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# THE CANADA LUMBERMAN.

VOLUME XI. }  
NUMBER 5. }

TORONTO, ONT., MAY, 1888.

{ TERMS, \$1.00 PER YEAR.  
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## THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER.

OFFICE: 20 YONGE STREET ARCADE, TORONTO, ONTARIO.

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

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

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

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

### THE LUMBERMAN'S NEW QUARTERS.

THE change of location, as announced in our last issue, has been carried out, and THE LUMBERMAN offices are now located at 20 Yonge street Arcade, Toronto. Our new quarters are in the heart of the city and very easy of access, which will tend to greatly facilitate our business and enable us to be in direct communication with lumbermen and our customers generally. We cordially invite all lumber manufacturers and dealers to call and see us when in the city, and we can assure them they will meet with a kind reception. The removal has necessarily caused us to be somewhat late with the present issue, but hereafter we will be out-on-time on the first of every month, and will spare no pains to make the CANADA LUMBERMAN more valuable to the trade with each succeeding issue.

It is understood that the bill which was introduced at the beginning of the present session by Hon. Mr. Tupper, which was to take away the powers of the Privy Council in exempting certain rivers and streams from the operation of the act forbidding sawdust being deposited therein, will be dropped from the order paper this session, and for at least another season the sawdust question will be an undetermined one. This action has been taken owing to the absence of the Minister of marine and fisheries in Washington.

THE bill recently passed by the Ontario legislature respecting licenses, affecting registered lands, enacts as follows;—"Where a license under the revised statutes respecting timber on public lands, or under the revised statutes of 1887, was or shall be granted and the land is registered under the land titles act, the same shall be deemed to have been, and to be, subject

to the rights of the licensee for the current year, or of his assignee, without the fact of such lands being so subject being expressed in the entry in the register, or in the certificate of ownership."

QUITE a sensation was caused in business circles in Quebec recently over the announcement that two notes, of \$25,000 each, drawn by a leading timber house of that city, and made payable at Bryant, Powis & Bryant's, were posted at the Bank du Peuple for non-payment. It appears that Mr. Powis disputes the endorsement on the back of the notes by Mr. Davies, on his alleged power of attorney, and has warned the parties, who are ready to pay the notes, to pay the amount into court until the matter is settled by law. Mr. Casgram is advocate for the bank, and will institute proceedings. It is likely that Mr. Davies will be brought back to Quebec, when the whole particulars of his financial losses and trade exploits will be made known.

AMERICAN walnut logs of good quality and planks of the first grade, says London *Timber* of recent date, are still in active demand at full prices. Lumber generally, however, shows signs of weakening. An enormous amount of all descriptions of goods is being consumed, but the recent importation has been very heavy, and consequently stocks of inferior cut stuff are rather more than ample, particularly at some of the yards. The stock, as shown by the dock returns, however, are considerably less than they were at several periods of last year, the best year that London importers and dealers in this wood have ever had. As the demand is better than last year, there are many who still consider stocks low. This is undoubtedly so with regard to logs, the growing tendency of which appears to be permanent scanty supplies, with a growing demand, in face of the general inferiority of imported lumber.

THE highest practical testimony to the efficiency of wood paving in London streets, says *Timber*, has just been given by the omnibus drivers and carmen of the leading companies and firms in the metropolis. The Horse Accident Prevention Society recently issued a *plebiscite* among the drivers of the London Car Company, to the principal omnibus and cab proprietors, and the leading carriers, inviting them to vote for which they judged from their experience, to be the best and safest system of paving in vogue in the streets of London, and also which they judged to be the worst and most dangerous. The result not only shows the intelligent interest taken in this question by the drivers, but is such a one as will somewhat surprise those who have persistently and rancorously opposed the use of wood as a material for street paving. From the votes received and now published by the Society, it appears that 750 drivers and carmen declare wood to be the best and safest material; macadam comes next, with 219 votes; granite comes next with 197 votes, while only 51 pronounce in favor of what most people believe to be the most formidable rival of wood, viz., asphalt. But the result of the voting on the other side, namely, as to which is "the worst and most dangerous paving," is even more striking in comparing wood to asphalt. No less than 1,046 drivers declare that asphalt is the worst, while only 122 declare against wood. Whatever else may be said for or against this opinion, none will venture to deny that it is a competent opinion, and that it is a practical one. The intelligent bus driver or carman is the person above all others, who from his daily experience, is the best able to judge of a practical question

of this kind, and this class of men have no interests in this matter which are antagonistic, either to the interests of their employers or to those of the public generally.

THE wise men in Washington and the savants in Ottawa, have within the past few weeks been making ringing changes on the tariff question, and between the two governments the Canadian lumbermen are getting pretty badly squeezed. The lumber schedule as reported in McKinley's bill remains as reported in THE LUMBERMAN last month. There has been a slight change in the phraseology of the provision which is designed to counteract the export duty imposed on logs by the Dominion of Canada, and which is in the nature of a retaliatory provision. That proviso as embodied in the perfected bill is as follows: "Provide that in case any foreign country shall now or at any time hereafter impose an export duty, tax or other form of charge, upon pine, spruce, elm, or other logs exported to the United States from such country in excess of the equivalent per thousand feet board measure of the duty fixed by this Act upon the sawed lumber manufactured from the logs of the kind hereinbefore mentioned, then the duty upon the sawed lumber herein provided for, when imported from such country, shall be forthwith increased to, and during the imposition thereof maintained at, an amount equal to the duty, tax or charge at any time imposed by such foreign country upon the exports of such logs to the United States. And that the Secretary of the Treasury be empowered and directed to enforce the provisions of this Act." Should the bill pass in its present shape it will virtually leave the import duty on Canadian lumber at \$2 per thousand as it has been in the past. In order that Canadians may derive a benefit from the proposed reduction of the import duty to \$1.50 per thousand it will be necessary for the Dominion government to reduce the export duty on logs 50 cents per thousand feet. Such a course would, we feel sure, meet with the hearty approval of the lumber trade of this country, and in fact there is no reason why we should not be willing to reduce it to \$1, or abolish it altogether, whenever the United States government sees fit to take similar action as regards the import duty on our lumber. Now is the time to act in this matter, and we hope the proper authorities at Ottawa will take immediate steps to further the interests of the Canadian lumber trade by making the required reduction.

THE Minister of the Interior in his annual report recently laid before parliament, makes the following allusion to the sale of timber lands in the North-West Territories and British Columbia: "The revenue from the above sources during the past year amounted to \$102,732.61, a decrease as compared with 1888 of \$19,015.28. The timber dues are less than those of 1888 by \$14,781.92, being for this year \$77,071.97. Of the revenue for timber, \$18,044.77 was derived from bonuses, ground rents and royalties on timber cut from lands in the railway belt in British Columbia, being \$7,522.74 less than the previous year, but the crown timber agent reports that he has collected since October 31st, 1888, to October 31st, 1889, amounted to \$33,192.38, being an increase of \$7,624.87 over the amount collected for timber cut during the previous year." The crown timber agent at Winnipeg reports that fuel is

somewhat cheaper than last year, cordwood on railway cars at Winnipeg being \$2.75 to \$4.50 a cord for poplar and spruce, respectively. About 18,000 cords of wood were sold in the Winnipeg and western markets during the year. As regards dues on burnt and fallen timber and forest fires in the northwest the minister says: "During 1887 forest fires in Manitoba and the northwest were more than usually destructive, and I regret to say that the experience of last year was equally unfortunate. One of the consequences of these fires has been the partial destruction of quantities of timber upon berths under license to mill owners. It is well known that unless the timber which has been injured by fire is manufactured into lumber within two years from the time of fire, it is rendered not only useless but harmful, inasmuch as it falls, and being highly inflammable is a constant source of danger to what living trees there may be still remaining in the locality. During the early part of last session, after conference with senators and members of parliament from Manitoba and the northwest, I issued instructions to permit actual settlers on Dominion lands to obtain permits for 25 cents each, enabling them to cut all the burnt and fallen timber under seven inches in diameter which they might require for their own use for fuel and fencing. This decision appears to have been very acceptable to the people. It has been suggested that the department should take further precautions for the prevention of forest fires. This might be possibly done if the staff of forest rangers were greatly increased, but the good to be derived from this large additional expense would, I am afraid, not be adequate to the cost incurred"

MICHIGAN men are now at Washington endeavoring to have congress take cognizance of the fact that there is no import duty on cedar, and that American operators are placed at a great disadvantage by Canadian competition. Farmers in Michigan, for example, who take cedar off their land after the lumbermen have been over it are injuriously affected. Canadians have been doing a rushing business, but the trade in poles across the line has been largely dull and unprofitable. It is said, however, that the senate ways and means committee does not take kindly to the proposition of placing a protective duty on cedar.

THE McArthur Bros. Co., of this city have put in the usual quantity of timber in Canada this season. They own a line of boats, and freight their own timber from the Georgian bay to Quebec, where it is transhipped for the European market, as they sell direct to English houses. Mr. P. McArthur, one of the members of this company, resides at Saginaw, where he is interested with S. S. Wilhelm and E. E. Eastman in lumbering operations. They put in a number of million feet of short logs, and also some board pine, in upper Michigan. The McArthur Co. is at present doing perhaps as large a timber trade as any other firm in the Dominion.

MR. W. G. PERLEY, M. P., a prominent and well-known lumberman of Ottawa, died at his residence on Wellington St. on April 1st, in his 59th year. The late Mr. Perley was born at Enfield, New Hampshire, on the 4th June, 1830. He received his education there and was twice married. Before coming to Canada the late Mr. Perley was in business with Mr. G. B. Pattee at Canaan, N. H. About thirty years ago Messrs. Perley & Pattee came to Ottawa, and on account of the water facilities decided to engage in lumbering at the Chaudiere. The Bronson's were already located on the island, but at that time the place was very wild and there were few improvements. The firm of Perley & Pattee purchased a site from the government, and the next year built a mill. In 1869 the mill was burnt down but was built thrice its original size. At first the firm purchased their logs, but they soon began to buy limits for themselves. The first limit bought was that on the Coulogne. Their area of limits was gradually increased until the firm now owns 1,800 square miles of limits. Improvements were made to the mill year by year until it became a very extensive and valuable property. In 1887 the late Mr. Perley was elected a

member for Ottawa. He was associated with Mr. J. R. Booth in the construction of the Canada Atlantic railway, and was also part owner with Mr. Pattee of an orange plantation of 100 acres at Riverside, California, which has the reputation of being one of the finest in that section. The late Mr. Perley devoted himself entirely to business, but a few years ago Mr. G. H. Perley and Mr. C. B. Powell were taken into the firm, since which time he ceased to take a very active part in the business, but he continued up to the time of his death to visit the office and interest himself in the management. He was a man highly esteemed by all who knew him. His funeral was a very large one, some three hundred vehicles being present...

THE parliamentary committee appointed to consider Mr. Taylor's anti-foreign labor bill met again last month and examined a number of witnesses upon the subject of foreign labor. W. W. Graham, foreman of the saw mill on the St. Croix river at St. Stephen, N. B., testified to the effect of the American act at that point. He said that perhaps there were 100 Canadians who lived in St. Stephen and formerly worked in the states, but were now prevented from doing so. About 450 Americans came over to St. Stephen to work, but no fault was found until Canadians were prevented from going to the other side. In one saw mill, which was run by Canadians, but was situated beyond the center of the river, and consequently in American territory, Canadians could not work, but an adjoining mill, owned by Americans and situated in Canada, was at full liberty to employ whom it liked. What they wanted was fair play. A Canadian section man on the St. Croix & Penobscot railway was informed by the president of the company a few days ago that he must move to the states or leave the company.

THE commercial editor of *Le Canadien* has been interviewing some leading Quebec shippers and dealers on the prospects of the timber trade for the coming summer with the following results: Mr. R. R. Dobell, of Dobell, Becket & Co., said:—I regret that prices of timber are too high, the supply exceeds the demand and the market is somewhat overstocked. But it may be said in general that trade is excellent. The demand is fair, and will be certainly much larger this year than for a considerable time back. We shall have a large number of steamers in port this summer, if we can get fair treatment from the Ship Laborers' Society. There is no doubt that the conduct of the Society for the last couple of years has caused trade to desert our port. Masters wishing to have no trouble with the laborers have taken their ships elsewhere. Possibly this year again a number of owners may hesitate to trade at Quebec for fear of difficulty with the Society. The latter should have mainly in view the attracting to Quebec of as much trade and work as possible. For this a good understanding and good will are necessary. The further we go, the more will the carrying trade be done by steamers, as more speedy and less costly. Trade is good, but the best advice we can give to manufacturers and merchants is to be prudent. In England business is lively, but the slightest falling of in the demand might entail loss on exporters. Lt-Col. Forsyth, of the firm of J. Bell Forsyth & Co., said:—A large demand for deals is generally looked for this summer in the port of Quebec, and the trade in any case promises to be still better than last season. Prices for white pine are high in England and for the moment the demand is not as active as at this time last year. The pine deal market is quiet, but a decided improvement is reported in spruce deals. Altogether, from the best information obtainable, the timber trade to day is satisfactory, with an evident upward tendency. All our merchants look forward to a very profitable season. Mr. Herbert M. Price, of Hall & Price, owners of the Montmorency mills, spoke of the sawn lumber business. According to him the indications for the coming season are most encouraging, with a fair English demand. Spruce deals are selling at very good prices, and the market is better than for the last two years. Spruce is in great demand on the American market, indeed it is extraordinary how this wood has been sought for within the last couple of years. It follows that manufacturers have no difficulty in placing their goods, certain qualities especially. The American market is very much improved. For certain qualities of spruce the prospect is very good, and hemlock will also be in demand. The retail lumber business is very thriving, tamarac and hemlock being more largely used than in former years. Altogether, an excellent business is expected this coming season.

## SPLINTERS.

IT is stated that Canadian capitalists have purchased forty thousand dollars worth of standing timber in Carrol county, Virginia, and will erect large saw mills.

A GREAT sale of valuable timber and mineral properties will be held at Knoxville, Tenn., May 21st. A full description of the properties for sale will be found in our advertising columns.

WHAT'S the matter with the station agent at Midland? Like the proverbial flea when he's wanted he's some place else. Fashionable business hours won't do when lumber has got to be shipped.

WE are requested by the Toronto Hardwood Lumber Co. to announce that Mr. F. S. Miller has no further connection with that firm, and that they will not be responsible for any business he may do in their name.

THE auction sale of Gilmour & Co's, mills, and limits, on Gatineau and Trent rivers, advertised to take place at the Russell House, Ottawa, on the 9th day of April, has been postponed until the 31st, of July. See advertisement in another column.

WE are indebted to our friends F. G. Strickland & Co., of New Westminster, B. C., for a splendidly gotten up illustrated view of that city. It was issued as a holiday supplement to the *World*, and so great has been the demand for it that it was necessary to issue a second edition.

MESSRS McARTHUR BROS., lumber merchants of Toronto, have struck it rich, having purchased a newly discovered gold mine, 18 miles north of Thessalon, for the sum of \$7,500. Assays made by Professor Hays, of Toronto, of some of the specimens run as high \$44,000, to the ton.

FOUND at last, a practical friction Grip Pulley and Cut-off Coupling, simple, efficient, instant in its action, applicable to the heaviest, as well as the lightest machinery and shaft. Patented in Canada and the United States. Send for particulars to Waterous Engine Works Co., Brantford, Canada. Mention this paper.

ON the order for the third reading of the bill to amend the timber slides company's act, Mr. Hardy moved the further consideration of the bill in committee, and the amendment of several of its clauses. The amendment did not affect the principal of the measure which was again reported to the house, and afterward read the third time.

JOHN CHARLES RYKERT, M. P., of timber limit notoriety, member for Lincoln has resigned. Mr. Rykert seems merely to have forestalled the action of the House, as the investigating committee were to have unanimously reported him guilty of conduct corrupt and discreditable. The general feeling appears to be that Mr. Rykert took the wisest course in resigning.

THERE were exported from the Ottawa consular district to the United States during the quarter ending March 31st, 1890, lumber amounting to \$203,292, against \$387,521,67 during the same period in 1889. There were also exported during the first quarter of the present year to the United States, box shooks to the value of \$847; plank decking, \$2,737; lath, \$8,511; pickets, \$2,214. In bond for export lumber, \$71,353.

THE lumbermen of London have effected an organization which is practically a branch of the London Chamber of Commerce, and is to be known as the Timber Trade Section of that body. At this late day they have been seized with the co-operative idea, having discovered that they can accomplish more through the instrumentality of an organization for mutual aid. In "unity there is strength," and we trust the organization will achieve an abundant measure of success.

THE *Winnipeg Commercial* of recent date says: In the lumber trade there is not much movement yet, but some shipments have been going forward to start new yards at country points, or sort up old dealers for spring business. The tendency is easy in lumber prices, owing to competition from imported lumber. Some cutting in prices is likely to result at points where there is competition from Minnesota lumber, though it is expected that association prices will be maintained as closely as possible at the Lake of the Woods mills.

THE lumbermen of Toronto are now more hopeful of securing their asked for reduction in the tariff on lumber, since the Grand Trunk Railway Company have issued a circular to the coal dealers announcing a reduced tariff on coal and coke, in car lots of not less than 24,000 each, from Buffalo, River Street Station, Black Rock and Suspension Bridge, N. Y. The new tariff has already taken effect, and the principal item in it is the lowering of freight on anthracite and bituminous coal, the reduction on the former being considerably more than on the latter.

It is stated that the prices of redwood lumber have fallen so low at San Francisco that there is no longer any money in the business for millmen, and a proposition is now on foot to form an organization, under which combine, the manufacturers would unite in consigning their cargoes to one representative house in that city. This action, it is claimed, will give redwood men the same advantages as those enjoyed by Oregon and Puget Sound mill owners, nearly all of whom are represented by the Pacific Pine Lumber Company, which takes charge of all cargoes arriving, fixes schedule or standard rates, and secures uniform values for cargo lots.

THE building of the Sault Ste Marie and Hudson Bay Railway will open out a new field for lumbering operations. By a recent exploration of the line of this road between the Sault Ste Marie and the Canadian Pacific Railway it is ascertained that fifty miles of the territory intersected is thickly covered with white pine timber, and the other fifty miles is heavily timbered with black and yellow birch, maple, oak, hemlock and tamarac. The latter kinds of timber are not floatable, and consequently cannot be taken to market without a railway. There will be large quantities of pulp wood, cedar and tanbark to go over this road, which will find a ready market at Sault Ste Marie.

THE Lumber Manufacturers Association of Michigan, recently formed at Saginaw, and which is supposed to embrace all the producers of lumber in the state, has issued a scale of prices for common assorted Norway and hemlock bill stuff delivered on the cars as follows: Norway from 12 to 40 feet long, 10 inch, from \$10 to \$25 per thousand; 12 inch from \$11 to \$28; 14 inch from \$14 to \$32; over 40 feet long, \$1 for each additional foot. Common assorted hemlock bill stuff from 12 to 40 feet long; 10 inch from \$9 to \$19; 12 inch, from \$9.50 to \$19.50; 14 inch, from \$10 to \$20; and \$1 extra for each additional foot over 40 feet in length.

SHIPOWNERS, merchants and others handling ocean cargoes at Quebec, and the representatives of the Ship Laborer's Union have agreed upon a basis of operation for the year 1890-91, so that the interests of each may be protected throughout the year. The rate of wages on sailing vessels loading and discharging have been fixed at \$3 per day of nine hours, taking effect April 1st, and to remain in force up to November 30th inclusive; and from that date up to March 31st, at \$2 per day. The rate of wages on ocean steamers, loading and discharging, have been fixed at \$4 per day of nine hours, going into effect on the same date and to remain in force up to November 30th inclusive, and from that date up to March 31st, 1891, at \$3 per day. The shippers of lumber and timber agree to employ none others but members of the Ship Laborer's Union on all vessels controlled by them, and further guarantee that the members shall be paid the rate of wages above mentioned. The same rate of wages will rule at St. John during the same period.

THE Waterous Steam Fire Engine is gaining daily in popularity. Last month three of their No. 5, city size, were sold in the city of St. Paul, and one of the smaller size to a New York house. This month leads off with a large No. 5 to the city of Buffalo, a No. 2 to Fairfax, Minn.; a No. 2 to Madison, Minn., and still another to Appleton, Minn., while the Michigan State penitentiary, at Marquette takes a No. 1 hose cart. The following No. 1 hose carts have been placed in Canada within a year, two each to Simcoe and Lakefield, one each to Bobcaygeon, Teeswater, Nanaimo, B. C., Shelburne, Carleton Place, Aylmer, Parry Sound, Winnipeg, Man., and Collingwood. The town of Simcoe has two engines, Lakefield, Bobcaygeon and Parry Sound each one.

COMPLAINTS have been made by owners of lumber mills along the Ottawa river above the Chaudiere Falls, that the Canadian Pacific Railway Company refuse to furnish sufficient cars for the conveyance of their lumber to market. They say that the company's rolling stock is employed in the through traffic from St. Paul to the seaboard, and that consequently local points are neglected, while the rates charged for the carriage of local freights are exceedingly high. The lack of sufficient provision for the conveyance of their lumber to market is felt severely by the mill owners, particularly during the winter months when there is no outlet by water. The Dominion government should include in their great canal colonization scheme the Ottawa river canal, as the construction of that work would give the lumbermen of the Ottawa district an outlet for their products by water for at least six months in the year.

THE *Mississippi Valley Lumberman* says: A feature of the McKinley tariff bill, now before Congress, is criticised by some of the New York lumbermen. They find that the bill provides for a duty on all kinds of pine in the rough of \$1.50 per thousand feet, with a duty added on planed or dressed lumber of 25 cents. The extra duty is presumably put on in the interest of American labor, but the difference in freight on planed and rough lumber between Toronto and Albany is 40 cents a thousand, making a premium of 15 cents per thousand for planing on the Canadian side. Spruce lumber, which is the cheapest lumber known except hemlock, has a duty placed on it of \$2 a thousand. There is very little spruce in the country out side of Maine and no interest can be subserved by protecting lumber of this class. Evidently the McKinley bill will need a good deal of overhauling before it will become very available or very satisfactory to the lumbermen, who, as a class, are willing to accept absolute free trade in lumber.

A VERY large and influential deputation of the lumbermen of the Ottawa Valley, numbering about forty in all, waited on Hon. Geo. E. Foster, and Hon. Mackenzie Bowell, to protest against the proposed duty on heavy mess pork. The deputation was introduced by John Bryson, M. P. and Mr. Robillard, M. P. Amongst those present were, Messrs. J. R. Booth, Allan Gilmour, Hiram Robinson, H. K. Egan, Alex. Fraser, Westmeath, R. Gorman, R. Nagle, R. H. Klock, R. Blackburn, Parker, of Buckingham, Warden of Ottawa county, David MacLaren, Ald. J. Henderson, E. H. Bronson, M. P. P., F. P. Bronson, Capt. Berkeley Powell, Gillies Bros., Arnprior; R. Hurdman, Thos. Raphael, Robt. Conroy, G. B. Greene, Secy. Upper Ottawa Improvement Co. W. R. Thistle and many others. At present the duty is \$2 a barrel, and it is proposed to increase it by a half cent a pound which will make the duty \$3.20 a barrel. The lumbermen asked no alteration in the proposed duty on lighter porks. The ministers informed the deputation that the matter would receive due consideration.

MR. W. D. DIMOCK, representing the firm of Birrel & Kent, of Truro, N. S. and Mr. T. S. McMullen, accompanied by Messrs. Putnam, McDonald, Dickey and Sir Adams Archibald, M. P's., recently called upon Sir John MacDonalld to urge upon him the necessity of

reducing the present rates on timber carried over the Intercolonial railway. "These two firms" (Birrel & Kent and T. S. McMullen,) says Mr Dimock, "handle two-thirds of the lumber product of the province. Mr. McMullen paid last year \$23,000 in freight on deals, etc. carried by the I. C. R. to Halifax for shipment, and if the present increased tariff were then in force, he would have paid \$6,000 more. The firm of Birrel & Kent paid \$10,000, but would have had to pay \$2,000 additional had the present rates been charged last year. Of the sixty-six million feet cut in Nova Scotia last year, forty million were transported to Halifax, the port of shipment over the Intercolonial railway. But if the increased tariff is to go into force this year, we will not be able to ship to Halifax at all, as it will be cheaper to construct independent communication between the mills and seacoast, at the nearest available ports on the Bay of Fundy or elsewhere." The delegates conferred with Mr. Schriber, Chief Engineer of government railways, and Mr. George Taylor, general freight agent of the Intercolonial, and afterwards interviewed Sir John Macdonald upon the question of freight rates. Sir Adams Archibald and Mr. Dimock went fully into details to show the necessity of a reduction of the Intercolonial freight tariff. Sir John promised that the matter would be fully investigated by the government at once, and that during the Easter recess the question of railway freight would be decided.

#### LUMBERMEN AT MONTREAL.

AN imposing deputation from the lumber section of the Toronto Board of Trade visited Montreal, April 10th, for the purpose of interviewing Sir Joseph Hickson, general manager of the Grand Trunk railway, in regard to the scarcity of cars and other matters pertaining to the lumber interest. The deputation consisted of A. K. McIntosh, Joseph Oliver, J. L. Spink, George Gall, A. A. Scott, James Tennant, S. C. Kanady, J. Tennant, H. N. Baird, E. A. Wills and Messrs. H. Brennan and J. Thomson, of Hamilton. At the interview in Montreal besides Sir Joseph Hickson, there were Messrs. Sargent, Wainwright and Stephenson, of the Grand Trunk, and before these gentlemen were the grievances of the lumbermen laid. Three things were complained of the scarcity of cars, the lack of locomotive power, and the want of a car superintendent at Toronto, from whom full information could be obtained regarding the whereabouts of cars. Referring to the lack of cars and want of locomotive power Mr. Hickson admitted that the complaints of the deputation were just. He acceded the point that there had been just cause for complaint for some time back, but explained it by the fact that there had been an extraordinary demand for ice, and that also a large number of cars had been required to carry dead meat this year. The majority of the engines had been used to convey this ice, and another thing was that long box cars could not be procured to carry lumber, as the foreign roads would not let the road have them except for ice. The lumbermen, however, contended that their regular traffic had no right to suffer because of an extra ice traffic, and they also thought that the Grand Trunk railway should be a wealthy enough road to own rolling stock without relying upon other roads. The interview lasted over two hours, and ended by the promise on the part of Sir Joseph Hickson that immediate steps should be taken to procure more cars and locomotives so that lumbermen might catch up with their back orders. In regard to a car superintendent in Toronto, Mr. Hickson decided to make a change in Mr. Wragge's office. There will be a superintendent appointed from his office who can give all information in regard to cars, and also order the movement of cars from outside points. Sir Joseph also asked the deputation that when any complaints should be made, that they come through Mr. Wragge's office and not through local agents or subordinate offices. If the promises given by Sir Joseph Hickson are carried out there will be no further need for lumber or other merchants to complain of a scarcity of cars or lack of locomotive power on that road. The deputation was well satisfied with the interview.

### FILING VS. HAMMERING SAWS

"Since the hammering of circular saws has been taken up by filers and saw experts the impression has gained ground that all the sins of the lumber pile are due to bad hammering; that if the saw is well hammered it will make good work, whether it is well filed or well tended at the brakes; and on the part of the proprietor the mill is allowed to get out of repair, track crooked, saw arbor sprung, collars out or wobbled, and things generally loose," says a writer in the *Mechanical News*. "The saw is bundled off to the shop to be hammered, or a man sent to the mill and roundly cursed because he did not make the saw perfect. I have had considerable experience on both sides, and therefore this letter.

"When saw makers charged \$15 to \$18 for hammering a 50-inch saw, and it cost \$3 to \$5 more for express or freight, the mill man looked well to his works; but now the proprietor is easily 'fogged' by the lazy sawyer. He says, 'She is warped or rim-bound. I can't make good work. You must get a new saw.'

"I wish to say to my brother sawyer from an experience of many years as hammerer, filer and sawyer, that not one saw in a hundred gets 'rim-bound,' as he terms it; but as his assertion is indefinite anyway, this name may do as well as any. But if allowed to be a little pointed in my remarks, I should say the sawyer himself was 'rim bound,' that his conceptions were inclosed in too small a space. He is ready to blame the makers of the saw, when he himself is to blame. I will make here a pretty strong assertion, that I can make 90 per cent. of all the saws that leave the shop of the maker or of a good hammerer, run well without the use of a hammer. Once the sawyer resorted to every expedient to save the expense of repairs on saws; now he goes back at once on Mr. —'s saws and wants him to send a man forthwith. The maker meets competition and must keep his reputation, so he sends a man, a hammerer, of course, when he should have sent a practical sawyer. The saw maker of the shop will at once detect the variation of the saw from truth and yet he immensely puzzled because it does not 'stand up' to the work. He knows that a saw sent to Mr. —'s mill runs first-class, and this one is just as well made and runs the same speed. He comes from headquarters, and must not even look serious, but fix the trouble at once, when he can't. I pity him; if he had only been five or ten years at the brakes too, the mill man would not 'bamboozle' him so easily.

"The saw makers have a stereotyped paragraph in their catalogues that a saw must be filed square, set both sides alike, and the track straight and in line with the saw, the collars true, &c. &c. That is theory—a good one as far as it goes. His man, not one in ten that he sends out, is close enough in his work to make it so; besides, he is not quite loyal to his employers. He says, 'That is not my hammering.' Now the fact is, he would promote the reputation of his house much more if he located the trouble with the mill in place of the saw; but the tension of the saw is his hobby, and that covers all. So thinks the sawyer, and he forthwith opens the saw with his hammer. This helps the matter some, or a saw hammered so open that you can heat the rim considerably with the guide pins before it will run snakey will bear leading with the guides. The sawyer thinks this is good and sets it down at once that all saws should be so. Not so. You will soon have trouble from another source. Your saw will get canted and set bulged, when it will have to go to the shop sure, with lots of other sins. The fact is, the makers are generally right, (not always); the saw, if subjected to no accident, will get off at once if your mill is right. 'Well, tell us what is wrong.' That is what I am going to do in another article.

"I am a saw hammerer of years of experience, and make bold to 'say my say' at the risk of being called 'He knows it all.' The fact is a saw properly filed and set for the work it is doing and run on a true arbor, and properly lined with the carriage, incident to the kind of timber, time of year, whether hot or cold, whether above or below freezing point, whether dry or water-soaked, whether New England pasture oak or Vermont rock maple, or Quebec spruce, or western pine, should run well if properly hammered, is true; but

every one of these conditions hinges on the other.

"Most makers prefer their saws to go in steam mills, for steam power averages better than water power. It is a hard task for the hammerer to strain his saw for 900 or 1,000 turns out of the cut, then dash it on three or four inch feed, and slow the speed down to 500 or even 300 revolutions per minute. This is the case in many water mills. The fact that a saw can do some business in a mill of 10-horse power does not hold good that the same saw will do in a mill of 80-horse power. It takes more power to drive a saw than most people think."

### BAND VS. CIRCULAR SAWS.

When the advocates of improved processes introduced the circular saw, few sawyers and mill men believed it possible that a log could be converted into lumber without the stubshort, or some means to hold the board and keep it from falling back against the machinery; but the circular, like all good inventions, came to stay, and the old Mulay saw was taken to the scrap pile, notwithstanding the violent and stubborn opposition. Belts superseded the cumbersome coarse gearing, and better lumber and more of it was the result. Following closely upon the circular saw came the adjustable tooth, which at the time of its first introduction was deemed equal to a dynamite factory in point of danger, and none would attempt to use them for fear of being shot; but the inventors were intrepid, and stood by their saws with adjustable teeth while making thousands of revolutions per minute and passing through hundreds of knots. Of course they were adopted and came to stay, and now the solid tooth circular saw mill is considered a fit companion for the key-winding watch and muzzle-loading shot gun, all of which have been crowded to the wall in less than a quarter of a century.

Circular saws, as compared with the old Mulay, were great timber savers, but the demands have drawn heavily on our forests, and the sawdust taken as good timber to produce as the finest board. The inventor of the band saw now saw an opportunity to lessen the amount of sawdust and at the same time render plethoric his pocket book. He tried it, he worked it, and called it a success. He induced the lumbermen to do the same; they did, and indorsed his discovery; and now where the supply of timber and lumber corresponds, the band saw is invariably found. After the band saw, what?

A valued correspondent, who remained a skeptic as long as he could, now thinks all others lacking in enterprise that will not use band saws altogether. He has been using band saws for some time, and claims unvarying success. Of late years his company has at no time used a band mill with less than twenty thousand feet capacity, and has fifteen of them in use at one time. With one mill they sawed thirty thousand feet of inch boards in ten hours. The company, speaking of a general average, state they have sawed six million feet per year, and, outside the sawing of timber, *e. g.*, the production of more salable lumber per round thousand of logs, their lumber commands a much better price, as the surface is smoother, requiring much less time, power, and loss of material to plane down ready for use.

With reference to the economical features, these are varied. If we take a given quantity of logs, estimate the amount of lumber they will make, we must make due the allowance for sawing; this means sawdust, the production of which means power and plenty of it; hence the smaller the pile of sawdust made, the less power required in producing that lumber, other things being equal, and if we make the estimate of this unbiased, the result will be astounding.

It is claimed that a sixty-horse power engine will run three band saw mills, each having a capacity of twenty-five thousand feet per day, and still have a surplus power sufficient to run all the edges and cut-offs, to trim the lumber ready for market at one handling. The writer knows of several mills having thirty-horse power engines, that do not produce ten thousand feet of lumber in a day—from daylight till dark. Take the foregoing as a base of figures, place the average of these mills below what is positively known to be, say

twenty thousand feet each per day of ten hours, at a very low estimate, see what will be saved in a saw kerf alone. The best band saws only consume an inch in making twelve trips through the log, now the ordinary circular saw, on the hypothesis of it being perfectly adjusted, evenly set, and by expansion at periphery does not wobble and cut a wider swath. Some saws will do this, we all know; here we have a saving of two thousand feet, or, in round numbers, one-fifth more lumber than what goes into sawdust, for which in some cases furnaces are erected to burn the gigantic piles, and many an entire saw mill has gone up in smoke thereby.

As a regular financial transaction, the following facts are readily deducible: taking the general average price for all kinds of lumber ordinarily made in large mills, this twelve thousand feet of lumber destroyed would be worth ten dollars a thousand, making just one hundred and twenty dollars absolutely lost every day the mill is running, in lumber alone. Of course the price given is a very low estimate, but all the quotients obtainable appear far too large; curtail these prices the best we may, the average proportion of this loss would be uppers, the best as well as the poorest lumber, leaving with this company's plant a saving of thirty thousand dollars in a two hundred days' run, making due allowance for breakage, stoppages, etc.

Say three mills cost six thousand five hundred dollars each, put up and started exclusive of power, there would still be left a neat little margin of twenty-three thousand five hundred dollars saving in two hundred days and still have the mills; figures that tell plainly what may be saved. With the above estimates no calculations are made of the increased power required to produce this great pile of dust falling from the circular saw; if this were added, the results would appear as the high wrought dream of some band saw crank, but they are already fearful, and we will not attempt to make them more so.

### LUMBERING PAST AND PRESENT.

"Speaking of lumbering, said a prominent New Brunswick lumberman the other day: "There is no business in which the advance and improvements over old plans and methods have been more rapid and complete than in the lumbering operations in the woods. Why, said he, it is only a few years since the man who went into the woods in the fall, saw no signs of comfort until he came out in the spring. The accommodations were all of the most rude and primitive character, the camps were generally built after the men went into the woods, and were mere protections against the weather, the men laid down at night on some boughs, with such covering as they might happen to bring into the woods with them; the fare was the most common kind, being chiefly pork and fish—none of the present comforts being heard of in those days. It was on the streams that the men suffered most. From long before daylight in the morning until after sundown at night the men drove the lumber down the swollen streams, and often drenched through at night by an accidental bath in the cold water, or by a beating rain, they laid down on the cold ground without covering of any kind and slept until morning. They always laid close together and built huge fires, which two men of the party, in turns, kept blazing all night long, and by the time the men were ready to turn out they were pretty well dried, provided it did not rain during the night. Now these things are all changed and the old plan of getting along in the woods has given way to the progressive spirit of the times, and the man who goes into the woods for the winter very often goes to a house far better than the one he left his family in at home, and almost always more conveniently appointed. The lumber camps of the present day are substantial and commodious, are fitted up with all the modern improvements. A good cooking range and a good cook are the first essentials. The sleeping accommodations around the sides of the camp are well supplied with straw beds, and plenty of woollen blankets. The "grub" is of the best quality and the most nutritious that the country affords. Beans and pork and hot buns form the morning meal, a dinner of cold meat and bread is carried to the men in the woods, while a hot supper of

fresh beef, potatoes and some kind of pudding, or perhaps codfish or soup awaits them on their return to the camp in the evening. The evening hours are spent in various ways, some of the men grinding axes, others mending socks, mocassins or snowshoes, others reading a book or a late paper sent them by their friends at home, while another plays the fiddle or entertains the company with a song. No card playing is ever seen in a well regulated lumber camp. A bundle of papers or books from the regions of civilization is looked upon as a great treat, and goes the rounds of all the men, who read everything, even to the advertisements. The old method of driving is improved on, the men being well fed and sleeping in tents each night. Taking everything into consideration the life of the lumbermen of the present day is a comfortable and healthy life."

**SAWDUST--A CURIOUS PHENOMENA.**

When the ice was moving down the river a couple of days ago, says the *Ottawa Journal*, a curiosity was visible on the surface of one of the big floes. An archaeologist strange to the neighborhood would have pondered long and curiously over the thing, and if depending wholly on his own conjectures as to its cause, he would have been as wise at the end as at the beginning. It was a huge oval excrescence or ring of sawdust on the surface of the ice, from fifty to one hundred yards in diameter. The ring was perfectly clean cut, the sawdust marking it being several feet in depth. Several thousand loads of sawdust were there. The archaeologist would ask himself in vain how the sawdust came there on top of a thick field of ice in mid-water, laid out so beautifully but with no apparent reason whatever for its being. He would have to turn to one of the natives for an explanation. Then he would be informed that during the winter, when the ice was sound and strong, half a foot in thickness, and at a spot where scores of persons had a few hours before been skating and amusing themselves, there came an upheaval from the depths of the Ottawa, a crashing explosion, a shattering of the solid ice over a considerable area, and a foul geyser of rotten eruption throwing a tremendous ring of sodden sawdust on the ice around. Then the river froze over again at leisure, but with the huge sawdust ring reposing on its white surface to commemorate until spring the bondage of the river to the saw mills at the Chaudiere.

Is it possible that this foul gas exploding from the sawdust deposit on the bed of the river could be generated in fresh sawdust? The argument of the sawdust apologists is that each spring the freshets clean out from the channel the sawdust deposit of the previous season. Yet here in the channel we have a foul eruption indicating the presence beneath of thousands of fermenting tons of sawdust. Did all the sawdust get there in the previous season only, or if it did, could it so soon become rotten enough to furnish such an explosion? An explosion which is stated to have broken some windows on shore.

**WOOD AS FOOD.**

Probably no modern science presents a wider field for speculation than that of chemistry, and more especially, perhaps, that branch of the science which treats organic compounds, says the *Lancet*. Since the day when Wohler overthrew forever the notion that organic substances were exclusively the products of the operation of a so-called vital force by his discovery of the synthesis of urea, a great number of bodies, hitherto obtained only in Nature's laboratory, have successfully been built up, as the result of a careful and most minute study of their exact nature.

The discovery of the preparation of substances by artifice, more particularly the dyes, has as a matter of course influenced very considerably home and foreign industries. What shall be said, then, when chemistry promises to solve hard problems of political and social economy? In an address delivered at Heidelberg, by no less eminent an authority than Victor Meyer, it is announced "that we may reasonably hope that chemistry will teach us to make the fibre of wood the source of human food. What an enormous stock of food, then, will be found if this becomes possible in

the wood of our forests or even in grass and straw. The fibre of wood consists essentially of cellulose, C<sub>6</sub>H<sub>10</sub>O<sub>5</sub>. Can this be made to change into starch? Starch has exactly the same percentage composition, but as everyone knows it differs very much in its properties and the nature of its molecule is probably much more complex. Cellulose is of little or no dietic value and it is not altered, like starch, in boiling water. It really gives glucose when treated with sulphuric acid, as is easily shown when cotton-wool, which is practically pure cellulose, is merely immersed in it. Starch gives the same product when boiled with weak acid. The author further quotes the researches of Hellriegel, which go to show beyond dispute that certain plants transform atmospheric nitrogen into albumen, and that this process can be improved by suitable treatment. The production, therefore, of starch from cellulose, together with the enforced increase of albumen in of plants would, he adds, in reality signify the abolition of the bread question. It must be borne in mind, however, that theory, fascinating and promising though it may be, is not always capable of being followed up by a practical result.

**BRITISH BOARD OF TRADE RETURNS.**

The Board of Trade returns for the month of March, show the imports to be £36,140,000 being a decrease of £125,000, or about 1/4 per cent. The exports to £20,067,000, a decrease of £1,392,000, or about 6 1/2 per cent. The total value of the imports for the three months is £105,282,000, a decrease of £1,334,000, and that of the exports £62,738,000, an increase of £2,081,000.

The imports of hewn and sawn wood of all descriptions for the month were almost identical with those of March, 1889, the figures showing only two loads in favor of the present year, the excess of 23,935 loads of hewn being counterbalanced by a similar falling off of sawn.

The first three months show a falling off in the imports of all descriptions of wood goods of 21,106 loads. The same discrepancy between hewn and sawn timber is very noticeable the former showing an increase of 30,526 loads, and the latter a decrease of 51,632 loads. In the hewn timber the imports from every country, with the exception of British North America show an increase, whilst in the sawn, the falling off is noticeable, particularly in the cases of Sweden and Norway and British North America, where it amounts to 33,159 and 10,351 loads respectively.

**CANADIAN TIMBER LIMIT GRANTS.**

A Washington correspondent of the *Mississippi Valley Lumberman*, writing from that city under date of March 31st, says, "Unofficial reports find their way to this city of investigations which have been started by the Canadian parliament on the subject of grants of timber limits by the Dominion government to its supporters. The statements made by Mr. Charlton, M. P., are startling and connect members of the government of corrupt practices. Mr. Charlton quoted grants of timber limits to seventeen members amounting to 850 square miles. The speech was made on a motion to impeach a member of corrupt practices. The limit which was the subject of impeachment was given the hoodlers for \$500 and was sold to Louis Sands, a lumberman of Manistee, Michigan, for \$200,000. He complained of being swindled, and made a long affidavit on the situation. In connection with this affidavit it was stated that thirty-four members of the two houses of parliament had been given timber tracts at merely nominal figures. The total number of square miles so granted was 25,000, or 16,192,000 acres.

Sands in his affidavit said that a Winnipeg broker induced him to pay \$10,000 for the refusal of the Cypress hills timber limit, at \$200,000, provided that the limit turned out as represented, and contained 100,000,000 feet of good timber. The limit lay in the Northwest territory. He had it surveyed by a man in Manistee in whom he always had confidence, and he reported that it was as represented. He believes his surveyor was bribed. He paid the price and at a cost of \$40,000 bought a saw mill and moved it to the limit.

On his arrival he found that he had been made the victim of misrepresentation. Instead of 100,000,000 feet, the timber would not scale more than 20,000,000 and it was small stuff at that, and would cost more to manufacture than it could be sold for in that part of the country. In addition he found that the Canadian Pacific railway company was entitled to every odd section in the tract and he was obliged to purchase this from the company before he could do any work on one half of his tract. Altogether he made a strong case.

Complete figures of the amount of timber tracts disposed of in this way are not given in, except that there were 550 orders in the council, five years ago. With this method of disposing of government timber, it is not strange if lumber can be manufactured cheaper on the Canadian side of the line than on this."

**Ontario Crown Lands.**

The report of Hon. A. S. Hardy, commissioner of crown lands for Ontario for 1889, shows that 1,279 acres of clergy lands, realizing \$1,262, were sold last year, and the collections on account of former sales of the same class of lands reached \$3,972. The area of crown lands sold in 1889 was 53,640 acres, valued at \$71,765, and the collections were \$66,888. On account of common and grammar school lands \$16,000 were collected. The total revenue from crown lands for the year was \$1,204,639 and the cost of the department was \$236,336. The fire ranging service was satisfactorily performed, very few forest fires occurring during the year. The total cost of the service was \$15,468, one half of which will be collected from the holders of timber limits. 858 locations on free grant lands were made, covering an area of 114,050 acres. 386 patents were issued to settlers in free grant townships. A number of new townships were surveyed into farm lots during the year; and the outlines of eight townships at the head of Lake Temiscamingue, on the Upper Ottawa, have been run. From mineral lands the department derived \$36,829 of revenue, 138 miles of colonization roads were constructed and 404 miles repaired. Eighteen new bridges were built and the total expenditure upon colonization roads and bridges was \$103,666. The total receipts on account of land sales reached \$114,913: timber dues, \$947,883; ground rents, \$64,767; bonuses, \$66,058; fees, \$980; refunds, \$10,147. The total collections at the Ottawa agency of the Ontario crown lands department during 1889 amounted to \$336,397, and the collections at Quebec an account of timber cut in the Ottawa district were \$43,714. The areas covered by timber licenses in Ontario are: In the Ottawa division, 6,547 square miles; Belleville division, 1,489 square miles, and Western division, 9,190 square miles. The quantities cut in the Ottawa district last year are shown by the following table: -

	Pieces.	Feet.
White pine logs .....	1,922,874	237,698,827
Other logs .....	24,443	1,426,066
White pine square timber.....	32,368	1,714,382
Red pine do .....	9,866	566,787
Boom and dimension.....	63,855	10,880,521

The total number of white pine logs cut in the province last year was 6,802,308, measuring 725,727,633 feet; 86,231 pieces of white and 10,890 pieces of red pine square timber were cut.

THE owners of portable saw mills, says an exchange, working at a distance from transportation, so that they can market only the upper grades of lumber, should try their hand at sawing quartered oak. The demand is always active, and the prices paid for quartered oak are fully thirty per cent. more than for plain sawed oak. Most of the owners of portable saw mills with whom we have talked are afraid to undertake to saw quartered oak. They claim that they have never cut this class of lumber and are afraid they can not do it. Quarter-sawed oak is almost as easily sawed as plain oak, and requires but little more skill. There are various design and drawings showing just how a log should be sawed to produce the greatest amount of quartered lumber, which are safe guides to beginners. Any practical sawyer can cut quartered oak to advantage, in fact, in sawing oak in the ordinary way, the product will be at least 25 per cent., quarter sawed

## THE NEWS.

## ONTARIO.

—Lumber shipping is quite lively at Longford Mills.

—The Katrine mills will cut 10,000,000 feet this season.

—Robert Armstrong, lumber dealer, Kirkfield, has failed.

—Mr. Ainslie, of Comber, is erecting a new saw mill at Staples.

—The Kingston Car Works are now turning out two cars every day.

—J. Whiteside, Huntsville, is making an addition to his saw mill this spring.

—Mr. Geo. Thomson, of Zeland, is about putting a new engine into his saw mill.

—The Parry Sound Lumber Co., and the Conger Lumber Co. have started their mills.

—The saw mill of Messrs. Leishman & Sons, Bracebridge, commenced operations in March.

—McLachlan Bros., of Arnprior, have a drive of 200,000 saw logs coming down the Bonnechere.

—McMurphy's mill, at Sundridge, runs 24 hours a day. It cuts birch in the day and pine at night.

—The Georgian Bay Lumber Co.'s mill at Port Severn commenced running a couple of weeks ago.

—Mr. Gray, of Dundas, owner of a saw mill at Stillwater, purposes putting in a large shingle mill and planer.

—The Rathbun Company have taken nearly 200 carloads of posts from one locality in North Hastings this season.

—The saw mill at Thessalon will start running in a couple of weeks. The new engine and boiler are now in place.

—Messrs. Murphy & McKae, forwarders, have placed a number of barges at the Chaudiere lumber docks to be laden with lumber.

—There are twenty million feet of logs to come down the Thessalon river this summer, besides about six thousand cords of paper wood.

—John Ferguson's saw mill at North Bay, destroyed by fire not long ago, has just been rebuilt on a much larger scale than the old one.

—The Black River is opening up and the river drivers are preparing for the drive. Unless there is more rain the water will be lower than usual.

—Rat Portage people want the Ontario Government to buy off the lease of the Lake of the Woods islands from the Keewatin Lumber Company.

—Mr. Dymont's mill at Thessalon will be run to its full capacity this summer. A large new engine, boiler and smokestack arrived last week.

—James Playfair & Co's mill at Sturgeon Bay commenced running April 14th, one month later than last year, and is expected to have a full season's run.

—Now that the car famine has terminated, over one hundred cars of lumber a day are being loaded and despatched from the Chaudiere over the C. A. R.

—Messrs. McLachlan Bros.' mills at Arnprior, are being thoroughly overhauled and refitted with every modern improvement, previous to starting the season.

—Messrs. R. & W. Conroy are having their splendid mills at Deschene extensively repaired and it is said that cutting operations will begin about the first of May.

—The Rathbun company have 3,500 tons of ice stored at Rossmore, Prince Edward county. It took 50,000 feet of lumber to build the house in which to store it.

—Early in April snow was still five to six feet deep in the lumbering regions north of the Desert, where timber cutting was still going on as if spring had not yet appeared.

—River driving is booming in the Coldwater river. Water is plentiful and the logs are being run through in rapid order. The logs belong to Messrs. Trask & Co., Fesserton.

—A proposition has been made that a joint stock company be formed to purchase the plants and limits of Mr. I. Cockburn, Gravenhurst, and to operate the mill as formerly.

—Both railroads at Ottawa have been supplied with a large number of lumber cars. This will lessen the demand anticipated by forwarders when the boating season properly opens.

—Messrs. W. R. Thistle & Co. have sold their saw mill at Pembroke to a joint stock company composed of Messrs. Thos. Hall, Dunlop & Chapman, A. & P. White and John Brunley.

—The saw mill run by Paul & Wiseman, Havelock, has commenced operations. They have over seven thousand logs

to saw, besides shingles, which will keep them busy at least six months.

—Messrs. Bronson & Weston's small lumber mill at the Chaudiere commenced operations April 21st. The rest of the saw mills are expected to commence work in the course of a week.

—Lumbermen are preparing to start their drives of saw logs down the Moira river and tributary streams. A large number of men have within a few days been engaged at Belleville for the drives.

—The sudden disappearance of the snow last month will inconvenience the getting out of wood in the north. One contractor near Havelock has hauled out some 2,000 cords but has still 4,000 cords in the woods.

—Messrs. Bronson & Co. are making a new tramway from their piling ground at the Chaudiere to the C. A. R. yards, so that in future they will be able to load their cars on their own grounds, and despatch them direct over the line.

—Messrs. James McLaren & Co.'s lumber mills at New Edinburgh commenced operations April 21st and are now running full blast. There is an abundance of logs available and the season's cut, it is estimated, will be up to previous years.

—The mills of Murphy, Gates & Co and Maitland, Rixon & Co., at Owen Sound are approaching completion. These mills are the first to go into the wholesale lumber trade at that port. They will raft their logs from the peninsula and north shore.

—A long procession of shanty teams passed through Ottawa on April 5th, on the way to their homes from the timber limits of Cook & Co., on the Serpent river. They reported lots of snow still in the woods there, and a very successful winter.

—A Lake of the Woods lumberman says: This will be the busiest season on record at Rat Portage and Keewatin in the lumbering business. The mills will be fitted up with electric lights for night work. A larger amount of timber than usual has been taken out this winter.

—The cut of logs in the Ottawa district by the Chaudiere and Hull lumbermen is said to have been about 350,000,000 feet. Other firms in the Ottawa valley will turn out 2,700,000 logs or about 380,000,000 feet board measure, giving a total of 5,100,000 logs or 730,000,000 feet for the Ottawa valley and upper Ottawa districts.

—A process of manufacturing Portland cement has been patented in Canada. The process consists in mixing clay and sawdust in certain proportions to a plastic mass; blocks are then formed out of this mass, these blocks are then dried and calcined under a white heat. The cement has been tested and gives excellent results either when used neat or mixed with sand.

—The Orillia *Packet* says: Mr. William Thomson, Orillia, who has had a contract for getting out timber for the Georgian Bay Lumber Co. in the township of Wood, has completed his season's operations and returned home on Monday. He is now arranging for shipping timber over the Grand Trunk Railway, having had the contract for loading in this district for eight or nine years. He says the quantity of board and timber got out this season is unusually large and probably three thousand cars will be required for moving it.

—The foundation and other mason work of the Rathbun Company's new dry-kilns at Deseronto are about completed. The new structure will be on a more extensive scale than the old one, another compartment being added. Mr. B. F. Sturtevant, of Boston, Mass., will furnish the apparatus which will be employed for drying the lumber. By the new system hot blasts of air will be driven into the drying compartments by powerful fans. It is supposed that the new kilns will be ready in a month's time. In the meantime temporary kilns have been arranged to meet the requirements of the sash and door shop.

—The exports from Canada during March amounted to \$3,309,181, of which \$433,663 were forest products. Included in above are goods not the produce of Canada, valued at \$239,480. The importations for home consumption in March, were valued at \$8,783,219, and the duty collected \$2,046,837. Compared with the corresponding month last year both imports and exports show a falling off, the decrease in exports being due to the fact that over \$1,000,000 worth of bullion passed through Canada. The exports for the nine months of the current fiscal year reach the total of \$73,208,731, as compared with \$65,541,095 in the previous year, showing the grand increase of \$7,667,636. The value of the imports was \$82,552,887 as against \$72,246,110, or an increase of \$10,306,777. The duty collected amounts to \$17,494,499, as against \$17,151,007 last year.

## QUEBEC.

—The Quebec banks have about \$2,000,000 invested in timber to forward to the European market this season.

—Mr. J. Campbell, of South Dudsville, is doing quite an extensive business in lumber and pulp wood this season, and Mr. M. W. Bell is building a saw mill at the same place.

—It is reported that the firm of McLaren & Ross, New Westminster, B. C., had engaged from Quebec some 500 French Canadians to work in or about their mills and logging camps this summer, but the report is discredited.

## NEW BRUNSWICK.

—C. J. Keith & Co., of Havelock, have in their mill pond and on the banks about 3,000,000 feet of lumber ready for spring business.

—About 2,000,000 of the 5,000,000 of lumber cut by W. H. & J. Rourke, of St. Martins, during the past winter have been floated into the Irish river.

—The firm of Clarke Bros., Bear River, have in the adjacent rivers a drive of 30,000 logs which are expected to arrive at the mills in a few weeks. These will be manufactured in the saw-mill at that place, and shipped during the season to South American and other ports.

At the annual meeting of the St. John River log driving company the following directors were elected: W. H. Murray, C. F. Woodman, Franklin Stetson, Geo. B. Dunn, W. B. Beveridge. Mr. Murray was elected president and Mr. J. Fraser Gregory secretary and treasurer of the company.

—Walter Stevens, of Presque Isle, who has been lumbering on the head waters of the St. John, expects to get some 7,000,000 feet of spruce this season. This, with the drive he had hung up last year, will make nearly 12,000,000 he has to put into the market this year, if the season is favorable, and he has good luck.

—The drive of logs on the St. John river has been sold to Robert Connors at the following rates:

Grand Falls .....	24 cts.
Aroostook Falls.....	24
Salmon River.....	18
Tobique River.....	18
All points below .....	10

—J. D. Leary is trying a new experiment in timber raft construction this year. At several points in New Brunswick he has crews of men and teams building cribs on the ice. His plan differs materially from that adopted in the construction of the Joggins raft, in the fact that his tow will be made up of a number of cribs containing about 500 pieces of piling each. Each crib has a strong chain laid lengthwise in the centre of the timber, the whole being firmly secured on the outside by binders of heavy wire rigging. When completed a number of those cribs sufficient to make up the tow will be coupled together much the same as a railway train. Powerful tugs will transport them to New York.

## NOVA SCOTIA.

—Sometime ago there was considerable talk regarding the construction of a dock at the head of the Bay, says the *Amherst Press*. The advantages to Amherst and surrounding country would be very great. The millions of feet of deals made in this section could then be shipped to foreign markets direct, instead of as now going first to Halifax or St. John, thus saving 50 cents per thousand to the producer.

## MANITOBA AND THE NORTHWEST.

—Williams & Willoughby have opened out a lumber yard at Regina, Assa.

—Roberts & Crawford's mill is now busy at work on this side of the Riding Mountains.

—J. M. Taylor, planing mill, Portage la Prairie, is putting in new machinery in his factory.

—Garret & Mennie, machinists, Morden, are about to add a planing mill plant to their business.

—Campbell & Stevens, lumber dealers, Glenboro, have sold out to R. Logan & Co., and are moving to Carman.

—Mr. Shaw has received the machinery for his mills which will soon be in operation on the Valley river, Lake Dauphin.

—Mr. McPherson's machinery for a saw mill will soon be moved down into the settlement and established on the Vermillion river.

—The Boom Company on Rainy River has been extending and repairing all winter, and now have a first class boom in every particular.

—The Lake Dauphin district, says the *Minnedosa Tribune* will soon have three saw mills in operation. This district of northern Manitoba is evidently going ahead, though it is but a short time since settlers started to go into that section.

—Fred. Robinson, a Lake Winnipeg lumberman, has taken a partner. He is also erecting a planing mill at Selkirk.

—Campbell & Stevens, lumber dealers, Glenboro, have sold out to R. Logan & Co., and are moving to Carman.

—It is thought that reductions will be made this year in the freight rates on lumber from the Lake of the Woods mills to points in Manitoba.

—The Keewatin Lumber & Manufacturing Company are putting in a hand mill this spring. It was furnished by Allison, of Milwaukee.

—Dick, Banning & Co. are putting in a new engine in their steam tug "Mary Hatch," which will make her the most powerful boat on the Lake of the Woods.

—About 1000 men will be employed by the saw mills at the Lake of the Woods this summer, and more lumber will probably be made than during any previous year.

—The Lake Dauphin district, says the *Minnetosa Tribune*, will soon have three saw mills in operation. This district of northern Manitoba is evidently going ahead, though it is but a short time since settlers started to go into that section.

—A judgment was recently given against the Winnipeg Lumber and Pine Company for false arrest. The judgment was in favor of one Miller, a wood-chopper, for \$1,800. He was trying to hold cordwood under a lien when arrested.

—P. J. Brown, Chas P. Smith, Samuel Beatty, Henry E. Ridout and R. A. Staton, all of Toronto, Ont., are applying for incorporation in Manitoba as the Assiniboine Milling Company, to do a lumbering manufacturing business, with head office at Winnipeg. Capital stock, \$45,000.

—Tenders for supplying the Winnipeg City Council for the year with two inch pine plank were considered recently, and that of D. Sprague of the Winnipeg saw mill at \$16 per thousand was recommended for acceptance, as being the lowest. This is considered a very low figure, \$4 or \$5 per thousand less than the price paid last year.

BRITISH COLUMBIA.

—The first hand-saw introduced into British Columbia is being placed in the McLaren-Ross mills at Westminster.

—Lumbering has been carried on quite extensively between Palliser and Beaver during the past winter and spring, the principal operators being W. C. Willis and the Robinson brothers whose lumber is shipped principally to the prairies.

—The *Victoria Times* says: The schooner Mary E. Russ, is discharging 90,000 feet of California redwood at J. Sehl's furniture factory. When this is completed she will unload the remainder, 110,000 feet, for Muirhead & Mann's sash and door factory. The cargo is said to be a very fine one of its kind, and it seldom happens that a vessel brings a full load of this wood for a British Columbia port.

—The Victoria Lumber and Manufacturing Company have placed a contract for a complete outfit for their mills to be established at Chemainus. The mill will have a capacity of 150,000 feet of lumber per 10 hours. The machinery will be furnished by the Wm. Hamilton Manufacturing Company, of Peterborough, Ont.

—Messrs. Ackerman Bros.' new saw and planing mills at Westminster are going up rapidly, and will soon be in running order. A large number of men are now employed on the erection of the buildings; the saw mill machinery has arrived and is being put in place. It is intended to make these mills complete in every respect.

—Messrs. Huggitt & McIntyre, of Wisconsin, who purchased the mill owned by Sutton & Co., situated on Cowichan Bay, have placed the order for the machinery for their new mill. The order is for a new mill of a capacity of 150,000 per diem. It includes six steel boilers, 22 feet by 50 inches, and an engine of 250 horse power. The business is to be carried on by a company of Wisconsin capitalists, who propose to expend some \$30,000 to \$40,000 in clearing Courichan river and preparing it to run logs.

—Lumbering business is going ahead in British Columbia. The last of the machinery for the McLaren-Ross mill, at New Westminster, has arrived and the mill will be in operation during the present month. The capacity will be 200,000 feet per day. The roof is on the new Brunette saw mill at New Westminster and it will be sawing in a short time; its capacity will be 125,000 feet per day. The North Pacific Company's mill on the Burrard Inlet, about three miles from Port Moody, will be ready in about eight months and will have a capacity of 100,000 feet per day. The Vancouver Saw Mill at Vancouver, recently purchased by Edwards & Webster, of New Westminster, has again been put in operation. The mill will eventually engage in the foreign trade.

—*Vancouver News*. In the year the Brunette Saw Mills Company at New Westminster, Mr. Balfour, ex-super-

intendent of the bridges for the Canadian Pacific Railway Company, is finishing up a contract for the Qu'Appelle, Long Lake & Saskatchewan Railway Company. The sixth and last span of the bridge which is to be put across the Saskatchewan river at Saskatoon is now being framed and fitted. Each span of the bridge is 146 feet in length, and the total length of the structure, with approaches, will be about 1,100 and the height 70 feet from the water. The bridge is framed and finished in the mill yard and each piece is numbered ready for shipment to Regina. Two cars are required to ship each span or twelve cars for the whole bridge. The last shipment will go east on Friday next. Mr. Balfour is shipping the material for a scow and two pile drivers for the same company. He has large contracts for the above company, and at present is getting the long timber from the Brunette Mills. The shorter stuff is being cut at Donald and other points in this province east of here. Mr. Balfour maintains that the far-famed Douglas fir of this province, if properly seasoned, smoothly planed and carefully fitted and painted with the right kind of waterproof paint, will last longer and make a stronger structure than any iron or steel.

AMERICAN.

—Yellow pine dimension stuff has advanced \$1.50 a thousand at the mills in Nashville, Tenn.

—According to surveyor-general's report 249,770,000 feet of logs have been cut in the fifth or Duluth district of Minnesota, an increase over any previous year, and about 10 per cent. more than the anticipated cut.

—The local manufacturers and dealers in furniture, at Louisville, Ky., have agreed to furnish goods to Tornado sufferers at cost, to say nothing of other material assistance. The lumbermen have stubbornly refused to put up prices.

—A petition to Congress has gone up from Camden, Maine, from the cordwood men, asking that a duty of one dollar per cord be placed on such wood as is imported from the Provinces, a large amount of which is brought into Camden and Rockland every year.

—Shipment of lumber by water from the Saginaw river is now fully inaugurated, with freights established at the following figures: \$1.75 from Bay City to Buffalo and Tonawanda, and \$1.50 to Ohio ports, with usual addition from Saginaw to the points named.

—A saw mill is being invented to be exhibited at the World's Fair 122 feet long which will cut up a log into boards and deliver them at the other end of the mill in thirty seconds from the time the log comes into the mill. The inventor has taken out patents for United States, Canada and England.

—Ross, Bradley & Co.'s planing mill at Bay City, Mich., employing 150 hands, was destroyed by fire on April 5th. The department was unable to check the flames, which spread to adjoining lumber piles and consumed 500,000 feet of the value of \$15,000. Some of the machinery was saved. The fire broke out in a shed back of the mill and was of incendiary origin, it being the third attempt within six weeks to burn up the industry. The loss on the mill will reach \$30,000, without insurance. There is a slight insurance on the lumber.

THE MCKINLEY TARIFF BILL.

The McKinley tariff bill has been referred to the committee of the whole house on the state of the union, and it is understood that it will come up for debate sometime during the present month. That part of the bill relating to lumber and its products will no doubt occasion a good deal of discussion. It is intimated that when the bill comes before the senate that a move will be made to extend the free list by the addition of several lumber products.

The following is the text of the bill on wood and its manufactures:

SCHEDULE D.—WOOD AND MANUFACTURES OF.

Timber, hewn and sawed, and timber used for spars and in building wharves, 10 per cent. ad valorem.

Timber, squared or sided, not especially provided for in this act, 1/2 of one cent per cubic foot.

Sawed boards, plank, deals, and other lumber of hemlock, whitewood, cypress, and basswood, \$1 per thousand feet board measure; white pine, \$1.50 per thousand feet board measure; sawed lumber, not specially provided for in this act, \$2 per thousand feet board measure; but when lumber of any sort is planed or finished, in addition to the rates herein provided, there shall be levied and paid for each side so planed or finished 50 cents per thousand feet board measure; and if planed on one side and tongued and grooved, \$1 per thousand feet board measure; and if planed on two sides, and tongued and grooved, \$1.50 per thousand feet board measure. Provided that in case any foreign country shall impose an export duty or other equivalent charge on logs exported to the United States, then the sawed lumber and above named imports from such foreign country shall be equivalent to such export duty, to be ascer-

tained under regulations prescribed by the secretary of the treasury, in addition to the duty provided in this act.

Sawed boards, planks, deals, and other forms of sawed cedar, lignum-vita, lancewood, ebony, box, grandilla, mahogany, rosewood, satinwood, and all other cabinet woods, not further manufactured than sawed, 35 per centum ad valorem.

Veneering and wood, unmanufactured, not specially enumerated or provided for in this act 20 per centum ad valorem.

Pine clapboards, \$2 per one thousand.

Spruce clapboards, \$1.50 per thousand.

Hubs for wheels, posts, last-blocks, wagon-blocks, oar-blocks, gun-blocks, heading-blocks, and all like blocks or sticks, rough hewn or sawed only, twenty per centum ad valorem.

Laths fifteen cents per one thousand pieces.

Pickets and palings, twenty per centum ad valorem.

Shingles, thirty-five cents per one thousand.

Staves of wood of all kinds, ten per centum ad valorem.

Casks and barrels (empty,) sugar-box shooks, and packing-boxes and packing-box shooks, of wood, not specially provided for in this act, thirty per centum ad valorem.

House or cabinet furniture of wood, wholly or partly finished, 35 per centum ad valorem; chair cane, manufactured but not made up into finished articles, 10 per centum ad valorem.

Manufacturers of wood, or of which wood is the component material of chief value, not specially provided for in this act, 35 per centum ad valorem.

The free list is as follows:

Wood—Logs and round unmanufactured timber not specially enumerated or provided for in this act.

Fire wood, handle-bolts or stove-bolts, and shingle-bolts, hoop-poles, railroad ties, ship timber and ship planking.

Woods, namely, cedar, lignum-vita, lancewood, ebony, box, grandilla, mahogany, rosewood, satinwood, and all forms of cabinet woods in the log, rough or hewn; bamboo and rattan, unmanufactured; briar-root, or briar wood, and similar wood unmanufactured, or not further manufactured than cut into blocks suitable for the articles into which they are intended to be converted; bamboo, reeds, and sticks of partridge, hair-wood pimento, orange, myrtle, and other woods, not otherwise specially provided for in this act, in the rough, or not further manufactured than cut into lengths suitable for umbrella, parasol, sun-shade, or whip-sticks, or walking canes; and India malacca joints, not further manufactured than cut into suitable lengths for the manufactures into which they are intended to be converted.

The products of the forest of Maine, which are manufactured in New Brunswick may be brought in free of duty under rules and regulations made by the secretary of the treasury. These provisions are as follows:

That all lumber, timber, hemp, manilla, wire rope and iron and steel rods, bars, spikes, nails, plates, angles, beams and bolts and copper and composition metal which may be necessary for the construction and equipment of vessels built in the United States for foreign account and ownership or for the purpose of being employed in the foreign trade, including the trade between the Atlantic and Pacific ports of the United States, after the passage of this act, may be imported in bond, under such regulations as the secretary of the treasury may prescribe; and upon proof that such materials have been used for such purpose no duties shall be paid thereon. But vessels receiving the benefit of this section shall not be allowed to engage in the coastwise trade of the United States more than two months in any one year, except upon the payment to the United States of the duties on which a rebate is herein allowed. Provided, that vessels built in the United States for foreign account and ownership shall not be allowed to engage in the coastwise trade of the United States.

That the produce of the State of Maine upon the Saint John river and tributaries, owned by American citizens, and sawed or hewed in the province of New Brunswick by American citizens, the same being unmanufactured in whole or in part, which is now admitted into the ports of the United States free of duty, shall continue to be so admitted under such regulations as the secretary of the treasury shall, from time to time, prescribe.

That the produce of the State of Maine upon the Saint Croix river and tributaries owned by American citizens, and sawed or hewed in the province of New Brunswick by American citizens, the same being unmanufactured in whole or in part, and having paid the same taxes as the other American lumber on that river, shall be admitted into the ports of the United States free of duty, under such regulations as the secretary of the treasury shall, from time to time, prescribe.

CASUALTIES.

Mr. George Scott, while unloading logs at Calder's mill, Morris, Ont., had his leg broken just above the ankle.

Jas. Foy, of Euphrasia, a timber driver, fell off a stick of timber into Beaver river, April 18th, and was drowned.

While Joseph Brown, of New Cornwall, N. S., was engaged in chopping logs he was stuck by a falling tree and fatally injured.

Mr. A. Archambault, of Hull, had his right hand almost cut off last month by coming in contact with a circular saw in Story & Connor's planing mill, in Ottawa.

Mr. Wilson King and son and Mr. George Wood his son-in-law, who had been booming timber on Gull Lake, Ont., while returning home were thrown into the lake by the team breaking through the ice. The elder Mr. King, who was 55 years of age, and the horses were drowned, but the son and son-in-law escaped.



## HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN, }  
April 30th, 1890. }

There is little to be said regarding the lumber trade of Toronto which has not already been referred to in these columns. Trade continues very quiet, and so long at least as the existing strike among the bricklayers and stone-masons continues there will be but little probability of an improvement. Building operations are virtually at a stand still throughout the city, and it is not probable that operations will be carried on this summer to any considerable extent. Several contracts are under way for the erection of extensive commercial buildings, but they are of a character which do not bring to the lumber trade any large amount of business. Notwithstanding the very rapid increase in population too many buildings have been erected for residential purposes in Toronto during the past two or three years. The loan companies are now valuing much more closely than heretofore, and are increasing the rate of interest to a considerable extent. This will naturally prove a severe blow to speculative builders and hamper them materially in their operations. The stock of lumber in the yards is by no means large, although well assorted. Prices remain as usual, without any particular tendency either up or down.

Considerable improvement has been noticeable during the last month in the way of cars over the Grand Trunk system for carrying lumber, although there is still some trouble experienced in moving stock over the Midland division. The Northern division shippers have been well supplied, and if they are as well treated in the future as they are at present, lumbermen will have no cause to complain on this score.

But while lumbermen can congratulate themselves on the improvement in the car service they still have the old grievance against the Grand Trunk in the matter of excessive freight charges. The LUMBERMAN has on several former occasions referred to this question, and the dealers have individually and collectively used all the persuasion possible in the attempt to relieve themselves of what they consider exorbitant charges. There has been altogether too much guess-work going on on the part of the G. T. R. in the matter of lumber weigh bills, and as the difference is invariably in favor of the railway company it is only reasonable to suppose that the lumbermen are doing a considerable amount of kicking. What is wanted to overcome this difficulty, and place the lumbermen on an equitable footing with the railways, is the appointment of a government weigh-master whose duty it would be to see that all cars of lumber are properly weighed and charged accordingly. Under the existing state of affairs the lumbermen not only have to pay a considerable percentage of their profits in excess freights but are compelled to devote a large amount of valuable time in the attempt to have these over charges remedied, which attempts as a rule prove utterly fruitless. The lumbermen are undoubtedly the best customers of the G. T. R. and are certainly entitled to the most honorable treatment.

In Western Ontario the season opens out with the yards carrying a considerable amount of last year's stock. Trade is reported as moderately good, but purchasers in cargo lots are very light as yet.

There has been a better demand for 1 and 1½ inch clear, and pickings, in the United States. Prices remain about the same as at the close of last season.

The trade in 12 inch. stocks for South America is practically extinguished, owing largely to the internal dissensions now existing in that quarter.

Hon. Mr. Tupper, the Canadian representative, has been in Washington for some weeks, conferring with the members of the United States government on the tariff question, but as yet little, if anything, can be learned regarding the purport of negotiations. The mills in Northern Ontario are starting up in good shape, and from what can be learned there will be no dearth of lumber this year. Very few stocks have, however, been sold as yet.

A large number of mills in the Ottawa Valley have already started up, and before the end of the month they will all be pretty well under way. Considerable of the lumber wintered over in the Ottawa yards has been moved by rail this spring, but with the opening of navi-

gation the stocks will soon be cut down. Lumbermen as a rule were not particularly anxious for an early commencement of operations owing to the fact that the yards were stocked with lumber, and piling room was scarce. It is not likely that the season's cut will be as large as that of last summer, when there was a very early commencement and a late winding up.

A fair winter's work has been done in the woods, and the number of logs turned out is satisfactory to the lumbermen, though somewhat smaller than the previous winter, from the fact that operations were not gone into so extensively, and because a considerable amount of sickness prevailed in the shanties. About one thousand men have left for the Upper Ottawa to attend to the drives, and about one thousand more will follow. The prospects for the coming season are considered bright by the lumbermen in general. Owing to the unsettled condition of the labor market business is on the quiet order. Prices of lumber remain unchanged, Lath and shingles are in good demand, and prices firm.

The demand for lumber at Quebec is active, and the prospect for a good seasons trade is considered very hopeful, both manufacturers and shippers agreeing that the prospect has not been so encouraging for many years past. Now that the question of wages has been settled between the merchants and ship laborers we see nothing to interfere with the prospects of the port. Little as yet has been done in charters. A steamship was recently chartered for deals from Montreal to a direct port in the United Kingdom, on a basis of 60s.

A fairly active trade is being done in Winnipeg. Country yards, which have been very bare since last summer, are being replenished, and this has made the trade more active. Prices are somewhat irregular and tending downwards. The competition from Minnesota lumber keeps the situation interesting, and makes dealers less independent as to schedule prices. The retail prices have gone down \$2 per thousand. Water on the streams is not so high as was expected, yet lumbermen are hopeful that they will be able to get down their logs, and if there is no difficulty in this direction the season will be an active one at the mills.

The carpenters strike has seriously affected the lumber interests at Chicago. Lumber vessels have been waiting for days, there being no sale at any price, the buyers taking advantage of the strike to bear the market. At present there are some 10,000,000 feet of lumber on the market. The stocks on hand in the yards show an increase of 12,000,000 feet of hardwood lumber over that of last year at this time, and a decrease of 30,000,000 pine.

## FOREIGN.

The hardwood market at London shows signs of marked improvement, and the firmness of the market has exhibited most encouraging features. An exceptional amount of mahogany has changed hands, and American walnut logs of good quality are in active demand at full prices.

The strike of the dock laborers at Liverpool has materially interfered with the timber trade, and especially with charters. London *Timber* says, as far as we can learn, no charters for steam tonnage have been made as yet from St. John, although at this time last year several were loading. Freights are decidedly a little easier from the spruce ports, and from the Baltic considerably so, but Quebec timber freights continue about the same. The *Timber Trades Journal* says, a vessel of about 1,000 tons register has just been fixed from Batiscan to Liverpool at 57s. 6d. for all deals, and one or two more from Quebec for west coast ranges at 55s. We also hear of a charter for 1,100 tons register vessel from Quebec to London with a mixed cargo at 23s. and 52s. 6d. One vessel of 1,100 tons register has just been fixed from West Bay to direct afloat west coast Britain or E. C. Ireland range at 50s. From Lower St. Lawrence Mills a couple of vessels have been taken up at 57s. 6d. and 55s. respectively.

Messrs. Churchill & Sim in their wood circular of recent date report: From Canada there are still no arrivals worth mentioning. The stock of deals has almost entirely passed out of first hands, and the quantity appearing on the market has been much smaller than in recent months, and prices have consequently been somewhat firmer. The lower rates of freight now cur-

rent have enabled sellers more freely to meet buyers' ideas as to prices, with the result that a fair amount of business has been arranged for forthcoming open water shipment on terms which appear very reasonable for the buyers. There is no change to report in the position of timber, the sales have been of retail quantities only, without variation in values,

## BRITISH COLUMBIA.

From our Regular Correspondent.)

NEW WESTMINSTER, April 24th, 1890.

The lumber business has opened this season with the best prospects ever known in the history of the lumber business of British Columbia.

Almost every mill in the province have increased their capacity for the coming season. Hastings saw mill will cut 125,000 feet a day this year, having spent some \$35,000 in increasing their facilities and putting in new machinery. The Brunette Saw Mill Company have sold the machinery in their old mill and have built alongside a mill to cut 100,000 a day.

W. P. Sayward, Victoria, has increased his plant by large additions of machinery, and the same may be said of the Royal City Mills here, the Vancouver Saw Mill Company, at Vancouver, G. Willis Croft, Fort Simpson, R. Cunningham & Son, Skeena, Victoria Lumber & Manufacturing Company, (the old Croft and Angus mill,) the Hazlett & McIntyre concern who have bought the Sutton mill and are increasing the cut to 100,000 a day, the machinery is now being manufactured by the William Hamilton Manufacturing Company.

Messrs. Lossie & Morrison are building a 50,000 mill on Shawnigan Lake, a short distance from Victoria on the E. & V. R. R.

The estimate from present prospects are that before the season is well under way that double the output per month will be turned out than has ever heretofore been done.

Your correspondent was favored with a look at a testing of how the large carriage worked in the McLaren-Ross mill at New Westminster, and special interest was taken in how the using of compressed air would work for the sett works and canting, and even at this early stage of trial everything worked with such precision that the onlooker was surprised and predicts for all the new improvements of Mr. S. N. Kendall, the mechanical superintendent, a decided success; in fact, there will be a revolution of rebuilding mills when everything gets running in this mill, and also when the new Kendall and saw gets working. I have it from almost every mill in the province that if it is a success they will all put a similar one in. It will be the first band mill in British Columbia, and they expect it running about the first of July.

The mill will start to cut about the first of May, but will not run to its capacity till about the first of July.

From a recent letter from Australia, the buyers there say that though all Pacific coast lumber is classed as Oregon pine that consumers are now asking for and paying more for British Columbia fir, and that trade journals will very soon give it space in their market reports. There has been quite an influx of eastern lumbermen this winter. Mr. John Wilson, of J. R. Booth, Levi Young, W. H. Baldwin, all of Ottawa, and Mr. Clanton from New Brunswick, and several others from Quebec province.

There is every likelihood of one or more mills being established on the Fraser river in the near future by some of these parties.

In a recent dispute over the lumber question and the respective merits of the Oregon pine and Douglas fir, the question was asked, "can you tell me if any large firm in Canada use Oregon pine?" to which the answer being given in the negative another question was asked, "can you tell me if any large firms in the United States use Douglas fir, paying duty on it?" to which the answer was, Yes! several; the most prominent being the Barney & Smith Mfg. Co., of Dayton, Ohio, who use exclusively our fir for car sills. After testing every wood in America they find that is the maximum of strength and durability and the minimum of weight. Now after such authority

no questions need be asked regarding the excellent qualities of the British Columbia wood from a practical users standpoint if the commission taking evidence at Portland, Oregon, had not after a severe test pronounced from a theoretical standpoint the same verdict.

Canada in the near future must look to British Columbia for her woods, and the large track of land lying north of Lake Superior and east of the Rockies, must after settlement is more general, become large consumers of lumber and the mills in British Columbia are beginning to wake up to this prospect, and more attention in the future will be given to the development of business in this territory.

Mr. Haslam, M. P., of Nanaimo, has recently brought into the Provincial legislature, a bill to further protect our numerous forests from fire and devastation by parties, prospectors and otherwise, carelessly letting fire run through and destroy large and valuable tracts of timber. The bill was carried, but if it is not more practical in its results than a previous bill, it will not be Mr. Haslam's fault but the government's, and they must recognize the necessity now or never, of giving lumbermen better protection to save their limits from destruction.

Some beautiful sticks of timber left the Royal City Mills, recently for the C. P. R. shops at Montreal, to be used in the construction of cars for the C. P. R.

Large orders have been placed on the mill-owners books for summer delivery, and if the shipping service is anything like what they should be, considering the high rates of freight and quick dispatch in loading, one hundred per cent. more lumber will leave for foreign parts than any previous year.

But last season, and almost assuredly this, the mills could not get vessels, only getting one when they wanted three in fact it is reported that one mill cut so many logs last year in proportion to their orders and were so kept back through lack of vessels that they are going to shut down their camp for three months.

FIR.

#### A TRADE EVOLUTION.

The following article on the lumber trade situation, taken from the *Northwestern Lumberman*, will, we think, prove of sufficient interest to Canadians to justify us in its reproduction.

It is becoming more and more apparent that the lumber trade is undergoing a change that will not long hence make it very different from what it was in past years. Causes are at work that will render this inevitable. The building of railroads, the partial exhaustion of forest supplies on old areas, the determination of capital and enterprise into newer fields, especially in the south and on the Pacific coast, the shifting of centers of production and distribution, and the enlargement of demand in the newer cities and agricultural regions, are the main causes operating to bring about the revolution in contemplation. Every intelligent lumberman knows that great changes are taking place and many are seeking to adjust their operations to them.

Perhaps the most conspicuous result thus far reached in the evolution of the lumber business is the abatement of the old set lines of movement, massing of stocks, and control of the market. When white pine was king, and it was the principal building and manufacturing wood of twenty states, the lumber trade was a simple matter. The producing fields were clearly defined, and there were fairly distinct divisions of it with reference to distribution. It was then known that specific regions were to be supplied with pine. The amount of demand was estimated by the crop yield and the prices for which farm products would sell. The log supply was an important consideration, and snow and ice were depended on to get logs to the mill. If winter conditions were adverse, the log supply was estimated low, though often mistakenly. When it was considered meager, a demand for an active market and high prices was made by the manufacturers. Thus, conditions were simplified to supply and demand. Producers knew that consumers were dependent on them for lumber, for no adequate resource but the white pine mills existed, and there were but few avenues of transportation to carry lumber to market. The eastern states depended on Canada, the Saginaw valley and Pennsylvania; the west on Michigan and Wisconsin, with Minnesota in later years. In the west, for years, the lumber supply in the back country had to be drawn from Chicago, Racine and Milwaukee, on Lake Michigan, and Mississippi river points for the further west. Michigan City helped supply Indiana and Toledo, Cleveland and Sandusky furnished Ohio and a part of Indiana.

During the development of the prairie northwest the lumber trade of western Michigan and Wisconsin made rapid strides. It rose and in degree of prosperity correspondingly to the abundance of the crop yield and the condition of financial affairs, from year to year, or decade to decade. Nobody thought that the west could ever have any other resource for lumber than the white pine forests and mills. The ebb and flow of the pine trade was the gage to the general lumber business of the country. White pine in the lumber market was like wheat among the grain pits. Manufacturers and dealers took advantage of fluctuations in prices to make money of wide ranges of value. No outside factors were taken into consideration in the deal. There was some movement of poplar and the hardwoods in the west, and of hemlock and spruce in the east; but they had no competitive effect on white pine, which overwhelped every other kind of lumber in the market. In the west, the yellow pine was scarcely heard of. It was not brought to this market in the smallest until 1880 or 1881. When a few car loads of flooring were shipped in, pine dealers laughed at it. None of them dreamed that in their time it should make any ripple in the market as a competitor with northern lumber. Behold what a change has been wrought in ten years!

In the days of white pine supremacy western cities were small. Until the decade just past comparatively little iron and hardwoods were used in the construction and interior finishing of buildings. Pine predominated in city as well as country.

In the sixties and seventies the rural trade was the main dependence. Recently, the larger cities have grown so enormously, while agriculture has been depressed, that their requirement is now the chief consideration.

This transference of the larger demand from country to city has reversed the order of trade. While the cities have grown in population and extent, they have also developed vast wealth, and a corresponding tendency to costliness of structure and embellishment. Palaces have taken the place of cottages. These are built to stand for centuries. They require durable material. Hardwoods have come in and pine has been in a great measure ruled out. It will not do to put pine interiors, window frames, sash and doors into granite and steel buildings. So we now see the wood working factories full of hardwood jobs. The possession of wealth has induced a diversity of taste and desire for a variety of woods for house interiors. Hence furnishers of material are required to search the forests of the continent, and those of the other hemisphere as well, for woods both durable and rare. This diversity of requirement has diminished the important place white pine once occupied in the factory and carpenter's shop. Steel has largely taken the place of timbers, and a variety of woods that of pine as a finishing material.

In this change in the mode of construction southern pine has come in as a special factor. Once used in the gulf states almost entirely, the limit of distribution has been pushed northward until it now touches the shore of the great lakes. The effect of this is to increase competition between the two leading building woods, and equalize prices. White pine cannot be advanced beyond a certain degree, for that would let in southern product. Yellow pine must be sold at prices that are successfully competitive with northern lumber.

The result of the changes indicated is a balancing of values that prevents great fluctuations and speculation in lumber. Mill product must now and hereafter be handled on narrow margins. But if manufacturers and dealers cannot realize the large profits they once did, they are not subject to the losses that in past years pertained to the business, if they proceed carefully and with good judgment. They can rely on steady values for years to come. Their principal concern should be to adroitly meet competition so as to save a little margin in transactions, and to watch their credits so as to avoid losses by bad debts.

An order-in-council has been passed restoring the old tariff of 1880 on lumber on the Intercolonial railway.

#### GENERAL NEWS NOTES.

—About 30,000,000 feet of lumber was wintered over at Parry Sound.

—Pine wood is now used in the manufacture of paper pulp at Fenelon Falls.

—Timber rafting will be carried on at Belleville on a large scale this year.

—It is expected that Gilmour's big mill will commence operations on May 24th.

—Messrs. Carswell, Thistle & Mackay are putting up a new saw mill at Calabogie Lake.

—J. S. Walker, owner of a saw mill at Dundalk, has assigned to Fred. St. Lamb, Dundalk.

—Last week 500 men went up from Mattawa to drive logs and timber for the different lumber firms.

—Messrs McTaggart & Leachman, West Toronto Junction, have opened a lumber yard on Royce Avenue.

—The Belleville *Intelligencer* states that about 470,000 logs will be brought down the Moira river this year.

—Anderson Bros., of Maple Grove, have the contract of building a stove and saw mill for Ainslie Bros., at Staples.

—Messrs Ludlam & Ainslie, of Comber, will commence immediately the erection of a large planing mill at Windsor.

—Messrs. Hay & Paton, New Lowell, are fitting up their new saw mill, preparatory to commencing their summer operations.

—Capt. Crow of the Owen, has the contract for delivering 500,000 cords of wood to Walkerville, and 200,000 to Romney tunnel.

—The Gilmour Company started their saw mills on the Gatineau, April 17th, being the earliest of the Ottawa millers to set to work.

—Carrick Bros., of Fawkham, are extending their booms further up the river, their old ones not being sufficient to hold their large stock.

Lumbermen in the neighborhood of Burk's Falls are all ready to run their logs and large gangs of river men are arriving almost daily.

—The Ottawa Lumber Co's. mill at Calumet will commence operations about the 10th of May, giving employment to over one hundred men.

—The *Wahnapitae*, owned by the Emery Lumber Company, of Midland, is the largest vessel that ever entered that harbor. She is capable of carrying 2,000,000 feet of lumber.

—Burk's Falls saw mill, owned by Gall, Anderson & Co., of Toronto, has commenced cutting hardwood lumber as an opening for the season. Mr. Wm. Train is manager.

An exchange says that a traveller from Bridgewater, Hastings county, says that men who in former years were earning \$25 to \$30 a month in the woods this season were glad to get \$14 and \$15.

Messrs Pierce & Co's large lumber mill at the Chaudiere commenced operations April 26th. From the large number of men that were looking for work it would seem that labor will be very plentiful this summer.

—Large numbers of men are being dispatched to man the drive for the lumber firms on the Ottawa. It is probable that the logs will come down earlier than usual this season, as the water in the creeks is high at present.

—The mills of A. McPherson & Co., Longford Mills, began operations on the 17th, ten days earlier than ever before. They have a large stock of logs and anticipate a long season's work. The mills have been overhauled and somewhat enlarged.

—Mr. F. Bennet is erecting new saw and grist mills in Johnson township near Stobie Station. The mills are located in a splendid locality, having water and in easy access to the settlers on St. Joe's Island as well as those on the main shore. The saw will soon be ready for cutting and the grist will be finished sometime in August.

—Mr. Andrew McCormack has completed the sale of 100 square miles of timber limits, belonging to the Banque Nationale, to Mr. James Cox, of England, the price realized being about \$25,000. The limits are known as the Jean de Terre limits situated on the Gatineau river, 175 miles from Ottawa, and were formerly owned by Messrs Carrier and Martineau.

—Coastwise freight rates on lumber are high, with a brisk demand for tonnage. The ice business very largely increases the call for schooners. It will take a fleet of 20 or 30 vessels a considerable part of the summer to carry away the ice said to be harvested, and lumber rates from New Brunswick ports to the United States are likely to rule high.

#### FIRE RECORD.

Gilmour & Co's lumber mills at Ironsides were burned a couple of weeks ago.

Clark's and Carmichael's saw mills at Powassan, Parry Sound District, have been burned.

The Fraser grist and saw mills at the mouth of Little River, Victoria Co., N. B. were completely destroyed by fire last month.

The tug *M. Arthur*, belonging to the Collin's Bay Rafting Company, was completely destroyed by fire April 25th, at Collin's Bay. Total loss about \$30,000, partially covered by insurance.

Two spruce gang mills, with two lath machines, belonging to James Murchie & Sons, Milltown, N. B., were burned last month. The hemlock mill adjoining was somewhat damaged. Loss, \$7,000; covered by insurance.

TRADE REVIEW.

Toronto, Ont.

TORONTO, April 30th, 1890.

The labor strikes have had a marked effect upon the local trade, but otherwise the trade is picking up to some extent.

CAR OR CARGO LOTS.

Table listing various lumber products and their prices, including items like '1 1/2 and thicker clear picks', '1 1/2 and thicker, three uppers', etc.

YARD QUOTATIONS.

Table listing yard quotations for various lumber products, including 'Mill cull boards & scantling', 'Shipping cull boards', etc.

Montreal, Que.

MONTREAL, April 30th, 1890.

There has been very little doing in the lumber trade for some time, buyers confining themselves mainly to supplying immediate wants.

Table listing lumber prices in Montreal, including 'Fine, 1st quality', '2nd', '3rd', etc.

Hamilton, Ont.

HAMILTON, April 30, 1890.

Table listing lumber prices in Hamilton, including 'Mill cull boards and scantlings', 'Shipping cull boards', etc.

Ottawa, Ont.

OTTAWA, April 30, 1890.

Some of the mills have started up and others are getting ready to start as soon as possible. There is a fair prospect for a good season's operations.

Table listing lumber prices in Ottawa, including 'Fine, 1st qual.', '2nd', '3rd', etc.

St. John, N. B.

St. JOHN, April 30, 1890.

Deals, Boards, Scantling, etc.

Table listing lumber prices in St. John, including 'Spruce deals', 'Pine', 'Deal ends', etc.

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, April 30th, 1890.

Table listing lumber prices in Vancouver and New Westminster, including 'Carload and ship rates', 'Wharf Plank and Timber', etc.

Albany, N. Y.

ALBANY, N. Y., April 30th, 1890.

The market is fairly active, the greater demand, however, being for the lower grades in pine. Hemlock of all grades is in good request, and prices are well maintained.

Table listing lumber prices in Albany, including 'Good, 12x10 in. each', '12x10 in. culls', etc.

Buffalo and Tonawanda, N. Y.

RUFFALO, April 30, 1890.

Trade is reported as exceptionally good. The hardwood trade report an increasing demand for dry stock.

Table listing lumber prices in Buffalo and Tonawanda, including 'Shingles, shared pine', 'Sawed, extra', etc.

New York City

NEW YORK, April 30, 1890.

Eastern spruce assumes a decidedly firm tone, and every indication points to a permanent stability in prices.

Table listing lumber prices in New York City, including '3/4 in. clear', '1 and 1 1/2 inches', etc.

Table listing lumber prices in New York City, including '1 inch plain sawed', '1 1/2 to 2 inch', etc.

Burlington, Vt.

BURLINGTON, April 30, 1890.

Table listing lumber prices in Burlington, including 'Canada Pine Sidings', 'Select & shelving', etc.

Saginaw, Mich.

EAST SAGINAW, April 30, 1890.

The cargo market is quiet, yet there is a good deal of lumber changing hands. Prices are about the same as last spring.

Table listing lumber prices in Saginaw, including 'Uppers', 'Common', 'Shipping Culls', etc.

Boston, Mass.

BOSTON, April 30th, 1890.

There is a fair demand for western pine, and prices remain firm. The spruce market is especially firm, with prices high all around. Several cargoes from Maine and the provinces, sold readily at \$15 to \$15.50 which is from \$1.50 to \$2 more than the same stock sold for in the fall. Dry boards are much wanted. Hemlock boards are scarce, eastern boards selling \$12 to \$13 rough and \$13 to \$14 planed. Clapboards are scarce and high with an active demand. The shingle trade is fairly good, and prices fully maintained. Lath is steady at \$2.10 to \$2.20, by cargo, and 10 cents a thousand extra by car load.

Western Pine—by car load.

Table listing prices for Western Pine products including Uppers, Selects, Moulding boards, and Fine common lumber.

Eastern Pine—Cargo or Car Load.

Table listing prices for Eastern Pine products including Nos. 1, 2 & 3, Clapboards, and various sizes of lumber.

Spruce—by Cargo.

Table listing prices for Spruce products including Scantling and plank, Yard orders, and Clear floor boards.

Lath.

Table listing prices for Lath products including Spruce by cargo.

Shingles.

Table listing prices for Shingles products including Spruce, Pine, and Cypress.

Oswego, N. Y.

OSWEGO, April 30, 1890.

Table listing prices for Oswego products including Three uppers, Pickings, and No. 1 cutting up.

Siding.

Table listing prices for Siding products including 1 in siding, cutting up, and 1 in dressing.

1x12 Inch.

Table listing prices for 1x12 Inch products including 12 & 16 ft. mill run and 12 & 16 ft. No. 1 & 2 barn boards.

1x10 Inch.

Table listing prices for 1x10 Inch products including 12 & 13 ft. mill run, mill culls out, and 14 to 16 ft. mill run mill culls out.

1x12x10 Inches.

Table listing prices for 1x12x10 Inches products including Mill run, mill culls out, and Dressing and better.

1x14 Inches.

Table listing prices for 1x14 Inches products including Mill run, mill culls out, and Dressing and better.

1x15 Inches.

Table listing prices for 1x15 Inches products including 67 or 8 mill run, mill culls out, and 6, 7 or 8, drag & better.

Shingles.

Table listing prices for Shingles products including XXX, 15 in pine, Clear batts, pine, 15 in, XXX, 16 in pine, and Stocks cedars.

Pickets.

Table listing prices for Pickets products including No. 1, 1x1x1, and No. 1, 1x3.

Lath.

Table listing prices for Lath products including No. 1, 1/4, and No. 1, 1/4.

Forest Fires.

There is in Canada, running from Labrador to the Rocky Mountains and into Alaska, a timbered belt, mainly coniferous, some seven hundred miles broad by four thousand miles long. Black and White Spruces and Tamarack prevail in the northern edge of this belt, but going south one finds these mixed with Banksian Pine, Balsam, Fir, Cedar, (in the eastern section) and finally Red and White Pine. At one

time or another, says Robert Bell, assistant director of the Geological survey of Canada, in Forest Leaves, fire has run through this vast tract, whose composition specially exposes it to destruction. The trees are rather small, and when they stand a sufficient distance apart the limbs grow all the way down to the ground. Open spaces are covered with reindeer mosses, as inflammable as tinder in summer, and among the trees equally dry yellow mosses help to spread the flames.

Indian hunters and other wild Indians, knowing how destructive forest fires are to the game, upon which they live, are very careful not to cause them. Yet everywhere evidences of former fires occur. Mr. Bell thinks these are often caused by lightning, or by spontaneous combustion of iron pyrites, which have been known to set fire to lignite beds in the Saskatchewan region, and believes them to have been a benefit in the long run to the forests.

He says they facilitate rotation in species, prepare soils needed for certain species, and, in the case of Banksian Pine, are essential to the opening of its hard cones, which will remain obdurately closed long enough for the tree to fall and rot, but, when a fire passes over, will immediately gape open and allow the seeds to be scattered by the wind.

It may be that naturally set fires in a region where there are thousands of years for the working out of results may be favorable to the diversification and the improvement of a vast continental forest belt. But when there is now and is need and use of forest products by civilized man, in the present time or in a near future, then forest fires are quite another matter. And in view of the vast and rapidly growing part which wood products and industries are taking in the world's work, it would seem that the resources of great governments could find no better employment than in preventing these conflagrations.

EXCHANGE ECHOES.

Southern Lumberman.

The universal expression of saw mill men, lumber dealers, iron makers, railroad people, and others, is to the effect that we are to have an exceedingly prosperous year, and this fact alone is cheering, for nothing conduces so materially to a healthy condition of trade as the hopeful expressions of business men, and it is a well-known fact that the voice of one croaker may be heard further than a fog horn.

Southern Lumberman.

Dry houses are being more extensively used now than ever before. Indeed, they have become an absolute necessity, for it is the custom of buyers in this country to defer placing orders until the lumber is actually needed, and without dry kilns it would be impossible to fill the orders with promptness. The manufacturers of dry-kilns have made improvements and perfected the kilns until the drying of lumber has been reduced to a science. No well-equipped mill is now without dry-kilns and planing mills, and many of the small mills of the south, cutting not more than 15,000 or 20,000 feet daily, are adding planers and dry houses of some kind.

New York Commercial Advertiser.

It is stated that a practicing attorney of Sella, Ia., has made a large amount of money not only for himself but for the Iowans by buying up the stray walnut logs of the state and shipping them direct to Germany and England. Last year between 1,200 and 1,500 car loads were shipped, nearly all being picked up in Iowa. Few among the early settlers of the state ever dreamed of the value that walnut trees would possess, and that within a quarter or a half of a century after settlement. Thousands of fine trees were cut down, burned, or allowed to rot on the ground, or split up for old-fashioned rail fences. Now buyers rummage every mile of territory in the state to find logs, and put them on the cars to be carried thousands of miles across the ocean to be worked up in fine furniture for the adornment of European Palaces.

Northwestern Lumberman.

The lumbermen of the world should not lose sight of the fact that the great Columbian exposition will be held in this city in 1893. Certain legislative processes requiring time are necessary before the World's fair bill is finally passed and signed, but it is not possible at this stage of the matter for anything to arise to defeat or cripple the enterprise. Although New York and St. Louis champions stood as obstructionists in the house, and a policy of delay has been adopted by New York Senators, the question was permanently decided when Chicago won the fight on the ballot for location. The bill, when passed by the senate, as it is almost certain to be, is expected to be amended slightly, and will then be passed in its new form by the house. That the president will sign it is a foregone conclusion. Accepting the matter as already settled, the lumbermen and machinery makers in this country, and in foreign countries, may go ahead with their plans for making exhibits at Chicago in 1893.

Southern Lumberman.

In the prairie or open country the farmers would find it a most profitable investment to plant black locusts, as there is nothing that promises such returns for so little labor. The fencing on a farm is perhaps the most expensive part to keep up, and farmers who own no timber lands have to pay a considerable amount annually for fencing posts. There is no post that will last so long or give such satisfaction as the black locust, and the planting is the only cost, as there is no cultivation or other care of the trees necessary. The seeds can be procured at a nominal cost, and the trees reach a size suitable for fencing posts in ten or fifteen years. The posts should be put in the ground unpeeled, for if cut during the winter months, the bark adheres close to the wood and acts as a shield from the weather. Black locust grows on almost any soil and in any climate, and can be planted to advantage on the waste places of the farm. The cutting of the post in no wise lessens the crop, for the trees are reproduced from the stumps; in fact, it is about as difficult to destroy a black locust thicket as to get rid of hungry creditors.

Northwestern Lumberman.

The question of the tariff on lumber is again being agitated. At the last session of congress the senate committees which labored upon tariff matters were breezed a great deal about lumber, and heard so much on both sides of the question that a vacillating policy was pursued. There was a clamor for a reduction of the duty on lumber in the interest of cheaper building and manufacturing material, and a remonstrance to that proposition by various senators and congressmen who treated the matter from a business, rather than a theoretical or political standpoint. The import duty on soft lumber was placed at \$1 in the proposed bill, but pressure was brought to bear, by which it was increased to \$1.50. Precisely the same course is reported to have been lately pursued in committee deliberations over the lumber clause in the tariff bill. The figure is said to have lately been changed from \$1 to \$1.50. There is, of course, a difference of opinion as to the propriety of making any change in the lumber tariff, yet a reduction of 50 cents is not great enough to cause much apprehension or complaint. If congress will take action by which the amount of the Canadian log export duty will be added to the import lumber duty collected by this country, the lumbermen of the United States, or those interested in Canadian logs, will evince little dissatisfaction with the proposed tariff change on lumber. The lumber schedule of the new tariff bill shows several changes. Hewed timber has been reduced in duty from 20 to 10 per cent., and squared timber from 1 cent to 1/2 cent a cubic foot. Mahogany, rosewood and other cabinet woods are placed at 35 per cent. ad valorem, unfinished house furniture is enumerated at 30 per cent., and chair cane, not made up, is fixed at 10 per cent. The duty on lumber from unenumerated woods remains at \$2 a thousand.

Exchange.

The superintendent of the Keokuk and Hamilton Bridge company has lately visited the Pacific coast and purchased a large bill of cedar and fir. The amount required is 250,000 feet; of this 165,000 will be yellow fir and the remainder red cedar. The order for the fir was given the St. Paul & Tacoma Lumber company, at Tacoma; The cedar to the Buckley Lumber company, at Buckley, Washington. The Keokuk & Hamilton bridge is 2,250 feet in length, and is an iron structure with the exception of the flooring timbers. Heretofore Wisconsin pine has been used, the life of it being about eight years. The last time new timbers were put in it was found quite difficult to secure the lengths required, but at the present time none of the Mississippi river saw mills cared to figure on the contract, but recommended the superintendent to buy on the Pacific coast. The largest stick required is only 8x16x50, while the major portion of the order was for 6x16x36. These sizes seem small in this section, while the inability of the eastern saw mills to fill the order shows the littleness of their timber. In the order for yellow fir the sizes were reduced about 15 per cent. from the sizes heretofore used. The tests made would have warranted a much greater reduction than this, but these tests have been comparatively few, and it was not deemed advisable to make any more of a reduction than above. The Northern Pacific engineers place the life of yellow fir for bridge purposes at ten years. Now, taking the 15 per cent. saved in sizes and two years more, (for 25 per cent.) gained in the life of the timbers, an advantage of forty per cent. is found to exist in favor of the fir. In addition there should be added another good per cent. for the saving made in relaying floors, as four fir floors will last as long as five pine ones. We feel confident then when sufficient satisfactory tests have been made to establish the fact of the great strength of fir a further reduction will be made by eastern engineers and architects when buying to replace white pine.

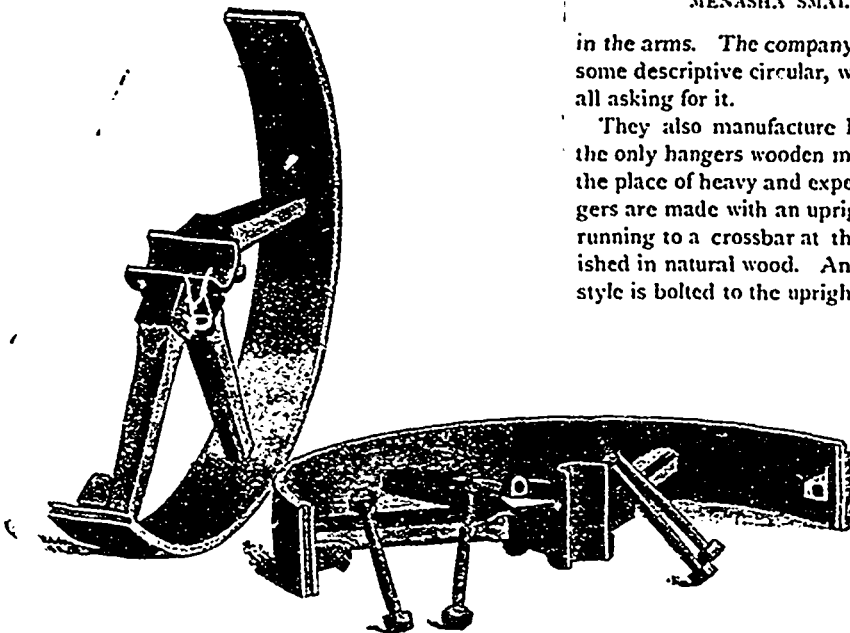
### MENASHA PULLEYS AND HANGERS.

The following concerning the Menasha Wood Split Pulley Company of Menasha, Wis., will be of interest to many readers: The Menasha pulleys have long taken the first rank among pulley dealers and users. They are found in the largest and best equipped factories and mills of all kinds in every state and territory, and are sold by over sixty of the best dealers in pulleys in



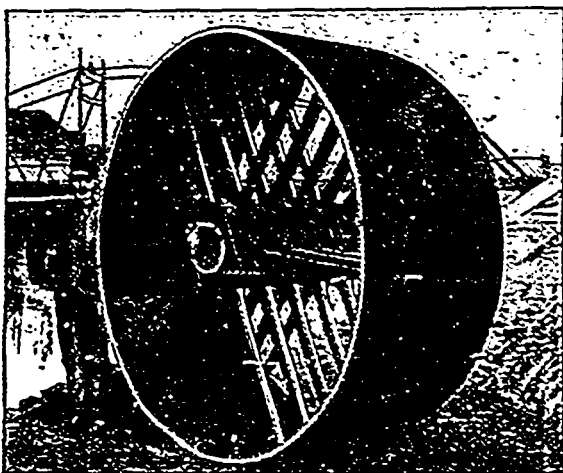
WORKS OF MENASHA WOOD SPLIT PULLEY COMPANY.

America in all the large cities. The feature which makes them superior to other pulleys is that they have a hardwood bent rim, which makes the best belt surface of any pulley made; besides, if it wears at all, it will wear even, and is not affected by the action of the belt upon it. As the rim is practically a solid piece of



MENASHA SPLIT PULLEY OPENED UP.

wood, no glue or nails being used in its construction, it is very much stronger than a rim made of several hundred pieces, which is the case with some other wooden pulleys. The hubs of the pulleys are either hardwood or iron, according to the size of the pulley, and spokes are securely bolted to the rim, so that every



MENASHA SPLIT DRIVE PULLEY

part of the pulley is positively put together, and its durability is not depending on the shrinkage or swelling of the wood. Another important feature is that it is fastened to the shaft by gripping between the hub and shaft, friction-board paper, made very hard by hy-

draulic pressure to the exact thickness, so that it is a perfect fit, and when gripped to shaft it is absolutely impossible for pulley to turn upon shaft. The excellent friction qualities of friction-board paper are fully understood by all mechanics. The relative proportion of friction developed as between paper and wood is about 75 per cent. in favor of paper. Their hubs are standard size to fit with bushing any size shaft. The Menasha pulley is very handsome and neatly finished. It has every quality of strength, durability and long life that a pulley should have, and at the same time it is the lightest and best pulley in the market. The Menasha Company also manufactures the smallest split pulley made—3 inches in diameter. When there are so many inferior wooden pulleys placed upon the market, it is gratifying to know that this concern has taken special pains to overcome the principal difficulties that are had with wooden pulleys. Their pulley has a hard belt surface that will not wear uneven at all, a firm, reliable friction grip upon the shaft and will not get loose



MENASHA SMALL SPLIT PULLEY.

in the arms. The company has recently issued a handsome descriptive circular, which will be mailed free to all asking for it.

They also manufacture hickory hangers, which are the only hangers wooden made. They are fast taking the place of heavy and expensive hangers. These hangers are made with an upright post, having side braces running to a crossbar at the top and handsomely finished in natural wood. An iron box made on a special style is bolted to the upright post, and the strength is proportioned to the load, same as an iron hanger. They are also adjustable in every direction. Their particular features are: They cost half the price of an iron hanger, freight is 60 per cent. less, and are stronger and more handsome than iron, and are also adjustable, so that in every way they are superior to iron hangers.

### TIMBER OF THE NORTHWEST.

Mr. Smith, Commissioner of Dominion Lands, in his last annual report to the Dominion government regarding the timber supply and forest culture of the Canadian northwest, makes some valuable suggestions. He says: "I would direct your particular attention to the rate of consumption of the timber of the northwest. It shows how rapidly the already small accessible forest area of the country is being diminished, and presents for solution a problem of the highest importance to the prairie region and the Dominion at large. The deforesting of countries having an abundant supply of timber, and where there is no rapid increase of population, is a serious matter, but when the timber supply of a country is scarcely sufficient for its present requirements, and that country is annually augmenting the number of its inhabitants in an abnormal degree, an extensive and annually increasing diminution of its wooded area is a question of supreme moment and a cause of the greatest alarm. I need not enlarge to any great extent upon the serious consequences which must result to the northwest if this state of affairs continues, nor present an array of arguments to demonstrate the vital necessity of some steps being taken to check the loss which is being sustained, and the pressing duty of devising measures for creating new sources of supply in order to repair the evil already done. These considerations are so obvious that they cannot fail to present themselves involuntarily to the mind of any one acquainted with northwest matters. In a country,

of such long and severe winters as this is an adequate supply of fuel, obtainable without excessive cost, is absolutely indispensable. Unless this can be assured, the value of the northwest as a field for settlement, however fertile may be its prairies and however exuberant its crops, will be seriously affected. Fortunately there appear to be coal deposits of considerable extent in various parts of it, and this in some degree compensates for its lack of timber, but coal can never altogether take the place of wood with the agricultural population, for, besides being their main article of fuel, wood is depended upon almost entirely by the settlers as a building material, and is largely used for fencing purposes. Its value in these respects alone is therefore sufficient to justify strenuous efforts to preserve and increase the quantity now in the country. But besides these very practical and patent considerations, other reasons for the preservation and multiplication of forest—more theoretical but of scarcely less importance if, valid, are advanced by many competent authorities on forestry.

"It is claimed that deforestation produces important climatic changes. In the deforested area, it is said, extremes of temperature are aggravated and the average moisture of the air is lowered, the neighboring country loses the protection from cold and drying winds which the mechanical action of the forest as a wind break affords, evaporation from the soil is augmented and accelerated, and the volume of streams, rivers and lakes is diminished. These unfavorable results are stated to be most marked and serious in countries at a considerable distance from the sea or other large bodies of water, and especially where they are separated from stretches of water by high mountain ranges, which interfere to prevent the passage of moisture-laden winds. An increase in a country's forest area, is contrarywise claimed to exert an opposite influence, to modify temperature, to decrease cold winds in winter and scorching blasts in summer, and to increase the rainfall. These theories as to the climatic and hydrologic influences of forests may or may not be correct. It is a fact that in the northwest, and more particularly in the settled portions, the country has of recent years dried up very considerably—sloughs and marshes are fast disappearing, rivers once navigable are now so low as to render traffic upon them impossible, and damage to crops by drouth is becoming frequent, but whether this is in consequence of the rapid consumption and destruction of timber, or results from other causes, I am not in a position to say. Though sufficient definite data have not been obtained to absolutely confirm them, these theories are worthy of notice when considering this subject. If they be correct they add tremendous force to the arguments for forest preservation and multiplication in the northwest, but even if they be chimerical, the plain, practical consideration of fuel and building materials, as I have before said, are of quite sufficient weight to bespeak for this matter most serious and intelligent regard."

### PERSONAL.

Mr. James Macpherson of the Interior Department, who died at Ottawa on March 31st, was formerly a lumberman. He had been employed in the Interior Department for a number of years, being previously engaged in the lumbering business in the western states.

Mr. Andrew Miscampbell, a well known lumberman of Midland, Ont., has been selected as the standard bearer of the East Simcoe Liberal Conservatives in the coming local election.

Benjamin F. Sturtevant, the well known inventor and manufacturer of blowers and lumber drying apparatus, died of apoplexy last month at Boston, Mass., at the age of fifty-seven years. Mr. Sturtevant was a man of strong individuality and great force of character. His business was pushed with remarkable energy and as a result he had accumulated a large fortune. He was very benevolent, having donated out of his accumulated fortune, gifts to various benevolent institutions exceeding \$200,000 prior to his death.

Mr. Thomas Maxwell, a well known lumberman, died at his old home, Oak Ridge, N. B. of paralysis last month. Mr. Maxwell was for more than 25 years a prominent lumberman on the St. John river, and at his death was nearly 85 years of age. He had amassed quite a property, and leaves two children.

London *Timber* of April 26th says the New Brunswick Trading Company was ordered by Mr. Justice Stirling, on Saturday last, to be wound up on the petition of the Bank of Montreal, for whom Mr. Buckley, Q. C., appeared. He said the bank were creditors to the amount of £3,347 17s. 10d. on dishonored bills, besides £44,385 on current account. The capital issued consisted of 7,610 preference shares of £10 each, and of 13,890 ordinary shares of the same amount, and the uncalled capital amounted to about £57,000. The petition had been standing over in the hope that some arrangement might be made, but nothing has been done, and he now asked for the usual order, with the appointment of Mr. Caldwell Ashworth, manager of the petitioning bank at Montreal, as provisional liquidator. Mr. Dibden, who appeared for the company, said he could not oppose the order, nor did he object to the appointment of Mr. Ashworth.

A few years ago the hand saw was regarded as an experiment, especially in certain regions where it had not been fairly introduced. The lumber manufacturers watched the results of its use with curiosity and interest, and when a wide-awake lumberman put in a hand the less progressive stood aloof, shook their heads and predicted that the innovator would fail; he had made a mistake in trying to use it on this or that wood. But the cavaliers have now been forced to admit the error of their judgment. Many of them afford ample proof of this by throwing out the time-honored circular and putting in a band saw. It was prophesied that the band would fail in the south and on the Pacific coast, but it has done nothing of the kind. When new plants are put in, the equipment often includes a band saw, and when a man desires to be abreast of the times he puts one in anyhow. — *Northwestern Lumberman*.

For the Duluth and Superior mills and those on the Iron Range the cut has been over 30,000,000 larger than last year. From present appearances, it the logs come down good, the summer's cut will be about 124,500,000.

### Steam Saw-mill FOR SALE.

THE subscribers offer for sale their steam saw mill at Deux Rivières, consisting of a complete set of machinery, carriage to saw 50 foot lengths, friction bull wheel, swing butting saw and double edger with shafting, pulleys and belting, rollers and saws. Engine, boiler and pump complete. Cutting capacity 15 to 20,000 feet per day of 11 hrs. Also a single machine and planer and matcher, together with waterwheel belting, shafting, pulleys, etc.

The above machinery is in first-class order and will be sold in conjunction with the building in which it is placed or separately as may be desired.

Apply to  
A. & P. WHITE,  
Pembroke.



**SUMMER TOURS.**  
PALACE STEAMERS. LOW RATES.  
Four Trips per Week Between  
**DETROIT, MACKINAC ISLAND**  
Potoskey, Sault Ste. Marie, and Lake  
Huron Way Ports.

Every Week Day Between  
**DETROIT AND CLEVELAND**  
Special Sunday Trips during June, July, August and Sept.

Double Daily Lines Between  
**CHICAGO AND ST. JOSEPH, MICH.**

**OUR ILLUSTRATED PAMPHLETS**  
Rates and Excursion Tickets will be furnished.  
Any Ticket Agent or address.  
E. B. WHITCOMB, G. P. A., Detroit, Mich.  
Detroit and Cleveland, Steam Nav. Co.

### WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of two cents a word for first 20 words and one cent for each additional word, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty per cent. will be allowed. Each initial and figure counted as one word. Copy must reach this office by the 25th of the month to secure the appearance of the advertisement in the paper of the following month.

**LUMBER SALESMAN** with connection in Toronto and Western Canada open for engagement. Address "H" office of "Canada Lumberman," Toronto.

**NOTICE**—Splendid opening for any person wishing to go into the Saw-mill business. For sale in the town of Parry Sound, Steam Saw mill, New and good machinery. Also quantity of logs and some timber limits. For full particulars apply to S. & J. AKMSTRONG, McKellar, Ontario.

**CASH** paid for all kinds of hardwood lumber, give full particulars: car or cargo lots only. W. S. McEACHERN & Co., No. 3 dock, Toronto

**WOOD-WORKING FACTORY WANTED.** Hepworth station, on G. B. & L. E. Div. of G. T. R., presents a splendid opening for a hardwood working factory of some kind. Abundance of beech, maple, elm, birch and black ash can be purchased cheap. A suitable building, with boiler and engine if required can be procured near the station by applying to J. E. MURPHY, Hepworth station, Ont.

**HARDWOOD** lumber, bought, sold or received on consignment, TUCKER DAVID, lumber commission merchant, 313 Eleventh Ave., N.Y.

**HAVING MOVED OUR LUMBERING** operations to Parry Sound district, we offer our Angus saw mill, farm and wild lands for sale on easy terms; large quantities of hemlock, cedar, hardwood and small pine yet remain on many of these lands, several improved farms for sale. JOHN. B. SMITH & SONS, Toronto.

**ESTABLISHED 1881**—JOHN B. SMITH & Sons, manufacturers of lumber, lath, shingles, doors, sash, blinds, mouldings, sheeting, flooring, boxes, etc., buy from the manufacturer, our new factory now in running order; note our address, Strachan avenue, Toronto.

**WANTED**—A SITE FOR A SAW MILL, in a pine limit, to cut by the thousand. Capacity 10 to 12 M. in ten hours. Latest improvements; 25-horse power engine. Correspondence solicited. JAS. A. SHARP, Inglewood, Ont.

**FOR SALE**—pine timber, four hundred acres, estimated at two million feet; 4 miles from railroad station; soft white pine, suitable for twenty to sixty foot bill stuff. Apply to E. TODD, Hepworth.

**BLACK** ash, basswood and red oak—firsts and seconds wanted in car or cargo lots. Apply to T. W. WALKER, agent the Rathbun Company, Toronto.

**FOR SALE**—flooring, sheeting, etc.—also rough lumber, lath and shingles. Toronto & Midland Mfg. Co. Office and yard, foot of Spadina avenue, Toronto; mills at Midland, Ont.

#### SAW EXPERT WANTED.

A first-class saw expert wanted at once. Address JOSEPH ATKINSON, Florence, Ont.

#### WANTED SITUATION.

Eighteen years experience Saw Mill business from stump to market. Best of references. Address "C," care of "Canada Lumberman," Toronto.

#### LATH WANTED.

A large quantity of No. 1 Lath, green and dry, for present and future shipment. Address PORTER, ROBERTSON & CO., 35 Adelaide St. East, Toronto.

#### A BUSINESS OPPORTUNITY.

For Sale, Rent, or Partnership—cash and door factory and saw mill; adjoining the city; doing a good business and can be largely extended; first-class machinery and 60 horse-power engine, dry kiln, etc.; premises suitable for shipyard. For particulars apply to M. STRACHAN & SON, Kingston, Ont.

#### RAILS AND CARS FOR SALE.

Light Steel Rails for Tramways: good order. Cars for lumber, cheap.  
JOHN J. GARTSHORE,  
49 Front St. West, Toronto.

#### FOR SALE CHEAP—SAW AND STAVE MILL.

In county of Essex—46 acres fine farming lands, good farm buildings—plenty of timber near; only 2 1/2 miles from two different railways—terms easy—splendid bargain—must be sold. JAMES S. LAIRD, P. L. S., Essex, Ont.

### IMPORTANT AUCTION SALE

Gilmour & Company's Mills and Limits on Gatineau and Trent Rivers.

Messrs. Gilmour & Co. will offer for sale by auction at the RUSSEL HOUSE, at the CITY OF OTTAWA,

the whole of their valuable mills and limits, with plant, real estate, lumber, etc., on the

**9th DAY OF APRIL, 1890**

at 2 o'clock, p.m. The sale will be in parcels. For a full description of the parcels, list of chat tels and details apply to either of the undersigned or at the offices of the firm at Ottawa, Chelsea, Trenton and Quebec.

Dated 20th November, 1889.

ALLAN GILMOUR, Ottawa.  
JOHN GILMOUR, Chelsea, Que.  
DAVID GILMOUR, Trenton.  
J. D. GILMOUR, Quebec

### POSTPONEMENT.

GILMOUR MILLS AND LIMITS.

The sale of the above properties, advertised to take place on the 9th April, is postponed until the **31ST JULY, 1890,**

when they will be put up without further postponement at the same hour and place.

Dated 5th April, 1890.

ALLAN GILMOUR.  
DAVID GILMOUR.  
JOHN GILMOUR.  
J. D. GILMOUR.

### IMPORTANT SALE

### TIMBER \* LIMITS.

The estate of the late David Moore will offer for sale at Public Auction at the Russel House, in the City of Ottawa, on

**TUESDAY, 28th OCTOBER, 1890**

at three o'clock in the afternoon the following valuable timber limits:

PARCEL No. 1.—100 square miles on Klppewa river, in the province of Quebec, and being berths Nos. 57, 56, 47, 46, 65, 64, 62, 63.

PARCEL No. 2.—Berths No. 3 on the north shore of Lake Huron in Ontario, license No. 103 of 1889-90. Area, 36 square miles.

PARCEL No. 3.—Berth No. 1, township of Springer in Ontario, license No. 104 for 1889-90. Area 34 square miles.

PARCEL No. 4.—Berth No. 15 on the north shore of Lake Huron, in Ontario, license 105 of 1889. Area, 36 square miles.

The purchaser will be bound to take the supplies on each limit according to schedule and valuation. For terms and conditions of sale apply to E. D. Moore, Esq., Hull, and to the undersigned.

CHRISTIE & CHRISTIE, Solicitors,  
J. R. FLEMING, 110 Wellington St., Ottawa.  
Advocate, 353 Sparks St., Ottawa.  
5th February, 1890.



### TENDERS.

SEALED TENDERS marked "For Mounted Police Provisions and Light Supplies," and addressed to the Honorable the Minister of Railways and Canals, Ottawa, will be received up to noon on Tuesday, 3rd June, 1890.

Printed forms of tender, containing full information as to the articles and approximate quantities required, may be had on application at any of the Mounted Police Posts in the Northwest, or at the office of the undersigned.

No tender will be received unless made on such printed forms.

The lowest or any tender not necessarily accepted.

Each tender must be accompanied by an accepted Canadian bank cheque for an amount equal to 10 per cent. of the total value of the articles tendered for, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if he fails to complete the service contracted for. If the tender be not accepted the cheque will be returned.

No payment will be made to newspapers inserting this advertisement without authority having been first obtained.

FRED. WHITE,  
Comptroller, N.W.M. Police.  
Ottawa, April 22, 1890.

### IMPORTANT SALE

—OF—

### VALUABLE \* PROPERTIES.

The valuable *Timber and Mineral* properties of the Scottish Carolina Timber and Land Co., Limited, in liquidation, situated in Western North Carolina and East Tennessee, will be offered for sale by public auction, at the court-house door, Knoxville, Tenn., on

**WEDNESDAY, 21st MAY, 1890.**

This Splendid property comprises specially selected tracts of land in Madison and Haywood counties, N. C.; extensive and valuable Timber Rights, several good mountain farms, and a magnificent bottom land farm, near the town of Newport, Tennessee. The land which is held in fee simple extends to over fifty thousand acres. There is also a most substantially built Saw Mill, fitted with Band and Circular Saws and Machinery of the most modern construction, having a daily capacity of 75,000 feet, also Lath and Shingle Mills. This first-class mill is situated on a tract of some fifty acres of land on the Tennessee River, about one mile below Knoxville, which is one of the most rapidly and steadily increasing cities of the South, with a present population of 50,000. There is a side track on the N. & A. R. R., and there will be direct communication with the K. S. R. R., which passes right through the lumber yard. The Storage Boom in connection with this property is on the French Broad River, some twenty miles above the mill, and has a capacity to hold over Thirty Million feet of logs, and commands all the chief sources of supply. Logs can be rafted to the mill from the boom all the year round.

This property having come into the hands of mortgagees, must be sold, and such a sale offers a Rare Chance to Investors or Practical Lumbermen. Every facility will be afforded for inspection of the property, which will be exposed first in parcels and then as a whole. For full description and all particulars, apply to

WILLIAM PAGE,

Scottish Carolina Timber and Land Co., Limited, KNOXVILLE, TENN.

ESTABLISHED 1871.

### J. W. LANG & CO.

### Wholesale Grocers & Importers

33, Front St. East, Toronto.

We shall be pleased to have you write to us for samples and prices of

TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.

We can and will cut prices fine to large buyers.

We have a GOOD SOUND, FINE FLAVOURED TEA at 12 1/2 cents.

Write for sample chest. Address,

J. W. LANG & CO.

TORONTO.

### GEO. BISHOP ENGRAVING & PRINTING CO.

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On Steel, Copper, Stone and Wood.

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Illustrated Catalogues and Reports a Specialty.

ESTIMATES FURNISHED.

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# COPPERINE The Millwrights and Engineers Safeguard.



No Hot Boxes. Stands any weight or motion. Best and cheapest metal known for Machinery Journal Bearings. Reliable Machinists use no other. To be had at every enterprising Hardware store in the Dominion.

ALONZO W. SPOONER, Patentee and Manufacturer, PORT HOPE, ONT

## The Casselman Lumber Co.

CASSELMAN, ONT. Successors to FLATT & BRADLEY.

ESPECIAL GOOD FACILITIES FOR SHIPPING. HEMLOCK BILL STUFF OF EXCELLENT QUALITY.

ALSO MANUFACTURERS OF

PINE, SPRUCE, ASH, MAPLE AND OTHER HARDWOODS.

CORRESPONDENCE SOLICITED.

## THE RATHBUN COMPANY,

DESERONTO, - - ONTARIO,

MANUFACTURERS OF

### Doors, Sash, Blinds, Stairs

AND ALL KINDS OF WOODEN HOUSE FINISHING MATERIALS.

### CEDAR OIL FOR PURGING BOILERS

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## PETER GERLACH & COMPANY, MANUFACTURERS OF

### Alligator Chisel-Bit Saws.

THE CHAMPION STAVE, HEADING AND SHINGLE MACHINES, ICE TOOLS AND MILL SUPPLIES CLEVELAND, OHIO.

## F. PARKIN



### Galt File Works

GALT, ONT.



### MILL FILES A SPECIALTY.

Write for Price Lists and Mention this Journal.



### SCRIBNER'S LUMBER AND LOG BOOK

Over One Million Sold.

MOST complete book of its kind ever published. Gives measurement of all kinds of Lumber. Logs, Planks, Scantling; cubical contents of square and round Timber, hints to lumber dealers, wood measure; speed of circular saws, care of saws, cord-wood tables; felling trees; growth of trees; land measure; wages, rent, board, 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 238, Rochester, N.Y. or A. G. MORTIMER, Toronto, Ont.

THE BALL ELECTRIC LIGHT CO. MANUFACTURERS OF

ELECTRIC LIGHTING APPARATUS  
57, ADELAIDE ST. W. TORONTO ONT.

### THE MONARCH BOILER AND HERCULES ENGINE.

(PATENTED) A. ROBB & SONS, CELEBRATED ROTARY SAW MILL.



Guaranteed to Saw Lumber Perfectly Smooth and Even in thickness.

Portable from 6 to 70 horse power. Strongest portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved. The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.

A. ROBB & SONS, Amherst Foundry and Machine works. Amherst, N.S. ESTABLISHED OVER 40 YEARS.

## LUMBER TRUCK + WHEELS.



## The Montreal \*

## \* Car Wheel Co.

MANUFACTURERS OF

### CHARCOAL IRON CHILLED

## RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.

Works: Lachine, Quebec.



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

CORRESPONDENCE SOLICITED

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 the 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 fed 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 blood 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.

J. J. TURNER,

### Sail, Tent and Awning Maker.

251 GEORGE AND 154 KING STREETS.

PELLEBOKUL OH.

Canoe, Yacht and Boat Sails made to order Perfect Fits guaranteed

Every description of Lumbermen's Sweaters and Waterproof Clothing.



Menasha Hickory Pulleys

We make the only hardwood bent rim spoke arm split pulley, only small split pulley, only wooden hangers in the market. Send for discounts & circulars.

Menasha Wood Split Pulley Co. MENASHA, WISCONSIN.

## MACHINERY FOR SALE

LIST of woodworking machines for sale by H. W. PETRIE, Brantford; branch opposite Union Station, Toronto.

SAW mill outfit, Waterous direct action, at a bargain.

SEVERAL second-hand saw rigs, two, three and four block.

A FINE 66 in. inserted-tooth saw, also 52 in. do.

ONE new eclipse saw mill with all late improvements.

ONE saw gummer, Disston make, Philadelphia.

ONE set of hoop machines, American make.

CANADIAN agent for the celebrated Winnie hoop machinery, catalogue free.

ONE drag saw rig, Waterous Engine Company make.

ONE hub turning lathe, American build.

ONE automatic handle lathe.

BROOM handle lathe with wood frame, cheap.

ONE set of spoke machinery, Fay & Co. make

GOLDIE & McCULLOCH stave cutter, set equalizing saw, &c.

ONE Blanchard spoke lathe, Fay & Co. make.

ONE new axe handle lathe.

ONE lot Ewart chain belt good as new with sprocket wheels.

3 POLE road cars, also a number of lumber cars.

ONE self feed lathe machine, Waterous make.

NEW gang lath machine.

ONE Fairbank's timber gauge.

ONE saw mill head block, Galt make.

HEADING turner, Goldie & McCulloch make.

ONE single edger with frame work.

NO. 2 large size smallwood shingle machine.

DOUBLE edger Waterous Engine Co. build.

ONE Drake's patent self feeding parallel shingle edger.

DOUBLE block shingle machine, Pierce make, 40,000 capacity per day.

TWO Hall self acting shingle machines, Goldie & McCulloch makers.

TWO smallwood shingle machines, Waterous make.

FOUR Laws patent upright swing shingle machine

ONE Doherty swing shingle machine.

DRAG saw machine, Goldie & McCulloch.

TWO new shingle packers, all iron.

SHINGLE jointers, 2 1/2 and 6 knives.

ONE new No. 3 Rogers saw filer and gummer.

ONE 62 inch Warren turbine water wheel, Goldie & McCulloch, builders.

48 inch Lefel.

48 inch Warren turbine in scroll case.

48 inch Sclater

44 inch improved turbine water wheel.

PAIR of Sampson turbine wheels, 42 inch, run together.

42 inch Sampson turbine.

TWO 40 inch Lefels.

35 inch Lefel.

41 inch Little Giant.

30 1/2 inch Lefel.

30 inch Sclater.

30 inch Burnham.

26 inch Lefel.

22 inch Turbine by Whitlaw.

21 inch Archmedian.

20 inch Lefel.

25 inch Vulcan in close case, Port Perry make.

24 inch Lefel.

15 inch Archmedian in close case.

17 1/2 inch Lefel.

10 inch brass wheel in iron close case

WATER wheel governor, Galt make.

MY new list is just out of press, send for it.

FULL particulars regarding any of above machines sent on application. Address, H. W. PETRIE, Brantford, Ont., Toronto branch opposite Union Station.

## W. J. KRAMER

FINE \*  
WOOD ENGRAVER  
21 MELINDA ST. TORONTO

TO MILL OWNERS, MANUFACTURERS

AND ALL WHO ARE USING

Leather \* Belting

IF YOU WANT BELTING

Which will Run Straight on the Pulleys, Which is Thoroughly Well Stretched, Which will not Tear at the Lace Holes, Which will give Complete Satisfaction,

— SEND O —

F. E. DIXON & Co.

MANUFACTURERS OF

PATENT LAP-JOINT STAR RIVET

\* LEATHER \* BELTING \*

70 King Street East, Toronto.

Sole Agents in Canada for the

CELEBRATED PHOENIX OIL

The Only Perfect Belt Dressing.

All our Belting is sold at the Canadian price list. Please compare before purchasing. Send for Discounts and our Pamphlet on Belting.

Galt \* Machine \* Knife \* Works.



MACHINE KNIVES

OF EVERY DESCRIPTION FOR

Planing, Moulding & Stave Cutting.

SEND FOR PRICE LIST

PETER HAY, - - - GALT, ONT.

THE RATHBUN COMPANY, DESERONTO, ONT.,

MANUFACTURERS OF

\* TERRA \* COTTA \* FIRE-PROOFING \*

For Use in Old and New Buildings.

Endorsed by Leading Architects. Absolutely Fire-proof. About as Cheap as Wood or Brick. Weight One-Third that of Brick. Does not Crack on application of Heat or Water. Deadens Noise. Gives Warmth in Winter; Coolness in Summer.

NAPANEE CEMENT COMPANY (LIMITED.)

— MANUFACTURERS OF —

Hydraulic Cement

PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Cellars, etc.

ENDORSED BY LEADING RAILWAYS AND CONTRACTORS.

ROACH \* LIME,

For Building, Plastering, Gas Purifying, Paper Making, &c.

DOMINION SAW WORKS!

JAS. ROBERTSON & CO.

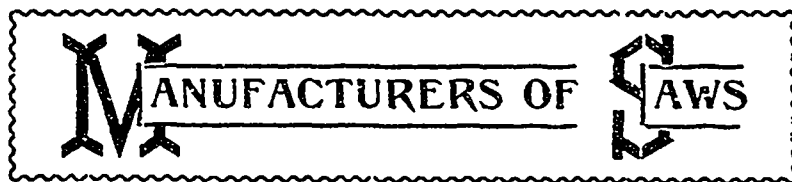
253 to 267 King Street West,

Toronto, - - Ontario.

JAMES ROBERTSON

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Montreal, - - - Que.



Circular, Shingle, Gang, Cross Cut, Concave, Mulay, Drag, Grooving.

Thuber's Royal ANTI-FRICTION \* BABBIT \* METAL.

Importers, and Dealers in

- Band Saws, Emery Wheels, Saw Sets, Saw Swages, Rubber Belting, Iron Pipe, Saw Gummers, Leather Belting, Files, &c.

EVERY SAW FULLY WARRANTED. Prices on Application.





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# If Want of Snow

HAS PREVENTED LOGS REACHING  
YOUR STATIONERY MILL

Buy one of our

## PORTABLE ENGINES

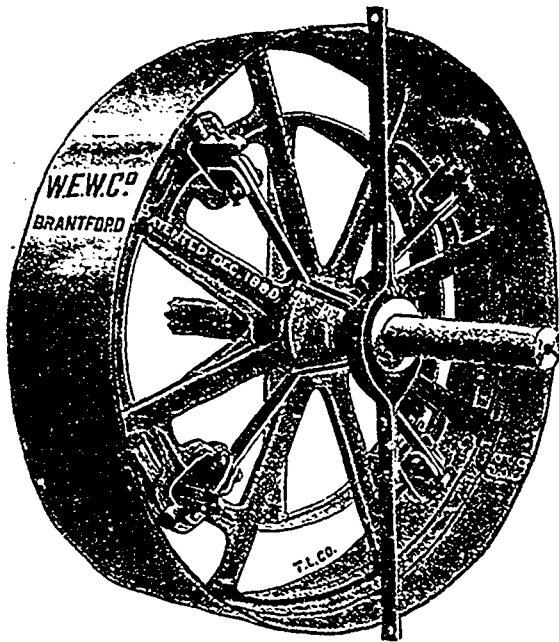
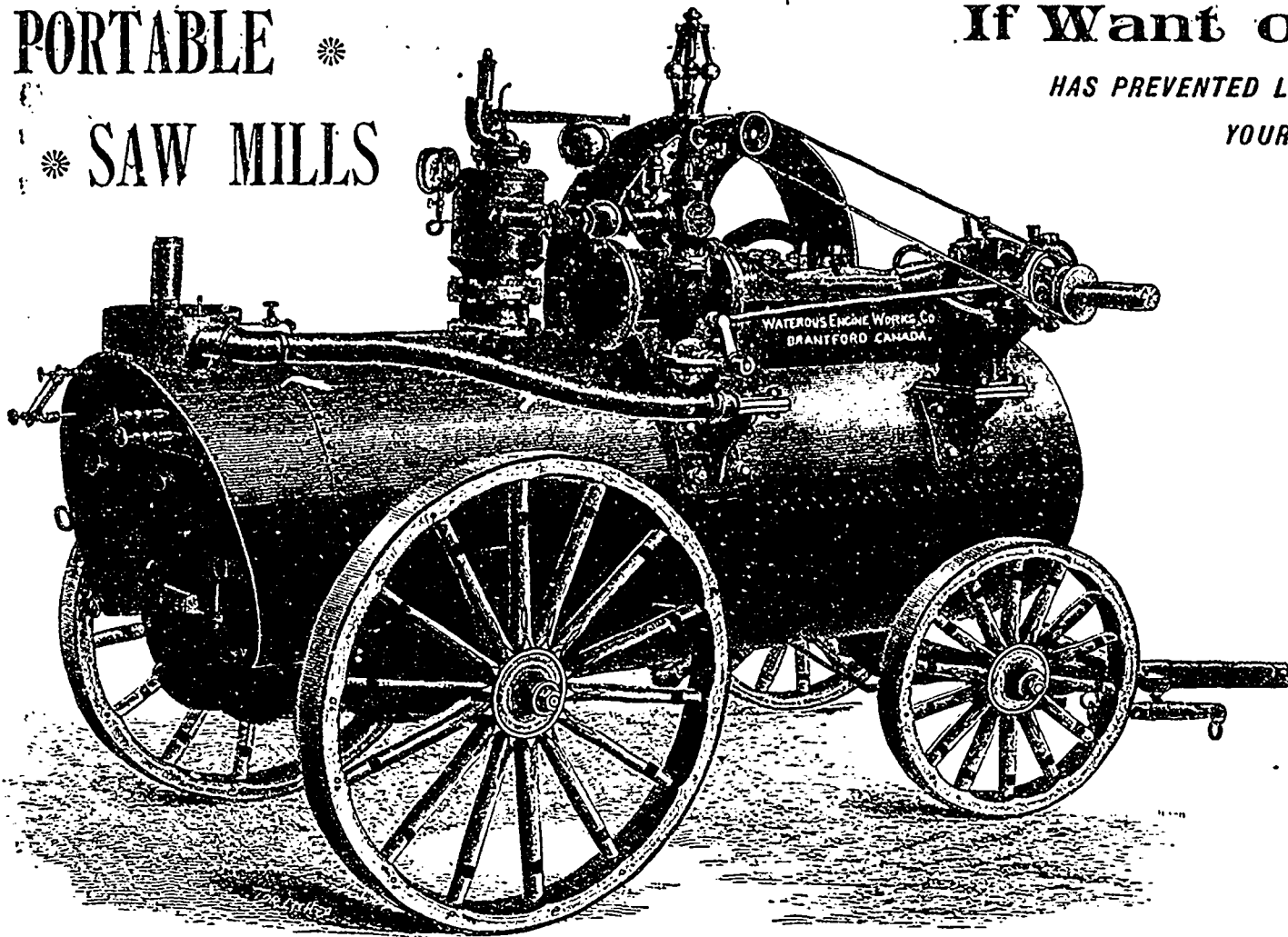
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ON WHEELS

OR SKIDS

Which with the saw irons in your stationery mill or a new set from us, will make a Portable Mill that you can take to the woods, cutting your lumber as economically and as well as if at your stationery mill.

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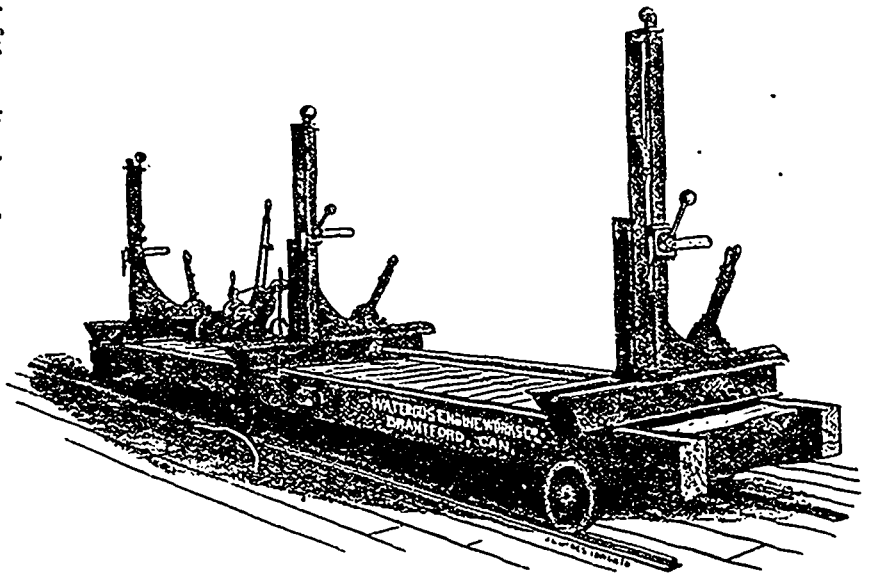
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GANG, BAND MILL OR  
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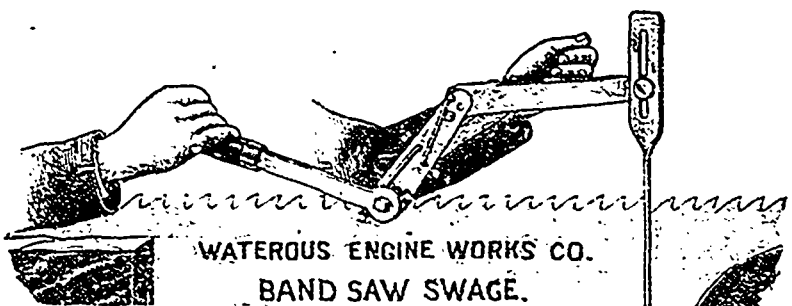
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Left hand forward,  
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to stop, tooth is  
swage left back  
right forward, re-  
leases swage, lifts it  
to next tooth, when  
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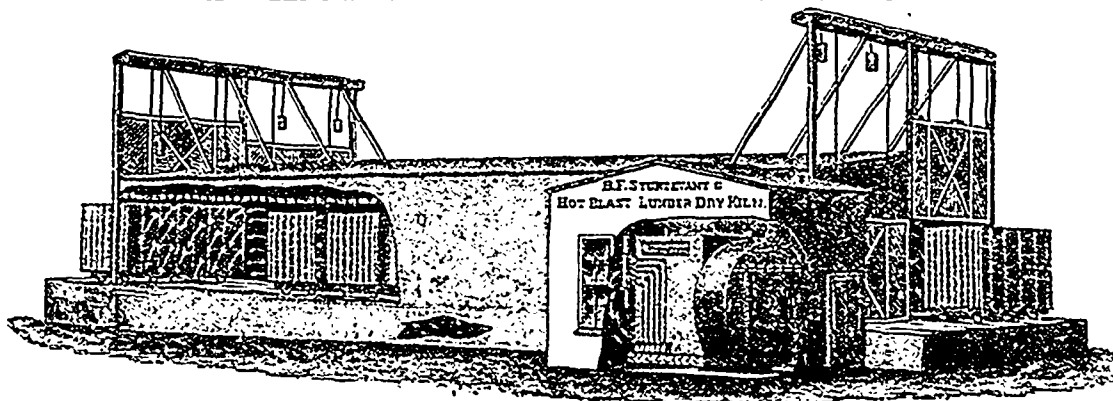
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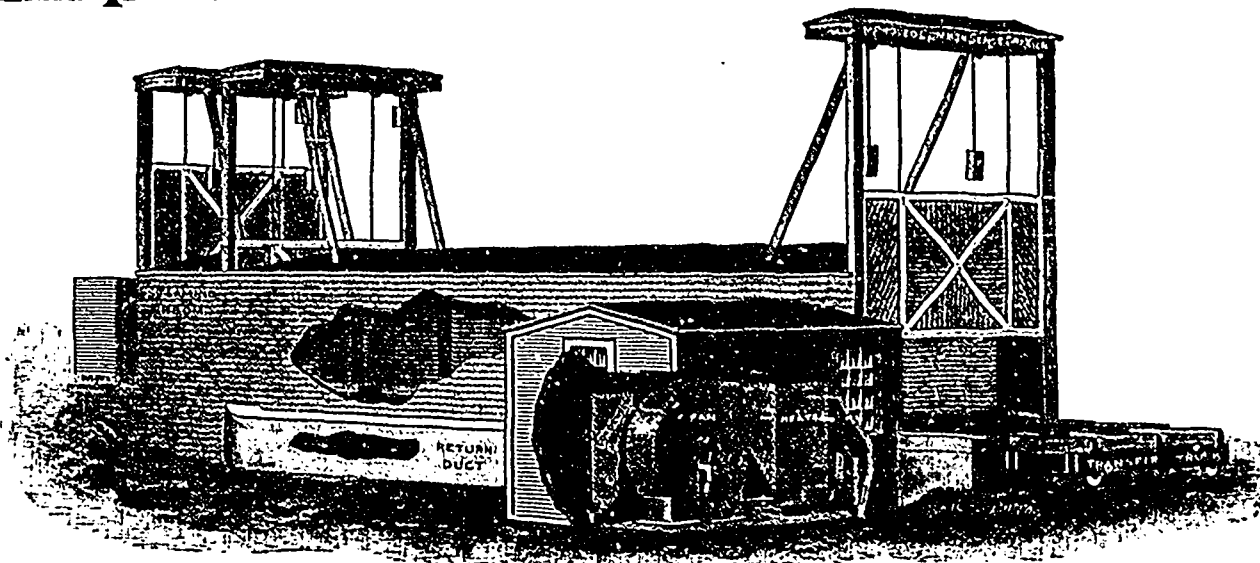
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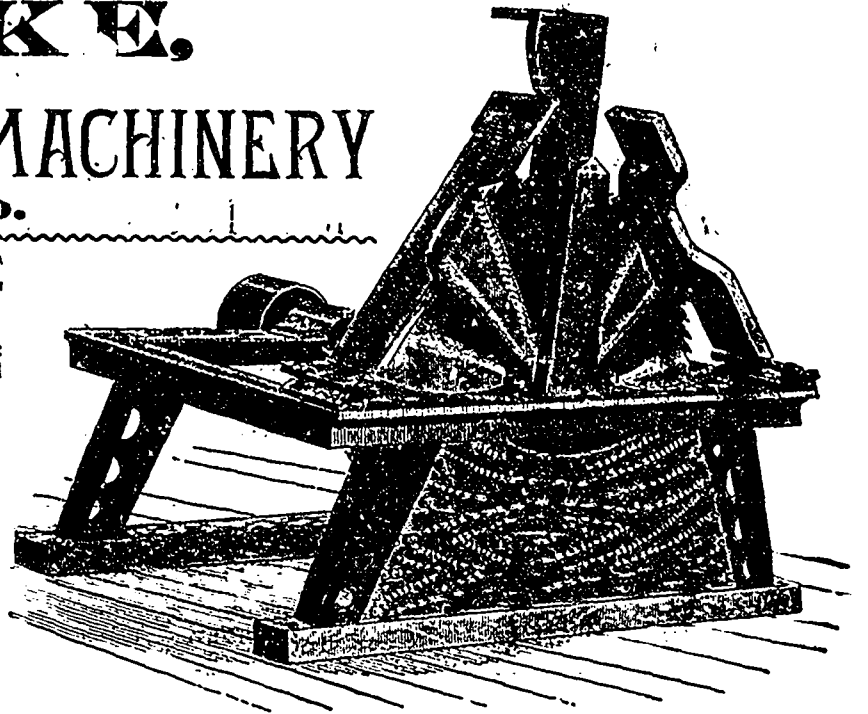
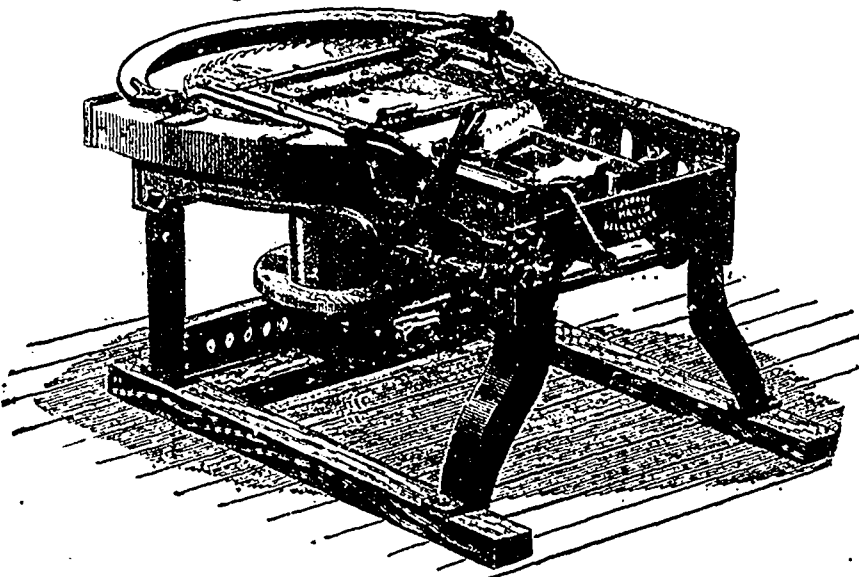
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