from Brittany is very high, and as this class of wood is so plentiful and easily got at in New Brunswick, there should not be any difficulty in competing for the trade. In addition to these large orders are now open and were constantly offered to me for fancy turning such as door knobs, chemists' boxes in great variety, menthol core boxes, fancy boxes for confectionery, door stops, deck plugs, wedges, &c. In these lines there were not any manufacturers in Canada, so far as I could find out, capable of entering into the large contracts that were offered. The same might be said of tool handles in endless variety. Hay rake handles, pitchfork handles, spade and shovel handles are in constant demand. Bobbins and ships' blocks can only be sold where stocks are kept on hand ready for delivery. Many of the hardwoods are used by musical instrument makers, but they find the woods taken over in bulk (square timber) practically useless. Birch and maple are now being introduced for flooring purposes by some of the best firms, and the day is not far distant when it will be admitted that they are far preferable to pitch pine, at double the cost. Medical men are now recommending their use for hospitals, &c., on sanitary considerations. Another branch which is capable of development is carriage and waggon stock, and the oak, elm and ash of New Brunswick, if cut under the same conditions as in England or provinces, is equally well adapted for this purpose. That is, it must be the second growth, or more properly, such as is grown on partly cleared land, and where it has been subject to full action of the sun and wind for some years.

Offers were made by a number of carriage builders to give a guarantee to place all their orders for stock with Canadian manufacturers in preference to purchasing in the United States, and also that they would pay the same prices now paid in that market. Offers were also made by carriage builders and dealers to place the requisite amount of capital in a manufacturing concern in this country to enable them to carry on the trade successfully.

This branch would require exceeding caution to make it a success. It must in all cases be remembered that as far as oak and elm are concerned we have to compete against the wood from trees grown on the large estates in Great Britain, where they are fully exposed to the action of the sun and atmosphere, and that our ordinary forest growth will not answer. Ash is in some demand, and our ground on pasture ash was carefully tested by some of the woodworkers in London and very highly recommended. The best quality of hickory can be obtained readily from Ontario, and could be manufactured here with the other woods. Basswood is now being more and more largely used for carriage bodies.

In other branches several of our woods are coming into prominence, largely through the specimens shown at the exhibition. Among these the most important will be the use of cedar for coopers' work, particularly for water tanks, also for use in breweries, &c. There were a very large number of inquiries regarding this wood, and I understand that some very considerable orders have been placed in New Brunswick already. Birch staves for barrels also drew considerable attention.

Excelsior (wood fibre) for packing and upholstering is gradually coming into use in England, could be readily sold were it possible to deliver it there at a reasonable freight. This

item prevents any successful shipments at present. Although there were not any specimens of chemically prepared or other wood pulp, shown from New Brunswick, still a number of inquiries regarding this article found their way to me through my identification with the other wood trade.

There is a very large and growing market for this material, and provided it can be manufactured on a sufficiently cheap scale to meet that now produced on the European continent, a quick market could be found. The necessarily limited space allowed for this report prevents my going so fully as I wish into the details of the wood trade, which is quite capable of great extension.

THE ABUSE OF MACHINERY.

THERE is hardly any line of business in which machinery, and machinery of a high class, cuts a more prominent figure than in the manufacture and manipulation of lumber. No important part of the work that is put upon a piece of timber, from the time it leaves the water until it is delivered to the consumer ready for use, is accomplished without the use of machinery. There is little to a saw mill, or a planing mill, or a door, sash and blind factory, or, indeed, any wood working establishment, beyond an aggregation of machinery for performing the multitude of operations to which the raw material of the trade must be submitted to fit it for consumption. The purely manual labor expended on lumber in any stage of its progress is chiefly employed in its handling, and this is often accomplished through the aid of devices which make it unnecessary for the workman to lay his hand upon the wood.

It is possibly this very fact—that so much can be done by machinery—that has led to the employment of cheap and clumsy hands to partly do what it requires brains and skill to do thoroughly and well. Be this as it may, there is no one who has had much experience in saw mills and planing mills but knows that a large proportion of the machinery therein is every day subjected to more or less abuse. It is the abuse, not of intention, but of ignorance and incompetency, and for that very reason the hardest to deal with. It is difficult to convince an ignorant man that his knowledge is not as wide as the universe, and to demonstrate to an ignorant but conceited man that he has anything to learn is well nigh impossible. Such men are very often employed to run machinery, and to any one who will calmly and intelligently consider what the probable result must be, it cannot be a matter of wonder that they make a mess of the job. So much is this felt by machinery men, that they are frequently doubtful about introducing new devices, fearing that the careless and incompetent he, along they will receive from the users will condemn them, and manage the reputation of the makers. The inventor and manufacturer of a very novel and useful device, which accomplishes rapidly and cheaply a part of the work of lumber making that now depends chiefly on the main strength and awkwardness of muscle, while in conversation recently, spoke of the slow progress he had made in getting his improvement into use. "Yes," he said, "it's a good thing—there are plenty to admit that—but they are shy about using it; it's machinery, you know, and it's pretty hard to get the best machine well used. It will do the work, and do it well and cheaply, and the machine is simple and not easily injured, but still it is a machine, and the cheap, ignorant laborers who are trusted with it, know more about getting such a thing out of order than all the mechanics in the United States can learn about getting it back again. I am not pushing my apparatus into the market, because my experience in this way has been so discouraging and unprofitable."

For this condition of affairs it is unquestionable that those who buy machinery, and who employ the men who run it, are most to blame. It is too frequently the case that they look more to the price a man asks for his labor, than to his ability as an operative. The saving of a dollar a day in the cost of labor is palpable and fully appreciated; the loss in time and in damage to an expensive piece of machinery is obscure and less easily apprehended. More often than otherwise, if a machine runs badly, and is much of the time out of repair, the blame is put entirely upon the maker, when if the mill owner would get at the naked truth he would find that the machine is all right, but is so improperly handled that good work is out of the question. Said the manager of one of the largest planing machine establishments in the country, the other day, "there are few mills in which our machinery is running, that I can go into without fear and trembling. I know, in most cases, I shall find something wrong; and the chances are, of course, that the blame will be put on the machines. I could name scores of mills that do not get within a large percentage of the work out of their equipments that they are capable of doing, just because the men in charge do not know their business."

It avails little for a machinery manufacturer to use the best materials, and have them put together with great care and skill, if some incompetent, twelve shilling a day laborer is to

handle it. The best machine made will not show its worth, or do one half the work it might under such conditions, nor can it be expected to last nearly as long as it would if skillfully operated and properly cared for. The loss falls upon the user, of course, though the maker suffers, too, in the reputation of his work, which is damaged through no fault of his or of his machine. But it should be apparent to any mill owner that to employ unskilled labor to handle a mill equipment which represents an investment of thousands of dollars, is a piece of folly that is wholly without reasonable excuse. There is not only the liability that the machinery will be damaged, but the certainty that it will not do nearly the work of which it is capable. What does the difference of, say, a dollar a day, or three hundred dollars a year, amount to in the attendance for a machine representing an investment of ten to twenty times as much? One breakage saved would pay it all, and the gain in work performed would, in most cases, be more than the entire amount of a capable man's wages. The importance of the skillful operation of machinery is so manifest that it seems strange that it should be necessary to call attention to it; but the experience of machinery men, and the admissions of machinery users, evidenced the fact that the need of reform in his respect is widespread and urgent.—*Chicago Timberman.*

WEIGHTS OF BRITISH COLUMBIAN WOODS.

The following table shows the weights, specific gravities, deflections and breaking loads of nine different woods of the Province of British Columbia. The results have been obtained from experiments made by Mr. Edward Mohun, of Victoria. The pieces tested were 1 in. square, and had a span of 1 ft., being supported at both ends and loaded in the centre. The specimens selected were fair average specimens of building timber, partly seasoned, but free from knots and flaws. The results given by exceptionally good specimens were eliminated in preparing the Table. For instance, one piece of Douglas fir only broke under a load of 660 lb. —

Description of Timber.	Highest Break-Load.		Lowest Break-Load.		Mean Breaking Load.	Specific Gravity.	Weight in Pounds.
	Lb.	Feet in Cubic	Lb.	Feet in Cubic			
Yellow pines (<i>Pinus strobus</i>)	650	31	600	28	625	0.5005	31.21
Northern white pine (<i>Pinus resinosa</i>)	650	31	600	28	625	0.5005	31.21
Red or Douglas fir (<i>Pseudotsuga Douglasii</i>)	650	31	600	28	625	0.5005	31.21
Juniper (<i>Juniperus communis</i>)	650	31	600	28	625	0.5005	31.21
Maple (<i>Acer macrophyllum</i>)	650	31	600	28	625	0.5005	31.21
Alder (<i>Alnus rubra</i>)	650	31	600	28	625	0.5005	31.21
White pine (<i>Pinus monticola</i>)	650	31	600	28	625	0.5005	31.21
Cedar (<i>Thuja plicata</i>)	650	31	600	28	625	0.5005	31.21
Spruce (<i>Picea Menziesii</i>)	650	31	600	28	625	0.5005	31.21
Hemlock (<i>Tsuga Marientana</i>)	650	31	600	28	625	0.5005	31.21

THE OPENING OF NAVIGATION.

THE coming season promises to be a very successful one for the boat forwarders on both the Rideau and Ottawa River routes. Owing to the passing of the Inter-State Commerce Bill by the American Congress the rates by rail to Burlington and other American ports to which our Canadian lumber is shipped are considerably higher than they were last season, and even last season rates by rail were one-third higher than the rates by water, the only difference being that the shipments could be made in less time by rail than by boat. The further increase of these rates by rail this season will and in fact has taken all of nearly all of the carrying out of the

hands of the Railroad Companies and in consequence of this it is impossible for shippers to secure enough barges to supply the demand notwithstanding that a dozen new ones were built during the winter.

It is difficult to get at the amount of lumber shipped during a season from Ottawa by boat, but the following is a calculation made by a prominent forwarder and is as nearly correct as possible.

All the mills last year at the Chaudiere, including J. R. Booth, Bronson & Weston, Orier & Co., E. B. Edly, Perley & Pattee, and Harlan & Co., turned out on an average 600,000 feet of lumber per day each, making a total output for all the mills for a day of 3,600,000 feet. The total output for all the mills for the season, which was about 210 days, was about 756,000,000 feet. Of this amount about 252,000,000 feet was carried in American bottoms. The remainder, about 404,000,000 feet, was carried in Canadian bottoms and by rail. Of this last amount it is estimated that at the very least 200,000,000 feet was carried by rail. As this cannot be carried by rail on account of the rise in the freight rates it will have to be carried by boat and the forwarders state that every foot of it will be carried in Canadian bottoms. If this be the case it will easily account for the great demand which there is at present for Canadian barges.

The forwarders have completed the repairs to their boats and are now engaged in placing their barges and loading tows. Messrs. Blanchard & Co. are now engaged in loading a tow of 30 barges with lumber for Burlington. Messrs. Murphy & Co., are loading tows of 60 barges with lumber for Burlington. Messrs. Kirby & Bangs' tow of 6 barges will load with lumber for Buckingham on Monday. Messrs. Blanchard & Co., have leased all the barges and steamers of the Sincennes, McNaughton Line, and will run them in connection with their own line. Geo. Harris' line, of six barges, loads lumber for Buckingham on Monday. S. T. Easton's line of five barges will also load lumber on Monday next, besides these are many other smaller tows and crafts loading for intermediate points. The forwarders on the Rideau route are confident of a splendid season, and state that fully a third more freight will be carried this season than last owing to the high railroad rates between Montreal and Ottawa and Ottawa and Kingston, and also that forwarders this year refuse to make yearly contracts.

Mr. Wise, the engineer of the Rideau Canal, has notified all the forwarders having crafts on the Rideau route that the water will be let in to-day, and that navigation will be open on Monday. The Steamer Olive, of the Merchants' Despatch Line, will arrive down from Smith's Falls on Monday, going to Montreal.

On Wednesday next the steamer Ida, of the Merchants' Despatch Line, will arrive down with a load of freight on her way to Montreal. The wharf of the Olive and Ida, S. T. Eastman's is now open to receive freight.

The steamer Ella Ross will not begin running until the first of June, as she will only carry passengers.

All the other lines will begin running on their old route as soon as navigation is fully opened.—*Ottawa Journal.*

STILL IN THE TREE.

A. G. Van Schaick, who is pretty generally considered able to make as reasonable a guess as any one, has summed up the standing pine in Michigan and Wisconsin. Mr. Van Schaick does more than jump at conclusions; he has maps and charts and charts of each section, and has for years kept a tab on experts, reports, and noted what the output has been. He gives his figures in the *Northwestern Lumberman* as follows:

	Feet.
In the Saginaw district	6,000,000,000
Other Lake Huron districts	12,000,000,000
Mackinac to Manistee, west shore	5,000,000,000
Manistee	5,000,000,000
Manistee to Muskegon	10,000,000,000
Muskegon and south	7,000,000,000
Menominee, in Michigan	4,000,000,000
South shore of peninsula	3,000,000,000
Lake Superior, in Michigan	5,000,000,000
Railway lands	12,000,000,000
Total	70,000,000,000

He estimates the amount in Wisconsin as about the same as in Michigan and locates it as follows:

Green Bay Shore	8,000,000,000
Wolf and Wisconsin rivers	8,000,000,000
Black and its branches	4,000,000,000
Chippewa and its branches	10,000,000,000
St. Croix and its branches	4,000,000,000
Lake Superior	6,000,000,000
Railway land	30,000,000,000
Total for Wisconsin	70,000,000,000

Mr. Van Schaick estimates the amount in Minnesota at about 30,000,000,000 feet, and believes the whole amount will be required for home use. If consumers of lumber can see anything in the outlook that promises any permanent decline in lumber I cannot, and when

the consumption of the past 20 years has advanced the price of pine in the West from \$1.25 per acre to \$4 per thousand, and from \$1.50 per thousand, in 1866, to \$5 for the same timber in Michigan, in 1886, with a demand for lumber that doubles every 15 years, nothing can, in my opinion, prevent the value of pine stumpage from advancing 10 per cent. per annum on its present value until the whole supply is exhausted. The time has already come when it is difficult to buy pine timber and manufacture and sell it at a profit; and such being the fact timber owners must look with more favor on their supply, and shape their business to cut it with a view to securing the profit it should pay under such circumstances.

THE SAGINAW OUTPUT.

The output of the streams in the Saginaw district is as follows:

Tittabawassee and tributaries	410,000,000
Cass, Flint and Bad river	10,000,000
Kowkawlin	20,000,000
Rifle river	80,000,000
Au Gres river	40,000,000
Saginaw and Shore pine	10,000,000
Total	570,000,000

The railroads hauled directly to the Saginaw river last year 149,555,557 feet and as near as can be ascertained they will handle direct to the river 170,000,000 feet, and about 30,000,000 feet will be floated here from the Upper Michigan and Georgian Bay points. There is now in the mill booms 33,190,000 feet. This gives a total stock for the mills.

Streams in Saginaw District	570,000,000
Railroad logs	170,000,000
Rafted from upper lake, etc	30,000,000
In mill booms	33,190,000
Total	803,190,000

To the foregoing may be added about 40,000,000 feet that will be put in during the summer.

At Escanaba the log output of that river is estimated at 25,000,000 feet.

DECAY OF LUMBER.

Beech, says the *Industrial World*, rots very easily if exposed to the elements, but under shelter remains sound. If covered by water it will remain sound for a long time. Oak, if exposed to the weather, loses its sapwood, but the old wood remains sound for many years. All young timber should either be put in water immediately after it is cut or put under shelter, as the young wood begins to rot very quickly if it is alternately wetted and dried. It follows, then, that deterioration takes place to a far greater extent than we imagine by letting young trees lie out in all weathers, with their bark on, as they can not resist wet without having been first dried. All wood should be either put in water immediately after being cut, or at least when spring comes, as it is absolutely necessary that all timber should be water-soaked before any attempt is made to dry it. It is a well established fact that boards dry much quicker if the logs have previously lain in water. Another fact worthy of record is that water-soaked lumber is never attacked by insects and hence plank treated in this way can stand for many years without injury.

LUMBERING IN NEW BRUNSWICK.

The general estimate of the lumber that would be cut on the St. John river during the past winter, outside of Mr. Gibson's cut, was in the vicinity of 150,000,000 feet B.M. It is now supposed that there will be a falling off one-third or more in this quantity. The depth of snow, which above Fredericton would average 5 feet on the level, was a great drawback to the woodsmen. The winter was a succession of cold snow storms. The snow not packing, made the hauling very hard. Shoveling to the standing trees which in ordinary years begins late in February or early in March, had to be begun about the middle of January, and the work of getting to yarded logs was as great as the chopping, hauling and yarding of them would have been in any ordinary year. Thus the last winter has been one of the most expensive to the log handler in New Brunswick that has been known for many years. Then the cost of portaging, always a heavy item, was increased by the frequent snows, so that it may with confidence be affirmed that few of our log handlers will make much out of their winter's work, while many will be losers. The prospect for a successful drive is good.

—The Messrs. Emery Bros., of Saginaw, Mich., have concluded this year that all the logs they got out, about 40,000, will be sawed in Canada, and they have rented a mill on the Georgian Bay for that purpose. This is a result of the high export duty on logs. The probabilities are that as they own extensive limits in the Nipissing and Georgian Bay territory, they will build mills of their own to saw their Canadian log cut.

THE NEWS.

ONTARIO.

—The Toronto wholesale lumber trade is reported good.

—On an average one hundred million feet of lumber is consumed in building operations in Toronto yearly.

—About 60,000 logs will be stuck in the Gatineau this winter, some of which belong to Mr. Jas. McLaren.

—A lad engaged in McClymont's saw mill at New Edinburgh, had his hand cut off recently while running a saw.

—News from the Gatineau lumber district states that the lumber drive has arrived at the mouth of the Gatineau river.

—Messrs. Jull & Stearns, not having succeeded in making money by their planing mill at Port Rowan, have assigned.

—William Latch, wholesale lumber merchant, Toronto, has assigned. The cause is principally attributed to business neglect.

—Considerable activity prevails around the docks at Parry Sound these days. Lumber is the staple article, and is being shipped freely.

—Mr. J. R. Booth has placed some new shingle machines in his Ottawa mill, which enables him to turn out pine as well as cedar shingles.

—Mr. Brennan of the Ontario Lumber Co., caught two young moose on the French River. He will keep them for a driving team.

—A large number of men are leaving Ottawa and vicinity for Michigan to work in the bush and mills for the lumbermen throughout that State.

—Mr. Hall, an Ottawa lumberman, thinks that no better class of logs can be got out anywhere than on the Whanapitac and around that district.

—Mr. John T. Brown the well known farmer and lumberman, formerly of the township of Ramsay, died at Burlington, Ont., during the past month.

—The shingle mill owned and run by Mr. George Cummins, on the 7th con. of Beverly township, was recently destroyed by fire, nothing being saved.

—The *Minden Echo* says that the last of Strickland's logs have already passed through that place, and that Mr. Irwin's drive will pass sometime in July.

—McArthur Brothers, of Cheloygan, Mich. and Toronto, will ship about 6,000,000 feet of lumber and board pine from the Georgian Bay district this season.

George Taylor aged 22, while fixing machinery in a mill near Port Elgin, was struck by a saw which cut off the top of his head and threw him into the river.

—McArthur Bros. have about 6,000,000 feet of lumber and board pine in the Georgian Bay district, which will be shipped on their own boats to lower lake points.

—A washout occurred on the mill-race at Whitevale lately, destroying the pipes leading to the water-wheel in the saw mill, and taking the embankment around it.

—Mr. W. F. Whitney, of Bay City, Mich., intends rafting about 10,000,000 feet of logs from the Georgian Bay district this season to be manufactured into lumber across the border.

—This year's drive of sawlogs on the Ottawa is now down and the lumbermen are sawing on last winter's cut. The quality of the new logs is pretty much the same as other years.

—A young man named John Hunt, of Mt. St. Patrick, had his hand crushed between a block of wood and a rapidly revolving saw in Carswell, Thistle & Mackay's mill at Calabogie.

—Messrs. Bronson & Weston, Ottawa, have put a new steamer, the *Transfer*, on duty to facilitate the passage of lumber from the mills to the piling ground on the canal banks.

—Messrs. Taylor & Mount, of Whitevale, propose to remove their saw mill to the site of the old grist mill, and to use the second storey as a brush factory, running both by water power.

—Mr. Thos. Jennings has purchased from Messrs. Falconer & Hamilton the new planing mill and furniture factory lately belonging to the estate of Messrs. Irwin Bros., at Shelburne.

—Mr. A. C. Dallas has leased the premises owned by the Pike & Richardson Cooperage Co., near Chatham, and will continue there the manufacture of patent coiled hoops, staves, heading and liner hoops.

—Messrs. Perley & Pattee, of Ottawa, have a large number of men engaged in putting down a trestle foundation for the new lath mill which is being erected in the place of the one recently destroyed by fire.

—The boiler of a portable saw mill engine which was at work near the old Crawford mill, about three miles north-west of Culloden, burst recently, killing the two men (father and son) who were operating it.

—The Canada Lumber Company, lately incorporated, will operate principally at Buckingham, Ontario. It is understood that the capital stock will be \$500,000, which will cover the lumber business, stock-raising and merchandizing.

—The tug "Gladiator" recently brought in a tow of logs for Mr. Miscampbell's mill at Midland, sufficient to make two and a half millions of lumber. Owing to this mill making a late start it will run day and night during the balance of the season.

—The lumbering firm of Francis Bros. & Co., Pembroke, have purchased from Messrs. Reopelle & McGuire a timber limit on White Fish Lake in the Indian Reserve, Algoma District. The price paid was somewhere in the neighborhood of \$55,000.

—Reports from the Parry Sound district go to show that the drives of the different lumber companies are going down the rivers in fairly good shape; most of them are now safe and but few logs will be "hung up" this year, notwithstanding low water.

—Ald. Bingham, who has charge of the log drive on the Gatineau river, states that he has 60,000 logs high and dry on the banks of the river at different points, as a result of the river subsiding. He will use horses to have them rolled into the stream.

—McLean Bros., of French River, propose manufacturing about 4,000,000 feet of lumber this year. Next fall they intend erecting a large gang and band mill at the same point. They are also doing a large amount of rafting and towing for the Oscoda Lumber Co., this year.

—A company with a capital of \$25,000 is being founded at Brantford for the manufacture of patent asphalt paving blocks, tiling, roofing, and materials of a like nature. The promoters are S. J. Aiken, D. J. Conger, R. Holmes, and Wm. Smith Burton, of Boston, Mass.

—The Rat Portage council has decided to sell the property of the insolvent Rainy Lake Lumber Co., located at that place, for taxes. The property consists of a saw mill, logs, etc. It is understood the liquidators have refused to pay the taxes, which now amount to a total of \$2,526.47, accrued during the past three years.

—Messrs. McKinnon & Walsh have purchased the limits and mill of Charles Anderson, at Little Current. The price paid was in the neighborhood of \$112,000. Mr. McKinnon is from Philadelphia, and Mr. Walsh is an old resident of Toronto. Both gentlemen are well up in the business and are well and favorably known throughout Canada.

—The quantity of material in the shape of lumber, iron, etc., consumed at the Canadian Pacific railway Perth carshops during the past six months has been very large, owing to the erection of box cars, of which three and four per day are being built. At present there are about fifty cars loaded with shop material, principally lumber, at the station.

—The *Bobcaygeon Independent* says:—The water in the lakes has kept up well, and the navigation is excellent. It has been an exceptionally good year for the drives of logs coming down. The dams put up by the Provincial Government in the back country work admirably, and the high level of the water will probably be maintained during the season.

—Lumbering operations have not had all their hindrances during the late severe winter. Rafts passing through minor streams find the supply of water extremely short. McLaren on Black Creek, has been compelled to abandon 8,000 of his logs, one-fourth of his entire raft. He brought the whole to within four miles of Lake Dore, but could only get 24,000 through.

—McLaren's drive of Black Creek, inlet of Lake Dore, has, in part entered Snake River. It was found necessary to leave a quarter of the drive, 8,000 logs, up the creek, four miles from its mouth. Low water is seriously interfering with the forwarding of timber on all the smaller streams. A small drive belonging to Johnston Bros., of Ottawa, is now passing through the slide at Chumet.

—In Montreal an active business is being done in lumber, owing to the extensive building operations which are now being conducted. There are no changes to note in prices although the mills have made an advance in some descriptions. The present briskness has every appearance of continuing. Shipments in bulk have so far been in very limited compass; but the trade of the season is not expected to manifest any diminution, if, indeed, it does not show an advance.

—A Detroit dealer gave his views on the future lumber business of his model city recently as follows: "Michigan pine is growing very scarce and in five years we will have to draw from Canada. Detroit is accessible to Georgian Bay and other large timber tracts. All the waste of a saw mill can be utilized in a city like this and the good lumber easily distributed. We will have big mills on the river in a few years." The same might be said of the Lake cities.

—The C. P. R. have got all Messrs. Timmins & Gorman's Whanapitac square timber conveyed to Pipeauville where it is now being rafted up to be taken to the Quebec market. Mr. Thomas Hall, who has charge of taking the timber from Pipeauville to Quebec, in speaking of the lumber business of the Nipissing district, said that nearly all the logs got out in that district will be got safely to the mills. Out of the whole season's cut only about 20,000 will be stuck in South River.

As five of Gilmour & Co.'s men were proceeding down the river below Ramney's Falls, near Trenton, a few days ago, their boat struck a swell and upset, and they were thrown into the water. Three of their number were carried down the river about half a mile, and reached the shore. The remaining two grabbed the boat when it went over and clung to it, and landed safely on Meyer Island, about one mile and a half distant.

—Whilst a youth named Edward Henry was removing some saw-dust from a place near the belt which drove the shingle machine of Messrs. Bernes's saw mill at Thompsonville, a short time ago, he was caught by the belt and his leg broken and torn from his body. His brother found him shortly after in a state of sensibility and able to speak to him. Doctors Armstrong and Cheffey removed the broken part of the thigh-bone from the socket, and shortly after death put an end to his sufferings.

—Thos. W. Hotchkiss, U.S. Consul, at Ottawa, Ont., reports that the supply of oak timber in Canada is practically exhausted and that for some time past special lots of oak lumber have been obtained from the United States for Canadian uses. Oak is scheduled in the Canadian tariff among "free goods" but a recent customs decision is to the effect that all oak sawn to a special size, or for any special use is—dutiable. Practically, there is a duty of 25 per cent. on oak lumber going into Canada.

—The old Toronto wholesale lumber firm of McCool, Boyle & Wilson has been dissolved, and in its stead a new firm under the name of McCraney & McCool will conduct the business in the future. Mr. McCraney hails from Oakville, and is a thoroughly experienced and well known lumberman. Mr. McCool has been engaged in the business since his boyhood, and evidently what he does not know about lumber is hardly worth finding out. THE LUMBERMAN bespeaks for the new firm a liberal support.

—The Canadian Pacific Railroad Company carried out of Ottawa last year 75,000,000 feet of lumber and the Canadian Atlantic Railroad Company about a similar amount, making the amount carried out of the Ottawa by rail last year about 150,000,000 feet out of a total cut of somewhat over 350,000,000 feet. Two-thirds of this amount shipped by rail went to the United States. The C.P.R. have secured several large contracts for carrying lumber from Ottawa to points in the United States this season.

—Various tales come back from the Georgian Bay country to the effect that Lawton Bros. are cutting some pretty slick pine from their Blind river holdings. The old concern of Lawton Bros., of Toledo, the senior member of which died last fall, has been reorganized under the same name and will be continued by J. R. and S. H. Lawton. The former is now over at the Canadian mill, arranging for forwarding the output to the Toledo yards. J. R. says: "You just wait, and I'll show you some cord pine that didn't grow on the Cass river." —*Chicago Timberman.*

—The following members called upon Sir John Macdonald recently to impress upon the Government the desirability of placing a duty upon Blm logs:—Messrs. Moncreiff, Brown, McKay, Roome, Sproule, Ferguson (Welland), Porter, Cockburn, Wright, Perley, Ward, White (Renfrew), Gordon, Bergin, Coughlin, Stevenson and Guillet. The case was presented by Mr. Adam Brown, and several members of the deputation spoke in support of the duty. The Premier promised to consider the matter.

—The late rains has proved of wonderful service in getting out the square timber and logs on the different streams. It was feared that Charette's drive of Perley & Pattee's on the Black River would be stuck, and the recent heavy rains have so raised the water that all fears have been dissipated. This drive is an extensive one of fully 10,000 logs. Alexander Fraser's 40,000 saw logs drive on the Schyan is coming down nicely, the recent rains swelling the stream to considerable dimensions. Fears were at one time entertained that these logs would be stuck owing to the water falling so fast. R. & J. White's two rafts of timber got out on Moose Creek near the head of Big Lake is coming down in good style in charge of Mr. Lalonde. This timber is of the make of 1885-6. Reports heard from all points say very little, if any, of the cut of this year will be left behind, which fact is attributed to the recent copious rains, which have boomed the creeks and swelled the rivers.

—The Canadian Pacific Railway Company carried out of Ottawa, last year, 75,000,000 feet of lumber, and the Canada Atlantic Railway about a similar amount, making the amount carried out of the Ottawa by rail last year about 150,000,000 feet of out of a total cut, of somewhat over 350,000,000 feet. Two-thirds of this amount shipped by rail went to the United States. The C. P. R. have secured several large contracts for carrying lumber from Ottawa to points in the United States this season.

—While McLaren & Edwards' gang of rivermen were working at a big dam at an exceedingly dangerous point on the Falls at No. 1 Mill, the jam suddenly broke away, precipitating half-a-dozen men into the water—right in the middle of the jam. One strapping fellow, and among the best of the gang, named David Saiyen, was killed almost instantly, his head being cut open. He came from Ripon, Que., and was about 30 years of age. His body got entangled beneath the logs, and was not got out for half an hour afterwards. Another man named John Ferguson, of Carleton Place, was very badly crushed between two logs, and would undoubtedly have shared the same fate as poor Saiyen but for the timely assistance of Mr. John Anable, who kept the logs apart with his pole. Ferguson was taken to the tents and medical aid summoned. Saiyen's body was taken to Mr. Donaldson's, coffined, and sent to his friends. His comrades felt their loss keenly. It was a miracle more of them were not killed.—*Gazette.*

—The two mills of the Langford Lumber Company located at Langford, 100 miles north of Toronto, are both in full blast with a cutting capacity of 120,000 a day. The stock of 16,000,000 feet is now all down out of Black river into Lake St. John, at the mills. The Black river and Head river drives have all got out earlier than former years by about 10 days. Water for driving and sorting purposes is ample. The stock wintered here and also this year's cut has all been sold to the Skillings, Whitneys & Barnes Lumber Company, of Ogdensburg, N. Y. The stock held over is being shipped very rapidly, a full train of 22 cars having left the yards every day during the last ten. William Thompson, President of the Langdon Lumber Company, has been making extensive improvements and purchases during the spring on his own account. He has built a fine shingle mill in Orillia, and a handsome steamer to ply on Lake Couchiching, between Orillia, Langford and Washago. He also purchased a mill and limit of the estate of the late R. C. Smith, which he purposes stocking next season.

—The lumbermen of the Chaudiere have, through Mr. Perley, M. P., represented to the Government the necessity of replacing the present suspension bridge across the Ottawa river, at the Chaudiere Falls, with a more substantial structure better able to accommodate the greatly increased amount of traffic which passes over it daily. The lumbermen represent that the roadways leading to the bridge, and in fact, all the roadways on the Chaudiere have been repaired and reconstructed to accommodate the greatly increased traffic, while the bridge across the river is totally inadequate for the heavy traffic over it. They represent that the bridge has now been in use about thirty years and is not in good repair, and although plenty wide enough for the traffic which passed over it at the time of its construction, it is now far too narrow and should be replaced by a more substantial and wider bridge. It is understood that the demands of the lumbermen are being favorably considered by the Government, and that ere long a new iron bridge will span the Ottawa in the place of the old Suspension Bridge.—*Journal.*

—Robt. Campbell, M. P., died at his residence, Eganville, on June 14th, of disease of the liver, complicated with kidney affections. Mr. Campbell was the eldest son of Dugald Campbell, an Argyleshire man, and was born at Glenurquhart, Argyleshire, Scotland, March 20th, 1818. He was therefore over sixty-nine years of age. Practically he was a Canadian as he came with his parents to Canada when but two years old. His parents settled in Lochiel, Glengarry, in 1820. Mr. Campbell began business life as a clerk in the employ of the late John Egan, the lumber king of the Bonnechere, and was one of his most valued employees. He married at Hawkesbury in 1845, Miss Elizabeth Lothian. After Mr. Egan's death, Mr. Campbell became manager of his estate, and finally started in the lumber business himself, establishing what has been up to now the firm of Robert Campbell & Sons. He ran for South Renfrew in 1878, but was defeated by Mr. William Bannerman, by something over 200 majority. In 1882 he was successful, being elected over Mr. Bannerman by 154 votes, and in February last was again returned, defeating Mr. Ferguson by 125 majority. Mr. Campbell was not an active parliamentarian, but was much respected personally by his fellow-members.

Please mention this paper when writing to our advertisers.

QUEBEC.

—G. W. L. French, is re-erecting his saw mill at Island Brook.

—Dunbar Beaudry, sash and door factory, Montreal, has assigned in trust.

—An international congress of Canadian and American Boards of Trade will be held in Montreal in June.

Quebec market is showing a little more life, but shippers do not seem to be in want of much tonnage; one or two ships have been placed to load timber at \$4.60 and \$4.70.

—The Cookshire Mill Co., at Cookshire, are running their mill day and night. The river for a mile above the mill is completely covered from bank to bank with floating logs.

The Fddy Manufacturing Company's new paper mill factory back of their match factory, Hull, is being rushed up. The contractor expects to complete the stone works by the end of June. The roof, it is understood, will be similar to the roofs on the company's saw mill.

—G. W. L. French, of Island Brook, who had the ill luck to lose his saw mill by fire a short time ago, is just now commencing to rebuild. His loss is a very severe one, as his insurance was not more than two-fifths of its value, and then loss of this year's work will add still more to his loss.

—The Supervisor of Timber Cutters at Quebec gives the following statement of timber, staves, masts and spars culled at that port this season and last up to 1st June. Basswood, butternut and tamarac are items which are left blank in both years:—

	1886.	1887.
Waney White Pine.....	45,358	127,965
White Pine.....	11,049	15,840
Red Pine.....	179	269
Oak.....	165,012	174,295
Elm.....	59,907	
Ash.....	4,707	18,274
Basswood.....		
Butternut.....		
Tamarac.....		
Birch and Maple.....	147,742	43,462
Masts and Bowsprits.....	—pes.	—pes.
Spars.....	—pes.	—pes.
Std. Staves.....	3,832,20	
W. I. Staves.....	8,121,16	

NOVA SCOTIA.

—D. Wright & Co. manufactured a large number of spars this winter at their camp in Ogemaw county. Several car loads will be shipped to Halifax, N.S. They are the full length of two cars, and the largest of them are fully 18 inches in diameter at the top.

—The projectors of the big timber raft in Nova Scotia, which it is proposed to tow to Boston or New York, and thereby avoid both the duty on manufactured lumber and the freights by vessels, have not lost courage, it appears, on account of their failure to launch the huge craft from the ways on which it was built last season. In fact, they are building it some 200 feet longer, with something like 500,000 feet more logs than before. The only hitch in the launching last year was the weakness of ways, which could not support the immense weight resting on them. As this will be amply guarded against next time, there is but little doubt but that the levathanian will be successfully floated. The matter of towing it 400 or 500 miles in the open sea is, however, an unsolved problem. If it should happen to strike one of the storms that sweep this coast at frequent intervals, even in the summer season, the sticks would likely soon be piled up on the beaches from the Bay of Fundy to Cape Cod.

NEW BRUNSWICK.

—About 80,000,000 feet of logs will be hung up in the upper St. John in New Brunswick.

—St. John, N. B., exported for May, deals, lumber and timber to the value of \$382,598.

—Edgar Taylor, aged 33 years, was killed in a saw mill at Botsford Parish, June 1st. His head came in contact with a saw and was cut in two.

—Mr. Thos. W. Flett has made an arrangement to start the Flett saw mill at Nelson this season, and is now busily engaged with a large gang of men fitting her up.

—Very few logs are in the boom on the Restigouche near Campbell. The freshet is yet very high and lumbermen are afraid to drive. The boom is being run by Mr. Wm. Bryenton, of Derby.

—Of an anticipated cut of 150,000,000 on the St. John River it is improbable that over 110,000,000 feet will be realized, although the quantity will no doubt be increased by the 17,000,000 old logs held over.

—Nearly all the lumber expected has come into the north-west boom, at Newcastle, only one drive having stuck. There will be about twelve million rafted this year. The logs are said to be of better quality than last year.

—Advices from the Aroostook state that there is a big jam of logs at Aroostook Falls, and between twenty and twenty-five million feet of logs will be hung up for the season in consequence, as the water is falling very fast. This will seriously inconvenience some of the St. John millmen and will materially reduce the season's cut. On the upper waters of the St. John about eight million logs will be hung up.

MANITOBA AND NORTH-WEST.

—Mr. McArthur reports seeing a quantity of white on the North Fork of the Saskatchewan during his recent exploring trip.

It is stated that the Norman Mills' (Rat Portage) average cut for a week recently was 75,000 feet of lumber, 13,000 feet of lath and 34,000 shingles daily.

—The new C.P.R. hotel at Banff, is being pushed ahead rapidly. About 750,000 feet of lumber and 300,000 shingles will be used in the construction.

—Messrs. Hoyt and Sage, of the Alberta Lumber Co., report disastrous results to settlers, from fire which have been raging north and west of the Crossing. Two settlers were burnt out and barely escaped with their lives.

—Dennis Shea, foreman of a pile driver, while releasing some logs in a jam at Banff, N. W. T., fell into the river, and was drowned in sight of his men, who were unable to reach him. He was 28 years of age and unmarried.

—The Winnipeg *Free Press* states that British Columbia lumber is becoming a prime favorite with carpenters and cabinet makers in that city for certain classes of work. Quantities of pine and cedar are being imported. Its advantage over the Manitoba timber is that much larger boards can be obtained. For instance a board three feet broad and sixteen long without a flaw or knot in it, was found in a consignment from British Columbia.

—The Calgary N.W.T., *Herald* gives the following particulars regarding the new saw mills just erected by the Eau Claire & Bow River Lumber Co., at that place: It is a splendid structure. The boiler house and engine room is of solid stone 32x46, walls two feet thick. The engine is 75 horse power. The most conspicuous thing about the place is a very substantial structure, 23x122, and its capacity is 40,000 feet per day, though with large timber it would run 100,000. The machinery consists of a rotary saw, gang saw, lath mill, clapboard machine and shingle machine. The intention is to manufacture every kind of building lumber and woodwork, so that it will not be necessary to import any manufactured lumber. Mr. Prince thinks prices will remain pretty firm, though they may be able to make a slight reduction on present prices and there will be no danger of the supply giving out. The Company intend manufacturing 2,000,000 feet this summer. Rough lumber will be sold at about \$20; shingles \$3; lath \$3. The Company have invested about \$40,000 and they want to get some of it back this year. The mill will give employment to about 50 men. The company have ten timber limits, equalling 500 square miles. They have had gangs of men at work in the woods for a year and two million feet of logs have been taken out. The gangs have been working at Canmore and Silver City, about 60 men being employed. The company's booms and arrangements for utilizing the Bow are on a large and most complete scale, and it is more than likely that they will utilize the fine water power at no distant day, not only for the lumber business but for flouring and woollen mills. The members of the company are as follows: President, J. G. Thorp; Vice-President, O. H. Ingram; Secretary-Treas., V. W. Bayless; ass.-sec.-treas., E. B. Putnam; P. A. Prince, Manager. The headquarters of the Company is San Claire, Wis., where the officers reside.

UNITED STATES.

—Eastern spruce is reported very scarce in New York.

—There is a mill at Tacoma W. T. which cuts 400,000 feet a day.

The loss by the recent fires in Michigan is estimated 7,000,000 dollars.

—A good deal of summer logging is going on this year in the Saginaw Valley.

—Eastern demand for lumber is good and commercial men have little difficulty in securing favorable orders.

—Something of a famine of shingles is reported. There has been a shortage in this line in the Eastern markets all the spring.

The lumber receipts at Toledo, Ohio, for the season of 1886-87 were 30,000,000 feet more than the previous season.

The Canada Lumberman

DEVOTED TO THE LUMBER AND WOOD WORKING
INTERESTS OF THE DOMINION.

PUBLISHED MONTHLY BY

A. G. MORTIMER, PETERBOROUGH, ONT.

Terms of Subscription:

The copy, one year, in advance \$1 00
One copy, six months, in advance 0 50

Advertising rates furnished on application.
All communications, orders and remittances should be addressed and made payable to A. G. MORTIMER, Peterborough, Ont.

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

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

The CANADA LUMBERMAN is filed at the Offices of Messrs SWEET, DRACON & Co., 154 Ludlow Street, London, England, who also receive advertisements and subscriptions for this paper.

PETERBOROUGH, ONT., JULY, 1887.

EDITORIAL COMMENT.

THE *Timber Trades Journal* of London, Eng., says:—"The CANADA LUMBERMAN has vastly improved in every way since Mr. A. G. Mortimer has taken it in hand."

FROM out the list of goods brought into Canada last year free of duty we find the following:—Woods manufactured, including walnut, pitch pine, cedar, oak, mahogany, \$226,000; logs, \$493,200.

THE *Timber Trades Journal*, of Chicago, has presented itself in new and enlarged shape, and from present appearances the new proprietors are going to make it second to no class journal in that country, where trade publications are becoming as numerous as flies in July. Chicago is one of the leading lumber centres of the world, and can claim credit for having three of the ablest representative papers to be found anywhere.

THE *Mississippi Valley Lumberman* comes to hand in an entirely new dress and now presents a very handsome appearance. The new management evidently not only understand how to turn out a sound and practical trade paper, but also demonstrate their knowledge of the "Art Preservative" in a way that does them credit. The American papers do put on a great deal of style typographically, but the CANADA LUMBERMAN is not going to fall behind as will soon be demonstrated. Success to the *M. V. L.*

THE increased export duty on pine logs does not seem to prevent exportation to the mills in the United States, though it has undoubtedly put a strong check upon such operations. The export, we learn, is still taking place, especially from the Nipissing District. This trade should be carefully watched, both to make sure that the payment of duty is not evaded and also to obtain accurate statistics of its extent. If it is found that the present duties do not suffice to confine this practice within narrow limits a further advance should be made when Parliament next meets.

THE value of the lumber exported by Canada from 1873 to 1886 inclusive, exceeded 319,000,000. Of this amount the United States bought about \$110,000,000 worth, while the exports to Great Britain were valued at \$177,000,000. But the Eastern States in spite of a prohibitory revenue tax of \$2 per 1,000 feet, is gradually becoming Canada's chief market, particularly for lumber upon which labor is expended, and which, therefore, is the more valuable to Canada. In years prior to 1880 Great Britain's purchase of lumber exceeded that of the United States from Canada by over \$12,000,000, while in 1885 Great Britain's purchases amounted to \$8,577,581, against \$9,355,591 by the United States.

BILL NYE takes occasion to express himself in a soul-stirring manner in a recent letter on the subject of forest denuding. In one of his erudite paragraphs he says:—"Driven from my quarters by the heat, and the torturing remorse which some times comes to a man who has fished not wisely but too well, I strolled forth for some time beneath the gathering wings of the great quiet night, and finally backed up against a softly sighing pine, to scratch my blotched and corrugated back between the shoulder blades, where no human hand could reach. I look forward with horror to the day when our forest trees

shall be utterly swept from the face of the earth, and when, with all the agony shed over our race by the mosquito, we will not have a forest tree to our backs."

ANOTHER dispute seems to have arisen between the Dominion and Ontario Governments which will in all probability be fought out in the courts. It appears that some years ago the Crown Lands Department of Ontario sold a number of timber limits on the Georgian Bay, which the purchasers have failed to develop, preferring to hold them on speculation. Of late, however, a move has been made to sell off these limits, but it has recently transpired that the Dominion government had laid out eighty square miles of this country as an Indian reserve, and sold the pine on the same to certain lumbermen. The treaty under which the limits were converted into Indian reserves was made in 1859, so that in all probability those who have bought these limits will find that they have no legal right to hold them.

We cannot congratulate the Dominion Government on having yielded to the opposition against the proposed export duty on elm logs. It is not perhaps a matter of great importance to many of our friends, but it is a bad precedent, and a reversal of the salutary principle that has apparently been adopted, so that it has an importance reaching far beyond the interests of those immediately concerned. Even in its more restricted aspect it is an unfortunate step backward. There are Canadian manufacturers buying elm to convert into staves, &c., and it is not a wise policy to allow this raw material to be taken freely abroad, to be there manufactured, while the article manufactured by our own people is subject to an import duty. Nor will the farmers and others having elm logs to sell find themselves gainers in the long run by this policy, for if their home factories were free from one-sided competition they would be able to give the best price for the raw material. This mistake should be rectified next session.

SPEAKING of the steady advance in pine lumber a Toronto operator made a true remark when he said that while all other material could be reproduced pine when once exhausted could never be replaced. At the present rapid encroaches on this class of timber it will only be a matter of a few years before the supply will become exhausted, and then the question which has already arisen regarding a substitute will become a live question indeed. What this substitute will be is hard to determine, but we venture the opinion that iron will be brought into requisition in building operations just as rapidly as the supply of pine becomes exhausted. Of course this will make the cost of building increase, but in the adoption of iron in many places where pine is now used, we may safely look forward to more durable and substantial structures, and the value of property built in that way will be proportionately increased. The progress of this change, no matter what shape it may assume, will be slow, and as it gradually comes about, it will be observed to have many peculiar and interesting features.

We have heard numerous complaints of late from Toronto and elsewhere regarding the scarcity of cars for the shipment of lumber, and it is a matter which demands the immediate attention of the different railway companies interested. One firm in particular informed us about the middle of June that they were then nearly five weeks behind with their orders, and through not being able to ship their stock customers were compelled to cancel their orders. It is said that this state of affairs has existed, to a greater or less extent, since January, and as there is still a busier season near at hand, it is feared that the difficulty now experienced may increase instead of diminish. From what we can learn the greatest difficulty is found in Grand Trunk shipments, and the feeling is freely expressed that too little attention is paid to this matter by the authorities of that line. In proof of this statement it is claimed that it is no uncommon occurrence to see a half dozen or more loaded cars of lumber standing for days on sidings awaiting the convenience of the company before unloading, while at the same time other shippers are urging their claim for cars, and are told that there are none to be had. We trust that this mild hint may have its desired effect, and that this serious inconvenience may hereafter be averted.

In conversation with about a score of Toronto wholesale lumbermen a fortnight ago THE LUMBERMAN found that trade in the Queen City was just about all that could be desired, and that the then proposed strike of the carpenters and bricklayers was the only thing calculated to cause a feeling of uneasiness among the trade. "Let the dispute between master and workman be amicably settled and we can take care of our selves in good shape," was the opinion expressed by a leading dealer, and endorsed by many others. But from later accounts it has become apparent that the hope then expressed has not been realized. The strike which is now going on is calculated

to impede, in fact almost cease, building operations in Toronto for some time to come, and as a consequence the lumbermen will be heavy losers. It is indeed unfortunate that hardly a season can pass by without disputes arising between capital and labor, and through nearsightedness, often on the part of both employer and workman, a city's trade is seriously injured, and those who are in no way to blame are forced to suffer, and in more cases than one driven to the wall in consequence. The sooner some improved method is adopted to remove these afflictions in the labor market, and compromise disputes, the sooner will stagnant money and enterprise be brought out and utilized to build up our naturally prosperous country.

THE establishment of a new department in the Government of the Dominion, that of Trade and Commerce, will be regarded by the lumber trade as having great possibilities for good, of course till it is put in operation and its scope and duties are defined by practical experience, the effect of its action can only be conjectured. It can hardly fail to do some good to the lumbering and kindred industries, and if energetically but judiciously conducted it may be made of very great benefit. By facilitating the opening of new channels of commerce, by collecting and disseminating information as to the special requirements of foreign markets, by establishing commercial relations with other countries and in a variety of similar ways, the Department of Trade and Commerce may give a great impetus to the trade of the Dominion, and there is no Canadian industry that is more susceptible of expansion by such means than lumbering and the timber trades of various kind. Except at London and Paris the Dominion has no officials from whom such reports can be obtained as are supplied by the Imperial consular service. These valuable reports are however open to the public. It is true they are seldom seen in Canada, and the new department could ensure them greater publicity, could no doubt obtain them in advance and probably would find no difficulty in having the attention of consuls and agents called to such branches of trade as are of especial importance to us. They could also collect within Canada itself information and statistics bearing on trade matters, compile them in a useful form and give them publicity. In many ways which might be suggested and which practical experience will point out, the new Department of Trade and Commerce can be made of material service in the extension of our industries and not least of those which we represent.

IN the May issue of this journal we pointed out the advantages to be derived from opening out new markets in the West Indies and Australia for the products of the Canadian forests. We then realized that our remarks only covered a limited field, and that equally as much could be said regarding the inducements held out by other countries for the utilization of our lumber and manufactured products. From the official report of the Canadian representatives to the late Colonial Exhibition we have been particularly impressed with the suggestions thrown out referring to the advantages of commercial trade with South Africa. Doubtless at first thought this may appear to many to be looking altogether too far away for a desirable market, but on reflection we think that the scheme will prove to be a feasible one. The South African Colonies, including the Cape of Good Hope, cover an area of over 500,000 square miles, and have a population of white and colored races amounting to about 2,800,000, but about 800,000 square miles are directly tributary to British trade and influence, and the total population of this would be considerably over 3,000,000. If the modern history of the African continent is studied it will be seen that civilization has extended more rapidly and steadily from the Southern, or temperate regions, than from any other quarter, so that the trade of Africa can be best cultivated for the future by making the Cape of Natal the chief base of operations. There can be little doubt but that in the future the American continent will supply a large quantity of goods to Africa, and as manufactured and unmanufactured woods is one of the greatest necessities of that country we cannot help but think that a large and profitable trade might be worked up by Canadians in this market. From the Baltic ports lumber is already being largely shipped, and from the United States we also find large shipments of various manufactured goods. A return cargo of wool can readily be obtained for the return trip, which makes such an enterprise doubly remunerative. Africa is not now, and will not be for a long time to come, if ever, a great manufacturing country, and there are certain manufactures wanted there, notably building materials, which this country can produce to better advantage than any other. The Americans, stimulated by the reports of their consuls, have for some years recognized this and have been pushing trade to good effect. It is to be hoped that Canada will not lose the advantages of an early start in this direction. If such a direct trade were opened the Dominion Government would, we have no doubt, support the line of steamers or vessels with a subsidy.

It is a pity that there should not appear in the estimates an appropriation for subsidizing a line of steamers to the West Indies, for the encouragement of such commerce would have the undoubted effect of increasing the export of lumber and wooden goods to the Islands. The reason given by Sir Chas. Tupper for delay was that it would be premature and possibly injurious to take any action in the matter until the pending negotiations with Spain are completed, as he hoped would shortly be the case. We trust that by next year such satisfactory commercial treaties will have been concluded with Spain and possibly with France, as to open up new channels of trade for the Canadian lumber interest, and at the same time that the obstacle to establishing a line of steamers to the West Indies may be removed.

THE decision of the Supreme Court of Canada in the case of the St. Catharines Milling and Lumber Company is one of considerable interest. It will be remembered that the company obtained from the Dominion Government timber land in the disputed territory of Canada, the Canada authorities claiming to deal with the property because they had acquired the Indian title. The Ontario courts, have upheld the right of the Province and now by a majority of four to two judges, the Supreme Court, the highest tribunal in the Dominion, has confirmed their judgment, maintaining that the Indian title is only extinguished not acquired and that the Province, not the Dominion, represents the Crown and enjoys its rights. It is said, and is probably true, that the case will be taken to the Judicial Committee of the Imperial Privy Council. This is the last resort and must settle the question definitely and finally. Thus an end must soon be put to a state of uncertainty from disputed title that has been very inconvenient to the lumbermen of Northwestern Ontario.

PROTECTION, COMMERCIAL UNION, OR LIMITED RECIPROCIITY, WHICH ?

THERE has arisen lately considerable discussion as regards commercial relations between Canada and the United States. Some are advocating absolute commercial union between the two countries with no custom houses on the international boundary, and the same tariff as against the rest of the world. Some on the other hand would maintain, and even push still further, the policy adopted both at Ottawa and Washington of protecting home productions against foreign competition even between the two countries. The advocates of both plans are doing their utmost to advance their views and gain converts to their opinions. And between the two extremes there are many who without going the length of unrestricted commercial interchange between the two countries, would be glad to see some of the restrictions removed and mutual trade fostered and encouraged. With the object of ascertaining the views of the lumber trade on this important issue, a representative of this journal has during the past month, interviewed a number of representative lumbermen in Ontario. The original intention was to publish the substance of each interview separately, but after inspecting our note book it was found that the opinion of one was in reality the opinion of all, therefore it only becomes necessary to set forth the views as expressed in a general way. From among the wholesale lumbermen of Toronto an expression of opinion was given by the following well-known gentlemen: Messrs. J. M. Dollar, manager Ontario Lumber Co.; Tennant & Co.; F. N. Tennant; A. H. Campbell, of A. H. Campbell & Co.; William Kerr, of Christie, Kerr & Co.; Mr. Willmott, of Willmott & McIntosh; Mr. Scott, of Scott, Scott & Co.; Mr. Donagh, of Donagh & Oliver; Mr. Hargreaves, of Hargreaves & Co.; Frank Thorpe; Mr. McCraney, of McCraney & McCool, and Wm. Leak. In Hamilton we called upon Messrs. Flatt & Bradley; R. Cruickshank; Robt. Thomson and Patterson Bros. When we say that every member of the trade visited expressed himself in favor of commercial union, we mean that they were unanimous in the opinion that from a lumberman's standpoint such a treaty would be of incalculable advantage to the trade in general. The views as expressed on this question can be summed up in a few words. The rapid destruction of United States forests has made it necessary for Americans to look to Canada for a large percentage of their lumber. The production in this country is even now much larger than the home market requires, and naturally enough we turn our attention to the most contiguous outside market. This market is found in the Eastern States. Under the present protective tariff there is an import duty of \$2 per thousand on manufactured lumber going into the United States, and an export duty of \$2 per thousand feet on pine logs. This import duty, it is claimed, comes out of the pockets of the Canadian manufacturers, for the reason that Canadian shippers are compelled to lay down their lumber on the other side as cheap as the same class article can be obtained at Tonawanda or any other point. If both the import and export duties were removed it is but natural to conclude that a much larger and more profit-

able market would be opened out, an advantage alike to the American as well as the Canadian. Such an arrangement would at once enhance the value of timber lands, and would induce capitalists from both sides of the line to make heavy investments. It would, to a great extent at least, do away with the export of saw logs, as it could be found far more profitable to bring the saw mill to the lumber than the lumber to the saw mill. New mills would spring up rapidly, and abundant employment would be found for thousands of men who are compelled to seek work elsewhere, and in a word it would give an incentive to the lumber business of Canada such as has yet never been realized. Under a commercial treaty such as is here referred to the probability is that Manitoba and the Northwest would be largely supplied from Minneapolis and other contiguous points; the Western peninsula of Ontario from Michigan; and the eastern markets from Ontario, Quebec and the other eastern Provinces. Then also would be found a ready market for our coarse lumber and mill culls, which at the present time are a drug on the market, as owing to the import duty it is impossible to profitably ship them abroad. The opinion seems to be general that such a step would not materially, if at all, affect the present price of lumber. It might have a tendency towards slightly higher rates, but not enough to influence the market to any extent.

Till the year 1867 there had been in force since 1854 a treaty establishing limited reciprocity between Canada and the United States. But this arrangement was then terminated by our neighbors for reasons which they deemed sufficient. Under this reciprocity as it then existed there were no duties but freedom of interchange between the two countries as regards the products of the forests, the farm, the fisheries and the mine—the raw materials as they may be called for the food, the clothing and the habitations of the people. While we do not assume to voice the whole lumber trade of Canada, from what we can learn from those with whom we have conversed, the conclusion arrived at is that a treaty similar in every respect to the one just referred to, is all that is really required by the lumbermen of this country, as we have been repeatedly informed that the trade was never so prosperous as during the existence of the old treaty. The advocates of the protection of native industries and the advocates of a Zollverein, however much they differ, may unite in accepting a return to reciprocity as it existed from 1854 to 1867. Many in both countries are in favor of such interchange of produce and would gladly see it revived whether it went further or not. To the lumbermen it would be of as much advantage as unrestricted commercial union; removing the duties on what they export to the other side of the line and the duties they have to pay on any food, such as pork for instance, that they import. Such limited reciprocity might be adopted without difficulty or much delay. Indeed the Canadian statute book already contains a measure authorizing the executive to adopt it. One objection made to "commercial union" does not apply to this more limited arrangement, for both countries import little of such goods except from each other and may easily make them free of duty, so that the question of Canada discriminating against the mother country is not involved. Neither would the other difficulty arise as to the equitable division of the custom receipts between the two countries. In fact there is no serious obstacle in the way of a speedy return to a limited reciprocity, while on the other hand there are strong barriers to surmount before the people of either country will care to express themselves favorably on the question of commercial union.

BUSINESS NOTICES.

One of the neatest machine catalogues issued this year is that of the Tanite Company, Stroudsburg, Pa., describing its specialties in Emery wheels, grinding machinery, gummets, &c.

We have received from Messrs. Butterworth & Lowe, Grand Rapids, Mich., their new catalogue of cars for logging roads. It is a neat production and not only contains descriptions and illustrations of all the latest productions in logging cars, but also some valuable tables, rules, data, etc., which we have no doubt will be of value to lumbermen and others. This catalogue will be cheerfully mailed to any of our readers who are contemplating a purchase in this line.

Through the courtesy of Mr. J. H. Walker, manager of the Toronto branch of the Canadian Rubber Company, we were recently shown through the various departments of the Toronto house, and was much interested not only in the large and varied stock of goods there shown but also in the valuable information given us concerning the extensive proportions of this business. We were informed that the business done last year by this company aggregated \$2,000,000, while employment was given to nearly 1000 operatives. The Toronto branch alone, through the indefatigable efforts of the Company's popular manager, done a business of one half million dollars. We have pleasure in again directing attention to the Company's advt. on another page.

We have much pleasure in directing attention to the announcements made in this issue of THE LUMBERMAN by the representative wholesale lumber firms of Toronto. These announcements will increase from month to month until we hope to have a classified list of all or nearly all the leading lumber firms in Canada. The retail trade will find this new department of special interest. We respectfully solicit from the trade in every part of Canada cards similar to those contained in this issue, and shall be pleased to furnish quotations promptly.

On another page will be found an advertisement from Mr. James T. Milne, of Peterborough, which appears for the first time in this issue. This gentleman has commenced the manufacture of Milne's Oscillating Steam Gang and Solid Wheel Band Mill. We have examined models and drawings of this new device in saw milling and consider it a valuable improvement on anything of the kind yet introduced. This machine has a substantial straight column frame, containing the foundation, engine-power, sawing resistance and oscillating movement. The sawing movement does away entirely with side rods and slides, which not only overcomes a great trouble and expense, but also increases the power and speed. Placing the engine under the saw frame is also a great advantage, in giving steam and steam-cushion to the ends of stroke, while the self-acting press rolls, taking their power from main column under saw floor, and the device for cutting crooked logs, are each of themselves an improvement on anything yet introduced. Mr. Milne is a practical millwright and draughtsman, and the merits of his machine are worthy of his long and practical experience.

EUROPEAN NOTES.

The subject of an exchange for the timber trade is again receiving considerable attention in London.

Glasgow trade is reported as being in a very unsatisfactory condition. "Nothing doing" is the report that meets one at almost every turn.

At an auction sale held in Glasgow, on the 18th May, Quebec deals realized the following figures according to Brown's Export List: Quebec 1st yellow deals—

12 ft.	7/10 x 3	3s 11 d
12 ft.	7/10 x 3	2s 1 1/2 d
11 ft.	7/10 x 3	2s 0 1/2 d
10 ft.	7/10 x 3	1s 11 1/2 d
9 ft.	7/10 x 3	1s 9 d
9 ft.	1 1/2 x 3	2s 0 1/2 d
10/14 ft.	6 x 2	2s 1 1/2 d

On the same occasion, Quebec second yellow pine deals ten by fourteen feet, six by two inches, brought one and four pence half penny.

The English import of hewn timber for May was 174,477 loads, as compared with 145,041 loads for the corresponding month of 1886. For the five months ending May 31st, the statistics give 572,066 loads for '87 as compared with 489,819 loads for '86. Taking sawn timber for May the increase is still larger, the figures being 315,723 loads, as compared with 221,983. For the five months ending the 31st ult., the returns give 655,855 loads, as compared with 499,825, an increase of 156,030 loads for 1887. The increase in sawn timber mainly goes from Russia, Norway, and Sweden, the former getting the larger portion of the increase. For the month of May, staves show a larger importation by 5,700 pieces than in May of the previous year, and for the five months the large increase of 9,642 pieces must be credited to them. Mahogany, on the other hand, is the only item showing a lessened quantity, the importation being 3,815 tons for May, 1887, as against 4,431 for the previous year. For the five months ending the 31st ult., 19,835 tons have been received, as compared with 21,589 tons for 1886.

The Timber Trades Journal speaking of London trade prospects and other things, says: While prices of the limited quantity of sale goods offered at the "Baltic" each succeeding week appear to be hardening, complaints of dull trade, or rather no trade at all, are certainly not diminishing; but rather on the increase, if that were possible. Now, how to fit these two things together is the puzzle. Nobody can point to a scarcity of any one commodity, and give an illustration of the stagnation on one hand, and the seeming advance on the other, for all, or nearly all, the goods sold last week exhibited an improvement. Can it be that the continental drain on the Baltic stocks, or a colonial demand that has been under cover of the low freights restoring the level? Fortunately, according to Canadian reports, there is a strong demand arising in the Southern States for whitewood, and spruce of the higher grades is already beginning to feel the effects of this increased demand, so that as it goes out of consumption here another market may possibly be found for it. If it is any kind that will sell here, it should be the better class, which is also what the "States" are apparently enquiring for.

TRADE REVIEW.

TORONTO.

From Our Own Correspondent.

The retail trade is fairly active with room for improvement. Car lots are somewhat slow in moving as builders are chary of purchasing more than will supply their immediate wants.

What is badly required in this city are extensive piling ground affording every facility to the lumberman in the handling of his lumber, and to which mill men can ship stocks to be sold on commission.

The following are present prices:— Mill cull boards & scantling \$10 00 Dressing stocks 16 00@18 00 Shipping cull boards, promiscuous widths 12 00 Three uppers, Am. inspection 40 00

HAMILTON.

The following are the quotations of the yards here:—

Table listing lumber prices in Hamilton, including items like Mill cull boards, Shipping cull boards, Scantling and joist, and various types of flooring and siding.

MONTREAL LUMBER MARKET.

MONTREAL, 25th June, 1887.

Trade in Montreal since last report has generally been active, and some large lines, principally for export account have changed hands.

Last season of navigation opened very favorably, the arrivals from sea exceeding those of 1885, as did the exports generally.

Statement of ocean tonnage from the opening of navigation, up to and including June 1st, arriving at the port of Montreal:—

Table showing ocean tonnage for 1887 and 1886, categorized by Steamships, Barks, and Brigs, with totals for each year.

The shipments from the port of Montreal up to date include 11,000 deals, and 750,000 feet of sawn lumber, as against about 5,000 deals and 1,500,000 feet of lumber for the corresponding portion of last year.

The following are the quotations at the yards here:—

Table listing lumber prices in Montreal, including items like Pine, 1st quality, Pine, 2nd, Pine, shipping culls, and various types of culls and shingles.

OSWEGO, N. Y.

Table listing lumber prices in Oswego, N.Y., including items like Three uppers, Pickings, Cutting up, No. 1, and various types of culls and shingles.

ALBANY.

ALBANY, N. Y., June 24th, 1887.

The lumber market here is very quiet at present, shipments being light and lumber coming in slowly. It is stated that there is less lumber in the yards by 25 per cent. than for the past 20 years.

Table listing lumber prices in Albany, including items like Pine, clear, Pine, fourths, Pine, select, and various types of culls and shingles.

NEW YORK CITY.

NEW YORK, June 22nd, 1887.

The wholesale people are doing a good business with prices fairly firm, although not as strong as they were some time ago. The receipts of spruce from the East are looking up in amount.

At the retail yards the distribution is quite general and the outlook good. Hardwoods are in especial demand, the call being for walnut, cherry and quartered oak.

cred oak is wanted for the high priced houses going up on the west side, while ash is the trim used in the lower priced buildings.

In Brooklyn the demand in the out-lying districts is very good and the teams are kept busy all the time. North of Broadway and Bushwick avenue building is general on almost every block.

SPECIAL CONTRACTS.

Table listing special contracts for lumber, including items like Pine, very choice and ex dry, Pine, good, Pine, shipping box, and various types of planks and boards.

EXTRA SELECTIONS.

Table listing extra selections for lumber, including items like Maple good, Chestnut, Cypress, Black walnut, and various types of shingles and boards.

SAGINAW VALLEY.

BAY CITY, Mich. June 25th.

Shipments for the past week or two have been a little more lively than heretofore, although the cargo market is by no means up to the average of past years, caused principally, it is said, through the scarcity of vessels.

CARGO QUOTATIONS.

Table listing cargo quotations for lumber, including items like Shipping culls, Common, 3-uppers, Bill stuff, and Norway bill stuff.

YARD TRADE.

Table listing yard trade for lumber, including items like 3 uppers wide and thick, Do. 1 in., Selects, and various types of planks and boards.

DRESSING.

Table listing dressing for lumber, including items like Surfacing, Dressing and maching, and various types of siding and boarding.

TONAWANDA.

Prices unchanged as follows:—

Table with columns for CARGO LOTS—MICHIGAN INSPECTION, TARD PRICES—CAR LOTS, and various lumber types like Three upper, Common, Dressing stocks, etc.

DETROIT, MICH.

Table listing lumber prices in Detroit, Michigan, including items like Sliding, clear, A, B, C, and various sizes.

CHICAGO.

We extract the following from The Timberman's review of June 25th:—There has been so little abatement in the activity of the general lumber market, that it may practically be recorded as without notable change.

Lumber sells itself, almost, and sometimes fades away more rapidly than suits the fancy of the dealer who feels sure that he can get more for it in the near future. It is a notable and most significant fact, that nowhere are jobbers making any special effort to push sales, and it is frequently mentioned that they are at some pains to sell no more than they are obliged to to keep up their trade.

Lumber is quotably higher in a few markets, and the steadily increasing firmness comes to a point where an advance is the next thing to do, every day. There are signs that Chicago dealers will come out with a practical new list shortly, and this will doubtless be quickly followed by advances at other points, corresponding to such as may be made here.

Indirectly, the lumber trade, in common with other lines, has suffered a little from the financial disturbances arising out of the crash in the grain market here last week, but on the whole the bursting of that bubble has inflicted less injury than might have been feared. It makes money a trifle harder to obtain for those who are using their discount lines freely, but the result to legitimate business of the failure of a gambling deal can hardly be permanent or severely injurious.

Shingles continue to attract a good deal of attention. They are very active to the extent of the supply, which falls considerably below the demand. Producers are very firm in their views, though they are apparently making no great effort at present to advance prices.

In respect to prices, the change this week has been very slight. One hears nothing of any lower price for short green piece stuff than \$10.25. A few lots may have sold a notch below this but the commission men profess to be getting it for anything reasonably good, and \$10.50 for loads showing any considerable sprinkling of 18 and 20 feet stuff in the tallies.

There has been no special change in inch lumber, which maintains all its former strength and may have even gained a trifle in this respect, though this fact is not to be shown in quotations. The demand is largely for common stuff, which is extraordinary firm and high. As high as \$13, and even \$13.25 is paid for cargoes in which the pickings hardly balance the culls, so that they average no more than flat common.

The following are the ruling quotations at present:—

Table showing receipts for week ending June 23, 1887 and 1886, and receipts from Jan. 1 to June 23, inclusive, for Lumber and Shingles.

Table showing stock on hand June 1, including lumber, shingles, pickets, and cedar posts, with prices for 1887 and 1886.

Table showing finishing lumber rough prices for 1st and 2d clear, 1 inch, 1st and 2d clear, 1 1/2 inch, etc.

Table showing stock boards prices for 12 in. A, 12 to 16 ft, 12 in. B, 12 to 16 ft, etc.

Table showing flooring—dressed and matched prices for A flooring, B flooring, C flooring, etc.

Table showing siding—tied prices for 1st and 2d clear, 12 ft, 1st and 2d clear, 14 and 16 ft, etc.

Table showing beaded ceiling—tied prices for Clear, 1x4@6 in., A, 2x6 in., etc.

Table showing common boards—rough prices for Com. boards, 1 in. 18 ft, 20 ft, 12, 14, 16 and 18 ft, etc.

Table showing timber and dimension—day prices for Joint and scantling, 2x4, 12, 14 and 16 ft, etc.

MADAWASKA LETTER.

MADAWASKA, N. B., June 15th, 1887.

From Our Own Correspondent. I don't think I can add anything you have not already heard about the unusual high water this spring. Most everywhere the damage has been more or less severe but no worse than was generally expected.

No doubt you have seen that the export duty on shingles, bolts, and cedar and pine logs capable of being made into shingle bolts, has been placed at \$1.50 per cord of 128 cubic feet. I cannot see how those parties having hauled logs of pine and cedar for shingles can very well cut them up into shingle bolts and cord them so as to come at the duty; nor can I see how they can figure logs into cords unless they do, to be correct.

one cord of 128 cubic feet, and we will get 15,000 shingles. So by measuring the logs into superficial feet instead of sawing them into bolts and cording them, we lose the export duty on 12,000 shingles on every cord of 1536 superficial feet, which makes one cord of 128 cubic feet. The great difference is in measurement. When we scale logs we take the top end, square it up and take the contents, allowing nothing for the wood thrown off to make the log square from top to butt, and the taper on cedar logs is by no means a small consideration in measurement. It is perfectly absurd to take 1536 superficial feet of logs to make one cord of 128 cubic feet.

The press should post the department regarding this matter. If they adopt a scale charging \$1.50 per cord of 128 cubic feet, and count the same into superficial feet, take 1536 feet for one cord of 128 cubic feet, and collect the export duty of \$1.50 per cord, the shingles which can be taken out of 1536 superficial feet of cedar logs will be 15,000, and fifty cents per thousand will amount to \$7.50 for 1536 superficial feet. On the other hand if we saw one cord of 128 cubic feet of cedar into shingles we only get 3,000, which makes the export duty fifty cents per thousand. Now mark the difference. In one cord measured superficial feet we have 15,000 shingles, and one cord cubic feet we have 3,000, losing 12,000 export on every cord, superficial measure instead of bolts. One operator on the American side manufactures each season about 30,000,000 of shingles besides other lumber, the raw material being taken out of our forests. This man has never paid one dollar export duty, whereas if our government had exacted the same there would have been \$15,000 yearly coming in to replenish the provincial treasury. I hope that the views as here expressed may have their desired effect, and that our representatives may see this important matter in a new light.

I see that Messrs. Brown, Mason, Guillet, Hesson, Perley and Dawson, are urging that a high export duty be imposed upon logs and timber of all kinds, but Mr. McMildon protested against it, saying it was a scheme to reduce the price of logs to mill owners. The mill owners of St. John who supported him must feel thankful to him for advocating no export duty, and encouraging Americans to continue our forest destruction, to the detriment of our own people. He is a lawyer, however, and, doubtless, has an axe to grind, which doubtless accounts for his discrimination against his own country in the interests of Americans.

NEWS NOTES.

—The building trades in Chicago are gradually recovering from the annual spring strike and lock-out, and the men are going back to work.

—A cargo of 300,000 feet of black and white ash lumber is being loaded at Bay City destined for Africa. It goes by water the entire distance.

—The firm of J. J. Howe & Co., is credited with the intention of putting in a lumber yard at every town on the Duluth and Manitoba road.

—The lumbermen of south-western Pennsylvania are getting up an organization to be known as the Lumbermen's Protective Association of South-western Pennsylvania.

—Twenty vessels which cleared from Alpena, Mich., for a week ending on a late date carried 6,355,000 feet of lumber, 5,600 cedar posts, 114,000 shingles and 600 ties.

—Since the opening of navigation Alpena has shipped by lake 27,707,000 feet of lumber, 614,000 shingles, 49,600 railway ties, 26,400 cedar posts, and 40 cords of match timber.

—The Inter State Commerce law has had the effect of changing a large volume of the carrying trade from the railroads to the water routes. This is seen in a number of sections.

—J. S. Chase, a well-known commission lumber dealer of Chicago, after a six-months' sojourn in the forests of British Columbia, has returned to Chicago and resumed charge of his business interests.

—The mills at Cheboygan, Mich., are making a good record this year. The probable cut during the season will be about 100,000,000. The estimated product of shingles for the present year is 21,900,000.

—Scores of camps have begun work in Clare county, Mich., to save the burned-over timber, which must be cut at once. Logs are already moving in considerable volume. Thousands of trees have been killed.

—An American paper says that the new Canadian tariff, now under consideration, adds to the free list Redwood, planks and boards, sawn, but not further manufactured. This is intended to encourage the manufacture of cigar boxes.

A log jam on the Menominee river, in Michigan, reaching from Little Quinnesec falls to Big Quinnesec falls, and containing 100,000,000 feet, is called the biggest ever known on that stream. It fills the river full, and at some points is filled 30 feet high.

THE NEW LINE FOR MANITOBA.

THE St. Paul, Minneapolis & Manitoba railroad which is extending its system with marvelous rapidity is destined to play an important part in the lumber business in the very near future. Since the boom days of 1882 the trade along the Manitoba lines has been neither larger or important. Dealers have found that the consumptive demand, of farmers struggling to get out from under a load of debt could not be large, and the growth has not been conspicuous in any of the towns along the lines. But besides the extension the Manitoba is pushing westward from the Minn. to the Great falls of the Missouri and Helena at the rate of five miles a day, the road promises soon to be a competitor for some of the southwestern carrying trade. At least the direction of some of its lines so indicate. One of these branches has already reached Watertown, D.T., and it is understood is to be pushed to Huron and how far beyond only President Hill probably knows. Another branch has reached Aberdeen, and is the confessed plan of President Hill to push one of these lines sooner or later to the Black Hills country and on to Denver. These lines already tap points heretofore reached only by the Chicago roads, and open markets for the Northwestern manufacturers which have belonged to Chicago and the manufacturers at Winona, Lacrosse and middle Mississippi points. These various extensions mean a large increase in the consumptive demand but it has been no part of the policy of the Manitoba thus far to foster the St. Paul and Minneapolis market. The greater part of all the lumber consumed along the Manitoba lines has been drawn from Duluth, from railroad on the St. Paul & Duluth line, the Hinckley branch and mills at St. Cloud, and in that vicinity. Presumptively Mr. T. B. Walker with his mills at Grand Forks and Crookston, and his virtual monopoly upon the lumber supply of the Red Lake region, holds the gateway to the line stretching westward towards the Pacific Slope. But the Manitoba has already begun to extend its lines into the pine region lying north of the northern Pacific, and it is part of the present rapidly developing plan to build the St. Paul, Brainard & Northwestern along the Rum river and Mille Lac to Brainard and thence to a point of juncture with the line bulking east from Crookston somewhere near Leech Lake. All this means a multiplication of railroad mills, as well as an increase of consumption and under the most favorable conditions the manufacturer of Minneapolis and of North Wisconsin can reasonably expect sharp competition from these newer fields of supply. They may cast an eye of covetous expectancy upon these new fields, but may as well make up their mind first as last that they will have to fight for a share of the trade. -Mississippi Valley Lumberman.

LUMBER IN THE UNITED STATES.

THE New York Lumber Trade Journal of the 1st June reports the West India market fairly active, with prices firm. For Rio a 1,000 ton barque, now loading general cargo, will take half a million feet. Another cargo is also being loaded. This will about clean out the Rio shippers, and for future shipments lumber to arrive will have to be depended on. There is very little being done for Para, Australia, or Africa. For the west coast of South America, a few shipments are being made. For the River Plate, two cargoes have been ordered to go forward. The general tendency of the White Pine export trade is toward an advance and a better outlook for business. The demand for North Carolina pine is heavy in consequence of the scarcity of Spruce. One firm have six mills running steadily to fill orders, as shown their books. Quotations are not changed, but higher figures are more easily obtained than heretofore. Dressed stocks is growing steadily in demand. The market for Yellow Pine is steady at present quotations, with a lot demand for export. The stock of heart

face boards is large and accumulating. There has been a falling off in the car trade. The local demand is good, and is freely supplied. The local demand for White Pine continues light with no immediate prospect of any large increase, while a fair market is found in the coal mining regions and far bridges on northern railroads. Very few mills are running on hemlock for want of water to bring the logs down. They will be fully thirty days late in starting, consequently there is little or no Hemlock coming from the north. It is in full supply, however, from Pennsylvania. The market is very active and firm, and a good business is being done. The heavy freshets in the east has caused serious delay to the mills, and they are only now starting up, nearly a month later than they expected. As a result, orders for Spruce have accumulated. They are very firm in prices. Almost any kind of a cargo will bring \$16, and from that up to \$18 can be called the range of the market. There are but two mills running in St. John, and very few on the Kennebec, consequently there cannot be much Spruce lumber before the middle of June. The market is very active and prices have an upward tendency. The market for lath is steady and strong. All sales have been made at \$2.05, except one lot was sold as high as \$2.75. Some few winter sawn are coming to hand, but are hard to place, as the slab sawn stock has the call every time. These are selling at \$2.25 to \$2.30. Canadian lath, from the Ottawa, are offered at \$2.50, but no amounts have been placed, as they come 50 in a bundle, which does not suit our dealers, as it entails too much handling. The hardwood goods are in accord that business never was so dull. All good lumber, however, arriving finds ready purchasers at the yards. Prices have not advanced, but are firm at our outside quotations, necessarily with some few exceptions. The local dealers are beginning to realize that the sources of supply are being rapidly reduced. Choice lumber cannot be replaced except at a marked advance. Those that have any such are aware of this, and are naturally firmer in their. While the demand increases the supply does not. The time is drawing very close when the cost of all kinds of hardwoods will be greatly enhanced. Business has been fairly active and steady in the log market, a good regular trade having been done. Good logs are still scarce, particularly Walnut. Inferior logs are very dull of sale. Good Walnut logs, running on an average say 25 inches, straight grained smooth, without defects, would find a ready sale. Poplar logs are in fair demand. A car or two of logs running 20 to 30 inches could be sold without difficulty. The arrivals of Mahogany and Cedar have been considerable. A number of the cargoes have been promptly sold, leaving the stocks in first hands about the same; the demand continues fairly active and prices firm. The market for Spanish Cedar is quiet. The demand is fair, and prospects for a good business are rather more favorable than they have been. Prices remain the same, but are much firmer, with an upward tendency.

LATEST NEWS NOTES.

- Forests cover twenty-four per cent. of the entire area of Norway.
-The losses by the Michigan forest fires including the destruction of Lake Linden, are estimated at about \$7,000,000.
-The drives on the Androscoggin in Maine, have been only partially successful, and the outlook is reported bad. No logs were cut this season on the Swift river. On the Sandy, however, there was a big cut, and all the logs came out easily and early.
-The operations of the Inter-State Law have played well with the lumber trade of Oswego, N.Y., compelling several of the leading firms to go out of business, as on the same freights as those from Buffalo and Tonawanda competition cannot be held on equal terms.

--William F. Whitney, Bay City, Mich., has just sold his Canadian timber holdings, with all his outfit for operating, to Hon. Joseph Jackson, of Simcoe, Ont., for \$130,000. The purchaser will get out long timber for the Tonawanda, N.Y., market. It is said Edward Lynn, who made the sale, received \$25,000 as his commission.

-The announcement is made that Torrent & Co. have put into the Muskegon Mill a machine for converting slabs into lumber. The slabs are cut four feet long and such as are worth re-sawing fed to the machine, and five-eighths inch lumber of good average width secured. Twenty-five per cent. of clear lumber is secured, suitable for making panel stock for cheap doors, while more goes into good box stuff.

-A Canadian named Boulette was drowned Kennebec river, Me., while working on a drive for Thales Spaulding, 14 miles below the forks. He was riding a log in the drive, fell off and drowned. He had hid \$175 before starting out with the drive, so the money would not get wet, but his friends were unable to find it after his death.

-A considerable conflagration broke out in the island lumber district of Buffalo, N.Y., June 8, which would have been much more disastrous except for the efficient work of the fire department. About 1,000,000 feet of lumber owned by Hurd & Hauenstein, Hurd Bros., Noyes & Sawyer, W. S. Crosswaite, W. W. Tyler, Albus & Co., and others, together with Playter's planing mill, Austin's sash factory, shops of the Union Dry Dock Company and buildings belonging to R. Wills & Co., ship-builders. Playter's loss was about \$20,000 on mill and considerable on lumber; G. W. Austin, \$16,000, one-half insured; R. Mills & Co., \$7,000 on shops, which were insured, also considerable on lumber; also upward of \$4,000 by local firms who had car loads of lumber burned on track. The total loss was about \$100,000.

ADVERTISEMENTS.

THOSE wishing to BUY or SELL TIMBER LANDS, LUMBER or SECOND HAND MACHINERY will find THE CANADA LUMBERMAN an excellent medium in which to make known their wants. Advertisements of this character will be inserted at the low rate of 1/2c. A WORD, cash to accompany the order in every case.

Address A. G. MORTIMER, Publisher, Peterborough, Ont.

FOR SALE.

SECOND-HAND Stave, Heading, Shingle Churn, Hoop and Ice Machines, Box 110, Cleveland Ohio.

FOR SALE.

A STEARNS No. 2 Circular Mill, Friction Feed, with five head blocks, carriage and track for long timber; two 60-inch Hoe patent and one solid saw, all in first-class condition. Address HENRY HOWARD & CO., Port Huron, Mich.

TIMBER LIMIT FOR SAME WOULD take property in part payment LUMBERMAN office.

HEADING and Shingle Mill Running in good shape; near railway station, water abundant. D. SPENCE, Caretaker.

FOR SALE - SAW, SHINGLE AND PLANING mill - stage and heading machinery also good residence. Address Box 7, D. W. MAN office.

TIMBER Lands and Timber Limits for sale in Muskoka and on the Georgian Bay. For further particulars apply to GORDON A. SAMPSON, Solicitors, 28 Queen St., Toronto.

TIMBER Lands by Tender - Tender will be received up to 10th July for purchase of valuable section of timber lands in Prince of Wales Government dues. For particulars apply to Box 38, Mail Office.

CASH AND DOOR FACTORY - FULLY equipped; in running order; near railway; liveliest town in Ontario; splendid opportunity for a business or practical man. Address Box 13, LUMBERMAN office.

ATTENTION - THREE HUNDRED ACRES timber land - one mile from station North Simcoe railway - will sell cheap or on change for good general store and stock; timber will pay for property twice over. Box 16, LUMBERMAN office.

LUMBERMEN and Speculators Attention - For Sale - half interest in fifty square mile timber limit on Turtle Lake, near Kettleford; North-Western railway will pass by property; timber estimated at twenty-five million feet; to raise money; will sell cheap or take other property in Ontario for part. GEO. COOTE & SON, Dundas.

STEAM SAWMILL AND 1250 ACRES land - of which 900 acres are in one block - timbered with pine, cedar, spruce, hemlock and hardwood - mill only up about six months; new engine with locomotive boiler, and good running order; only three miles to water where lumber can be shipped. Address Timmer, LUMBERMAN office.

FOR SALE.

SECOND-HAND Tight Kettle Stave and Heading Outfit, Cheap. Address BOX 110, CLEVELAND, O.

TIMBER AND LAND SALE.

CERTAIN lots and the timber thereon in the Townships of A. Jan, Assiniboia, St. Charles, Carleton Place, Campbell, Howard, Northwell, Tottenham and Mills on the Muskoka front, in the District of Algoma, in the Province of Ontario, will be offered for sale at Public Auction in lowest bid or more or less, on the first day of September at 11 o'clock A.M., at the Indian Land Office at the Village of Manitowaning.

Terms of Sale - Bonus for timber specified in each price of land payable in cash, a bonus for land payable in cash and dues to be paid according to terms upon the timber when cut.

The land on which the timber grows to be sold with the timber without conditions of settlement. For full particulars please apply to J. C. Philippe, Esq., Indian Supt. Manitowaning, or to the undersigned. No other paper to be sent this advertisement without authority through the Queen's Printer.

J. VAN SOEST, Deputy of the Supt. Genl. of Indian Affairs, Ottawa, 2nd June, 1887.

FLATT & BRADLEY, WHOLESALE DEALERS AND MANUFACTURERS.

TIMBER, LUMBER

BILL STUFF, SHINGLES, LATH.

All kinds of Hardwood Cut to Order.

White and Red Oak, Hickory, Hard and Soft Maple, Cherry, White Birch, Elm, Walnut, Butternut, Sycamore and Elm in Stock. Vessel Masts of all sizes on hand.

MILLS AT CASSELMAN, ONT. CANADA AND ATLANTIC RAILWAY. HAMILTON, ONT.

REPRESENTATIVE WHOLESALE **TORONTO** LUMBER FIRMS.

CHRISTIE, KERR & CO.

Manufacturers and Wholesale Dealers in all kinds of

Pine and Hardwood Lumber

Office :—9 Victoria Street,

TORONTO, . . . CANADA.

ONTARIO LUMBER Co.

HEAD OFFICE :—Room H, Yonge Street, Arcade,

TORONTO,

Manufacturers of Lumber and Shingles.

MILLS AT MIDLAND, FRENCH RIVER AND GRAVENHURST.

BILL STUFF CUT TO ORDER.

DONOGH & OLIVER

WHOLESALE

(LUMBER DEALERS)

OFFICE :

NOS. 16 AND 17 IMPERIAL BANK BUILDING,
WELLINGTON STREET EAST,

Dock, foot of Church Street.

TORONTO.

F. N. Tennant,

Wholesale Dealer in

PINE LUMBER

Office, Room E, Victoria Chambers,

*Ground Flat, 9 Victoria Street, **TORONTO.***

HARGREAVES & CO.,

Wholesale Lumber Merchants,

TORONTO, ONTARIO.

OFFICE—Cor. Front and Lorne Streets.

FRANK THORPE,

WHOLESALE

Pine  Hardwood Lumber.

Corner King and Toronto Streets,

TORONTO, ONT.

Quebec Bank Buildings,

Timber Shipped to all parts.

McCraney & McCool.

*Successors to McCool, Boyle & Wilson,
Manufacturers and Wholesale Dealers in all kinds of*

Pine & Hardwood Lumber,

*Bill Stuff, Lath and Shingles, Cherry,
Butternut, Brown and White Ash, Hickory, Beech, Maple,
Birch, Whitewood and Elm.*

MILLS AT EDGAR AND BRONTE, ONT.

OFFICE :—16 Union Block, Corner Toronto and Adelaide Sts.,

TORONTO, ONT.

JOHN A. McBEAN,

Wholesale Dealer in

Lumber, Lath, Shingles,

CEDAR POSTS.

BILL STUFF CUT TO ORDER.

Office :—20 Yonge Street, Arcade, Toronto.

REPRESENTATIVE WHOLESALE **TORONTO** LUMBER FIRMS.

THOS. H. WILLMOTT.

A. K. McINTOSH.

WILLMOTT & McINTOSH

WHOLESALE

LUMBER DEALERS

86 and 88 King Street East,
TORONTO, ONTARIO.

Lumber shipped to all parts by rail or vessel.
Correspondence Solicited. Agents for the Celebrated Lufkin Board and Log Rule.

TENNANT & CO.

WHOLESALE DEALERS IN

Lumber, Lath and Shingles

DRESSING AND BETTER PINE.

Also Hemlock in all sizes a specialty.

OFFICE: No. 9 VICTORIA STREET, TORONTO.

A. H. CAMPBELL & CO

Manufacturers and Wholesale Dealers in

LUMBER

MANNING ARCADE,

King Street West, TORONTO.

McARTHUR BROS.

WHOLESALE DEALERS IN

LUMBER

LATH AND SHINGLES.

FRONT STREET, OPPOSITE QUEEN'S HOTEL, TORONTO.

The Joseph Hall Machine Works,
OSHAWA,

15,000 patterns in Wood, Iron and Brass, covering almost every requisite for the most extensive Foundries in the Dominion, for:-

- General Machinery.
- Railway and Car Work,
- Mill and Fancy Castings,
- Agricultural Implement Work,
- Engine and Boiler Work.

Enquirers will please send descriptions of what they may require, for prices and terms to

JOHN LIVINGSTONE, Trustee.

DAVID ROSS,

WHITEMOUTH

LUMBER MILLS

Whitemouth, Man.

Every Description of Seasoned Lumber on Hand.



CAPE BRETON RAILWAY.

SEC.—STRAIT OF CANSO TO GRAND NARROWS.

Tender for the Works of Construction

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Cape Breton Railway," will be received at this office up to noon on WEDNESDAY, THE 6th DAY OF JULY, 1887, for certain works of construction.

Plans and profiles will be open for inspection at the Office of the Chief Engineer and General Manager of Government Railways at Ottawa, and also at the head Office of the Cape Breton Railway, at Port Hawkesbury, C. B., on and after the 6th day of June, 1887, when the general specification and form of tender may be obtained upon application.

No tender will be entertained unless on one of the printed forms and all the conditions are complied with.

By order,
A. P. BRADLEY,
Secretary.

Department of Railways and Canals,
Ottawa, 27th May, 1887.

LUMBERMAN'S CARDS.

THE LUMBERMAN respectfully solicits correspondence from the wholesale Lumbermen from all points in Canada, who are desirous of making their business known through the classified list of Lumberman's Cards in this Journal. The lowest rates promptly furnished on application to

A. G. MORTIMER, PETERBOROUGH, ONT.



THE WANZLER LAMP

Patented at Home and Abroad, 1886.

50 CANDLE POWER

No Chimney! No Smoke! No Odor!
Positively Non-Explosive!
No Heat around the Oil Well!

EVERY LAMP GUARANTEED.

OUR LAMP is all we claim for it, being positively non-explosive, the oil being kept continually cool, consuming only half a pint of ordinary coal oil during six hours burning; using only an inch wick, and producing a fine clear 50 Candle Power light. No chimneys are required, but ordinary globes or shades may be adjusted to it. No smoke or offensive odor. Water can be heated in a few minutes. Tea or Coffee made, and Oysters Cooked, &c., without obstructing the light. Reflectors of entirely new designs for both out-door and in-door use are furnished at low figures. Made in all styles—Table, Hanging, Library, attach to Chandeliers, Gas Fixtures, etc. Agents wanted where territory has not already been taken.

R. M. WANZLER & CO., - - HAMILTON, ONTARIO.

WORKING CLASSES ATTENTION
 We are now prepared to furnish all classes with employment at home, the whole of the time, or for their spare moments. Business new, light and profitable. Persons of either sex easily earn from 50 cents to \$5.00 per evening, and a proportional sum by devoting all their time to the business. Boys and girls earn nearly as much as men. That all who see this may send their address, and test the business, we make this offer. To such as are not well satisfied we will send \$20 dollar to pay for the trouble of writing. Full particulars and outfit free. Address GEORGE STRASSER & Co., Portland, Me.

CHRISTIE, KERR & CO.
 LUMBER DEALERS,
 TORONTO, ONTARIO,
 Office No. 9 Victoria Street.

NAPANEE CEMENT CO'Y
 Manufacturers of
HYDRAULIC CEMENT
 Particularly adapted for
DAMS, ERECTION of CHIMNEYS,
FOUNDATIONS, CULVERTS,
CISTERNS, CELLARS, etc.

Orders Solicited.
Napanee Cement Co'y,
 LIMITED
 NAPANEE, ONTARIO.

WANTED

The undersigned is prepared to purchase any quantity of
BLACK ASH,
RED BIRCH,
RED OAK and
BASSWOOD.

Orders Solicited for
House Building & Furnishing Goods.

CROWN JEWEL FLOUR
 Unexcelled for Family use.
 If your Grocer does not keep it, order direct from us.

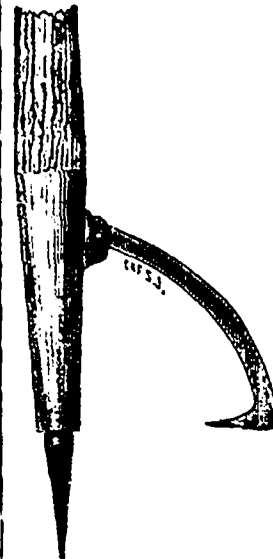
The attention of Steam users is directed to our preparation of
CEDAR OIL for REMOVING SCALE and SEDIMENT from BOILERS,
 lessening the quantity of fuel used, and prolonging the life of the Boiler.

The Rathbun Co'y
 DESERONTO, ONT.

LUMBER DRIVER'S CALKS,

For use in Stream Driving. Made from the Best Refined Tool Steel and Forged. The method used in tempering leaves every one of the same temper rendering them stronger and more durable than any other Calks. 2 1/2 in Fall and 5 in Heel are the numbers usually required. Ask for our make and take no other See advertisement of Cant Dog.

Manufactured by
T. McAVITY & SONS, ST. JOHN, N. B.



ORONOANT DOGS
 (All Steel)

The Dogs are made of the Best Cast Steel, by the drop forging process, which makes them very smooth, true and even. The point or hook is fashioned to a special shape so as to catch all sizes of logs instantly, and enabling the operator easily to disengage. The Dogs are made also of Best Cast Steel and are of good length both inside and outside of the wood.

Our handles are made of best quality straight grained split and turned **ROCK MAPLE**, 5 to 6 feet in length, bored specially to suit the pick. Price on application. See advertisement of Drivers Calks, manufactured by

J. McAVITY & SONS, ST. JOHN, N. B.

GEORGE GALL
 WHOLESALE and RETAIL
HARDWOOD LUMBER

MERCHANT
 Car Lots sold on Commission, railway switch in to yard and plenty of room for storage. Yard corner of Stachan and Wellington Ave. Office, Sono St. TORONTO. Telephone Connection.

GRATEFUL-COMFORTING.
EPPS'S COCOA
 BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure and a properly nourished frame." - Civil Service Gazette.

Made simply with boiling water or milk. Sold only in packets by Grocers, labelled thus:
JAS. EPPS & Co., Homoeopathic Chemists, London, England.

SCRIBNER'S LUMBER AND LOG BOOK.

Over One Million Sold. Most complete book of its kind ever published. Gives measurement of all kinds of square and round Timber; lists to lumber dealers; wood measure; speed of circular saws; care of saws; cord-wood tables; felling trees; growth of trees; land measure; wages, rent, land, interest, stave and heading bolts, etc. Standard book throughout the United States and Canada. Get the new illustrated edition of 1882. Ask your book-seller for it. Sent post-paid for 35 cents.

G. W. FISHER, Box 23, Rochester, N.Y., or A. G. MORTIMER, Peterborough, Ont.

The HENDERSON LUMBER Co. LIMITED.

DAVID H. HENDERSON, President, NORMAN HENDERSON, Vice-President, CHAS. H. WALTERS, Sec-Treas.
 Dealers in, and manufacturers of, Dimension and Bridge Timber, Sawn Lumber, Clapboards, Shingles and Lath. Packing Cases and Boxes a Specialty.
 OFFICE, MILLS AND YARDS: 342 to 300 William Street, MONTREAL, and at ROSTON FALLS, P. Q.

S. S. KIMBALL

MANUFACTURER OF
CHAMPION STUMP & STONE EXTRACTORS
 Cultivators, Hay Presses, Safes, &c.,
 577 CRAIG STREET
 P.O. BOX 945, MONTREAL.
 Send for Circular.

TAPER PIKE POLES

Made of the best White Maple, and turned in a Machine constructed especially for this work. These Poles are 13 feet long and measure 1 1/2 in. at the pike end, being parallel for about 5 ft., after which they taper down to 7/8 in. to the small end.
 Price, F.O.B. CARS at Peterborough, \$25 per hundred.
 Sample Pole sent on application. **W. FORSYTH, Peterborough, Ont.**

FIRE PROTECTION BY

AUTOMATIC FIRE EXTINGUISHERS

We are prepared to give estimates for equipping Mills, Factories and Warehouses, with the latest improvements in Automatic Sprinklers.
 Increased safety, and a reduction in Insurance Premiums is the result of protecting buildings in this manner.

ROBERT MITCHELL & CO., MONTREAL.

THE Gutta Percha & Rubber Mfg. Co'y

T. McILROY, Jr., Manager,
 MAIN OFFICES and WAREHOUSE at the Factories, 135 to 155 West Ledge Avenue. **TORONTO**
 P. O. Box 494.
 The largest Manufacturers in the world of Vulcanized India Rubber Goods for mechanical purposes.
 Rubber Belting from ONE to SEVENTY-TWO inches wide.
 Hose, for conducting, suction and steam. Packing, Cloth Insertion and pure Tubing of all kinds. Rubber, Linen and Cotton Fire Hose. Leather Belting, Extra heavy American Oak Tanned.
 A Full Stock always on hand. Write for Price Lists and Discounts.
Works also at NEW YORK and SAN FRANCISCO.

MONEY to be made. Cut this out and return to us, and we will send you free so a thing of great value and importance to you, that will start you in business which will bring you in more money fast away than anything else in this world. Any one can do the work and live at home. Either sex; all ages. Something now, that just costs money for all workers. We will start you; capital not needed. This is one of the genuine, important chances of a lifetime. Those who are ambitious and enterprising will not delay. Grand outfit free. Address TOWN & CO., Augusta, Maine.

CHARLES A. BRAMBLE, D.L.S.
Frederickton, New Brunswick.

Surveys and reports upon Timber Lands in any section. Can effect sale of properties occasionally if desired. References from former employees.

TORONTO MILLING EXCHANGE

If you want to Buy, Sell, Trade or Rent a Saw or Grist Mill, send full particulars to me. I am a practical mill man. I advertise extensively, and my facilities for handling mills are unsurpassed by any in the Dominion. I also furnish contractors, sawmillers, and others with men. All orders by mail promptly attended to. Write for particulars.

JOSEPH TUER,
101 York Street, Toronto.

The Joseph Hall Machine Works,
OSHAWA,

Have on hand and for sale, the following:—

1 do	Improved Lefel Water Wheel	52 in. against sun
1 do	do	do 52 in. with sun,
1 do	do	do 45 in. with sun,
1 do	do	do 44 in. against sun,
1 do	do	do 44 in. with sun,
1 do	do	do 35 1/2 in. against sun,
1 do	do	do 35 in. with sun,
1 do	do	do 23 in. with sun,
2 do	do	do 20 in. against sun,
1 do	do	do 20 in. with sun,
1 do	do	do 17 1/2 in. with sun,

JOHN LIVINGSTONE, Trustee.

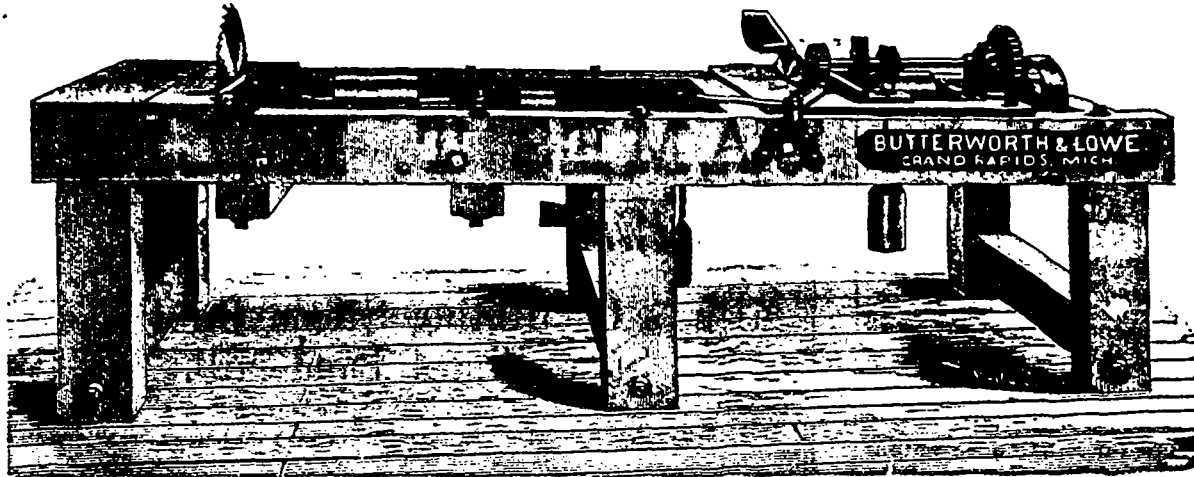
ESTABLISHED 1820

George Brush

Manufacturers of
Steam Engines, Bark Mills,
Steam Pumps, Ore Crushers,
Shingle Mills Mill Gearing,
Hoisting Engines, Shafting,
Hangers and Pulleys,
Circular Saw Mills,
Steam Boilers, Hand and
Power Holes for Ware-
houses, &c. &c.
And Agent for "Water's" Per-
fect Steam Engine Governor,
and "Heald & Sisco's" Cen-
trifugal Pumps.

"THE IRON FOUNDRY"
14 to 34 KING AND
QUEEN STREETS
MONTREAL,
QUE.

IMPROVED GANG LATH MILL AND BOLTER MADE BY BUTTERWORTH & LOWE, Grand Rapids, Mich., U. S.



LATH SAWS, 12 IN. DIAMETER.

BOLTER SAW, 22 IN. DIAMETER.

"The lath mill you sent me cuts daily 26,000 to 28,000 lath of yellow pine. We have not used more than two saws, as they make away with all the stock. All hands engaged are colored, and they say it is just fun to run it."
JAS. PATTINSON,

for the Reliance Lumber Co., Beaumont, Tex.
"We average 35,000 pieces per day of eleven hours. Have made as high as 42,000. The mill never gets out of order. It is an every day worker—always reliable."
A. B. LONG & SONS, Grand Rapids, Mich.

"Has proved a first-class mill. Gives entire satisfaction in every respect. It makes up all the stock my mill will furnish."
THOS. D. STIMSON,
Muskegon, Mich.

"I have had several lath mills, but never one to compete with yours. As for capacity there is no end to it. I have never furnished it with enough slabs for a full day's work."
JAMES G. McELWEE, Big Rapids, Mich.

"We are more than satisfied with the gang saw mill and roller."
McEWAN BROS., Bay City, Mich.
"We have never been able to furnish all the stock it would take care of so as to test its capacity. It gives perfect satisfaction in every way, being strong and simple and light running."
CURLER, GILBERT & PIERSON, Duluth, Minn.

STRESSED SHOULDERS SUITABLE FOR HARNESS AND TRUNK MAKING! ALWAYS IN STOCK.

ALL OUR BELTING MADE WITH SHORT LAPS AND CUT FROM THAT PORTION OF THE HIDE AS SHOWN WITHIN SOLID WHITE LINES

Cotton and Rubber Belting.



All sizes of BELTING kept in stock. Orders filled promptly.

ROBIN & SADLER

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Send for Price Lists and Discounts.

2518, 2520 and 2522 Notre Dame St.,

129 BAY STREET,

MONTREAL TORONTO.

A. ALLAN, PRESIDENT.

F. SCHOLLES, MANAGING DIRECTOR.

J. O. GRAVEL, SECRETARY TREASURER.

CAPITAL - - - - - \$1,000,000.

CANADIAN RUBBER COMPANY

MANUFACTURERS OF
RUBBER SHOES, FELT BOOTS,

RUBBER BELTING PACKING

Engine, Hydrant Suction and Fire Hose

Valves of Superior Quality and Make, Car Springs, Wringer Rolls, Tubing, Gaskets, Corrugated Matting, Mats, Carriage Cloths, Rubber Horse Clothing, Fire Department Supplies, Flexible Branch Pipes, Salvage Covers, Screw Couplings and Nozzles, all designs, Rubber Blankets, Stopples, etc., etc.

Head Office : 333 & 335 St. Paul St., Montreal.

CANADIAN RUBBER COMPANY,

BRANCH : COR. YONGE AND FRONT STS., TORONTO.

J. H. WALKER, Manager.

The Ontario Canoe Co, Limited. PETERBOROUGH, ONTARIO,



Manufacturers of all kinds of PLEASURE, FISHING and HUNTING
CANOES Patent Cedar Rib Canoes, Patent Longitudinal Rib Canoes, Bass wood Canoes, Folding Canoes Paddles, Oars, Tents, etc., etc
Gold Medal. London Fisheries Exhibition, 1883.

J. Z. ROGERS,

Send 3 Cent Stamp for Illustrated Catalogue. President and Managing Director
Canoes for Lumbermen, designed to carry any amount of goods and chattels and strongly built, made to order on short notice.

JAMES T. MILNE

MILLWRIGHT AND DRAUGHTSMAN,
BUILDER OF

Milne's Oscillating Steam Gang and Solid Wheel Band Mill.

These Mills, in Strong Timber Frames, containing Foundation, Engine, and Sawing Movements, and all improvements so long desired by the Lumber Trade, built at any point in America.

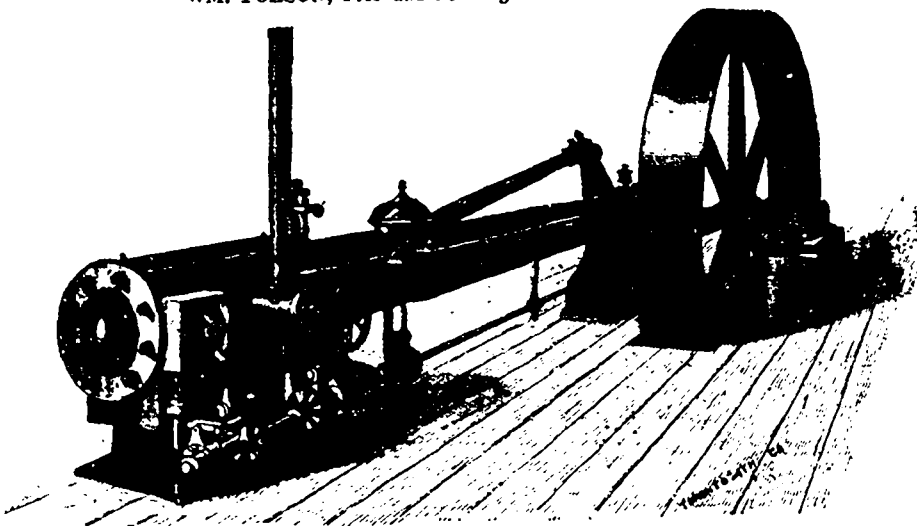
Plans, Specifications, Estimates and Prices, on application.

PETERBOROUGH, ONTARIO.

WM. POLSON, Pres and Gen. Mgr.

J. F. MACKLEM, Vice-Pres.

F. B. POLSON, Sec.-Treas.



THE Polson Iron Works Co'y

TORONTO, ONT. (LIMITED.)

Manufacturers of Steam Boilers of Every Description. The BROWN and ALLAN Automatic Engines, Slide Valve Engines, Marine Engines, Hoisting and Vertical Engines and Boilers. Builders of Steam Yachts, Launches and Tugs.

General Machinery Dealers, **ESPLANADE** Foot of **TORONTO, ONTARIO.** Sherbourne Street