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# THE CANADIAN LUMBERMAN

AND MILLERS' MANUFACTURERS AND MINERS' GAZETTE

PUBLISHED MONTHLY  
By A. G. MORTIMER.

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

SUBSCRIPTION  
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VOL. 6.

PETERBOROUGH, ONT., DECEMBER, 1886.

NO. 21.

## A SIMPLEX AUTOMATIC CUT-OFF ENGINE.

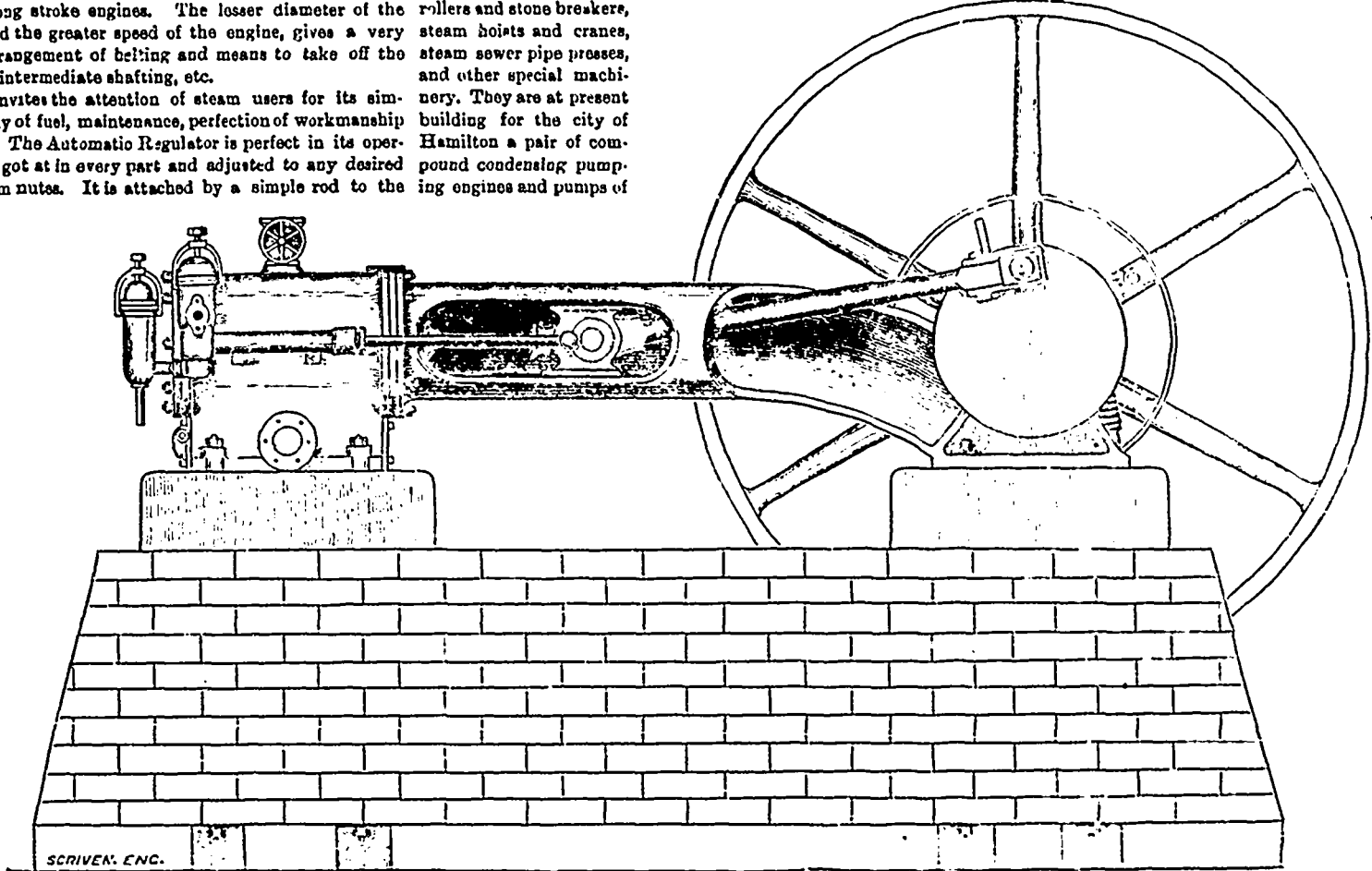
THE accompanying engraving illustrates the leading engine manufactured by the Osborne-Killey, Mfg. Co., of Hamilton, Ont. The advantages claimed for it are extreme simplicity, there being no part of the engine that requires frequent adjustment. The manufacturers claim that the cost is smaller for equal power derived from the fuel burned than that of any other engine running automatically. The engine takes up less space and does not require expensive foundations; the form of engine is such that it is perfectly rigid under every variation of load. This is not the case with long stroke engines. The lesser diameter of the hand wheel, and the greater speed of the engine, gives a very much better arrangement of belting and means to take off the power without intermediate shafting, etc.

This engine invites the attention of steam users for its simplicity, economy of fuel, maintenance, perfection of workmanship and materials. The Automatic Regulator is perfect in its operations; can be got at in every part and adjusted to any desired speed in a few minutes. It is attached by a simple rod to the

rod. To prevent all wear of valves semi-balance valves are used, while the positive cut-off gear enables the engine to run at any speed desired. Another important advantage to be found in this class of engine is the solid forged connecting rods and shafts, and the principle of strict duplication of parts by special machinery, a feature which has just begun to be appreciated by steam users as it should be.

In addition to the manufacture of the engine briefly described above, this firm also manufacture steam fire engines, especially designed for towns and villages; portable engines, steam road rollers and stone breakers, steam hoists and cranes, steam sewer pipe presses, and other special machinery. They are at present building for the city of Hamilton a pair of compound condensing pumping engines and pumps of

of Florida and Louisiana, in the great white-pine forests of northern Minnesota, in the red-wood forests of the California coast range, in the vast fir forests of Oregon and Washington, and in all the Rocky Mountain region from New Mexico to Montana, organized and systematic plunder has for years been practised upon the people of this country. Powerful corporations backed by unlimited capital and immense personal and political influence, wealthy mill owners, rich lumber companies, and unscrupulous individuals have long been banded together to rob the people of their property.



A SIMPLEX AUTOMATIC CUT-OFF ENGINE.

valve spindle, and adjust the cut-off to the power required in a range varying from full stroke to zero. It acts with great promptness; no perceptible variation taking place in the engine under every variety of load. The cut of valve runs nearly in perfect balance, the governor having complete command of it.

The wide reputation of the manufacturers of this engine, for furnishing only the best of work and materials, render it almost unnecessary to say a word upon this subject, they having sent their engines into all at every corner of the Dominion, but attention might be called to the following important points: best Babbit, main journal liners, and gun metal connecting rod boxes; steel crank and cross-head pins; steel piston and valve

ten million gallons capacity per day. Full information regarding any of these machines will be furnished by the manufacturers.

## STOLEN TREES.

A CONSIDERABLE portion of the last annual report of the Commissioner of the General Land Office is devoted to a description of the methods employed by unscrupulous men to rob the people of this country of their forest possessions. Long practice, often encouraged by official speculation, has reduced the stealing of Government timber to a fine art. It has been going on practically unchecked for years. Wherever trees have grown upon the public domain, among the turpentine producing pines

The officers of the General Land Office have certainly not failed during the last year in honest endeavor, at least, to check the numerous frauds which have gradually become a necessary feature in the administration of the public domain. Not less than twelve hundred and nineteen cases of depredation or timber trespass have been reported during the year, involving forest products valued at nearly nine millions and a half of dollars stolen from the people of the United States. Only two hundred thousand dollars, nevertheless, have been recovered by the Government on this account, while the public plunderers have been able to escape with over nine millions worth of timber and other forest products; a sum one-third greater than the gross value of the annual product

## General News Notes.

of the Government forests of all Germany, or nearly double the annual net yield of the public forests of France. All deductions have not been reported, and American values for forest products are much lower than German or French values for similar articles, so it is safe to assume that in the last year more timber, bark and turpentine have been stolen from the national forests of the United States than were produced by the public forests of Germany and France, although in these countries forest production under scientific management is now very great.

Such a monstrous condition of affairs should not be allowed any longer. No Government has the right to open such easy paths to fraud and corruption as now cross the public domain in every direction; and no forest, however productive or extensive, can long withstand the inroads which we are making upon our forest supplies.

It is for the best interests of the nation that some portions of the national domain should be permanently covered with a forest growth and retained under Government control; other portions of the forest-clad public domain could, perhaps, be more wisely disposed of than retained. But with exciting information in regard to the public forests it will be highly unwise to make any division of our forest lands into necessary and superfluous before the proper limits of forest reservations are fixed by scientific investigation, and a proper system of forest administration can be developed for their management and control Congress should take prompt action therefore upon the sensible recommendations now urged for the second time by the present Commissioner of the Land Office, that all public forests and all lands valuable chiefly for timber should be immediately withdrawn from sale or disposal, "subject to future legislation for permanent reservation of designated areas and a more economically governed disposal of such timber lands or timber as may not be necessary indefinitely to reserve."

Such legislation would meet with the most vigorous opposition, but unless the Timber Rings can be defeated, the extermination of all the Government forests is merely a question of time, and with the forests agriculture and prosperity will disappear from the western half of North America.—*New York Sun*.

## CANADA RAILROADS AND LUMBERMEN.

SOME of the Canadian lumbermen are complaining bitterly, and with no small reason, of the treatment which is accorded them by their railway companies in the matter of lumber freights. A correspondent of the *Toronto Globe* writes at length of the matter, setting forth the grievance of the trade with great clearness and force. The present system is a curious one. Each car has marked upon it its capacity in pounds, the minimum being 24,000 pounds, ranging from that up to 40,000, and the freight is charged on the basis of so much a hundred for the marked limit of the car, unless it should happen to overweigh, when the excess is also added. If the car happens to contain less than the weight it is rated to carry, no corresponding deduction is made, and as many cars, labelled to hold 30,000 pounds, cannot be loaded with some kinds of dry lumber even up to 24,000, the railway companies exact pay for a large amount of freight which they do not carry. If the lumber happens to get rained on in transit, and absorb a few hundred pounds of water, it is said the companies re-weigh the car, and charge the difference to the shipper. The lumbermen are trying to induce the railway people to make them rates per thousand feet, their experience with the plan of charging by weight not having given them a favourable impression of that method. But the trouble seems to be not so much with the principle, as with the manner of applying it. In the United States, freight rates are made on the basis of weight, but only the actual weight of the stuff carried is charged for, the same as other merchandise. It makes no difference to the railway company here whether the cars are loaded with lumber that has been cut six months or six days; it gets paid for the number of pounds in the car, and it is the concern of the party who pays the charges whether the shipment is heavy or light in proportion to its bulk. It is comparatively easy for a lumberman to ascertain the average weight of stock, and to make his calculations of the cost of transportation with confidence in their substantial correctness. Indeed, so closely can dealers figure the cost of moving lumber, that it has come to be the common practice to quote prices on stock delivered at the buyer's railway station. The basis upon which these delivered prices are made up is an agreed schedule of weights, which though arbitrary, comes so near to the average of dry stock, that neither buyers nor sellers find it objectionable or inconvenient. It would seem the part of wisdom for the Canadian trade to direct its efforts toward introducing the plan, at once rational and fair, of charging shipments at a certain rate for each hundred pounds carried, rather than to attempt the probably impossible undertaking to get the railway people to go back to the scheme of hauling at so much a thousand which is as unfair and unsatisfactory on one side, as the present plan is on the other.

The C. P. R. Telegraph Company are steadily extending their system. They have begun the construction of a branch line from Medicine Hat to Fort Benton, Montana, and it will be in working operation in a few weeks. The cattle business of the railway made this line a necessity. They are also steadily putting up heavy wires through the mountains, replacing the poorer ones erected in the "construction" period of the road, and hope to have these wires through to the coast ere long.

A meeting was held in Cincinnati recently for the purpose of organizing a lumber exchange.

The loss by fire of J. A. Duval's saw mill at Grimsby, Ont., amounts to \$2,000; no insurance.

Plus deal mills are now coming to a close, several of them having finished sawing for the season.

It is said that a Canadian lumber syndicate has acquired title to 500,000 acres of land in Minnesota.

It is stated that upwards of 100,000,000 feet of logs have already been skidded on the Menominee River, Mich., but the report is not generally credited.

The men are at work closing up Eddy's mills for the winter. The saws are being taken out and everything is being prepared for the closing in of the sides.

The large lumber firm of W. J. Trounce & Co., Port Perry, has assigned. Their bankers have a claim of \$100,000; other liabilities it is said, will not exceed \$5,000.

Mr. J. R. Booth has purchased the entire timber limits, six limits in all, of Messrs. Barrett & Mackey, in the Nipissing district. The price paid was \$270,000.

The firm of Ross & Little, sash, door and blind manufacturers, of Midland, Ont., has been dissolved. Hereafter the business will be carried on by Messrs. Ross & Davenport.

Mr. Nagle, of Ottawa, has sold a timber limit of 36 miles on the Georgian Bay, to Mr. Bartin, of Barrie, for \$35,000. Mr. Burtin bought another limit adjoining the former one, of 36 miles for \$25,000.

Mr. J. R. Booth has laid up three large rafts to winter over at Mulloch's boom, Arnprior, having decided not to put them on the Quebec market this year. There is said to be more timber being sent to Quebec this year than there has been for several seasons.

A correspondent of the *Minden Echo*, writing from Mr. John Dwyer's shanty, Aeneas, gives the following:—"On Saturday of last week Mr. George Long, of Peterborough, skidded 431 logs in eight hours. This is considered the biggest days skidding ever done in this country, and if it can be beat the boys would like to hear from the champion."

The square timber market in Quebec is getting brisk. The Messrs. Hurdman, of Ottawa, and McLachlan Bros., of Arnprior, will shortly open shanties to supply the demand. Orders have been left with Mr. B. Renaud to procure gangs at once for both these firms so that operations may be begun without loss of time. Mr. Renaud shipped a gang recently to Sturgeon Falls, for Mr. J. R. Booth's new limit.

The Section north of Harvey, Ont., is alive with men busy at felling the lofty pines. The Gilmour firm has over 50 men employed at the depot, and more are arriving continually. This season will be unusually lively, as Mr. Biglow and Mr. Davis will have men employed in the vicinity of the Gilmour camp. Life in the lumber camp as pictured in "Picturesque Canada" presents an interesting scene, but the original only can give a true picture.

The *Jane Woodruff* loaded with 150,000 feet of lumber for Midland ran on the Watchers last week during the gale. She was trying to make a short cut and finding herself among the rocks cast both anchors when the cables parted and she drifted on in spite of all effort. The *Shawanaga* went to her rescue, but could not get near enough to throw a line, on account of the heavy sea, and was obliged to return without rendering any assistance. A part of the cargo will have to be transferred before she can float.

Nearly all the logs on the Chaudiere have been secured. Mr. John Breakey's railway from his mills to the Chaudiere Basin is now being worked day and night, carrying logs from the mill dam to the mouth of the Chaudiere, where they are rafted and towed to the Montmorency Mills, part of these logs being a portion of the logs cut by Messrs. Hall Bros. during last winter, balance being Breakey's, which, owing to the large number of logs that have come down at once, he is having sawn into deals at the Montmorency Mills, which are being run night and day.

Ottawa millowners were not so busy last fall, nor are they this, as they were in previous years, this they attribute to the increase of railway facilities. In old days people had to obtain the whole of their winter stock before the end of the fall, but now with the increased powers of transit they can receive lumber by rail at any time. This means increased employment at the lumber yards during the winter. The trade is easy at unchanged prices. But little lumber is obtained in Ottawa, the output having been principally disposed of for the American market. The local demand is moderate.

The lumber season now opening in Manitoba promises to be a most active one, says the *Free Press*, and lumbermen are consequently in good spirits. Gangs of men are already being sent to Lake Winnipeg and the Lake of the Woods districts, and a week or two will see operations in full swing. A good many lumbermen did not get all their last winter's cut down to the mills last summer, the drives sticking, owing to the lowness of the water. There are several millions of feet at present on the rivers waiting for the spring freshets to bring them to the mills. A

heavy demand for good lumber for railway bridges existed last season. From Winnipeg and all points of the Northwest there has been a demand for lumber, which indicates that building operations have been heavily carried on during the past summer. The mills have been rushed to their greatest capacity. Prices are stiffening and are now from \$14 to \$15 per thousand feet f.o.b. at Keewatin, and from \$17.50 to \$18.50 at Winnipeg. They are expected to keep up if the market is not glutted by too heavy an output.

Up to the present time there have been cut and shipped at the Rathbun Co's mill in Campbellford, about 75,000 railway ties, and nearly 25,000 remain to be cut before the work will be completed. Besides this large cut there have been turned out 500,000 feet of lumber, and 12,000 bundles of lath, together with an enormous quantity of shingle, barrel heads, pickets, and several thousand feet of two foot wood. The shipment of ties recently amounted to two train loads daily. A pier is being built at the rear of the Company's premises to prevent the place from being flooded by the river. This will be extended from the mills along the river edge to the southern limit of their property, and the grounds will be filled in and made level. The work is being done now, and will be completed sometime next summer. This mill, we are informed, is one of the best paying of its kind in the country, a tribute to the ability of Mr. Joseph Clairmont, the manager. Work will be continued till about the first of February next, but the staff of hands during all that time will not be as large as it is at present.

Messrs. Grier & Co., are building a large new mill which is situated between their old mill and McKay & Co's flour mill. Operations commenced a few days ago, and are at work on the foundation, which is of stone five feet in thickness. The mill is to be fifty feet wide by one hundred and fifty long. There will be placed in the mill one gang-saw of the lat-style, two slabbing gang-saws and one stop gang saw, all of American make. A large dam will be built in front of the mill to keep the water back while operations are going on. The foundation will be finished in about three weeks, when three large stone piers, measuring twenty feet in diameter, will be built in the bottom of the mill, to hold the gang saws. The new machinery for cutting up the refuse will cost about \$12,500. The waterwheels will cost something over \$3,000, while the edgar and other mill-men will cost about \$12,000; the whole estimate cost is about \$50,000. The top part of the mill will be of wood, and resemble very much in shape Eddy's large mill. It will be painted and decorated, and it is said it will be one of the finest mills in Canada. The building will extend 12 feet nearer the bridge than the old one, and 37 feet farther back. The mill will employ 30 men inside, and be finished about the 1st of May next. Owing to the prospective increased mill being built, Messrs. Grier & Co. will have to double the capacity of their sorting and piling ground, thus giving employment to a very large number of hands.—*Ottawa Evening Journal*.

A wedding took place last night in the long drawing room of the Queen's hotel, the contracting parties being Mr. William C. B. Rathbun, youngest son of the late H. B. Rathbun, of Deseronto, and Miss Jean Blakie, eldest daughter of J. L. Blakie, late of Hollydean, Rosedale. Owing to the recent death of the groom's father the wedding was comparatively quiet. The bride was attired in a dress of lace, lace front, with long court train and waist of ivory moire, a long spray of myrtle and white lilac looping up one side; bouquet of loose white roses, held together with white ribbons; ornaments, diamonds. The bridesmaids, Miss Alexander and Miss M. Blakie, wore dresses of coffee-colored Indian muslin and lace with crimson velvet sashes, bouquets of loose Marechal Niel roses held with crimson ribbon, diamond ornaments given by the groom. The bride's train was carried by Miss Florence Blakie and Miss Edna Hindhaugh. The floral decorations were most abundant, the string band being completely hidden by a bank of foliage and flowering plants. The presents were exceedingly handsome, the grooms being a set of jewellery composed of moonstones and diamonds, with a diamond crescent brooch, having ten large diamonds. The groom was attended by Dr. A. J. Johnson and Mr. E. W. Rathbun. After the ceremony the band played the Wedding March and the company repaired to the dining room to enjoy a sumptuous dejeuner. The happy couple left by the 11.15 train for California where they will spend some months on their honeymoon.—*Toronto Mail, Nov. 4th*.

## The Montreal Press.

There has been a remarkable newspaper development in Montreal during the last few years. It is not long since there were only a couple of French Canadian daily papers in that city, and now there are five live daily journals in that language. It is probable that a great deal of this development is due to the success of the *Montreal Star*, on which nearly all the French papers are modelled. The *Star* rose very rapidly and very remarkably through its enterprise and independence to its present position as the best and most widely circulated daily newspaper in Canada, and as it has always been widely read among the French Canadian business and professional classes, its success stimulated the development of French papers. It is rather a curious fact, however, and a remarkable compliment to the *Star* that neither its independence of opinion nor the growing competition to which it is subjected checks its progress as a favorite paper with French-Canadians.

Useful Information.

A rubber cushion under the legs of a work bench will deaden the sound of hammering so completely that it will not disturb the inmates of adjoining rooms.

In putting up your screen doors and windows be very particular to have a little hole in one corner so that the flies can go out doors when they get tired of being inside.

To remove iron taste from new kettles, boil a handful of hay in them and repeat the process if necessary. Hay water is a great preservative of tin, wooden and ironware. In Irish dairies everything used for milk is scalded with hay water.

A government inspector of timber in France recommends for timber used in ship building one year's immersion in river water two years in fresh, or three in brackish water, constantly being changed, to be followed by two years of air seasoning.

A FILLER FOR OAK, MAPLE AND CHERRY WOOD.—White lead 6 ounces, Japan 1/2 pint, boiled linseed oil 1/2 pint, turpentine 1/2 pint, corn starch 1 ounce; mix well together and apply by continuous rubbing in. On cheery wood add a little Venetian red to the above mixture. A cheaper and for most uses a better filler than this can be bought already prepared.

Wood may acquire an oak, walnut or cherry color by staining it with ordinary tincture of iodine diluted with spirit until the exact shade is obtained. White shellac must be added to the iodine solution if the stain is to be made permanent, or the wood after the stain is applied may be French polished. The iodine may be laid on with a rag or a brush.

A German chemist has discovered that the strength of glue is very greatly increased by the addition of one-fourth as much glycerine as glue. Glycerine has many other uses, among which one of the least known is its property of removing pencil marks from paper in a very perfect manner. It may also be combined with starch and plaster of Paris, to form one of the most durable cements for various kinds of apparatus.

When opening correspondence with advertisers always mention that you saw their advertisement in the "Canada Lumberman."

What is claimed to be a valuable rust preventive is a recent German invention. It consists of ordinary oil paint mixed with 10 per cent. of burned magnesia, baryta or strontia, as well as mineral oil. This neutralizes the free acid of the paint, and the alkaline reaction protects the iron from rust. As a preventive of iron from rusting in the ground, the metal is painted over with a mixture of 100 parts of resin and 25 parts of magnesia, besides mineral oil. A temporary paint for the movable portions of machinery contains some 20 or 30 per cent. of magnesia or burnt dolomite, with some vaseline added to prevent drying.

The following is a good recipe for waxing floors, and the method of application. Stir twenty-five parts of shredded yellow wax into a hot solution of twelve parts of pearl ash in soft water. Keep the mixture well stirred until the effervescence ceases, then remove it from the fire and stir in twelve parts of finely-ground yellow ochre. It may now be poured into cans to cool. When wanted for use one part of it is dissolved in five parts of boiling water. Apply warm with a paint brush. It dries in a few hours, when the floor is polished with a floor brush and afterward wiped with a woollen cloth. It is said this wax coating will last for six months with ordinary use.

The National Druggist gives this form of an absolutely clear solution of shellac:—Prepare first an alcoholic solution of shellac in the usual way; a little benzole is then added, and the mixture well shaken. In the course of twenty-four or forty-eight hours the fluid will have separated into two distinct layers, an upper alcoholic stratum perfectly clear, and of dark red color, and under it a turbid mixture containing impurities. The clear solution may be decanted or drawn off.

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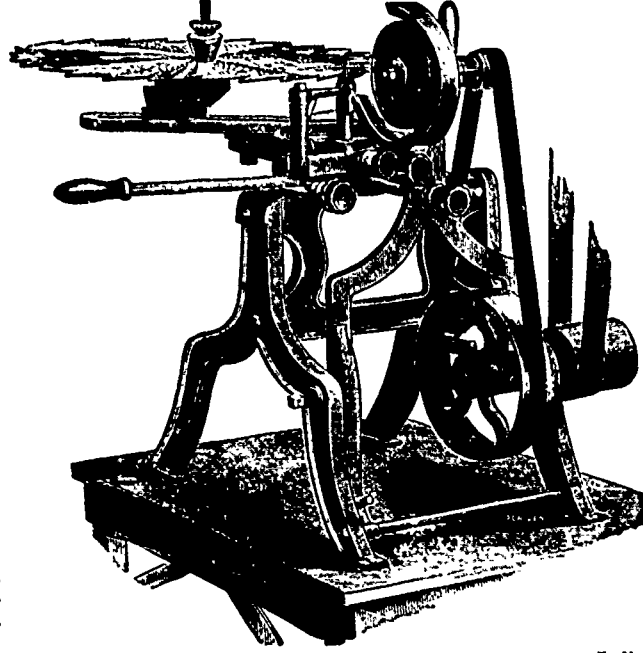
Sand paper is at present made with powdered glass instead of sand. Glass is readily pulverized by heating it red hot and throwing it into water, and finishing in an iron mortar. By the use of sieves of different sizes of mesh the powder can be separated into various grades, from the finest dust to very coarse, and these should be kept separate. A strong paper is tacked down and covered with a strong size of glue, and the surface covered with powdered glass of the desired fineness; when the glue is dry the surplus glass is shaken or brushed off. Muslin is better than paper, and lasts much longer in use.

SOMETHING NEW IN SAW FILERS.

Emery wheels are playing an important part in many lines of manufacture, and the ingenuity of inventors has been directed towards providing suitable devices to run them, and enable them to do their work in the most effective manner.

The Hart Emery Wheel Co., of Hamilton, have by no means been neglecting the interests of their customers in this respect, for they have at least contributed their share of improved devices for running emery wheels.

Not the least ingenious of their emery wheel machines is the Rogers' Saw Filer, herewith illustrated, the invention of Mr. S. C. Rogers, one of the Company. This little tool has been patented in Canada, the United States and England, where



several of them are used. They found their way as far as India, and there is no doubt that every woodworking establishment will have one or more of them as soon as they become known and appreciated. The Hart Emery Wheel Co. have placed them in nearly seventy establishments in Canada, every one of which is a reference as to its usefulness.

The machine is almost automatic. The operator has only to move the lever back and forth. The saw revolves and the wheel moves out and in, in perfect time. Any one part of a tooth can be filed lightly or heavily without touching any other part. For instance, the operator can go all round the saw, filing on the throat only, or along the breast or back, and what is done on one tooth can be repeated on all the others, for perfect roundness is the result of using this machine.

Firms who are using the Rogers Saw Filer assert that they find their saws do better work; they keep sharp longer and do not wear away so fast.

See the Hart Emery Wheel Co.'s advertisement on outside of back cover.

Our Readers who write to advertisers in this Journal, will oblige both the advertiser and publisher by mentioning the "Canada Lumberman."

WOOD-WORKING PATENTS.

The following list of patents relating to the wood-working interests, granted by the U. S. Patent Office, up to Nov. 23th, is specially reported by Franklin H. Hough, solicitor of American and Foreign Patents, 925 F. street N. W., Washington, D. C., who will furnish copies of patents for 25 cents each.

- 350,352—Plane, Runder.—J. L. DeHuff, Reading, Mass.
- 350,190—Planing and Matching Machine.—W. H. Doane, Cincinnati, Ohio.
- 350,193—Saw, Hand.—W. H. Fritts, Plano, Illinois.
- 350,409—Saw, T. Van Hand.—Ostrand, Kinsey, Kansas.
- 350,179—Stump Extractor.—W. H. Wright, Leconia, N.H.
- 350,657—Auger.—S. Burd, Bradenville, Pa.
- 350,613—Plane, Bench.—F. M. Bailey, Pittsburg, Pa.
- 350,555—Planer, table cushioning device.—F. Phillips, Newark, N. J.
- 350,892—Planing Machine.—G. S. Myrick, Philadelphia, Pa.
- 350,482—Saw mill attachment.—W. H. Roberts, Cheboygan, Mich.
- 350,742—Saw mill carriage.—E. Hyde, East Sucinaw, Mich.
- 350,853—Saw sawing device.—P. R. Ward, Quincy, Ill.
- 350,894—Sawing machine.—G. Puhl and A. Mertes, Allegheny, Pa.
- 350,872—Tenoning machine.—A. L. Cushman, Concord, N. H.
- 350,520—Wood-working machinery knife.—J. B. Wood, Chicago, Ill.
- 351,393—Planing and matching.—S. A. Woods, Boston, Mass.
- 351,165—Saw mill carriages. Feed mechanism for.—C. E. Clark, Belmont, N. Y.
- 351,202—Saw mill carriages. Feed mechanism for.—G. M. Peltou, Belmont, N. Y.

- 351,144—Saw mill. Log bunk for.—P. B. Williams, Butler, Indiana.
- 351,106—Saw set.—H. A. Hanser, Christiansburg, N. Y.
- 351,286—Saw. Device for jointing and setting the teeth of.—H. M. Sandford, Hobart, N. Y.
- 351,277—Saw-puller.—E. S. Moore, C. leman, Mich.
- 352,307—Planing machine.—W. H. Doane, Cincinnati, Ohio.
- 352,352—Saw-filing implement.—P. A. Potter, Wollastorough, Pa.
- 352,269—Saw, drag.—B. F. Shinn, New Iberia, La.
- 353,207—Saw-setting device.—J. B. Sylvester, Blue Hill Falls, Me.
- 352,370—Stump-extractor.—F. R. Smith, T. rab, W. Va.
- 352,216—Timber, preserving.—A. Akker, Darrach, Scotland.
- 352,901—Lathe for turning spurs.—G. Wood, Philadelphia, Pa.
- 352,867—Saw.—C. W. Goerts, Newark, N. J.
- 352,624—Saw.—T. O. Langlar, St. Asaph River, Canada.
- 352,550—Saw gun mtr.—T. S. Maxwell, Alhambra, Ga.
- 352,838—Saw-mill set-works.—W. F. Parish, Minneapolis, Minn.
- 352,802—Saw sharpening machine.—A. Blackmer, Minneapolis, Minn.
- 352,670—Saw-sawer.—C. Ward, Hering, Mich.
- 352,769—Stump-puller.—W. M. McKay, Windsor, Mich.
- 352,604—Saw.—F. H. Richards, Sprinfield, Mass.
- 352,050—Saw-jointing device.—J. W. Edmondson, Mendon, Ohio.
- 351,974—Saw-mill set works.—F. J. Geary, Van Wert, Ohio.
- 351,815—Wood-bending and drying machine.—S. Swartz, Buffalo, N. Y.
- 352,603—Wooden-plate. Apparatus for cutting circular.—I. M. Rhodes, Hancock, Mich.

THE ACTION OF FORESTS ON AGRICULTURE.

To the Editor of the Canada Lumberman:—  
SIR,—I have been asked to state concisely, with a view to its publication through the press, thus reaching a larger circle of readers than will peruse blue books or reports, the reason for maintaining forests among agricultural lands, and the best method of doing so, without asking too much expense from any individual proprietor. I have stated a few here, and should be glad if, in the interest of the forestry movement (which is, in view of the great harm over-clearing is doing our agriculture, the chief need of Ontario) you will give it a place in your columns.

The reasons for maintaining forests are:—That they hold the rain in their beds, which are formed of a deep mass of leaves, and decayed forest refuse (this is so long as the forest is kept free from grass. If cattle be let in to tramp it hard, and graze over-spread it, it will not retain nearly so much, and will be to that extent inferior in value as a reservoir of moisture to the farm lands around) This water so held, filters off slowly through the surrounding land, and keeps creeks, rivers, and the numerous underground channels of the earth supplied with water, which furnishes moisture thus to the whole country. If there be no woods, rain falls at once to the river, washing away much good earth in its progress, and being of very slight beneficial effect compared to what it is in the former case.

That they in the season of growth, when showers of rain are needed, being then possessed of vast quantities of leaves, which throw out much moisture daily, and this moisture being the lighter of all vapors, send large quantities of it upward to the higher atmosphere. Being cooler than the air current above, when it meets one sufficiently damp, the junction of the warm and cooler bodies immediately must produce precipitation, and rain must fall at some point, either nearer or further, depending on the speed of the wind then existing. That woods, or even single lines of evergreens, exert a powerful influence by way of shelter, thus, that when a shower of rain has moved on the ground, the land will aid vegetation rapidly so long as the moisture is evaporating from the surface, for all that time the land will be neither too wet nor too dry, and the moisture will not be at evanescence, which is injurious, but in motion, when it is beneficial. When there is no shelter, the drying winds pass over too rapidly, and the benefit of the shower does not remain in the land for half the time it beneficially might.

That the shelter of trees in lines or blocks is very valuable to winter crops, in preventing the uneven drifting of snow, and otherwise; and this is very important with reference to the growth of clover, which is the principle means of keeping good soil in many of our Ontario soils.

These are but a few of the reasons, the cheapest method of obtaining these advantages are first to preserve a piece of the original forest on each farm, which I have known done effectively simple by fencing the piece desired to preserve, and keeping cattle out; and next by planting long lines of evergreens as wind-breaks. If the latter be tried, the way to success is to plant about the first of June, and keep the roots quite damp and covered from sun and wind till planted.

Yours truly,  
M. W. PHIPPS.

Toronto, Nov. 9th, 1886

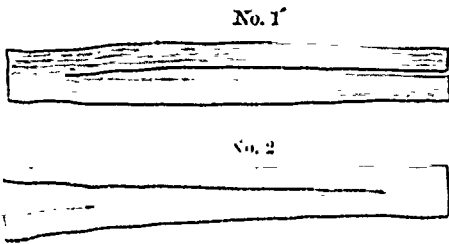
When opening correspondence with advertisers always mention that you saw their advertisement in the "Canada Lumberman."

## SOMETHING ABOUT SHRINKAGE.

BY R. H. DAVIES.

There is but very little material that keeps the same size under all circumstances. Metals shrink and expand—some very much more than others—according to change of temperature. I don't wish to treat of the shrinkage of metals in this article, but wholly upon the shrinkage of woods. Like metals different woods vary much in shrinkage. But all woods of the same variety will shrink in size, in proportion to the amount of water or sap contained in the wood. One variety of wood may contain four times the quantity of sap, and still not shrink near as much as others. Lumber sawed from trees growing on a side, hill, or near the water, or on the south side of a grove, will shrink very irregularly. Some parts will shrink very much more than others, more particularly endways. The same is true with a tree that grows very much out of perpendicular. Suppose a tall tree was growing at an angle of 45 deg. the tree itself being perfectly straight, as soon as the tree was cut down, it would partially assume the shape of a rainbow.

Nearly all the lumber shrinks, more or less, endways. Some lumber will shrink on one side and expand on the other the moment it is sawed. This is very noticeable in sawing lumber for logs. For instance, the first board sawed from a log may be longer than the log, or *vice versa*, according to which side the sawing was commenced. It is also very noticeable in ripping up lumber; sometimes when the saw gets well into the board, it begins to pinch, and has to be wedged, but after the saw gets

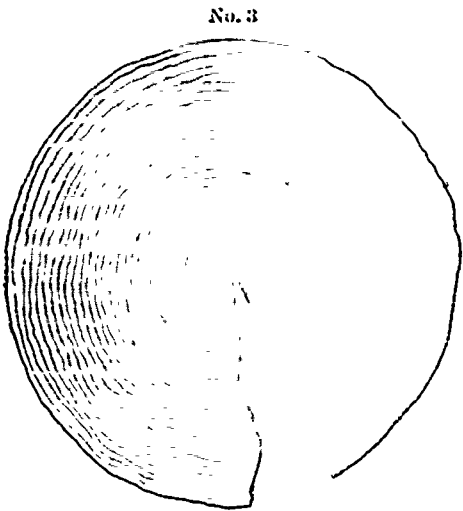


nearly through, the cut begins to open, as illustrated in cut No. 1. Or it may open instead of pinch, as shown in cut No. 2.

This is all done by shrinkage and expansion. In No. 1 the inside shrinks while the outside expands; and in No. 2 exactly the reverse. We will suppose that No. 1 and No. 2 each represents a board 12 or 14 ft. long, 1 inch thick and 12 inches wide. Now if a piece one inch wide is sawn out of the centre of No. 1 the piece would be shorter than either side; and if the same had been done to No. 2 the piece would be longer. Straight edges can never be made of such lumber.

It is doubtful if there is any lumber known that shrinks as much endways as redwood. The wood shrinks on an average  $\frac{1}{4}$  of an inch in 12 feet; but there are cases when it is four times that amount. When window casings are nailed to green rustic, oftentimes the latter in shrinking will pull the frames open and let the sash out.

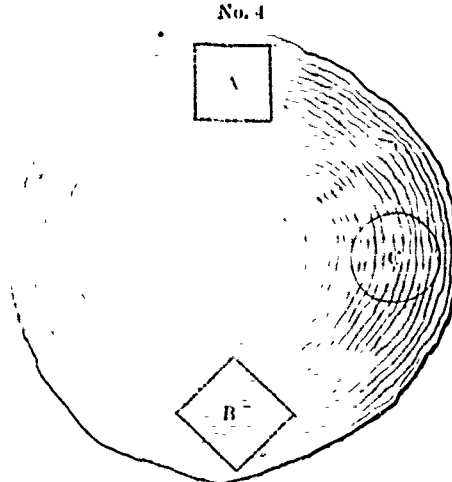
I wish to show now why lumber checks in seasoning. Nineteenths of all the cracking or checking in seasoning lumber is caused entirely by light and not by heat. Lumber can be seasoned very rapidly by intense heat, without even a check, provided not one ray of light is allowed to reach the lumber



during the process of seasoning. I also wish to show why a log will split while seasoning. For example, let me take a section of a green log of madrone, blue gum, or any other of that class of woods (which comprise at least one-half of the woods known); we will take a log of 18 inches in diameter and saw off a section 6 inches long, and let it season (in the dark if you please).

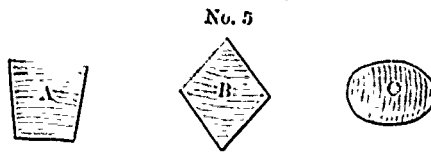
Here we have it at cut No. 3, thoroughly seasoned and find it about the same diameter and circumference that it was before seasoning; we find that the depreciation in size lies in the V-shaped cleft; and this cleft is caused by the wood shrinking very much in circumference, and in diameter hardly perceptible, consequently the fibre must be torn asunder. To illustrate this more fully we will take another section of the same log and cut three

pieces out as shown in No. 4, two pieces being 4 inches square, and 1 piece round and 4 inches in diameter.



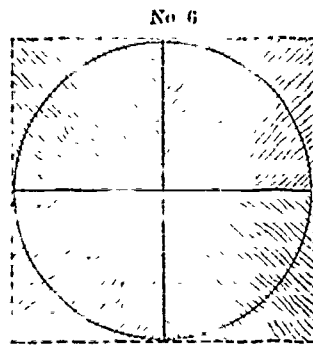
We find them as shown after seasoning to be in the shape as shown in cut No. 5.

We find that A has shrunk in width at the top  $\frac{1}{2}$  inch, and at the bottom  $\frac{1}{16}$  inch, while from top to bottom it has only



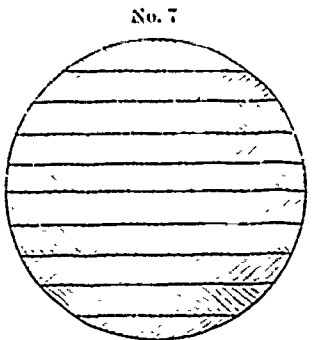
shrunk 1.32 inch. B we find has shrunk from right to left  $\frac{1}{2}$  inch, while from top to bottom it has only shrunk 1.16 inch, which leaves it in the shape of a diamond. C we find to be egg-shaped; the longest way has shrunk 1.32 inch, while the shortest has shrunk  $\frac{1}{2}$  inch. "Well," says one, "what are we to do about this shrinkage, we can't help it, can we?" That is very true you can't stop the wood from shrinking, but you can help using that shrinkage in the wrong direction.

Suppose you have a solid cylinder to make, say, 12 inch diameter and 3 feet long, to be and keep perfectly round. This cannot be made of one piece (even if you had it), neither can it be made of several pieces, unless glued up in the right manner, and with the right kind of lumber, or with lumber having the grain the right way, which should be an angle of 45 deg. It makes no difference how many pieces are used, provided there is no less than four.



Cut 6 is a section glued up of 6 inch square timber.

Cut 7 is formed of  $1\frac{1}{2}$  inch plank, glued together with the grain running like either No. 6 or 7; once made it will always keep round; whereas, if the timber is put together with the grain



running as it did in the log, it will not make so good a job as if made of only one piece.

The reason that articles made of pieces glued together will not warp and twist as much as if made of one piece, is owing to the mixing of the grains, which generally gets mixed more or less, but without any regard to it on the part of the workman. Woodworkers, bear this in mind—wood shrinks in circumference of the grain, but comparatively nothing in diameter.

## THE COST OF THE BIG RAFT.

All efforts to launch the big raft at the Joggins has hitherto failed. The Telegraph says: "Since the raft has been upon the waves it has altered in shape considerably. It was originally 55

feet broad and 38 feet high. It is now 62 feet broad and 31 feet in height. At high tide the water at the lower end of the raft is 19 feet in depth, and causes the structure to lift a trifle. A number of hydraulic jacks have arrived from New York, and the work of pushing the raft to deep water will be proceeded with at once. Mr. Robertson has obtained some eye bolts which will be placed in the rocks on the ledges on either side of the passage way through which the raft has to go. Hawsers will be attached to these, and the raft will be kept there in position until the tugs arrive to take her in tow. It may interest the public to know how much this great raft cost and how much would have been saved if it had been launched when the first attempt was made. A reporter of the Sun interviewed several of the principal business men in the vicinity of the Joggins, most extensively engaged in the piling business. The result of the interview was about as follows: There are in the raft about 2,225,000 feet of lumber, which could not be carried from the Finger Board to New York in less than fifty schooners. The average price of piling cut conveyed to the shore ready for shipment is  $1\frac{1}{2}$  cents per foot. There are required to place it on board the vessel  $2\frac{1}{2}$ , which includes the freight and the cost of discharging. This brings the cost of the piling delivered in New York, up to  $3\frac{1}{2}$  cents per foot, and in addition the port charges and commission will bring the costs up to  $4\frac{1}{2}$  cents these charges averaging about  $\frac{1}{2}$  of a cent per foot. An ordinary schooner will carry about 20,000 feet, and her cargo landed in New York will cost the shipper \$825. As there are about fifty such cargoes in the raft, the cost of the lumber, if it had been carried in vessels would have been about \$40,000. The raft, as it stood in August last, when it was first in readiness for launching, was in the vicinity of \$13,000, it is perhaps not out of the way to mention that the builder B. B. Barnhill, lost something like \$5,000. Already about \$10,000 have been expended in attempts to launch it, which brings the cost up to \$23,000. From this it will be seen that the owners can afford to expend some thousands of dollars yet to launch the raft and land it in New York with a lesser outlay than would have been required had the lumber been shipped in vessels.

## FREIGHT RATES ON LUMBER.

The Orillia Packet of a late date contained the following, which will, doubtless, be of interest to readers of the LUMBERMAN:

Before the Railway Commission, sitting last week at Toronto, Mr. J. S. Peckham favored the regulation of freight rates by the railway companies rather than by a court, constituted for that purpose. In the matter of special rates he had been treated impartially. He was of the opinion that the small lumber shippers, whose business was purely local, should not get the same rates as the larger dealers. He had not experienced any local discrimination, that is, between two towns. From navigable points the rates were lower in summer than in winter. That was owing to competition during the navigation season. The question of transshipment was one which a court might deal with advantageously. Mr. James Scott, Waubesa, said that special rates were a necessity owing to the keen competition between railway companies. The establishment of a railway court would be of immense advantage in settling disputes which from time to time arise between railway companies and individuals. It would expedite a settlement at a small cost, and consequently would be of great service to the community. At the present time it was almost impossible to obtain justice, unless at considerable cost and delay. He preferred a railway court to the common law courts. The question of rates should be determined by the companies themselves. Mr. Thomas Long, Collingwood, said the rates were lower from competing points than from points where there was no competition. He understood there were special rates, but he had never got any. He had applied for special rates but was not successful in obtaining them. He complained of the discriminating rates on the Northern railway. He had been obliged to close up his flour mill two years ago and had not since opened it, owing to this system of discrimination. The proposed court, if established with full powers to deal with railway matters, would be a great benefit to the Dominion. Merchants were not permitted to ship mixed cargoes of a similar classification and if a carload consisting of one half sugar and the other half rice were shipped the company would charge what was called tariff rates, whereas if the load was entirely made up of either commodity the carload rates would be charged, which were considerably lower, notwithstanding that the carload rates were the same in both instances. Again, the railway companies do not hold themselves responsible for loss in transit of wheat through defective cars. Sometimes half of the carload fell through the cracks and openings of old cars, which was a dead loss to the consignor. The terms of the contract were generally for four hundred bushels, more or less, but often they only delivered one hundred bushels and refused any compensation for the loss sustained by leakage. In fact the merchants were entirely in the hands of the companies.

A gang of shanty men arrived from the Nipissing district on Saturday last. They were employed on Mr. J. R. Booth's tow boats on Lake Nipissing forwarding logs to his new saw mill, which was constructed last summer on the edge of that lake. The winters cut on that limit has been secured in a boom, and the mill will run for about two weeks more.—Ottawa Evening Journal.

## General News Notes.

Mr. McLaren will open a lumber yard in Kingston.

Two mills have been erected at Housay's Rapids this summer.

A shingle mill belonging to Mr. Love, at Port Sandfield, was recently destroyed by fire.

Joseph Ball, of Bracobridge, has invented a bow-facing-oar, which promises to be a success.

Mr. John Knight, of Elsie, is going to put a million feet or more of saw logs into his saw mill.

The bark Yuba with lumber for Buenos Ayres, after leaving Montreal grounded at Longue Point.

A large number of vessels were loaded with lumber at the Parry Sound docks during the past week.

The last lumber tows to leave Ottawa for the United States ports this season will start early this month.

James Devenport, of Midland, has the contract for building the new mill for the Victoria Harbor Company.

Mr. Bothwell is getting out a stock of pine and hemlock logs and shingle bolts for his mill at Cooper's Falls.

Several of the saw-mills at the Chaudiere have shut down owing to the coldness of the weather, and dearth of logs.

The average weight of 1000 superficial feet of Douglas fir lumber is from 3300 to 3500 pounds, and is worth from \$9 to \$25.

Several of Mr. Ulyott's shanty teams have passed through Peterborough for the north, giving quite a flavor of old times.

There has been an increase in the traffic of the Rideau canal. The lockages have been:—Steamers, 576; barges, 934; rafts, 35.

Mr. B. Adam, proprietor of the new shingle mill at Gatineau Point, went up the Gatineau recently in search of a timber limit.

The Rathbun company are setting out five or six hundred shade trees in the streets of Deseronto. Mr. Hopkins, Oswego, has the work in hand.

Two hundred feet of the Waubashene dock was washed away by the big storm. About 20,000 feet of lumber was also washed from the dock.

The Waubashene mills closed down a few days ago and all the men had a chance given them to go at once to the shanties so as not to lose any time.

The steam barge Nile and two barges are going to Kingston from Ottawa with 340,000 ft. of lumber. The steamer Reliance has been chartered to load lumber for Oswego.

Messrs. Gilmour & Co. have made an exchange of limits with the Messrs. Brouson, the former giving 170 square miles on the Kippewa for some 900 odd miles on the Gatineau.

Mr. J. G. Oliver, of Battleford, whose saw mill was burned down a few days ago, estimates his loss at \$10,000 and does not possess a single cent of insurance. There is now only one mill in the district.

For the week ending October 23rd last, the Chicago building department issued 63 permits for 80 new buildings to cost \$386,680, against 67 permits for 83 new buildings to cost \$571,650 for the preceding week.

The Rathbun company has purchased from Folger Bros. the charcoal works at Sbarbot Lake. The machinery, retorts, etc. will be removed to Deseronto where the experiment of charcoal making will be tried.

On the 19th Oct., at Carswell & Co's mill, Calabogie, there was cut 100,000 feet of lumber. This is pretty good work when it is considered that the gang only carries twenty-one saws thirty-four inches long, with a stroke of twelve inches.

In Wapella, Man., the firm of Logan & Howell, lumber dealers, have assigned. They were formerly farmers, and it is said possessed little means beyond their farms, which are heavily encumbered. They commenced in March last.

Messrs. G. Benedict & Son's law suit in connection with the Scott timber limits has been decided in their favor after lengthy litigation. This decision will have an important and beneficial effect upon the future prosperity of Deseronto.

Mr. Wm. Richards, the superintendent of the Upper Ottawa Driving Company, has commenced the construction of two new driving scows, those now in use being found too small for the large gang of men employed driving during the summer.

The tug Col. By and barges took their last load of the season at Burritt's Rapids on Nov. 4th for Cape Vincent. The tow has been freighting ties and posts for Mr. Hebron Harris all summer, who has an extensive contract with American railroads.

An epidemic of some kind has broken out in Booth's shanty on the Mississippi. Five men arrived at Dacre last Thursday, complaining of chilliness, prostration, vomiting, headache, and pain in the back. One was so low that a clergyman from here was telegraphed for.

The number of pieces of timber which passed through the Government works, on the Madawaska River, during the current season of 1886, was 811 880. This amount was composed of 20,011 pieces of square timber, 20,326 pieces of dimension timber, 761,865 saw-logs, and 9,738 cedars.

The Chatham Manufacturing Company received from the vicinity of Kent Bridge, the other day, an oak log measuring 73 feet in length and 30 inches in diameter, which would contain over 3,000 feet board measure.

A Minneapolis despatch says a syndicate of Canadian lumbermen, with partners in Minnesota, have acquired 500,000 000 feet of pine timber in that State, and will gobble up about one-half the state in timber limits. Treaties with the Indians on these reserves were, it is said, made in the interests of this syndicate.

An immense dry lumber shed is now being erected at Deseronto. It will be arched over and its dimensions will be 600 feet long and 40 wide. The whole work is under the supervision of Mr. E. H. Cooke who has been longing for such a shed for some time. He will surely be content with such a mammoth structure.

Ottawa lumber merchants cannot find sufficient railway cars, or boats for the transport of their lumber, and consequently shipments are largely hindered. Rail shipments will likely double this winter, which will be a great benefit to the city, affording a large amount of employment to laborers, and men having teams for hire.

A young man from Irwin's shanty had a portion of his foot almost completely cut off with an axe. He was brought down to this village on Sunday and had a portion of the injured foot amputated by Dr. Giles, who performed the operation with great skill and success. The young man is progressing favorably.—*Minden Echo*.

Messrs. Gilmour & Co., of Chelsea Village, closed their mill for the season a few days ago. They are getting out timber for the construction of a new saw mill at the Peche. The frame work and the foundation will probably be completed this fall, and the new mill will be in operation by the time the midsummer drives arrive next year.

There is quite a large fleet of vessels in the harbor loading lumber and a large number of vessels are expected before the close of navigation. We understand that several million feet of lumber which has been sold this fall will have to remain here all winter owing to the difficulty of chartering vessels on which to ship it.—*Parry Sound North Star*.

Mr. Robert Beck, of Bobcaygeon, has accepted a responsible and lucrative position in the Rathbun Co., at Deseronto, as manager of their shingle mill. Mr. Beck's skill as a shingle maker is such that the value of their shingles made has been considerably enhanced, and though he gets a good salary the Rathbun Co. will make a good thing out of it.

The *Whitby Chronicle* says that the failure of Messrs. Trounce & Co., lumbermen and millers, is the talk of the town this week. It is stated the liabilities of the firm amount to \$100,000, the nominal value of the assets being put at a good deal less. The Ontario Bank is the heaviest creditor and is said to possess the only security held by anyone.

The Board of Trade has taken up in earnest the question of the graving dock advocated for Montreal by the *Witness*, and has addressed a letter to the Harbor Commissioners, stating that the immediate construction of the dock is necessary, and urging the Harbor Board to commence to agitate at once for the scheme, as well as to open negotiations with the Government.

A cablegram to the *Halifax Herald* from St. Pierre, Miq., says a large barque, laden with timber, was on fire nine miles south-west of St. Pierre on the 9th Nov, drifting east. She was ablaze from stem to stern. Her name was obliterated, but the word "Swansea" was visible. A tug went to the scene. The fate of the crew is unknown.

Mr. Allan McPherson's saw mill has been shut down, after a satisfactory season. The shingle mill will run all winter. Mr. McPherson has done a very good business this year, in lime and building stone. He has purchased the limits in the South Western corner of Oakley, and their farms, from Mr. R. C. Strickland & Co.; also a limit in Ryde, from the Georgian Bay Lumber Co. He will get out a large stock for the mills for next year. His shanties are in full operation.

The "big trees" of California will soon be extinct. Seventeen lumber companies, owning from 3000 to 25,000 acres of redwood forest each, are waging a war of extermination with all the weapons known to the modern logging camp. The demand for the wood is unlimited and all the mills are kept at work to the limit of their capacity. The forests are large, but the forces employed against them are swift and irresistible.

The receipts of Southern yellow pine at New York from points in the Carolinas, Georgia and Florida, within eighteen days last month, exceeded eight million feet sawn. Savannah furnished the largest quantity, 1,452,000 feet. Brunswick nearly as much, then Jacksonville and Fernandina, both Florida ports. Wilmington and Georgetown and Norfolk sent the least. Darien furnishes in that period 500,000 feet hewn and 440,000 feet re-sawn.

About 100 lumbermen, once again last week, have just left for work for the winter in the lumber business at Port Arthur. No little difficulty was experienced in securing the right kind of men. Many refused twenty-four dollars per month and "all found"; and several who have signed the contract, and left their valises and watches with the employing agent, failed to put in an appearance. Good men were guaranteed from twenty-four to twenty-eight dollars per month, all found.

Messrs. Thompson & Son, lumbermen of Peterborough, have commenced operations for the season of 1887. A gang of men have been at work in the township of Manvers for the last month or more, and when the winter sets in two more gangs will be dispatched to the Georgian Bay district and Ottawa River district respectively. Messrs. Thompson & Son confine themselves to the square timber branch of the business. Last year they got out a large quantity of white pine masts and other kinds of square timber. This year they will take out a considerable quantity of ash square timber for export to Europe.

The firm of Gilmour & Co. state that they have no camp known as Gilmour's Camp, and that the reported murder and outrage there is probably a fabrication. They have inquired of their agent at the Deseret, and he reports that nothing is known there of the alleged tragedy. The woman and her daughter said to have been the victims of the outrage were not living in the neighborhood, having removed to Mattawa some time ago. These statements pretty well discredit the original story as published in these columns, but it seems hard to believe that anybody would deliberately concoct such a horrible yarn, either for profit or amusement.

Several accidents have occurred in Mr. Jos. Gaudette's shanty at Barry's Bay, on the Madawaska river, during the past few days, one of which is of a serious nature. Peter Kelly, near Mount St. Patrick, was drawing logs through the bush at this shanty, when one of them swung round and struck a dry tree which broke off and struck Kelly on the back of the head, knocking him senseless. He was carried to the shanty and cared for by his fellow workmen. Two days after he took sick fits, and Dr. Kinder was called in, who administered to the sufferers what as best he could. We understand that Kelly's mind is deranged through the effect of the blow. There are six men laid up in this shanty with cuts, bruises, etc.

A few days ago the additional applications made for timber berths at the New Brunswick Crown Lands office, were disposed of by auction, all the applicants obtaining the lands at the upset price, with out competition. The licenses issued were as follows: Mr. Henry O'Leary obtained lot No. 47, Upsalquitch River, 2 square miles, and No. 48 Upsalquitch River, 2 square miles; Mr. Charles Tracey obtained No. 49 N. E. branch, Yoho stream, Sunbury, 2 square miles, and No. 50, head of Little River, Sunbury, 2 square miles; 2 square miles in the same locality went to Mr. George Hunter; No. 51, Nepisiquit River, 3 square miles to K. F. Burns. Further applications have been made for twenty-one miles of timber berths, which according to the *Gleaner*, are to be sold this week.

A couple of months ago a raft of 3,000,000 feet of logs was made up at the mouth of French river, Georgian Bay, to be towed to East Tawas for the Emory Lumber Company by the tug Mack King Bird, the contract guaranteeing the safe delivery of the logs. The tug pulled on the raft eight days in bad weather and then abandoned the job temporarily, engaging in wrecking expeditions. Two weeks ago she went back and took hold of the raft, and got out into Lake Huron, when a big blow came on and she was obliged to go back under the lee of the islands at the mouth of the bay where the raft lay at last advice, and as the weather has been unsettled since it is uncertain when the raft will be delivered. The Kate Williams brought over the log barge Walpoertie to Tawas with a cargo of logs last week.

The steam barge Nile with her consort, the Isis and Bedford, have finished their season's work on the Rideau Canal. They have not met with an accident, a fact much to the credit of the Captain and Engineer. The Dominion Government should deepen and improve the Rideau canal without delay. It is becoming more and more prominent as a factor for the economic movement of lumber and farm products. Many steamers are plying out at route, on which are many flourishing towns, such as Smith's Falls, Merrickville, Westport, &c. It is an exceedingly pretty route for tourists to Ottawa and other points, and with deeper water an increased army of American tourists from the Thousand Islands would patronize the route. Members from Central Ontario should press upon the Government the importance of improving the canal and that without delay.—*Deseronto Tribune*.

The fire at Conroy's Mill, Dechones Lake, was confined to the lumber yard where it originated, although for a time it appeared as if it might make a clean sweep of the mills and village. Three acres of piling grounds were burnt over and the fire continued to smoulder all night but was carefully watched lest it should be communicated to the other property. It is supposed to have originated from the pipe of some smoker, although smoking is strictly prohibited on the grounds. The mills had not been in operation for two years, consequently the docks were clear of lumber. Mr. N. E. Cormier, M.P.P., of Aylmer, on hearing of the fire, immediately closed down his mill and sent his men to assist in putting it out, while the C. P. Railroad generously put an engine and train at the disposal of such Aylmerites as desired to go to the fire. The two companies worked away with a will, but notwithstanding their efforts to extinguish it, the yard burned with great fierceness all the afternoon, being filled with comparatively dry material. The fire was conquered at about eight o'clock in the evening. The main property, the saw mill, grain elevator, and grit mill were not damaged in the least as well as the numerous other buildings on the premises. The whole property was insured for \$80,000, but the damage sustained is comparatively light.—*Ottawa Evening Journal*.



# THE CANADA LUMBERMAN

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

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

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

Our Readers who write to Advertisers in this Journal, will oblige both the advertiser and Publisher by mentioning the "Canada Lumberman."

PETERBOROUGH, ONT., DECEMBER, 1886

A LARGE amount of interesting editorial and news items has been laid over until next issue, owing to a too great demand on our space.

THE area of timber limits under license on the Ottawa, in the province of Quebec, is 9,732 square miles; in Ontario, 7,153 miles.

AN International Exhibition of a peculiarly interesting character—that of Railway Appliances and Industries—is to be held in Paris from May to October, 1887.

THE death is reported of William Sharples, head of the lumber exporting house of Sharples & Co., Quebec, which occurred Nov. 10. He was a very prominent and highly esteemed member of the trade in that city.

W. G. PERLEY, lumberman, Ottawa, is in the field as a candidate for election to the House of Commons. Mr. Perley runs as an avowed supporter of the conservative party. C. H. Mackintosh may be thrown aside.

THERE seems to be a big trade doing between the "Flowery Land" and British Columbia, as we learn by latest from Vancouver that the ship *Beaconsfield* was loading with 1,020,000 ft. of lumber, value \$11,800,000, for Peru, and the barque *Nanaimo* was taking 45,000 ft. to Tientsin, China.

THE Export Lumber company of Montreal and New York report the total shipments of lumber from the river St. Lawrence to the river Plate during the season of 1886 as 29,088,201 feet, of which 21,782,601 feet was pine and 7,305,600 feet spruce. The total shipment in 1885 was 31,314,543 feet and in 1884, 36,938,548.

THE quantity of square timber, dimension timber, saw logs, and c-dara which passed through the Government works on the Madawaska River during the summer of 1886, is as follows:—Square timber, 20,011 pieces; dimension and boom timber, 20,326 pieces; saw logs, 761,805; c-dara, 9,738. Total number, 811,880.

WE have received Vol. 1, No. 2, of the *Kansas City Architect and Builder*, a neat 16-page monthly. It is carefully edited, and the engraving and general typographical make-up are first-class in every particular. Publications of this nature are plentiful across the line, but the new aspirant looks healthy enough to live to a good old age.

MAKERS of wood-working machinery, both in Canada and the United States, have done an unusually large trade during the past year. The extensive improvements which are from time to time being introduced in this class of machinery has extended the field of usefulness, and almost entirely done away with manual labor in wood establishments.

It is evident that throughout the United States and Canada, hemlock is gradually gaining ground, and the prejudice which has existed in the past regarding this wood is a slowly but surely disappearing. The already rapid decrease in the volume of white pine will of itself have the effect of bringing hemlock in more general use for dimension and mill-stuff.

"THE FOREST AND FARM LANDS OF NEW BRUNSWICK" was the title of a paper read at the Colonial and Indian Exhibition recently by Mr. W. F. Best, analytical chemist, of St. John, N. B. A number of limelight views of scenery, &c. specially prepared to illustrate the paper, were exhibited, together with samples of forest and farm products.

MESSRS. McCool, Doran & Co. have received at Quebec a raft of square white pine timber, containing about 100,000 ft. square and 60,000 waney, with an average for the latter of about 54 ft. 1 1/2 in. girth. This has been taken, we are informed, from Lake Esperance, on the Ottawa River, about 45 miles further up than any yet taken from the Ottawa district.

AMONG the many new advertisements constantly appearing in this paper, we have pleasure this month in calling attention to that of Messrs. Northey & Co., Toronto, manufacturers of steam pumps. Many of our readers are already familiar with this firm, but since their last announcement in the LUMBERMAN, extensive improvements have been made in their celebrated pumps, which entitle them to rank second to none in the market.

ONCE more we would make a strong appeal to our readers who are in want of machinery, and who write to our advertisers, to be always particular to mention the LUMBERMAN in every case. The favor we ask incurs no extra work on the part of the correspondent, but always helps the paper. Will our friends kindly bear this in mind, and we shall endeavor to reciprocate the favor by supplying the LUMBERMAN in the most entertaining shape possible.

A FEW days ago we took a jaunt over the Northern and North-western Railway from Toronto, and were particularly struck with the new and elegant coaches which have recently been introduced on the main line. With the opening up of the Calendar branch of the C. P. R. the Northern railway is likely to become a first-class line. Manager Baker and the officials of the Northern deserve credit for the extensive improvement now being made.

FOR the first time the LUMBERMAN takes pleasure in introducing to its readers the well known firm of Owen & Co., of Galt, Ont., manufacturers of all kinds of wood-working machinery. From our personal knowledge of this firm's manufacture, we have no hesitation in saying that their machinery stands second to none manufactured either in Canada or the United States. All interested in this class of machinery should send for catalogue, and read the announcement in this issue.

THE tests of Colonial woods recently made in England, an abbreviated report of which appears on another page of the LUMBERMAN, certainly did much to bring the superior qualities of some of the timbers of Canada before the notice of those in the old land interested in their employment. Among the Canadian specimens submitted to this practical test were the Douglas fir, and swamp or black ash, butternut, white fir, and iron wood, all suitable for various forms of joiners' work.

THE English Commissioners of Forests are planting extensively on the Crown property in the Isle of Man. About four millions of trees have been planted on mountain land during the last three years, and the work has proved so successful that it has been decided to extend the number of trees annually. The planting is done almost entirely by native labor, under the superintendence of a competent forester. What a grand area there is in the great Northwest of Canada to carry out a similar project.

MICHIGAN and Canadian lumbermen will be interested in the fact that plans are being made for the deepening of the channel of Niagara river from Buffalo to Tonawanda to 18 feet. There is barely 14 feet at present and the channel is so circuitous that the passage of vessels heavily laden is attended with much difficulty and danger. Though it has often been desirable to load boats bound for Tonawanda more deeply than is the present custom, the narrowness and shallowness of the course has deterred owners and shippers.

MR. A. W. WRIGHT, commercial agent for Canada at the Colonial and Indian Exhibition, who has just returned to Canada, during the course of his remarks to an Ottawa reporter said:—"There is also a fine demand for Canadian timber, not, however, the timber which grows in the forest and which is the only kind manufactured here but the second growth which grows in the clearing. I found out that if this second growth timber which is now considered by lumbermen as useless, on account of its small size, was manufactured and sent to England it would meet with ready and good sale. There is also a fine market for Canadian hard woods, but they must be carefully manufactured and selected in order to meet with ready sale."

An order in Council has been passed amending the present regulations relating to railway lands in British Columbia along the route of the Vancouver Island Railway. The amended section reads: "No timber shall be granted for a larger area than 2,000 acres of land for each 25,000 feet board measure of lumber that the mill operated in connection therewith is capable of cutting in twelve hours, nor shall the license be granted for a longer period than five years. The license shall not be transferable and may be surrendered at any time."

THE secretary of the Lumberman's Exchange, of Chicago, has been granted a 30 days leave of absence, and in company with another well known lumberman, started via Canadian Pacific railway, a few days ago, for Victoria, British Columbia. The party intend visiting the newly discovered anthracite coal mines at Bauff, in the Rocky Mountains, and propose spending a week camping in the forests of the Pacific slope. We shall endeavor to obtain from Mr. Hotchkiss his views concerning the great timber resources of the Pacific province of the Dominion on his return.

At last, after months of discussion, the question of a lumber exchange for New York, has assumed practical shape. Consignors of hardwood lumber to that city have been considerably inconvenienced in the past by the faulty inspection methods which have afflicted that center of trade, and it is conceded that the present organization will do away with that difficulty as well as many others. The new institution already appears to be in good working shape, with abundance of officers and committeemen. The reports give promise of something new and possibly definite in regard to the transaction there.

THE current issue of *The Office*, published monthly in New York, a copy of which has been sent us, contains much that is of interest to business men and accountants. In the first place, as an enterprise it is unique. It is the only paper appealing to office men and devoted to the advocacy of better methods in office work. Of the contents of the November number we were particularly pleased with the articles entitled: "Wanted—a book-keeper"; "The C. Lender—old and new styles," and "A system of cut records for foundry work." The cost of this publication is only \$1 per annum, and it should succeed.

VERY little, if any change has taken place in the English lumber market since our last issue. The same dull and depressing influences which have been at work for many months past still exist, the demand remaining restricted and the imports in excess of the requirements. One or two important failures have been chronicled, the principal one being a large builder and contractor at Chelsea, with liabilities of about £220,000. Each recurrence of such events further weakens the already unequal condition of the trade, and it is generally thought that the next few months will be an anxious time in many quarters that one.

THE sixth volume of the LUMBERMAN is brought to a close this month, and a new volume will commence with the January number. Improvements will further be made in several important mechanical details, and the best possible attention will be exercised in the editorial conduct of the paper. The editor feels that in some degree he has now learned the wants of his constituency of readers, and that he is therefore better prepared for the future than in the past to serve them acceptably. The policy of the paper will be the same as in the past, namely, serviceable and instructive to all engaged in the branches of trade which the LUMBERMAN claims to represent.

IT is of service to observe what sort of wood is exported to foreign markets by our American neighbors. We find, for example, that the shipments of wood from the port of New York from October 13th to 30th last, included cedar to Belgium; cedar, oak and walnut to France; cedar mahogany, pearwood, walnut and white-wood to Germany; white-wood to Holland; pine lumber and shingles to Hayti, Porto Rico and the British West Indies; hemlock, maple, cedar, persimmon wood, oak, mahogany, walnut and pine to Great Britain; pine (315,000 feet), besides ash, oak, poplar and walnut to the Argentine Republic; pine (222,000 feet) and planks to New South Wales.

A PACIFIC cable company, which proposes to make telegraphic connection between England and Australia, via Canada, is about to appeal to the public with a prospectus asking a capital of £2,000,000 etc. An Imperial and Colonial guarantee of £100,000 is said to be looked for: Canada being set down for £12,000, Australia for £38,000 and the Imperial government for £50,000. Hawaii has promised £4,000 a year, and it is admitted that this is the only promise so far obtained. It is very doubtful whether the £100,000 subsidy will be got. A six-penny Atlantic rate; five cents across Canada, four shillings a word from Canada to Australia, are said to form part of the scheme. There is and indisposition on the part of the British public to believe that all this will be accomplished; and the details may very likely be modified before the prospectus, of which a draft has been made, is finally decided upon.

WE have pleasure in again calling attention to the advertisement of the William Hamilton Manufacturing Co., of Peterborough, which appears on second page of cover. We shall refer to this firm at further length next issue.

## FOREST LEGISLATION IN CANADA AND THE UNITED STATES.

The course pursued by the Dominion Government in placing an export duty of two dollars per thousand feet upon spruce and pine logs, has aroused the American press and public to a sense of their true position regarding the forests of that country. After many years of unnecessary slaughter, Americans find that their timber resources are rapidly giving out, and for this reason the lumbermen of Michigan and Wisconsin, in particular, have, during the past year or two, turned their attention to the forests of Canada. They quietly bought up the right to cut over extensive tracts with the intention of having the logs towed across the lakes and cut up in their own mills. There would have been a double advantage in this operation; material would have been supplied to feed established mills, and the manufacturers would have escaped the import duty of \$2 per thousand feet of manufactured lumber, imposed by the Government of the United States on all foreign white pine and spruce entering that country.

The Dominion Government very wisely does not sell its forest lands, but only the right to cut timber on them under certain restrictions, and has failed to see the advantage of such operations, taking the ground that as long as the market for Canadian lumber in the United States is restricted by an import duty, American citizens, if they want to manufacture Canadian lumber, must do it in Canada, or pay a good round price for the privilege of sawing it at home. No unprejudiced person would attempt to deny that this is the only wise course to pursue. This is not the opinion, however, of the owners of saw mills situated on the shores of the great lakes within United States territory. They are loud in their denunciations of the short-sightedness of the Canadian policy, and foremost among these critics we find certain clubs and other journals of the Northwest, which, strange to say, in the past upheld with the greatest persistence the wisdom and necessity of collecting an import duty upon lumber manufactured in Canada. "Consistency thou art a jewel!"

The New York Sun in treating upon this question has the following to say:—

"There should, of course, be free trade, or, at least, reciprocity in lumber. It is monstrous that things should be allowed to go on as they are. It is an outrage upon Ayer can prosper; it is a disgrace to American intelligence that we should continue to shut out Canadian lumber from the markets of the United States. The whole country is made to suffer in order that a handful of pine land owners and manufacturers may become immoderately wealthy. Every building erected in the Northern States is made more expensive, every Northern farm is made less valuable in the increased cost of fencing by this duty. It causes an unnecessary and inexcusable exhaustion of our northern forests. It is a shame and an outrage which the American people cannot longer afford to submit to."

With the already heavy export duty, and the possibility of this being increased at the forthcoming session of the Dominion Government, it is evident that the Americans will have to adopt some policy calculated to better their condition. Our contemporary above quoted seems to think that it has found a way to get out of the difficulty, by doing away with the protective duty on Canadian lumber and placing it on the free list.

But the question of duty alone is not the only consideration with Canadians. Every one is familiar with the fact that in Canada we have an almost unlimited supply of all kinds of timber, but the country is still in its infancy, and with the great influx of population which is sure to come to a country boasting of the natural advantages of which we are the possessors, the fact is apparent that we cannot afford to slaughter our forests to any great extent for foreign export. While, as we have said, we have immense timber resources, it is also a fact that we also have a great tract of prairie country, the demand from which will be great a few years hence. Foreign export would, of course, temporarily enrich our lumber manufacturers and dealers and the public at large, but this should be a secondary consideration, when future requirements are taken into account. If this matter was more fully taken into consideration more drastic and comprehensive measures to prevent exportation would be resorted to.

## THE BOUNDARY QUESTION AGAIN.

The famous appeal of the St. Catharines Milling and Lumber Company, appellants, and the Queen, on the information of the Attorney-General of Ontario, involving once more the much disputed boundary question, was argued before the full bench of Supreme Court, at Ottawa, on Saturday, Nov. 27th. Mr. Dalton McCarthy, Q. C., appeared for the appellants, and Hon. David Mills, Q. C., for the Ontario Government.

The case is an appeal from the judgment of the Court of Appeal of the Province of Ontario, delivered in April last affirming the judgment of the Chancellor of Ontario, declaring that the appellants had no right to cut timber on certain lands mentioned in the Statement of Claim, reserving them from trespassing thereon, or from removing any timber standing or already cut. The land on which the lumber company operated, according to the assertions of the respondents, lies in the Western part of Ontario, north of the height of land, and is a portion of the territory, which at the time of Confederation, was claimed by Canada as part of Upper Canada, but the right to which was disputed by the Hudson Bay Company. The right of Upper Canada to this territory had been asserted and insisted upon by the successive governments of the Province of Canada for many years before Confederation, and continued to be insisted upon by the Dominion Government until 1870. The Federal authorities in that year

effected a compromise with the Hudson Bay Company, the latter surrendering all claims to Her Majesty. By an Order-in-Council passed in June 1870 the Dominion was given Rupert's Land and the North West Territory, not theretofore belonging to any province. However, the Territory which includes the land involved in this suit belongs to the Ontario Government.

The St. Catharines Milling and Lumber Company, on the other hand, maintain that the lands upon which they operated belong to the Dominion; that \$1,125 was paid for the privilege of cutting the timber. The grounds upon which the appellants based their contention that the lands and timber in question are the property of the Federal Government are several in number. One was that the land in question was until recently claimed by the tribes of Indians who inhabited that portion of the Dominion, and the claims of these tribes have always been recognized and admitted by the various Governments and by the Crown, and such Indian claims are and always have been, paramount to the claims of the Province of Ontario. The appellants also held that the Federal authorities in consideration of a large expenditure of money made for the benefit of the Indians of the Lake Superior district, have acquired by purchase the Indian title to the land and the timber located thereon and by reason of the acquisition of this title as well as by reason of the inchoate right of the Crown, the Dominion and not the Province of Ontario, has the right to these lands.

The respondents assert that the defence is made and carried on at the expense of the Dominion Government. The case in the courts below has so far gone in favor of Ontario. Mr. Walter Caspell, of Toronto, as well as Hon. Mr. Mills are watching the proceedings on behalf of Premier Mowat.

## EXCHANGE ECHOES.

## Contemporary Opinion on the Various Matters of Interest to the Trade.

## Monetary Times.

The statement is made without qualification, though it appears to lack confirmation, that the Grand Trunk railway is to form a connection with the Northern Pacific, and that an arrangement to that effect has been made. A road is being built on the south side of Lake Superior, which will connect with the Northern Pacific, at Duluth, and with the Grand Trunk at Sault Ste. Marie; the latter company extending its line from the Midland, near Atterley, to Sault Ste. Marie, crossing the French river on its way, near the mouth, where a series of islands will make the bridging easy. The capital necessary to carry out this project, it is added, is at the disposal of the Grand Trunk. The expectation is that a large traffic will be drawn by this road from Oregon, Wyoming, Dakota and Minnesota, and part of Wisconsin.

## Boston Journal of Commerce.

Cold weather is coming on where there will be an increased demand upon the boilers to supply the steam for heating, now risks to incur new points to look out for, and more work for the engineer. Don't let it come upon you all at once but get ready for it. Give your plant a thorough overhauling and get it into the best possible condition. See that there is no possible place where freezing can cause you trouble. The feed and water pipes, especially those which convey hot water, are apt to become choked by corrosion in a year's use. Now is a good time to clean or replace them. See that the valves and joints about the mill are tight so that you will not be called in twenty directions at once to stop leaks the first time steam is let on. An engineer can make his own situation a great deal more comfortable, and give a great deal more satisfaction to his employers by exercising a little forethought in such matters.

## The Timberman, Chicago.

It is gratifying to note that the observer who has been so long in the work of investigating northwestern market conditions that not long since he fell into the error of gravely asserting that there was "no pronounced scarcity of stock anywhere," is beginning to realize what has been plain enough to most members of the trade for weeks back—that there is less lumber in sight than there has been at this season of the year for a long time. That "the trade will go into winter quarters with certainly no more lumber than will be required for an ordinary spring demand," is surely putting it very mildly. More than this is really true. As a matter of fact the supply of dry lumber—which in these days of pound freights is all that can be regarded as entering into consideration—is so much less than an average demand warrants the trade in carrying over, that there is every reason to look for much difficulty in filling orders. The lack of assortments is already sufficiently "pronounced" to make it evident, and it is due to the welfare of the business and of its members that the fact should not be ignored or its importance underrated.

## Timber Trades Journal, London, Eng.

The comparative state of the dock deliveries is generally the first thing the trade turn to in the hope of finding some signs of improvement, but latterly we have been unable to say that things in this respect were any better. Last year's consumption compared with the present is decidedly unfavourable, and leaves us to make up a shortage of over 23,000 standards. The present season is fast approaching its conclusion with something like half a million pieces of deals and battens less than the stocks a year

since exhibited. This considerably helps the market, and affords some grounds for prices advancing with the spring, before there is time for the new season's goods to put in an appearance. With regard to flooring boards, these depend entirely on the consumption, which, fortunately for them, has kept fairly good all through, and had the market not been so over-borne with battens this year the probability is that prices would not have gone below last year's. Shippers made a great reduction in cargo quotations some three years ago stocks being heavy and the markets here dull. The unwisdom of this policy has been observable in the difficulty that has since been experienced in getting back to their former value. Shippers on the Belt since that period in the history of the trade used to regard the market here, but since the production has so enormously increased there is always sufficient stock carried forward to prevent any scarcity.

## Northwestern Lumberman.

The lumber trade has reached such an overzealous state that there is an actual competition between buyers to see who shall get the better cuts of the mill. This state is most active between eastern and western buyers at lake points. Throughout the present season, until recently, competition among buyers at manufacturing points has been so sharp that much of the profit of this year's business has been lost to the dealers simply because values of bulk lumber have been forced a little higher than was warranted by the distributive demand. As a matter of fact nothing has been developed this year to give lumber at the mills any basis for higher prices than prevailed last year. The consumptive demand, while this year greater in some directions than it was in 1885, has not, on the whole, shown any appreciable gain. It has lately been observed that buyers at the mills have not been plenty. The trade has about all the lumber it wants until a more urgent consumptive demand is developed. This shows that the excitement in the lumber trade has, the present season, been at manufacturing points. Eastern buyers have been plentiful than usual at western points, so that western dealers had to go into competition, with them in securing stocks, but all the time the latter have known that they were running some risk in doing so. The present dilemma does not necessitate loss of stock in yard, however. The promise of a good trade next February, March and April is encouraging, while stocks are scarcely a trifle for an urgent requirement. A lively spring trade would take the dealers out on to solid ground again.

## The Timberman, (Chicago.)

Paper by the ream, lead pencils by the dozen, and printers' ink by the ton, have been used up in years past to urge upon lumber makers the necessity of economy in all their works. And in particular has it again and again been set forth with all the vigor and eloquence that is inseparable from editorial utterances, that they should study and plan—even if it should be necessary for them to lie awake nights to do it—to the end that every portion of the mill product should be made to bring in something like a little or much, in the way of hard coin or crisp paper that will serve to make a balance in the bank. Possibly it is because such advice fell into fruitful soil, but the chances are more probably because the natural tendency of the business has long been in this direction, that so little of the contents of the log as it floats down the stream, fails to reach a market and transform itself into cash. Even the saw-dust falls at your mill points, and the edgings and refuse are made to serve a profitable purpose. The short lumber and ends which were once piled up in the water to wake docks, now had a market, when the mill men is not rising enough to seek it out. Not all mill men or lumber dealers may know that lumber has been sold on Lake Michigan this season only eighteen inches long, and from that up, in lengths increasing by six inches, but it is nevertheless true, and true also that good prices were obtained for it. One mill owner sold a quantity under ten feet long—stock which was formerly considered not worth shipping. For lengths of eighteen inches and up to forty-two, \$3.50 was obtained for the culls, and \$5 for the common and better, delivered in Chicago. For four and five feet the price was \$4.25 for culls, and \$12.70 for the good stock, while for lengths over two feet \$18.00 was realized, the stock running in quality equal to about A select. The average on about 1,500,000 feet of such lumber sold, reached \$11.70, which it must be admitted is better than using the stuff to make new docks. The lumber was bought and used for manufacturing purposes, and doubtless answered the buyer's end nearly as well as if it had been of the lengths recognized as standard by the trade. The demand for such odd stock will unquestionably become a feature of the trade and lumber makers will be doing themselves good service to cultivate it.

## Steam Engines.

A young man in the interior of Iowa has invented a change in the construction of engines. He dispenses with the steam chest and the governor valve, and in place of the latter he employs a pendulum which permits the outflow of steam at an unvarying speed, but the slightest increase of velocity in the engine lessens the time that the steam has to escape into the cylinder. The apparatus thus effects an instantaneous check upon its own irregularities, which are comparatively slow when the governor is used, and it has the additional advantage of using less steam while it largely simplifies the working gear. A trial engine has been constructed, and is said to work well.



## EXTRA HEAVY PLANER AND MATCHER.

Illustration on this page an Extra Heavy Planer and Matcher, manufactured by the Egan Company, Cincinnati, Ohio. It is one of the best and most improved machines of its kind made, and the detail of its construction for strength, strain and convenience, is of the most improved and advanced ideas for building first-class machines. All the latest points are embodied, and many new advantages specially peculiar to our machine, and covered by our exclusive patents.

The Frame is cast plain, and is thoroughly braced and ribbed on the inside, giving great strength and presenting a very smooth and even face on the outside. The edges are gracefully curved so as to nearly double the strength of the castings.

The Head is of cast steel and slotted on all four sides, and the cylinder is double belted. Any kind of a knife can be placed on this head, as the double pressure bars on each side of knife are adjustable to or from the knife. Mouldings, patent siding, cove siding, ship lap, beading, and work of that class can be done on it to the best advantage.

The Patent Adjustable Pressure Bars are placed on each side of knife and inside the feeding rolls, holding the lumber firmly as it is being planed. These bars are adjustable at will of operator, so as to accommodate irregular knives and allow a full clearance.

The Feed is powerful and consists of four 6 inch feed rolls, geared in a superior manner; there are two changes of speed, viz: 45 and 65 feet per minute. The machine is of large range, planing 24 inches wide, 6 inches thick and matching 14 inches wide. Our patent adjustable box is a very ingenious contrivance, allowing the roll to adapt itself to any board of uneven thickness, thereby

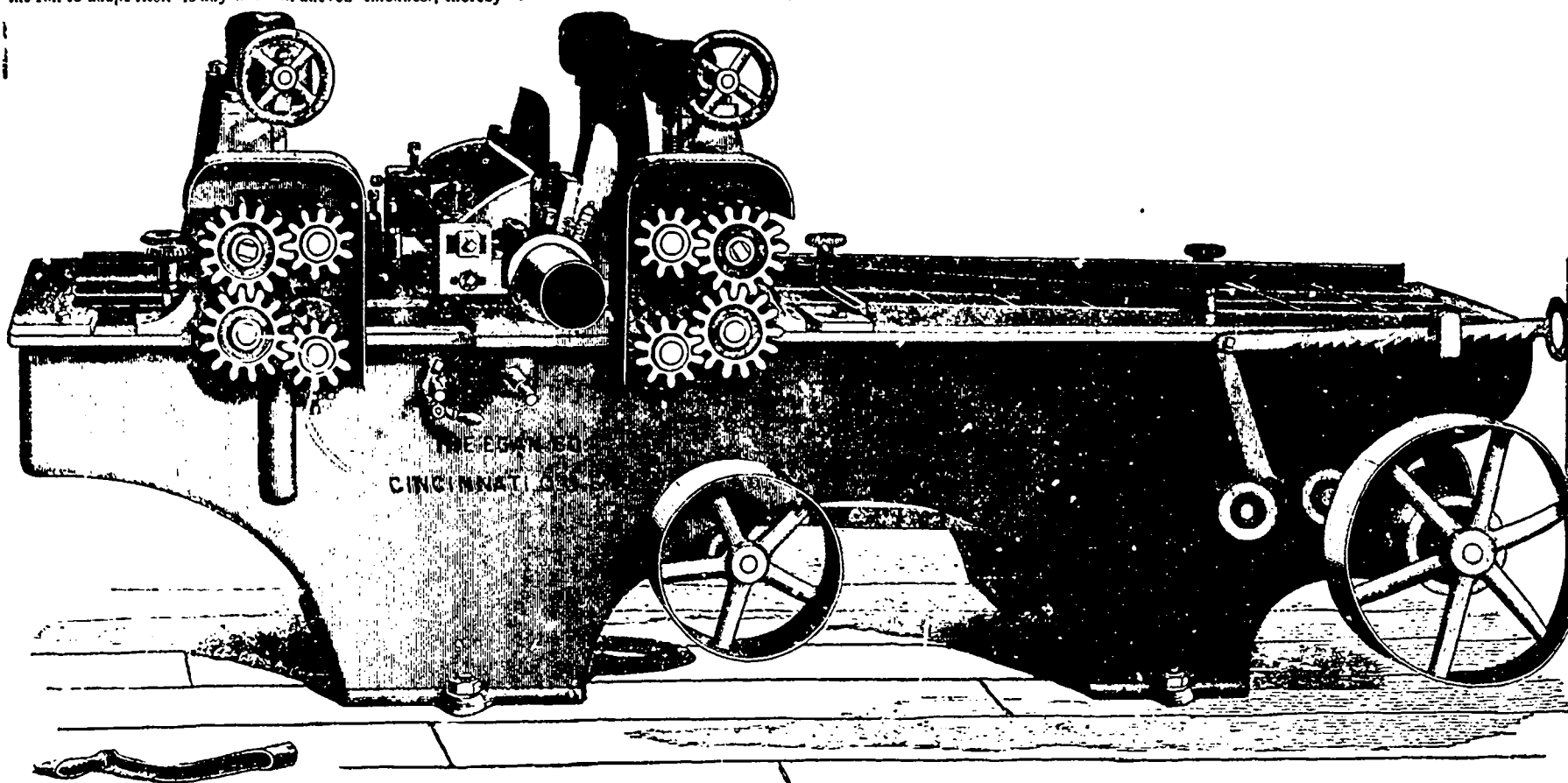
bers suitable for Carriage Building," in the course of which he suggested that if a timber bureau or exchange were organized in connection with the contemplated Imperial Institute, dealers might be made aware of the anticipated wants of consumers, and producers could be instructed accordingly. The following is a summary of Professor Macoun's paper.—

Commencing with a sketch of the lumbering centres of New Brunswick, Quebec, Ontario, and British Columbia, the Professor showed that there need be no uncertainty about the supply. Were there (he suggested), a timber bureau or exchange organized in connection with the contemplated Imperial Institute, dealers might be made aware of the anticipated wants of consumers, and producers could be instructed accordingly. There need be no fear of the supply of spruce and larch, and of the coarser kinds of pine lumber, giving out, as Canada had immense tracts, unfitted for agriculture, covered with this class of timber. It was true that fires did great damage every year, but that applied more particularly to pine forests, as these grew on dry, and generally sandy soil. Fire passing through a Canadian forest simply means the re-covering of the land with a different variety of tree, as pine lands, if the soil be fairly good, seldom become covered with pines again. Proceeding then to speak of the suggested School of Forestry for England, Professor Macoun went on to treat the real object of his lecture. The elastic woods valuable for carriage building included the shell bark hickory, bitter nut hickory, white heart hickory, pecan hickory, white ash, black ash, rim or red ash, chestnut, cherry or black birch. Elasticity be considered to be a property of young wood, and the greater the exposure the more it is produced. Should this be a

considered of no value, as there is no demand for it. This is the class of wood they want but cannot get in England, because their own country does not produce enough of it. British dealers rejected Canadian forest-grown wood and say it is of second class quality, and that Canadian woods are far inferior to British. Yet they could get the wood they desire by changing their mode of purchase. Let any competent man go out to Canada and have a lot of young oak, ash, elm, and hickory sawed up into plank of the size wanted, let it be partly seasoned, and then shipped direct to the manufacturer. Then they would get good cheap raw material, and with machinery and skilled workmen there was no reason why they could not build carriages of better quality and more cheaply than they did at present. The Professor then went on to treat of the need of Canada for a Forest Department, and spoke of their hardness, resistance to wet the beauty of many Canadian woods for cabinet making and furniture, as well as their uses for cooperage and the possibilities of the import of wood pulp. The paper indeed dealt exhaustively with the whole subject and was well received throughout.

## LUMBERING IN MANITOBA.

This winter promises to be a brisk one in lumbering circles, the past season having been a very good one. "We could easily have handled 2,000,000 more feet than we did," said a member of a well known lumber firm. "During the past summer the cut of last year has been all sawn and disposed of and the stocks of sawn lumber and logs on hand have had large inroads made into them. If the demand next summer is to be met, there will have



EXTRA HEAVY PLANER AND MATCHER.

preventing any undue strain to gearing and giving equal pressure to each side of board.

The Patent Side Heads, with their spindles, are adjustable horizontally or vertically from the working side of machine. When side heads are set for a certain width, a hand nut locks it and no slipping can take place. The machine can be changed from a planer to a matcher and vice versa in one minute, and the mechanism for changing heads out of the way so as to surface full 24 in. wide is the most perfect and reliable yet put on any machine. The back feeding rolls are weighted and the front ones have springs and we think experts will appreciate the change.

This machine will stand up to any kind of heavy or light work, ash, oak, yellow pine, white pine or hard wood, and is specially adapted to large mills requiring a variety of work in both planing 24 in. wide and 6 in. thick, also for flooring, ceiling, patent siding, moulding, &c., &c., and we can recommend it in every way to be well built, and the material the best adapted for the purpose.

The L. and T. pulleys are 14" and should run 960 revolutions per minute.

For cuts and prices of this or any other Improved Wood Working Machinery, address the manufacturers, the Egan Company, 165 to 185 West Front St., Cincinnati, Ohio, U.S.A.

## CANADIAN TIMBER.

At a largely attended meeting of the members of the Institute of British Carriage Manufacturers, held in the Westminster Town Hall, London, Eng., Professor John Macoun, F. L. S., Botanist to the Canadian Government, read a paper on "Canadian Tim-

ber," in the course of which he suggested that if a timber bureau or exchange were organized in connection with the contemplated Imperial Institute, dealers might be made aware of the anticipated wants of consumers, and producers could be instructed accordingly. The following is a summary of Professor Macoun's paper.—

Commencing with a sketch of the lumbering centres of New Brunswick, Quebec, Ontario, and British Columbia, the Professor showed that there need be no uncertainty about the supply. Were there (he suggested), a timber bureau or exchange organized in connection with the contemplated Imperial Institute, dealers might be made aware of the anticipated wants of consumers, and producers could be instructed accordingly. There need be no fear of the supply of spruce and larch, and of the coarser kinds of pine lumber, giving out, as Canada had immense tracts, unfitted for agriculture, covered with this class of timber. It was true that fires did great damage every year, but that applied more particularly to pine forests, as these grew on dry, and generally sandy soil. Fire passing through a Canadian forest simply means the re-covering of the land with a different variety of tree, as pine lands, if the soil be fairly good, seldom become covered with pines again. Proceeding then to speak of the suggested School of Forestry for England, Professor Macoun went on to treat the real object of his lecture. The elastic woods valuable for carriage building included the shell bark hickory, bitter nut hickory, white heart hickory, pecan hickory, white ash, black ash, rim or red ash, chestnut, cherry or black birch. Elasticity be considered to be a property of young wood, and the greater the exposure the more it is produced. Should this be a

fact, there was no reason why Canada could not produce all the ash and hickory for every variety of agricultural implement and vehicle required in England. Canada had millions of acres of waste lands growing up with young wood, which to-day were of no value, but which in twenty years, if merely let alone, would fully supply the English market as well as the Canadian. The Canadian woods noted for toughness were basswood, common or white elm, rock elm, slippery elm, beech, hornbeam, ironwood, walnut, bitter nut, white oak, blue oak, pin oak, grey oak, scymore, red maple, whitewood, cottonwood. Toughness, the professor showed, was found at all ages of the wood. The three Canadian elms, common or swamp elm, rock elm, and slippery elm, are in their young state so tough that in many cases it was impossible to split them. He had seen thousands of young elms ranging from six inches to eighteen inches cut down close to Canadian railways and burnt upon the ground because they were so tough that they were almost useless for firewood, and not worth the labor of converting into firewood. Did English purchasers and Canadian producers understand their business better, these small trees would be cut up in Canada of the required size, or merely cut into plank and shipped to England when partly dried. Or, better still, English capital, managed by competent men in the interest of the manufacturer or dealers in England, could produce just what was wanted and forward direct, so that the heavy charges now paid to middlemen could be dispensed with. There was now in Canada, around the old settlements, in fence corners and in the forest, cut many years ago, an enormous quantity of young wood ranging from twenty to sixty years of age which is

to be a much larger cut than last season; we as only one of many firms, will increase our cut by three millions of feet."

Other lumbermen spoken to corroborated this view of the case. During the past season there has been a heavy demand for good lumber for railway bridge purposes, and three times as great a quantity was used for this work as there was in 1885. From Winnipeg and all points of the Northwest there has been a demand for lumber, which indicates that building operations have been heavily carried on during the past summer. All the mills have been rushed to their greatest capacity. Prices are stiffening and are now from \$14 to \$15 per thousand feet f. o. b. at Keewatin, and from \$17.50 to \$18.60 at Winnipeg. They are expected to range still higher next summer if the market is not gutted by too heavy an output. One dealer estimated that there was yet 30,000 feet of sawn lumber remaining over from past years when the output was far in advance of the demand; if this winter's cut was not so large, next season would relieve the dealers of the stocks on their hands, and place the business on a firm foundation again.

A good many lumbermen did not get all their last winter's cut down to the mills last summer, the drives sticking owing to the lowness of the water. There are probably three or four million of feet at present on the rivers waiting for the spring freshets to bring them to mills.

The season now opening promises to be a most active one; and lumbermen are consequently in good spirits. Gangs of men are already being sent to Lake Winnipeg and the Lake of the Woods districts, and a week or two will see operations in full swing.—Free Press.

COLONIAL TIMBER.

The last issue of the LUMBERMAN contained a brief notice of a meeting held in London (Eng.) for the purpose of testing the various kinds and qualities of colonial timber. We are indebted to London Timber for a full report of the proceedings, but as our space is limited we have summarized the report, and only report that portion of the speeches referring more particularly to Canadian woods. The meeting was made up of a large number of colonial visitors, together with some of the leading civil engineers, builders, timber merchants, and others interested in the employment of timber, and was held, by special invitation at the Chelsea works of Messrs. A. Ransome & Co., in order to witness a series of practical experiments with different kinds of colonial timbers at present commercially unknown in England, but to the peculiar qualities and advantages of which it was desired to draw attention.

The experiments, which were conducted with more than 40 different varieties of timber from India and the colonies, comprised trees felling, cross cutting, sawing, planing, moulding, nailing, tenoning, and boring; while the manufacture of such things as caske, doors, pick handles, carriage spokes and railway sleepers was carried to its completion and the articles exhibited to the assembled guests.

Mr. Woods, the chairman, in rising, said that it was a great satisfaction to him to see so many distinguished representatives of the colonies present on this occasion. The object of this opportunity that Mr. Ransome has given us is, as I understand, to bring the woods which are the growth of the colonies to the notice of civil engineers, contractors, and others interested in the use of timber in the various branches of trade, and to give the colonists themselves an opportunity of showing what their respective countries will produce. We have had before us splendid samples of wood from various colonies, and we have seen how readily they can be operated upon, and brought into various forms by the machinery in those works. It would be interesting, I am sure, to the gentlemen present if we could have the views of our experienced colonial friends here with regard to the various qualities of the wood, and the uses to which they can be applied. It would also be interesting if we could hear from Mr. Ransome what is the result of his observations and experiments upon these woods, and if he would state in what respect and to what extent he thinks they would be suited for practical use in England, or the colonies, as many of our profession are engaged in the carrying out of important engineering works in the colonies, to whom many of these woods, if they were thoroughly known, would be of use. I would therefore ask Mr. Ransome, in the first place, to favour us with some observations on the results of his experiments with these woods.

Mr. Ransome said.—I am very sorry that I cannot give you much information as to the most important point of all with regard to the woods you have seen operated upon.—viz., the price at which the various descriptions of timber can be delivered in London. There is no doubt that a great many of the woods which have been submitted are very fine indeed for a variety of purposes, and although our space was very cramped, you must all have seen enough to know that there are many woods of excellent quality, which would be of great use in this country. The question, however, is whether these woods can be imported to this country cheap enough to take the place of other woods now answering the purpose. As regards this, however, I think we may have the advantage of some information on the subject from the representatives of the different colonies present here to-day. It appears, perhaps, invidious to select certain woods, but at the same time we are here for practical purposes, and I think it only useful and right to mention that there are certain woods which we have tried (for we have been experimenting during the last fortnight upon them), which stand out as pre-eminently good woods. If you will allow me, I will just mention them, and then the representatives of the different colonies who follow me will, perhaps, give you some information as to the cost at which they can be imported.

The speaker then referred in turn to the principal woods to be found in New South Wales, Victoria, Western Australia, New Zealand, Canada, the Cape, India, &c.

Referring to Canada the speaker said:—From the Canadian Commission we received some excellent samples of woods, the Douglas fir and black ash demanding special notice. It is only quite recently that the district in which the Douglas fir is found in the greatest abundance has been opened up by the Pacific Railway, and I cannot help thinking that ere long it will be imported in large quantities into this country. It is a specially fine wood for joiners' work, runs to a very large size, is mild to work, and is suitable for the same purposes as yellow pine. We also had a matter which touches us nearly that it is thoroughly well suited for engineers' patterns, and when soaked in water it swells considerably less than any other wood at present employed for that purpose. As regards black ash it is difficult to understand why it has not more largely found its way into this country, as it is cheap, and in all its qualities resembles very much the better known and popular American white ash. You have seen to-day this wood converted into caske, joiners' work, and spokes, for all of which purposes it is well adapted. The American hop-horn-beam is a very close grained wood which is largely used in Canada for making hammer handles and similar work, for which it appears to me to be well suited.

Professor Macoun (Canada) being called upon, said:—I will not detain the meeting very long, but after hearing the other gentlemen speak I feel there are one or two remarks that I should make in connection with Canadian woods. Before I speak of those inmediately before us I would say that the reason you know so few of the Canadian woods is simply this, that we are English over there as much as you are here, and our prejudices are the same, and therefore it is hard for us to get out of the beaten track. We know that you will take certain woods, and we know how difficult it is to get you to take any others, and therefore we have not tried to introduce a great many of our woods, because it will be hard to bring them into the market. Many of our men say that the white pine, known as the yellow pine here, is getting scarce, but we think the Douglas pine, which is not confined to British Columbia, will take its place. It is found all through the Rocky and Selkirk mountains, right down to the Pacific Coast; and I know that it grows five degrees to the north, as I myself found it from latitude 49° to latitude 55°, so that you see the supply is not limited, and when our yellow pine gets so scarce that it becomes dear, you will have to take this in its place. The trees will produce a great quantity of timber, and one tree that was cut down was 90ft. long, the large end being just 13in. across, and the small 7in.; so that in 90ft. the taper was precisely 6in. Some gentlemen may say I do not believe it; but it can be proved, as I myself saw it in the Selkirk last year. When I tell you the tree tapers so little, you naturally ask, what sort of a forest is it? and I would say, it is a forest of mighty trunks, and these little trees have to run away up to get a little of the fresh air of heaven. I mention this to show that what Mr. Ransome said about this wood is correct, and I would add that it is useful for all purposes. As regards our black ash, I am astonished at its not being in use. But what is the good of sending it when English men believe the white ash better, although at the same time I have not the slightest hesitation in saying that some of the white ash that is sold here (you see the prejudice of the Englishmen), is nothing, more or less, than black ash. Mr. Ransome has shown you that black ash is useful for almost every purpose, and as to quantity, I have to say that all through Quebec and Northern Ontario our swamps are filled with this wood, where it is of no value but to make firewood or split into rails for our fences. And when I mention it is so plentiful it is for you who know what you give for elm and white ash to say whether it would answer your purpose to take it. This and the Douglas fir we could deliver on the English market for about £5 per ton. The day is coming when our black ash will be used almost exclusively, although until the last two years it was scarcely known to exist at all. When we Canadians talk about supplying wood, we are prepared to supply any quantity, not for a few years only but for years and years. I meet gentlemen who tell me, "We do not want Canadian pine, we want Archangel pine;" and I say, "God help you, that is not pine at all, it is spruce." (Laughter). We have spruce very nearly the same but better wood, that grows from the Atlantic to the Pacific. We have immense rivers that will float it down, and if the Hudson's Bay route is opened up, and some of the men who now carry grain were to carry northern pine, it would answer their purpose much better. We have this in such quantities that I can look for hundreds and thousands of miles and see nothing but great forests of pine. You need not go to other colonies and hunt for pine. There is the wood, and you can stain it to anything. You can make mahogany of it, if you like, or anything else nowadays. (Laughter). The hickory extends from Halifax to our Western port of Victoria, and our people do not use it because it is so plentiful. Here you see an axe handle made of it. Before I sit down I have one more word. As representing Canada, I say that we feel extremely grateful to Messrs. Ransome and Co. for the privilege of having our woods brought before you here. We have tried to bring them before you in the exhibition, but we could not do it, and I thank them for the privilege of showing it here. I see the value of the machinery. It is suitable for cutting up all our woods, and by its adoption, instead of having the woods simply squared for export, with the aid of the machinery we could cut them up in any way, and send them over here in any useful sizes that may be wanted.

After speeches from several other Colonial visitors, representing the countries above referred to, and the customary votes of thanks being tendered Sir Philip Cuoliffe Owen said:—Before the meeting broke up I have a request to make on behalf of His Royal Highness the Prince of Wales, and that is, that Mr. Ransome will favour the Royal Commission with a report of the proceedings during this day in order that it may be embodied in the official report on the exhibition. I think it is perfectly worthy of being recorded in the report of the Royal Commission. We have heard so many interesting speeches, and so many interesting experiments have taken place, that I think it only right and fair to all parties that they should be recorded for the benefit of everybody and the development of the trade. I therefore propose that Mr. Ransome will favour us with a report at his convenience.

Mr. Ransome was understood to acquiesce in this proposition.

The statement is made that all the varied machinery of Great Britain, now operated by steam power, is capable of performing more work, and hence producing more products, than could be produced by the labor of 400,000,000 able-bodied men, a greater number than all the able-bodied men on earth.

ANARCHISM AND THE LABOR MOVEMENT.

Hitherto the Labor Movement has been merely industrial; it is now becoming political, and combining with other evolution ary elements in what threatens to develop into a general attack upon existing civilization. The motives of the leaders we understand; they may expect to gain by a reign of havoc, and what they mean by anarchy is a destruction of all existing authority, and the erection of their own despotism in its place. Like the French Jacobins, their procurators and their models, they would exercise in the name of liberty a tyranny more sanguinary and more grinding than ever was the tyranny of kings. But a prosperous and respectable workingman ought surely to think twice before he lends himself to an attempt to convulse and wreck society. He is not without the teaching of experience to guide him as to the probable results. In the French Revolution the Desructives had it all their own way, they did without restraint everything that the Anarchists and the fanatical enemies of Capital in the present day burn to do, they pillaged and butchered the rich to their hearts content, and broke up the whole framework of society. What followed? Universal misery and famine, after which natural laws prevailed, and society fell back into its old course, so that the Parisian workman now, particularly if he drinks at night, is as discontented and querulous as ever. We are all members of a complex and grand civilization which, whatever its faults cannot be torn to pieces without causing so much confusion and suffering that it may safely be said that there is no living man, the buccanniers who organize revolution alone excepted, who would not personally lose more than he would gain by the process. To take the calling most nearly connected with our own, what would a printer who is receiving good wages gain by throwing his society into convulsions? Literature is one of the refinements rather than of the necessities of life; it is taken up at largely by the wealthy and highly educated; it is not roughly the first thing given up in times of distress it can hardly flourish except in quiet times. An anarchist or revolutionary printer may perhaps glory in the hope that printers a century hence will set their feet upon the necks of kings; but he will himself run no small risk of being deprived of bread.—The Week, Toronto.

TIMBER IN BRITAIN.

In nine months ending with September last, Great Britain received, through one hundred and twenty ports, no less than 2,638,803 loads of sawn and 1,219,125 of hewn timber, in all 3,857,928 loads, which was less than the imports of the same time in 1885 by 783,480 loads or sixteen per cent. The comparative quantities which entered the ports are given in an elaborate list compiled by the Timber Trades Journal of October 23rd. From this we take the following figures of imports.

PORT.	Loads.	Loads.
London.....	9,000,000	9,000,000
Liverpool.....	802,504	972,156
Hull.....	3,022	433,856
Cardiff.....	302,613	331,456
Grimby.....	200,189	233,134
Grimsby.....	48,183	275,465
Hartlepool W.....	177,714	226,598
Newport.....	603,511	184,975
Grangeport.....	82,224	147,950
Newcastle.....	78,093	105,208
Bristol.....	69,589	100,578
Greenock.....	77,185	85,779
Leith.....	74,286	66,856
Dublin.....	54,530	63,793
Belfast.....	46,909	58,917
Glasgow.....	41,556	45,890

It will be observed the Leith is the only one, of all the ports named above, which received a greater quantity this year than last. Ayr, Aberdeen and B'ness are other Scotch ports of which the same may be said, but they are exceptions to the rule, which is that wood imports are reduced.

A SHIP ON FIRE.

The burning bark noticed off St. Pierre has been towed into that port and the crew safely landed on Langley's Island. The bark was found to be the Caspar, 806 tons, of Swansea, from Miramichi, October 29, for Liverpool, with a cargo of timber. Captain Roberts reports that everything went well until Sunday morning when fire was discovered under the forward hatch. There was a stiff breeze blowing at the time. The crew made strenuous but unavailing efforts to get the fire under control, but fanned by the increasing gale, the flames spread rapidly, and the heat and smoke were something terrible. At half past ten o'clock on Sunday night the crew, unable to stand it any longer, abandoned the ill-fated ship. At that hour the flames had burst through the forward house and blown up the forehatch. The crew of twelve men left her in the long boat and headed for Langley's Island, twenty-five miles distant, which they reached at eleven o'clock on Monday all well. Captain Roberts says it was a grand sight to see the ship all ablaze on the ocean at night, with the flames fanned by the gale of wind. The sky and sea were illuminated for miles around. The tug Progress managed to get the burning hull in tow, and got into St. Pierre on November 9th. It had been burned to the water's edge, and was still burning inside below the water line. The crew give no explanation of the origin of the fire.

WANTED.

The publisher of the CANADA LUMBERMAN desires a reliable and competent correspondent at the following named places:—

- Kingston, Ontario.
- Quebec City, Quebec.
- St. John, New Brunswick.
- Halifax, Nova Scotia.
- Winnipeg, Manitoba.
- Victoria, British Columbia.

The duty of each correspondent will be to give a review of his local market for the month preceding the date of issue, and the ruling quotations for different kinds of lumber, &c. For terms and any other information, address

A. G. MORTIMER,  
Peterborough, Ont.

Market Reports.

TORONTO.

From Our Own Correspondent.

Our local market continues brisk, and although all kinds of bill lumber in pine is decidedly scarce; strange to say, prices do not advance. Hullers, however, are firm on present figures, and before spring arrives prices must advance. One reason for pine bills not advancing may be found in the fact that hemlock is now being largely used for framing timber. There is fully treble the quantity of hemlock being used here as compared with even last season, and the total amount of all kinds consumed in this city this season will nearly double that of former years. Shipments from our docks may now be said to be fairly closed. Two or three more carzoes may get off, that will be the outside quantity, and the bulk of the last month's shipments have been nearly green from the saw, in fact there is not any very large amount of dry lumber to come forward, although with the opening of navigation next spring, a considerable quantity will be available from the other side of the Georgian Bay. Figures for all grades of lumber remain about the same as during the earlier part of the season. No noticeable advance has taken place on any lines since the opening of the season.

The following are the ruling quotations in this city at present:—

Mill cull boards and scantling	\$10 00
Shipping cull boards, promiscuous widths	12 00
stocks	13 00
Scantling and joist, up to 16 ft.	13 00
" " " 18 ft.	14 00
" " " 20 ft.	15 00
" " " 22 ft.	16 00
" " " 24 ft.	17 00
" " " 26 ft.	18 00
" " " 28 ft.	19 00
" " " 30 ft.	20 00
" " " 32 ft.	21 00
" " " 34 ft.	22 50
" " " 36 ft.	24 00
" " " 38 ft.	25 00
" " " 40 to 44 ft.	30 00
Cutting up planks to dry boards	20 00
Round dressing stocks	16 00
Picks Am. inspection	30 00
Three uppers, Am. inspection	35 00
B. M.	
1 1/2-inch flooring, dressed	25 00
1 1/2 " " " rough	14 00
1 1/2 " " " dressed	23 00
1 1/2 " " " undressed	14 00
1 1/2 " " " dressed	16 00
1 1/2 " " " undressed	12 00
Boarded Sheeting, dressed	13 00
Clayboarding, dressed	12 50
XXX sawn shingles, M.	2 75
Sawn lath	2 25
Red oak	20 00
White "	25 00
Basewood, No. 1 & 2	18 00
Cherry, No. 1 & 2	50 00
White ash 1 & 2	35 00
Black ash 1 & 2	50 00

MONTREAL LUMBER MARKET.

From Our Own Correspondent.

MONTREAL, Nov. 25.—During the month of November, the lumber trade in Montreal has been of a very satisfactory nature, in fact there has been a continuation of the activity which, generally speaking, has characterized this line of business throughout the greater part of the year. Dealers here in looking over the transactions for this year to date, report an increase of nearly 50 per cent, over the corresponding portion of 1885, and there is an encouraging outlook for the winter trade, as there is yet quite a large amount of building under way. Some of our merchants here say that building operations have not been conducted on such an extensive scale for twelve years. Yard business continues brisk, there

being a good local demand, but the bad roads usual at this time of the year, have militated somewhat against country business, as farmers and others, have not been able to draw their supplies. The stocks in dealers' hands are fairly large for the season of the year; prices continue firm and unbroken, although there is nothing of a very special nature to excite the market.

Navigation being now closed, some idea of the export business from Montreal may be gleaned from the shipments by the Montreal Export Company to the River Plate during the season of 1886. Of the 29,088,204 feet of pine and spruce so shipped, 21,384,160 feet, all pine, was despatched from Montreal. The total pine so shipped was 21,782,604 feet, and spruce 7,305,060 feet. The detailed shipment is as follows:—

Shipments of lumber from the River St. Lawrence to the River Plate, during the season of 1886:—

The following are the lumber quotations at the yards here:—

Pine, 1st quality, M.	\$00 00
Pine 2nd	00 00
Pine, shipping culls, M.	11 00
Pine 4th quality deals, M.	10 00
Pine, mill culls, M.	8 00
Spruce, M.	10 00
Hemlock, M.	9 00
Ash, run of log culls out, M.	20 00
Bass, M.	18 00
Oak, M.	40 00
Walnut, M.	60 00
Cherry, M.	80 00
Butternut, M.	35 00
Birch, M.	20 00
Hard Maple, M.	25 00
Lath, M.	1 50
Shingles, 1st, M.	2 00
Shingles, 2nd, M.	2 50

QUEBEC.

The timber market here has been quite lively of late, and several rafts of square and waxy pine have changed hands. A slight advance in

FROM MONTREAL.

DATE.	VESSELS.	PINE.	SMALL STOWAGE.	LOADED BY.
June	11 Cambridge	910 566		
	25 Aladdin	445 030		
July	6 M. & E. Canu	783 654		
	10 Carl Haasted	667 906		
August	20 Palermo	664 413	50,000	
	25 William	579 080		
September	28 Veritas	853 445		
	4 Arklow	613 817		
October	6 Amicus	431 083	50,000	
	13 Venezuela	667 255		
November	16 Asia	1 186 390		
	21 Arlington	651 604		
December	21 Alice Roy	535 020		
	23 Our Annie	338 451		
January	23 Alabama	800 925		
	25 Journal	294 368		
February	27 Lillie Sullard	817 176		
	13 Hectanooga	850 521		
March	15 Lima	741 901		
	28 Lizzie C. Troop	1 180 740		
April	4 Cutbilla	312 577		
	9 Dart	344 482		
May	11 Romanoff	854 540		
	12 Algeria	496 094		
June	15 G. B. Dean	748 513	54 144	
	20 Carmel	648 947	29 312	
July	22 Wylo	670 432		
	23 Sigrid	924 319	12 480	
August	1 Reynard	793 137		
	4 Gaspee	790 864		
September	10 Yuba	736 904		
		21,384,160	195,936	

Export Lumber Company, Limited.

FROM OTHER PORTS IN THE ST. LAWRENCE.

DATE.	VESSELS.	PINE.	SPRUCE.	TOTAL.	FAILINGS.
June	19 Mary K. Campbell	9,444	380 000	389 444	10,720
	22 Kamchatka		380 000	380 000	43,573
July	7 Cyto		780 000	780 000	
	31 Telematque		330 000	330 000	
August	31 Hector		465 000	465 000	
	4 Kate C. Macuire		953 000	953 000	55 128
September	6 Kate Harding		350 000	450 000	24 355
	17 Orono		442 000	442 000	5 628
October	17 Annie C. Macuire		800 000	800 000	41 320
	4 Golden Rule	140 000	700 000	840 000	51 120
November	4 Glenarry		445 000	445 000	34 360
	19 Peacemaker	131 000	520 000	651 000	28 000
December	26 Lake Leman	118 000	595 000	713 000	57 340
	14 Joannette		65 600	65 600	1 400
		398 444	7 305 600	7 704 044	352 944

\*Also has 150 spars.

TOTAL SHIPMENTS FROM THE ST. LAWRENCE IN 1886.

Pine	21,782,604
Spruce	7,305,060
29,088,204 feet.	
Small Stowage	548 889 pieces.

PREVIOUS SHIPMENTS.

1885	31,344,543 feet.	1877	8 787,928 feet.
1884	36,938 548 "	1876	3 437 000 "
1883	18,768 632 "	1875	10 123 000 "
1882	24,419 827 "	1874	16 262 253 "
1881	16 147 941 "	1873	36 073 919 "
1880	10 420 080 "	1872	28 231 868 "
1879	12 476 150 "	1871	16 005 933 "
1878	10 853 216 "	1870	25 145 183 "

The Montreal Witness says:—About 100 lumbermen engaged here a fortnight ago have left to work for the winter in the lumber business at Port Arthur. No little difficulty was experienced in securing the right kind of men. Many refused twenty-four dollars per month and "all found"; and several who have signed the contract, and left their valises and watches with the employing agent, failed to put in an appearance. Good men were guaranteed from twenty-four to twenty-eight dollars per month, all found.

prices is also noted. It is understood that the manufacture of timber at Ottawa and elsewhere for this market next winter will be extremely small, on account of the demand for saw logs, which is very good, and prices are advancing. No important sales of hardwoods have been reported, the principal sales made being confined to square and waxy pine.

Owing to the extraordinary fine weather we are now experiencing, the Montmorency and Chaudiere saw mills are enabled to go on sawing

at the rate of about 4,000 logs during the 24 hours, the result of which will be but comparatively few logs will remain over the winter unswan.

It is reported a sale of pine deals has taken place in Ottawa, being produce of logs to be cut this winter. Prices not transpired, but understood to be about same as last year.

It is reported two lumber companies have been incorporated lately, namely:—The Ottawa Lumber Company with a capital stock of \$150,000 in shares of \$100 each, the incorporators being Messrs. Alexander Baret, J. Down, L. A. Down, R. C. Blair and Alex. Houlton, of Three Rivers. They intend cutting lumber for United States market, and possibly a small quantity of deals for the English market.

Messrs. R. Reford, J. Dillon, of Montreal, D. W. Ross, of St. Antoine, A. McLaughlin, of East Templeton and W. Ross, of London, England; have been incorporated to carry on the lumber and manufacturing business under the name of The Charlemagne and Lake Quarean Lumber Company, with a capital stock of \$200,000 of \$100 shares.

PHILADELPHIA.

There has been no perceptible falling off in this market since last report. Prices are still firm and a satisfactory condition of affairs exists all around. Yellow pine sells rapidly at good round figures, and the demand is greater than the imports. Sap pine is also in good demand, and a scarcity of this class of wood exists, which has tended to raise the price considerably. White pine is rather inactive, while a large trade is being done in yellow pine. Hemlock is in good demand, and is selling at about the usual figure. Spruce is in moderate supply, but prices are somewhat irregular, some dealers asking a slight advance. Interior finishers are running more into hardwoods; and the poorer grades of walnut are wanted, and the whole hardwood market shows strength and life.

SAGINAW VALLEY.

The Lumberman's Gazette of Bay City, in its issue of the 25th November, says:—The lumber business, so far as manufacturing and water shipments may be announced as practically closed and the few mills still running will cease operations in a few days at the farthest.

The mill owners who have timber of their own are busily engaged in the preparatory work of securing their supply of logs for next season's operations—some of them indeed being already at work in the pinceries, and having a considerable quantity of logs on the skids. It may be stated in this connection also, that it is a fair presumption that the stock of logs for the Saginaw river mills will show a slight diminution at least, as compared with former years; but probably not so great as the prediction of some of the more skeptical would seem to indicate. It is a fact, however, which cannot be ignored that the lumbering business in the greatest manufacturing centre in the world in the past, is gradually but certainly concentrating into fewer hands, and that those men who have shrewdly made an extensive provision as possible in the past, for the demands of the future, by investing heavily in pine a umpage, are doctored to reap rich rewards and abundant returns for their foresight and sagacity; and that mills with no pine timber possessions back of them, must gradually but surely succumb to the inevitable, and submit to removal; or suffer loss in their continued attempted operation with nothing but a precarious sawbill for maintenance, while their locations must be occupied by other and permanent industries, or suffer depreciation in value. Indeed the past season has been one of financial misfortune to several mills for the reasons stated, hereabouts as well as elsewhere, and failures and assignments have resulted.

The past season however, may be set down as financially successful for manufacturers in fact, who have been marketing their own timber. Prices have ruled satisfactorily high, and profits have been exceedingly gratifying, as they most inevitably be in the future in the absence of any unforeseen financial crisis, business depression or extensive labor troubles.

When opening a correspondence with advertisers always mention that you saw their advertisement in the "Canada Lumberman."

ADVERTISEMENTS

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

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

CHICAGO.

The Northwestern Lumberman says:—The prospect is that shipment from the mills will cease this year earlier than usual. On the great lakes freight rates are so high that it is preferable to let lumber remain on dock until next spring. On Saginaw river heavy purchases are being made of lumber that will not be shipped until next season. In the Chicago district the late drop in the price of short dimension, combined with high freight rates, has tended to discourage the mill men about shipping much more lumber this fall. From east shore points comes reports of a general determination to forward but little product to market this season but to pile the cut of the mills till they are shut down. The opinion appears to prevail among the manufacturers that lumber is a good enough property to hold until conditions of sale are more favorable than now.

On the other hand, the merchants have reached the conclusion that they will offer no inducements to prolong the stacking up season. The trade does not regard the situation so good, or the prospect so bright, that it can afford to offer higher prices as an inducement for bringing forward the green lumber that the saws are turning out.

Thus it will be seen that the business of the country is in a rather peculiar position. It is far from the boom that characterized it in the fall of 1881, for then it seemed as if the jobbers could not buy enough to satisfy them. Now there is a degree of indifference about making purchases, unless the terms are satisfactory. The reason for this is not because the distributive demand has not been fairly satisfactory this season, but because prices still hang at a level not much above those that prevailed a year ago. In this market if it were not for the fact that long dimension is worth this year relatively more than it was last at a corresponding date, there would have been no gain in the value of Lake Michigan product. Short dimension is worth in this market no more to-day than it was last year at a like time, while the supply at the yards are probably less than they were at this date last year and in the matter of dimension, they are more broken and equally sorted.

There is no burdensome surplus of lumber in the yards, but there has been no such cleaning off of mill stocks as has been predicted. But the supply of logs has been closer sawed up this season than last. The lumber business in the lake region, and in fact in all the white pine districts, is simply in a state of good health, but it is neither flashy nor robust. All have been counting on a boom during the year that has not come, and all are looking up expectantly, like young colts, with their mouth open, for the cherries of profit to drop into them. The fruit would fall in the right place if a little increased stimulus could be given to the demand. That stimulus would be given by a rise in the prices of farm products. Until there be such a rise, it is idle to expect a marked increase in the demand for lumber, or a material advance in its selling value.

At the yards business was not quite so active as has attained during the past month but there was a steady movement all the time. The out-of-town demand is quite heavy. Collector's continue rather poor and some difficulty is experienced in that way. The Southwestern railroad freight cut has not come in to assist this market by opening Kansas City as better depot

for sales. The demand between yards is good as spring continues with unabated fury:—

Table listing lumber items and prices: Piece stuff, short green; Piece stuff, short dry; Piece stuff, long; Boards and strips, No. 2; Boards and strips, medium; Boards and strips, No. 1; Shingles, standard; Shingles, extra; Shingles, cedar, standard; Shingles, cedar, extra; Lath, white pine; Lath, Norway.

RECEIPTS FOR WEEK ENDING NOV. 18.

Table showing receipts for week ending Nov. 18, 1880 and 1885, categorized by Lumber and Shingles.

STOCK ON HAND NOV. 1.

Table showing stock on hand for Nov. 1, 1880, 1885, and 1884, categorized by Lumber and Shingles.

EASTERN FREIGHT RATES.

Table listing freight rates from Chicago and common points on car load lots of hard and soft lumber to various cities like New York, Boston, Philadelphia, Baltimore, Washington, Albany, Troy, Buffalo and Pittsburgh, etc.

LAKE FREIGHTS.

Table listing lake freight rates from Muskegon, Whitehall, Ludington, Manistee, Menominee, Cheboygan, Escanaba, Alpena, etc.

NEW YORK CITY.

Reports from this city show that as a rule the lumber trade has been moderately brisk during the past month. The demand for all descriptions has been quite active and the volume of business has been fully up to that of the past few months. The demand from the yards is unusually brisk, owing principally to the large amount of building at present going on. This state of affairs in the yards is likely to exist for a few months at least. The export movement, while in some respects showing a slight decrease, keeps up very well, and the business completed, is, on a whole, encouraging. The market for yellow pine and spruce has ruled very firm. In white pine very little change has occurred. Trade all around has been quite active, and a cheerful feeling characterizes the market generally.

OSWEGO, N.Y.

From Our Own Correspondent.

Table listing lumber items and prices in Oswego, N.Y., including Three uppers, Picking, Cutting up, Fine Common, Common, Culls, Mill run lots, Sidings, etc.

CORNBWOOD

Table listing lumber items and prices in Cornwood, including Long Maple, Long Birch, Long Beech, Tamarack.

DETROIT, MICH.

Table listing lumber items and prices in Detroit, Michigan, including Uppers 4x4, 5x4 & 8x4, 3x4 in., etc.

ALBANY.

Table listing lumber items and prices in Albany, including Pine, clear, 3/4 M., Pine, fourths, Pine, select, etc.

LONDON, ENG.

LONDON, Nov. 20—There is not much of interest to note since our last, and it appears now to be generally felt that as regards the position here there is not likely to be any chance from the present quietude before the advent of the new year. By that time we shall be able to judge more correctly as to the stocks here and the prospects of consumption in the future.

The chief point of interest is now shifting from this country to the other side, and is being centred on the probable free-on-board quotations for next season, and the extent of business that is likely to be transacted. The question is rather a complex one, the chief factor in arriving at a conclusion necessarily depending mainly on the views taken as to the future prospects of general trade both in this country and abroad. Of one thing we may be tolerably certain, and that is that the consumption of wood goods here and in the Colonies is, to say the least, not likely to be less than for the present year. Prices are now at a low level, and stocks generally throughout the country are in moderate compass, so that, should the present improving tendency in general trade continue and develop further, we may in the spring have a larger demand for first open water shipments than has been experienced for several years. Should this be the case, we think producers would act wisely in not making quotations too high, but rather study to keep prices at a moderate level, and thus ensure a steady and

continuous volume of business throughout the season to the mutual advantage of both seller and buyer. A constantly fluctuating market renders buyers timid and cautious while an even and regular range of prices emboldens them to purchase freely for their probable requirements. Each week that passes continues to confirm these views we expressed some time ago as to the unsoundness of trade in several quarters, and we are afraid we have not yet seen the end of it. It is, however, reasonable to hope that in the long run the trade must be improved and strengthened by the elimination of what weakness and unsoundness exists.—London Timber.

LIVERPOOL.

LIVERPOOL, Nov. 20—The timber trade of Liverpool has been more or less excited by the announcement that one or two more failures are to follow those already published; however, as the result of this has to a great extent been anticipated, and comparatively few houses are involved to a large amount, the trade is really not much affected except in a certain circle. In spite of these adverse circumstances, it is thought that although there is not a great volume of business doing, there is a better tone prevailing and orders recently taken have been at more remunerative prices. The arrivals are only light.

BOARD OF TRADE RETURNS LONDON, ENGLAND.

The following are the official returns of the imports of wood goods during October, 1886, and also for the ten months ending 30th ult., as compared with the same periods of 1881-5:

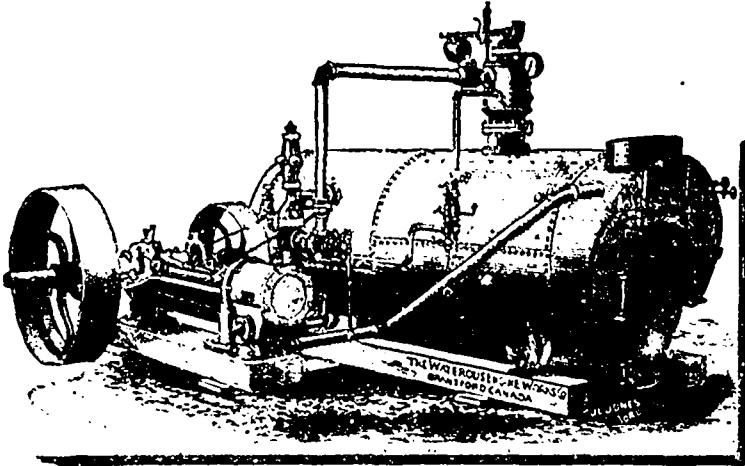
Large table showing Board of Trade Returns for London, England, including Value of Imports, Quantities, and various categories of wood goods.

Send in your subscription for 1887.

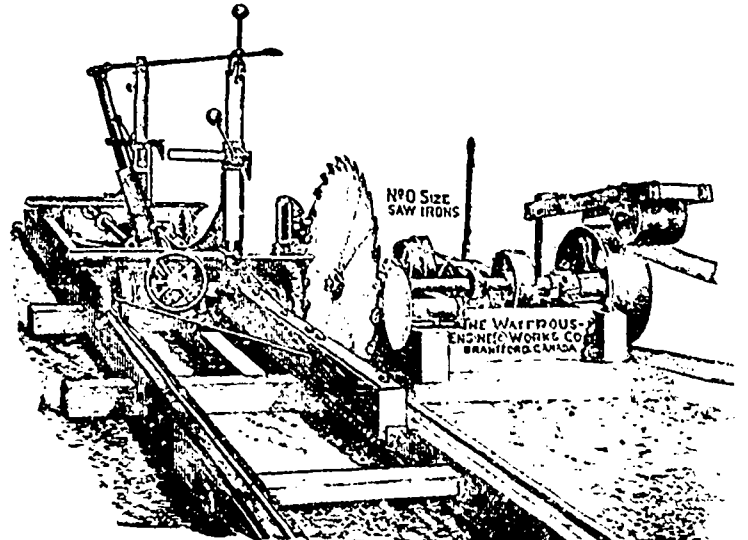
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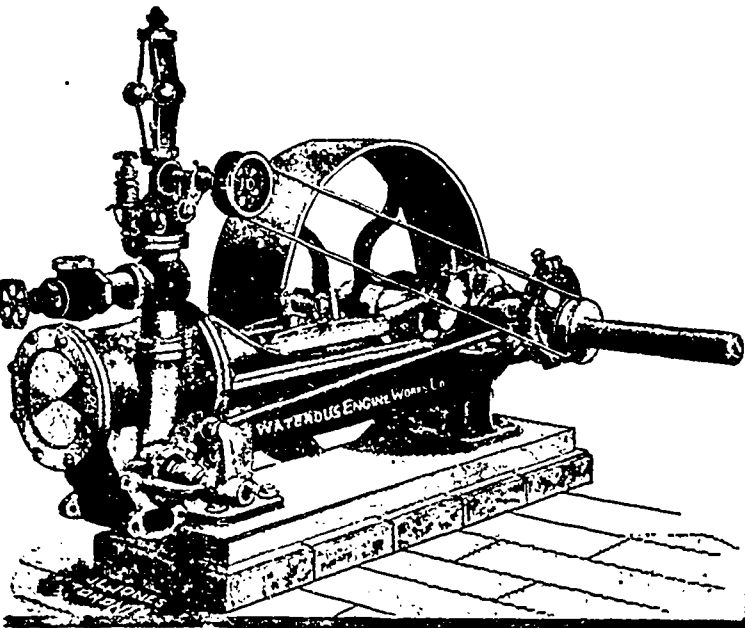


The above Cut represents our Farmers' and Threshers' Saw Irons, Very Cheap. Have Knight or Peel Dogs, V Track, Patent Lumber Gauge and Saw Guide.

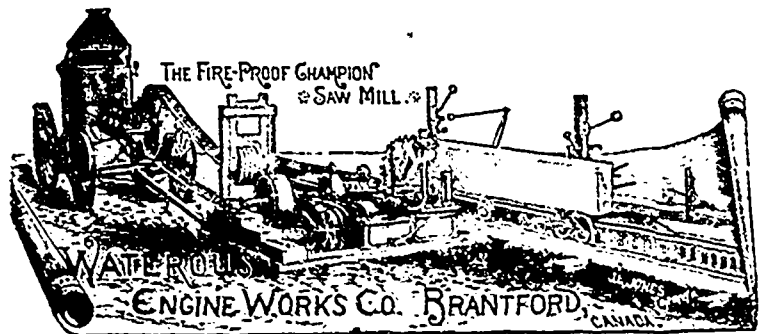
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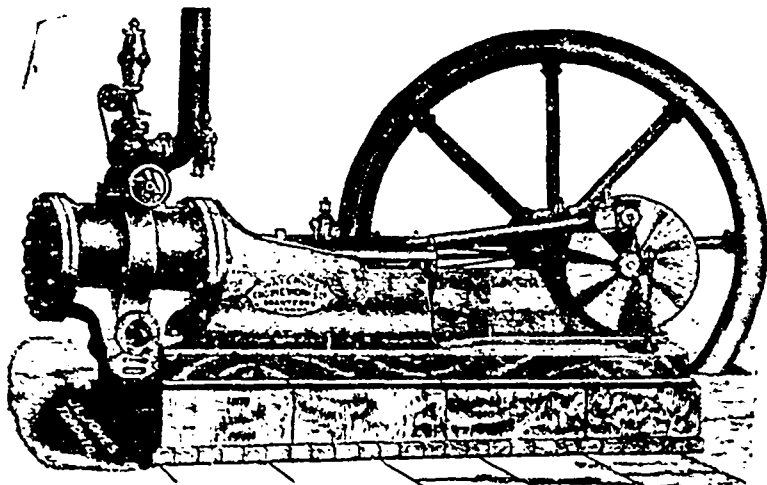
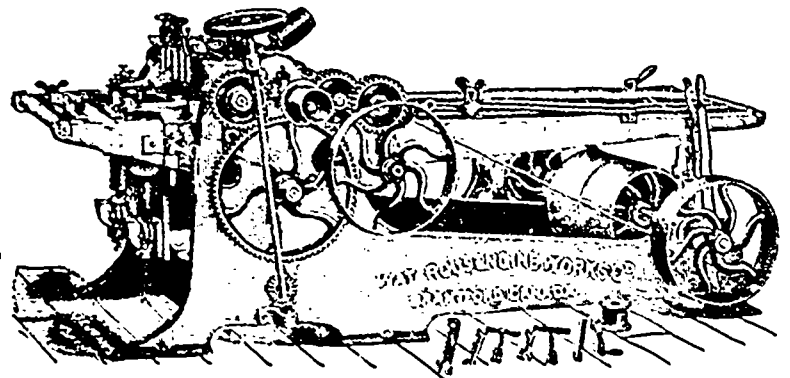
Cutting Lumber for the CANADA PACIFIC SNOW SHEDS, at Dugan's Siding, Roger's Pass, B.C. Mill was running 28 days after it was loaded on the Cars at Brantford, and in two months run over 1,100,000 feet of 1 inch Lumber, and 3 & 4 inch Plank—all cut to widths and edged on large Saw.



This Style made in 12, 16, 20, 25, and 30 Horse Power.



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Manufacturers of all kinds of PLEASURE, FISHING and HUNTING



**CANOES**

Patent Cedar Rib Canoes, Patent  
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wood Canoes, Folding Canoes  
Paddles, Oars, Tents, etc., etc

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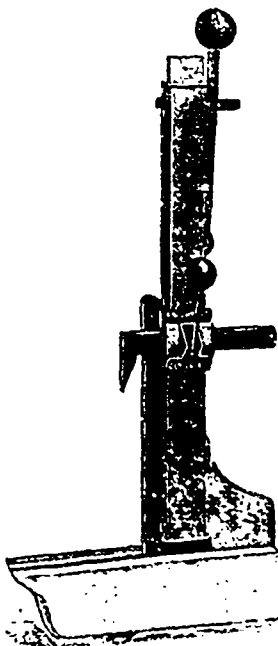
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For Holding Logs upon a Saw Mill Carriage  
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These Milldogs I guarantee to give satisfaction in every case.  
They will hold a frozen log as well as a soft one, for cutting  
Scantling, Square Timber, &c. These Dogs cannot be excelled,  
I sell them all on their own merits, give ten or fifteen days trial,  
and then, if not satisfactory, return them to my order, as I have  
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price. Send for Circular and price list.



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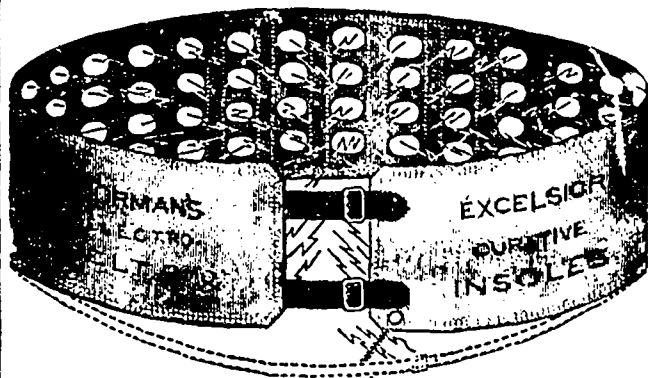
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Do not buy any Belting unless with DIXON'S PATENT LAP JOINT. It will last  
longer and do more service than any other. Please note the address, 70 KING  
ST. EAST, and send for Circulars and Latest Discounts.

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## WHAT THEY SAY OF US.

The CANADA LUMBERMAN, published every month by Mr. A. G. Mortimer, Peterborough, is one of those practical periodicals, which are invaluable to the members of the constituency to which they cater.—*Ottawa Packet*.

THE CANADA LUMBERMAN is still published monthly by Mr. A. G. Mortimer, of Peterborough, and is devoted to the lumber and wood-working industries of the Dominion. It is a valuable technical journal.—*London Free Press*.

THE first issue of the CANADA LUMBERMAN under its new management clearly indicates that Mr. Mortimer has not missed his calling, and that the Dominion is going to have a new exponent of the lumber trade. Success to it.—*Chicago Lumber Trades Journal*.

MR. A. G. MORTIMER, who has for many years been connected with the *Mechanical and Milling News*, has assumed the proprietorship of the CANADA LUMBERMAN, which will hereafter be issued on the first day of every month.—*Deseronto Tribune*.

THE CANADA LUMBERMAN published at Peterborough is now under the editorial and business management of Mr. A. G. Mortimer. The LUMBERMAN is a good trade journal, and should meet with success.—*Bobcaygeon Independent*.

THE CANADA LUMBERMAN published at Peterborough, Ont., has been sold by the Peterborough Review Printing and Publishing Company, Limited, to A. G. Mortimer. The paper has been published semi-monthly, at \$2 a year, but now it will be made into a monthly, the subscription price being placed at \$1.—*N. W. Lumberman*.

THE CANADA LUMBERMAN has been purchased by Mr. A. G. Mortimer, an old office mate of the editor of the *Star*, who has changed the paper to a monthly, and has reduced the subscription price to \$1 per year. We wish him every success in his new undertaking.—*Parry Sound Star*.

THE October number of the CANADA LUMBERMAN is undoubtedly the best copy of that journal which we have yet received. Every person interested in the lumber industry of Canada or the preservation of our forests should subscribe for the LUMBERMAN.—*Deseronto Tribune*.

THE CANADA LUMBERMAN, hitherto published by the Peterborough Review Printing Co., will hereafter be published by Mr. A. G. Mortimer, of the *Mechanical and Milling News*, on the 1st of every month, at \$1 a year. The LUMBERMAN will now be in good hands.—*Uxbridge Guardian*.

Mr. A. G. Mortimer has assumed editorial and business management of the CANADA LUMBERMAN, which is published monthly at Peterborough. The October number we found to be full of matter interesting to the trade, well and clearly arranged.—*Canadian Manufacturer*.

THE CANADA LUMBERMAN, published in Peterborough, we are pleased to notice, continues to flourish. Is the only journal in the Dominion devoted to the lumber and wood-working industries, and should find a ready patronage from wood-workers and those connected with the lumber interest.—*Port Hope Times*.

A. G. MORTIMER, brother of the publisher of the *Dominion Mechanical and Milling News*, has purchased the CANADA LUMBERMAN from the Review Printing and Publishing Co., of Peterborough, Ont., and will hereafter conduct it as a monthly journal. The subscription price, which, as a semi-monthly, was \$2 per annum, has been reduced to \$1. Under its new management we hope to see the LUMBERMAN live and prosper.—*Dominion M. and M. News*.

OUR Canadian contemporary, the CANADA LUMBERMAN, published at Peterborough, Ont., has been purchased by Mr. A. G. Mortimer. Under the new management the LUMBERMAN will be issued on the first of each month, and the subscription price will be \$1 a year. Mr. Mortimer has made himself known in Canada by his connection with the *Toronto Mechanical and Milling News*, and his experience in trade journals will enable him to keep the LUMBERMAN at a high standard of excellence as a news journal and an advertising medium.—*Lumber World, Buffalo, N. Y.*

THE CANADA LUMBERMAN now in its seventh year, has passed under the editorial control and business management of Mr. A. G. Mortimer, who has had considerable experience in the management of trade journals. The LUMBERMAN contains several special features of much value to those engaged in the lumbering business and promises, by its trade reports and attention to the interests which it represents, to be an indispensable periodical.—*Ottawa Journal*.

We are pleased to notice that under its new management the CANADA LUMBERMAN is being enlarged and improved in many ways. Mr. Mortimer seems to have the correct idea of how to conduct a trade publication, and one of his first improvements has been the addition of an attractive cover to be followed by the adoption of a fluo-toned paper throughout. We wish our successor every success that his enterprising merits.—*Peterborough Review*.

CANADA LUMBERMAN.—This excellent journal has been purchased by Mr. A. G. Mortimer, and will hereafter be published monthly at the low price of \$1 per annum. The CANADA LUMBERMAN is the only newspaper devoted to the lumber and wood-working industries of the Dominion, and should be taken by every person interested in the manufacture and sale of lumber.—*Midland Free Press*.

Under the editorial management of Mr. A. G. Mortimer, by whom it was recently purchased, THE CANADA LUMBERMAN has greatly improved. Its handsome typographical appearance, and its varied and interesting list of contents, are eminently in keeping with the evidently progressive ideas of its present owner. It is deserving of a wide circulation among the lumbermen of the Dominion. Published monthly at Peterborough, Ont.; subscription, \$1.—*The Timberman, Chicago*.

THE CANADA LUMBERMAN, published monthly by Mr. A. G. Mortimer, at Peterborough, Ont., is one of the best trade journals in the Dominion. As its name denotes, it is devoted chiefly to the discussion of matters affecting the lumber trade of Canada, in all its branches, from getting the logs out of the forest till they are ready to be put on the market in various manufactured states. It is a large 16 page journal, now in its sixth volume, and has so far deserved success that its publishers have decided on introducing several improvements in its make-up, commencing with the next number.—*Montreal Gazette*.

## RAILWAY NOTES.

The C. P. R. company will have an entrance into Boston before May 1st, 1887.

The Saskatchewan and Western Railway has been completed to Rapid City.

It is rumored that the Canadian Pacific has secured an outlet to New York by securing some New England roads.

It is expected the C. P. R. will enter the city of Hamilton by short span from the Toronto and Niagara falls line.

A collision occurred on the C. P. R. at Roger's Pass, B. C., on Saturday night. Two passengers are known to fatally have been injured.

Workmen are busily engaged in completing the new (lower) line of railway to the Vancouver Coal Company's South Field Mine. The mine will be reopened as soon as the railway is finished.

The C. P. R. Co. having completed the railway bridge over False Creek without a draw, steps are being taken to appeal to the federal authorities against closing this waterway against navigation.

W. A. Peterson, Canadian Pacific railway engineer, has gone to Sault Ste. Marie to make preliminary surveys for the proposed bridge at that place to connect the Algoma branch of the C. P. R. with the Chicago Minneapolis and Manitoba railway.

The jubilee of railways will be celebrated in Paris next year. On this occasion there will be held—first, an international exhibition of railways and of industries connected with them, which will be open from May to October, 1887; secondly, an international congress composed of delegates of railway companies, Chambers of Commerce, Syndical Chambers of Trades, scientific societies and others.

The C. P. R. company is extending its telegraph system from Medicine Hat to Fort Benton in Montana.

The Canadian Pacific Railway are abolishing the present cutting houses at Calgary and Broadview, and will run a dining car instead over this section of the road. The dining car will be taken off the eastern end of the road through the Rocky Mountains and the new hotel at Field made a dining station.

The engineers who have been locating the Saskatchewan and Western Railway westward to the Assiniboine river, about fifty miles from the present terminus at Rapid City, are finished. They will go on locating the extension of the M. & N. W. Railway another fifty miles toward Prince Albert.

Application has been made to Parliament for to an Act incorporate the Teeswater and Inverhuron Railway Company to build a line of railway from Teeswater via Tiverton to Inverhuron, and to take over and manage the harbor with the consent of the Government and the municipalities interested.

The short line of railroad from Smith's Falls to Montreal is well advanced towards completion. Trains are running from Smith's Falls to Merrickville, and from B. H. Corners to Kemptville. The St. Anne's, Oxford Mills and Kemptville bridges are nearing completion, by which at eight connections with Montreal will be made.

The Canada Atlantic Railway company have made arrangements for the hire of 500 American cars to be used in the transport of foreign grain from Chicago to Owen Sound, and then to Boston via Ottawa and the Canada Atlantic railway. This is eighty miles shorter than any. The first shipment passed through Ottawa a couple of weeks ago.

The Canadian Pacific representatives have submitted the details of their new route into Toronto. The rails will be laid on the west bank of the river, which position will be reached by a branch from the Ontario & Quebec main line, some distance east of the ravine bridge. The Don will be crossed at that point by an iron bridge. The right of way will be purchased from this point to a point half way between King street and Eastern avenue. Here the line will deflect by a curve westward until B. K. Key street is reached. From this point the company propose to reach their projected station at the foot of Bay street by means of a road to be filled in south of the present breastworks. These plans will be worked out concurrently with the improvement of the Don.

THE time made on the Canadian Pacific railway from Montreal to Vancouver, a distance of 2900 miles is 136 hours. This will soon be reduced to 120 hours, while specials may make the distance in 90 hours. When the short line is completed next autumn, through trains will make the trip from Halifax to Vancouver, a distance of 3500 miles, in 116 hours. Passengers will then be able to make the trip from London to Vancouver in 240 hours or ten days. The time from Vancouver to Yokohama by the proposed Pacific line of steamers will be 12 days, from Vancouver, to Hong Kong 17 days. The time from Halifax to Hong Kong will be 21½ days; and the trip from Halifax around the world to Halifax may be made in 61 days, thus breaking Jules Verne's record by 19 days.

THE Thunder Bay railway, now in course of construction will develop the mineral district tributary to the head of Lake Superior, and feeding the Canadian Pacific Railway. To any one familiar with the great richness of the silver deposits alone, it is a wonder that the road was not built before. Dr. Leshman of St. Paul, the well known mining expert, says this is superior to the great Montana silver district, and in a few years must have a vast output. In fact he considers it the greatest silver bearing region in the world. The line will also tap the fine agricultural lands and valley bottom, and will afford a means of marketing the millions of pine and other timber along its proposed and surveyed course. The engineers report a good route, with construction easy, and cost reasonable.

When opening a correspondence with advertisers always mention that you saw their advertisement in the "Canada Lumberman."

## A SHORT, SIMPLE RULE FOR MEASURING STRAIGHT LOGS.

An experienced log and lumber inspector gives the following short and easily remembered rule for ascertaining the contents of a log by Doyle's rule when a copy of Scribner's book is not available:

RULE—Square the diameter of the log after subtracting four inches from it, and the result will be the exact contents in inch boards of a log 16 feet long. A log 8 feet long will be half this amount; 12 feet long three-quarters, 14 feet long seven-eighths, and so on.

He also states that there is but one accurate rule for measuring crooked, hollow and knotty logs, and gives it thus

RULE—Have the log cut into the kind of lumber wanted on a good mill, by a competent sawyer, and have it inspected and measured by the Nashville inspection rules.

When opening correspondence with advertisers always mention that you saw their advertisement in the "Canada Lumberman."

Perhaps the most extraordinary that success has been achieved in modern science has been attained by the Dixon treatment for Catarrh. Out of 2,000 patients treated during the past six months, fully ninety per cent. have been cured of this stubborn malady. This is no mere boast, for when it is remembered that not five per cent. of the patients presenting themselves to the regular practitioner are benefited, while the present medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adapted his cure to their extermination; this accomplished the Catarrh is practically cured, and the remedy is unquestioned, as cures effected by him five years ago cures still. No one else has ever attempted to cure Catarrh in this manner, and no other treatment has ever cured Catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 305 King street west, Toronto, Canada, and enclose a stamp for their treatise on Catarrh.—*Montreal Star*.

## Canadian Pacific R. R.

The only Through Route for the Great North West.

Going East.

PETERBOROUGH DEPART.—11.31 a. m., 7.53 p. m.  
10.56 p. m.

ARRIVE—5.31 a. m., 8.39 a. m.,  
6.42 p. m.

Going West.

PETERBOROUGH DEPART.—8.39 a. m., 6.42 p. m.,  
5.31 a. m.

ARRIVE.—11.31 p. m., 7.53 p. m.,  
10.56 a. m.

C. W. SPENCER,

Asst. General Supt.

D. McNICOLL,

General Pass't Agent.

W. C. VAN HORNE,

Vic.-President.

GEO. OLDS,

General Traffic Mgr.

## FOR THE RIGHT MAN.

WANTED—A trustworthy and pushing man to represent the CANADA LUMBERMAN on the road, capable of writing up the lumber and wood-working industries, soliciting subscriptions and advertisements, and doing general business. One acquainted with this branch of trade preferred. Must be perfectly sober and able to furnish good references. Apply personally or address A. G. MORTIMER, Publisher, Peterborough, Ont.

# New York Lumber Auction Co.

(LIMITED.)

OFFICE AND YARD, Foot West 21st Street, New York City

REGULAR SALES will be held during the year 1896, as follows:

Tuesday, April 6th,	Tuesday, August 10th,
do May 11th,	do September 7th,
do June 8th,	do October 5th,
do July 13th,	do November 2nd,
and Tuesday, December 7th.	

Sales commence promptly at 10.30 am. Wm. Norman, Auctioneer

At each of these sales we shall offer a full and complete assortment of the best grades of

## HARDWOODS AND PINE LUMBER

Dealers and consumers will find it to their profit and advantage to attend. Catalogues giving the inspection of each lot offered can be had at the yard on the day of sale, or will be mailed on application. Address

# New York Lumber Auction Co. (Limited)

Foot of West 21st Street, New York City.

## THE BRITISH WHIG

The nearest Daily in Canada, bright and newsy, \$5 by Mail.

## THE WEEKLY WHIG

Rivals Toronto and Montreal papers, giving a better selection of general news, fair and independent.

ONLY \$1 TILL END OF 1897.

The Whig has a larger circulation than the three other Kingston journals combined. It pays always to advertise in the best.

E. J. B. PENSE, Proprietor.

### SMITH'S

## Mercantile & Land Reporting Agency

BANKERS—DOMINION BANK.

General Solicitor, JNO. LEYS, Esq., Barrister, Toronto. Secretary, JOHN SMILEY, M.A. MANAGER—WILLIAM SMITH.

General Offices—Court St., Toronto, Ont. Telegraph Address—Agency, Toronto.

Having for its special objects the furnishing to subscribers of reliable information on the financial standing or otherwise of tradesmen and others, the collection of outstanding accounts, and the procuring of the most reliable information from independent sources of the value and condition of landed and other properties in any part of Canada and the United States, with corresponding services in Great Britain and other parts of Europe.

Our method of procuring for our subscribers the most reliable information is through solicitors of the highest standing, and from other equally reliable sources in the several localities indicated, who are under contract with us to supply the necessary information promptly.

The Landed Enquiry Department of this Agency, the only institution of this kind known, is invaluable to Solicitors, Loan, Investment, and Insurance Companies, Estate Agents, and others, preventing fraudulent and transactions resulting from misrepresentations.

The Department for the collection of outstanding accounts is conducted on a regular change of the system usually followed by Collecting Agencies, viz.—Subscribers may have their accounts paid either direct to themselves, or to the offices of the Agency, in which latter case remittances will be deposited to an account provided for that purpose, and immediately remitted to the parties to whom it is due, and will not be applied to any other purpose.

Another important feature in connection with this department is, that subscribers depositing accounts for collection will, if requested, be furnished with a Form of Set-off, in which will be entered the name of each debtor, the amount owing, and a full report of the prospects of collection, and provided that the receipts thereof be paid to be for only, thus enabling subscribers to realize on their outstanding accounts.

The Agency will forward at least once in three months, or oftener if desired, a report and statement of all accounts in hand.

NOTE.—The offices of the Agency are open to the Solicitors and subscribers for reference to our numerous names, addresses, directories and correspondence, and for the transaction of business with their clients and customers who in Toronto.

W. SMITH, Manager.

## GEORGE GALL

WHOLESALE and RETAIL

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Car Lots sold on Commission, railway switch in to yard and plenty of room for storage. Yard corner of Stachan and Wellington Ave. Office, 9 Victoria St. Telephone Connection.

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Adjoining Village and new R. R. with Fifty Million feet of Pine and One Hundred Million feet of Hardwood with a radius of ten miles, is fifteen miles from any other mill. A great opportunity to the right man. Mill site of 400 acres given free to party who will erect mill or manufacturing establishment. Address O. T. KENNAN, Milwaukee, Wis.

GRATEFUL—COMFORTING.

## EPPS'S COCOA

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"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast table with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle poisons 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



## Notice to Contractors.

TENDERS will be invited for the construction of the Section of the Cape Breton Railway extending from the Grand Narrows to Sydney, a distance of about 45 miles. This preliminary notice is given in order that Contractors desiring to tender for the work may have an opportunity to examine the location before the winter sets in.

By order, A. P. BRADLEY,

Dep. of Railways and Canals, Ottawa, 26th Nov., 1896.

# Wrought Iron Shanty Cook Stoves

The Best Article ever offered to the Trade.

I have much pleasure in drawing attention to my WROUGHT IRON COOKING STOVE, for Shanty, Hotel and Boarding House use. These Stoves are made of Heavy Sheet Iron, the top and lining of the fire-box being of Heavy Cast Metal and all the connecting parts of substantial Wrought Iron Work. The dimensions of these Stoves are as follows:

Top surface contains six 10-inch holes, fire box 23 inches long, and one oven 10x34x23.

The Best Stove I have ever Used.

Peterborough, May 31, 1890.

ADAM HALL, Esq., Peterborough. Dear Sir,—I have used your Wrought Iron Cooking Stove in our lumbering operations since its introduction here, and have no hesitation in saying that I prefer it to any other. For durability, economy and efficiency, where a large number of men are employed, it is the best stove I have ever used. You can, with confidence, offer it to hotels, boarding houses and lumbermen.

Yours truly, THOS. GEO. HAZLITT.

The Stove for Lumbermen.

Peterborough, June 3rd, 1890.

ADAM HALL, Esq., Peterborough. My Dear Sir,—We have used your Wrought Iron Cooking Stove and find it is very satisfactory for lumber operations, especially so on drives. We can recommend it highly.

Yours truly, J. M. IRWIN.

Gives the Greatest Satisfaction.

Peterborough, June 3rd, 1890.

A. HALL, Peterborough. Dear Sir,—I have had the Wrought Iron Cooking Stove, purchased from you, in constant use ever since last fall, and it gives the greatest satisfaction in every respect. I can recommend it highly to any one who is in the lumber business.

Very truly yours, GEO. HILLIARD, M. P.

EVERY STOVE GUARANTEED

All the necessary TINWARE and CUTLERY for Shanties supplied, at the Lowest Prices.

## ADAM HALL, Peterborough, Ont.

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OSHAWA,

White Oak, Soft Maple, Hard Maple, Basswood, Lignum. Vitæ Hickory, Mahogany.

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All sizes from 5 1/2 to 96 inches.

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DOUGHERTY SHINGLE MACHINES, THE RUBICON TRACTION ENGINE—10 HORSE POWER,

"THE BEST"

OSHAWA 12 HORSE POWER PORTABLE ENGINES.

JOHN LIVINGSTON, TRUSTEE.

THE

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T. McILROY, Jr., Manager,

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The largest Manufacturers in the world of Vulcanized India Rubber Goods for mechanical purposes.

Rubber Belting from ONE to SEVENTY-TWO inches wide.

Hose, for conducting, suction and steam. Packing, Cloth Insertion and pure Tubing of all kinds. Rubber, Linen and Cotton Fire Hose. Leather Belting, Extra heavy American Oak Tanned.

A Full Stock always on hand. Write for Price Lists and Discounts.

Works also at NEW YORK and SAN FRANCISCO.





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## Solid EMERY WHEELS AND SHARPENING MACHINERY.

*The products of the Manufacture of the Tanite Company have, for almost 18 years enjoyed a great reputation, and have been recognized for a long while, in all the countries of the world as a type of excellence in this class of work. In order to increase in Canada their already widely extended use, the Co'y has recently added to the liberality of its terms and conditions, and has chosen the following Houses, so extensively known, to be its Agents:*

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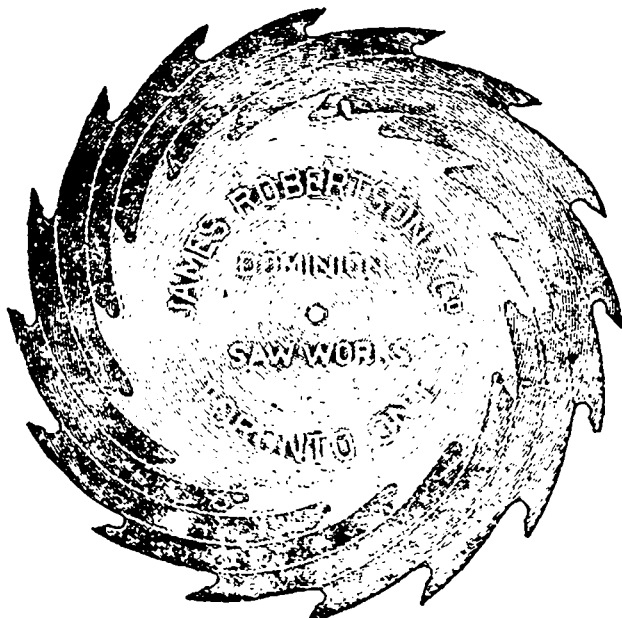
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