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# THE CANADA LUMBERMAN.

VOLUME VIII. }  
NUMBER 9. }

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## THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER.

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### TERMS OF SUBSCRIPTION:

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

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

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

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

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

MANUFACTURERS of lumber in the south are beginning to acknowledge that the cost of manufacturing to them will steadily advance. One cause is that the producing territory is constantly receding from them. Another is that all choice timber limits are in the hands of Northern speculators.

AN article has been patented, which it claimed possesses all the qualities as to hardness and durability of lignum vitæ and can be made of any soft wood. The process of manufacture consists of first saturating the wood thoroughly with an oily chemical compound of great penetrating power, and then subjecting it to a powerful compression, which so increases its density as to make it rival even iron in hardness.

FOR years Saginaw lumbermen have been in the habit of flooding the Chippewa river by means of dams in order to enable them to run their logs during July and August, thereby shutting the water off from a mill pond at Mt. Pleasant, Mich., leaving the pond dry for days at a time. This it is claimed has been the cause of much sickness, and the boards of health of the township will commence proceedings immediately to prevent the flooding. Other townships are expected to enter the contest, which promises to be an interesting fight, as many wealthy Michigan lumbermen are interested parties.

THE question of admitting Canadian lumber into the United States free of duty has lately been greatly exercising the House of Representatives. The probable fate of the bill is to be shelved in congress, and the Republicans hope when the question again comes up, the president elect will be one who will veto it, despite the favor of both houses. Canadians need not be overly anxious in the matter. While we have a great reserve of forests yet, the time is rapidly approaching when the value of our timber will be vastly greater than now, and it would not be true economy to have it rushed off too rapidly.

THE shingle makers over in Michigan, says an exchange, are reported to be engaged in cutting up every scrap of timber they can get hold of, not even the stumps escape them. A machine has recently come into use which is moved into the woods and which slices shingle-length bolts off every decent stump within a radius of 100 feet. In this way, in the language of a Michigan man, the shingle mills are becoming the scavengers of the lumber region.

LEADING Ottawa saw-millers are considering the advisability of changing their motive power from water to steam, and it is said that other lumbermen about the Chaudiere are debating the same question. Their idea is that the waste and sawdust that is now discharged into the river would supply the necessary fuel, and therefore the expense would be inconsiderable, while the change would settle the sawdust nuisance, and the water power could be advantageously used for factories of different descriptions which do not afford their own fuel.

AMERICAN oak has achieved an important conquest in England, meeting with favor in all quarters, and the number of purposes for which it is called into requisition being extensive and varied. Large quantities are being used and prices are sufficiently firm to afford great satisfaction to those handling it, who are sparing no pains to educate the English public to a thorough appreciation of the value of the wood. The trade in mahogany from Cuba has also received an impetus, and there seems to be a constantly increasing demand therefor, as indicated by latest reports from the various centres of the timber trade.

ACCORDING to some American enthusiasts, Alaska will some day furnish timber for the rest of the United States, but a correspondent of the *Mississippi Valley Lumberman*, who has seen the country for himself, says such talk is all foolishness. One cannot deny, he says, that there is plenty of timber in Alaska—for there is. But such timber! Small, scrubby spruce, growing to a diameter of 16 inches at the butt, and raising a question in one's mind where the roots and the branches begin. That's the kind of timber Alaska produces. The hills and the mountains are covered with it, as far as the eye can reach, but for building purposes it is practically useless. A curious feature of that timber is that when it reaches a certain size, viz.: 16 to 18 inches at the butt, without any apparent cause it dies; and the forests are dotted with these trees.

ALTHOUGH recent British Board of Trade returns indicate a solid revival of business generally it is not pleasing to notice that the trade between Canada and the Old Country has shown a very decided decrease. British exports to the Dominion during July were 11½ per cent. below the returns for the same month of 1887, and for the seven months ending with July the decrease was 15½ per cent. Canadian exports for the same month show a decrease in July of no less than 20½ per cent., and for the seven months, 18½ per cent. Such a state of affairs would be a serious matter at any time, but occurring as it does at a period when British Colonial trade is expanding in a remarkable manner, it certainly becomes much more so. The best deduction that can be drawn is that our commercial community of interest with Great Britain is diminishing at an alarming rate, a result which should be, if possible, averted. Whatever may be the cause of the above noted diminution of trade, if allowed to continue, the result can not but be detrimental to our commercial interests.

THE growth of the Canadian lumber export trade may be exemplified by a few quotations from the official returns of the London, England, Board of Trade. Of sawn, split, planed or dressed lumber imported from the Dominion, for the half year ended June 30th, the quantity is set down at 177,286, and the value £408,150. During the corresponding part of 1887, the figures were; quantity, 108,438, and value, £251,864; while in 1886 they were 93,135 and £224,890, respectively. In hewn lumber, however, there was a big drop both in quantity and value last year, but this year's returns show an

upward tendency. The total value of Canadian lumber, exclusive of hewn, exceeded that from the United States by £54,835. The only country that leads Canada in supplying the London lumber market is Russia, whose lumber entered at London up to June 30th, aggregated in value £927,956.

A MOST gigantic lumber "Trust" has been formed in the west, which controls the principal lumber interests of Minnesota and Wisconsin. Fred. Meyerhauser, the richest lumberman in the world is at the head of the combine. The company is said to control about \$60,000,000 invested in lumber and pine lands, and is backed by heavy capitalists of Berlin. The agents of the syndicate are scouring the country to get all the stumpage land there is in sight. The scheme is to float logs from the Upper Mississippi down over the falls at Minneapolis and erect big mills on the lower river. It is understood that some of the Chicago railroads and some southwestern lines are encouraging the deal. It should be borne in mind in this connection that while "trusts" and "combines" are usually understood to mean associations for the purpose of keeping up or raising the prices of commodities, in the lumber business they are entered into for the purpose of lessening the cost of production.

OWING to the comparatively small cut of logs in the Ottawa valley winter before last, the output of the various Chaudiere mills was rather small, and this spring saw the piling grounds completely denuded, every stick of timber being sold and shipped and yet the contracts were not all filled. Until the drive logs of last winter's cut came down this spring most of the firms had hardly enough logs to keep the mills running on day watch only. As a consequence of this shortage unusually large gangs of men were sent to the bush last fall and more logs were cut on the Ottawa than in any previous year. Most of the firms prepared for the emergency by increasing the capacity of their mills. Last year 300,000,000 feet were sawn. This year the output is estimated to be 405,000,000. Among the firms which are the heaviest purchasers for the American market for this district are: Shepherd & Morse of Burlington, Bronson, Weston & Dunham of Burlington, Rathbun Company, of Deseronto, the Canada Export Lumber Co. and a host of concerns on the other side of the line. The Bronson, Weston & Co., J. R. Booth and Pierce & Co. ship large quantities of first grade deals to England.

THE *Manitoba Free Press* had an article recently describing the timber resources of Lake Winnipeg, which contains much valuable information. Not only are the islands in the lake, many of which are of considerable extent, covered with valuable timber, but its shores also, and especially in the neighborhood of the numerous rivers that empty into it. The various kinds of timber in the Lake Winnipeg region are spruce, tamarac, cedar, jack pine and white poplar. The tamarac supply, described as almost limitless in extent, must some day be of immense service in furnishing the railways of the Canadian Northwest and the Northwestern States with ties that are 20 per cent. more valuable than spruce ties. There are 4,207 miles of railway in Dakota, 4,789 in Wisconsin, 4,828 in Minnesota, 5,539 in Michigan, and equal or greater mileage in many other states and territories. The railway mileage of the American Northwest is something stupendous, and to renew the ties every seven years will require almost unlimited supplies of tamarac. If navigation up Red River from Selkirk to Winnipeg were improved Manitoba should soon become a large exporter of tamarac ties. For the spruce, jack-pine and cedar of the Lake there should also be large demand. The jack-pine makes excellent shingles, and seven or eight million shingles made from it were exported from the Lake last year. The spruce and cedar are most valuable, and even the white poplar can be employed both for fuel purposes and, if necessary, for the manufacture of paper pulp. The extent to which the lumber industry on Lake Winnipeg has been developed already is by no means insignificant. The Selkirk Lumber Company at Fisher River cut 2,500,000 feet in 1887, and will cut 3,000,000 feet this year. Brown, Rutherford & Nilsson at Fisker Bay cut 1,100,000 feet in 1887, and their estimated cut for this year is 1,250,000 feet. Capt. Robinson

made a cut of 1,000,000 feet at Ebb and Flow Lake last year, which will just double this year. Mr. Jonasson, whose mill is at Bad Throat River, cut 1,225,000 ft. this year. James Corcoran's cut at Humbug Bay last season was 700,000 feet, but will be 900,000 ft. this season. Wood & Co. cut 460,000 ft. at Winnipeg River last year, and their cut for this year is estimated at the same figure. Brouse & Co. also cut 250,000 feet at Bad Throat River in 1887, and will cut 200,000 ft. this season. The total cut for 1887 was 6,700,000 ft., while that for 1888 is estimated at 8,975,000 ft.; that for 1887 realized, say, \$74,250, while this year's cut is expected to bring \$116,676. The cut for 1887 sold at an average of \$11 a thousand; while that of 1888 is bringing \$13 a thousand. It is true that the timber is not of a very large size, but that is its only drawback. There are many most valuable uses, like those which have been enumerated, to which it can be put, and is being put at present. Like the great bulk of our natural resources, its natural trade movement must be southwards and across the international boundary.

THE additions to their rolling stock that are being made on the principal railways, will do much to prevent this season the shortage of cars of which complaints were made at some points last year. There has always been more or less grumbling about the want of the accommodation and the charges on the Northern and Northwestern under the old management. Now that it has come under the control of the Grand Trunk it is to be hoped that things will run more satisfactorily.

THE tariff duty on lumber taken from the New Brunswick frontier into the United States, it is said, has been a dead letter until recently. The Kennebec, Me., lumbermen considered themselves aggrieved by this laxity in enforcing the protection of their interests, and took action in the matter. Their efforts, they say, have been successful, and the law will now be stringently enforced. The amount now collected is three times what it was before the lumbermen commenced the agitation.

REPORTS from Quebec indicate a satisfactory condition of the trade. The increased demand from Great Britain, combined with the diminished output following on the low prices of the last year or two, strengthened the market and enabled old stocks that had accumulated here to be worked off. This is likely to lead to Canadian operators paying more attention next winter to the European markets. The new arrangements as to loading timber are also having a beneficial effect in the city of Quebec.

UNTIL within recent years that portion of Ontario known as the Lake Superior region was a terra incognita. Now, thanks to the enterprise that has pushed through its rocky wilds one of the greatest railroads in the world, its capabilities and possibilities are being gradually made known. That it is rich in mineral wealth and that within its bounds are numerous tracks where the agriculturist, the dairyman and the stock raiser will, in the not far distant future, flourish, is beginning to be acknowledged. But there also the lumberman will find a wide field for his operations. The rocky and rough sections, as well as the more favored spots, are covered with a forest growth of no inconsiderable value. In some parts the timber is heavy enough for sawing, and a good deal has already been manufactured into lumber, whilst the lighter timber ensures a bountiful fuel supply.

ABOUT the middle of the month there was an important caucus of Republican members of the United States Senate at the residence of Senator Chandler. There was a long discussion as to the proposed Tariff Bill, which the Republicans have planned as a means of fighting the Mills Bill and making political capital for the Presidential election. The treatment of the lumber duty was debated in a lively manner with much difference of opinion. Some Senators from treeless states strongly advocated free lumber and the abrogation of the duty. Representatives of the lumbering States, on the other hand, were as strong for continued protection and for the maintenance of the lumber duty intact. It is reported that a compromise was proposed and accepted to reduce the duty by fifty per cent., leaving it at one dollar per thousand. Evidently the action of Congress in this matter is very uncertain, depending much more upon political than economical considerations. The great lumber trust with a capital of \$60,000,000, which is said to be in process of formation in Wisconsin and Minnesota, may have something to say on the question, as well as on prices, output, wages, &c. It is notorious that such rings have considerable influence upon legislation among our neighbours, by the use of their system of "lobbying" and other devices, the secret of which is sometimes divulged after a time.

THE appeal to the Judicial Committee of the Imperial Council to determine the possessorship of the Crown lands of Northwestern Ontario—whether the title is in the Dominion or the Province—was argued very thoroughly. The question largely turns upon the nature of the Indian title and the rights acquired by its extinguishment. The Judicial Committee reserved judgment, which is to be given in November, a chief cause for the delay being the time required for obtaining from Canada copies of certain Orders-in-Council, which were considered to have an important bearing on the decision. It is not of very great importance to the lumbermen as such whether they have to deal with the Dominion or Provincial authorities, but it is high time that the point should be settled one way or the other, so as to put an end to the troublesome complications now existing and to facilitate operations in this district. The present uncertainty has impeded business, which will be lively as soon the judgment is decided, whatever it may be.

THE task of towing the great Joggins' or O'Leary raft from Nova Scotia to New York has been successfully accomplished. This immense mass of timber, valued at about \$13,000, and consisting of 30,000 logs, varying in length from 25 feet to 200 feet, firmly bound with chains and strong iron wire, was guided into New York harbor through Hell gate, on Saturday, August 11. Naturally enough, the event was signalized by any amount of rejoicing, for not only had predicted failure been averted, but the result demonstrated the possibility of an immense saving in the cost of transportation. The trip occupied 11 days and the cost is estimated at about \$5,000, so that, even allowing a pretty wide margin, the profit will be considerable, the raft being worth at least \$40,000. Had it been conveyed by rail it would have required not less than fifty trains of fifty cars each to accomplish the transportation. The smaller forwarders and dealers have all along viewed Mr O'Leary's scheme with jealous distrust, and their representations to the government had the effect of inducing the Minister of Marine to promise that if the venture proved a failure, as the one of 1887 did, he would use his efforts to secure such legislation as would give him authority to prevent any more experiments of this kind. As it has passed beyond the realm of experiment into acknowledged practicability, it is now altogether unlikely that any measure will be seriously contemplated to prohibit future rafts on this plan being constructed. The railway companies and owners of coasting schooners, as well as the smaller forwarders and shippers, will doubtless feel aggrieved, but there does not appear to be any means by which they can help themselves. By care in constructing the raft or timber ship, and by launching it when reasonably fine weather may be confidently anticipated, there does not seem to be any reason why the O'Leary rafting system should not become an established custom. The main advantages gained by means of such a raft over the custom of employing coasting schooners are these: an ordinary coaster will only carry about 500 piles, and if any are over 60 feet long or 18 inches in diameter, not many of these vessels can load the logs through the ports. The big raft contained about forty-five ordinary schooner loads and many of the pieces were of too great a size to be taken in any schooner. The net cost of towing the raft is said to be \$5,000, whereas at ordinary freight rates it would cost \$21,000, thus showing a saving of \$16,000 in freight alone. It is now said that another raft will be built and launched before the stormy weather of November arrives.

THE recent lengthy debates in the Senate and House of Representatives at Washington on the Mills Tariff Bill and the Fishery treaty should greatly enlighten the American people—if they read the reports—on the commercial importance of Canada, and the extent of our natural resources. As a contemporary puts it, the debate has been a first class advertisement for Canada. The average Yankee has hitherto had very hazy notions on this subject, if, indeed, he ever considered the fact of the Dominion's existence at all. But the strong anti-Canadian talk of such men as Senators Hoar, Sherman, Fry, Evarts, and others in their partisan desire to embarrass President Cleveland and the Democratic Administration, will cause, if it has not already created a different impression among the masses. These men, exaggerating possibly their real feeling, have raved and ranted about the great future in store for Canada and how if the Democratic tendency to reciprocity in trade is allowed full swing, the Dominion will ultimately overshadow in trade and manufactures, as well as material wealth, the great Yankee nation. To avert such an awful catastrophe, as that the "land of the free and the home of the brave," should by any possibility have a neighbor equal or superior to her in this respect, the Senators seem to be united, but as to the means to be employed they differ materially. While some advocate a system of exclusion and non-intercourse, others boldly take the bull by the horns by proposing to ask Mamma England to hand daughter Canada over to

Jonathan altogether, that her interests, destiny and growing importance may become a part and parcel of the great American republic. And on August 6th, Senator Blair introduced a resolution, which was referred to the Committee on Foreign Affairs "that the President be requested to open negotiations with the Government of her Britannic Majesty (in which the Dominion of Canada and the several political subdivisions thereof should be represented), with a view to the settlement of all differences between her Majesty's Government and the United States, and especially to the arrangement of terms mutually just, honorable and satisfactory for political union between the Dominion of Canada, or between any of the several provinces or subdivisions of the Dominion of Canada, and the United States, subject to the approval of the people of the Dominion of Canada, or of the people of any province or subdivision thereof, who may be included in such arrangement, and to the ratification of the United States, in such manner as Congress may prescribe; such political union to be republican in form and in accord with the general system and the constitution of the United States; and the negotiations may embrace such further treaties, compacts and alliances as shall be deemed necessary for the future peace, happiness, security and general welfare of her Majesty's Dominion and of the United States." But Brother Jonathan might as well spare himself the trouble, for however strong may be his desire to possess our wealth of forest and field and mine, our people also have their aspirations, and if destiny should sever our connection with the great Mother Country, they propose to conduct their own affairs still, and, under Providence, make not an integral part of the United States, but a prosperous, and progressive nation, a neighbor in harmonious relationship, but hardly a business partner with no voice in conducting the business.

THERE is every indication that the timber export trade from the lower provinces is at present in a much more settled and healthy condition than it has been for years. Unfortunately, the depression that existed in every branch of trade and the decrease in European demand occurred at a period when there was an overplus in stock in Quebec and a large over-production throughout Canada. But in the very nature of things this evil has worked its own remedy, for manufacturers and exporters soon saw the folly and absurdity of depleting the forests, and thus killing the goose that laid their golden eggs, at a time when such a large stock of manufactured lumber remained upon the market, while at the same time they realized that the standing timber on their lands was yearly increasing in value. For this reason, while a few firms suspended operations in the woods altogether, most of the rest curtailed their usual output. The result of this has been to place the trade in an eminently satisfactory condition. Nearly all the old stock held over has been parted with at fair prices, thanks to an increased Old Country demand. Some lots of white pine were sold at a better price than was ever before obtained. The present encouraging condition of affairs will no doubt lead to more extensive operations on the limits during the coming season, but it is to be hoped that the grand mistake of the past, overproduction, will be avoided. The Quebec *Chronicle* is of opinion that the recent indications point to a revolution in the Quebec timber trade. The old system of manufacturing the timber in the woods is to a greater or lesser extent giving way to the production of logs, destined to be converted for exportation into boards and deals. The reason is that in face of the increased values of timber and of the rapid denuding of forests, the waste resulting from the manufacture of timber is quite an item in the calculation of limit holders. The butt end logs of many of the largest trees hitherto felled in the woods have been left to rot where they were hewn, because of some decay or hollow in the heart, which unfitted them for export as timber, though the sacrifice involved the loss of any amount of excellent "sidings." Then, too, there is to be taken into account the wasted material resulting from the squaring of the logs. The only check to a complete transformation in this industry is the fact that English dealers prefer to import timber to manufactured lumber, as they find that customers like to cut it to suit themselves. But there is no reason why, if specifications are furnished from England, Canadian millers should not saw the logs to meet English requirements; but the interests of English mills and the conservative tendencies of old country dealers stand in the way of a very general change in this direction. However, a good portion of the Canadian export timber trade with England is undoubtedly giving way to the shipment of lumber to the United States, which will naturally continue to increase, more especially if the duties are removed or decreased. In the present disturbed state of the American political atmosphere, it is hard to prophesy what measures they may take regarding the duties on lumber, or how the Senate may act in the matter of a Retaliation Bill.

## CASUALTIES.

Mr. Jos. Dovey, of Lindsay, had four fingers of his right hand cut off while jointing.

At Eddy's mill, Hull, a boy named Delany, while working at one of the saws had his hand badly cut.

A boy named German Asselin has been killed at Brompton Falls, Que., in a saw mill by the saw striking him in the abdomen.

A man named Lepense, aged 25 employed at Hurdman's mill, Hull, had his leg badly jammed, by getting caught among some chains.

Robert Newbury, of Belleville, who was employed in the saw mill at Deseronto, had three fingers of his right hand cut off by a buzz saw.

Lysander Johnson a Swede working in one of the camps of the West Michigan Lumber Co., near Big Rapids, Mich., had his head crushed, and died instantly.

Mr. Rogers an old man employed in the lumber mill of the Rathbun Co., at Deseronto, was severely injured by a speedy pulley striking him on the back of the head, cutting an ugly gash.

Mr. L. Gilbert, employed in J. & J. Kerr's planing mill Petrolia was badly injured by a board thrown from the saw. It is impossible to say at present whether he will recover.

A young man named Edward Begin, married, and father of a family, at Paradis' Mills, Levis, P. Q., had his thumb so severely injured by a circular saw that it is feared it may have to be amputated.

John Reynolds, a Canadian 53 years old, was run over and killed by a train on Load's logging railroad, near Mud Lake, Mich. Both his arms and legs were ground to a pulp, and he was literally scalped.

William Beadle, of the Railway Boarding House, Waubushene, while attending his work at the burner of the Victoria Harbor lumber mill fell a distance of thirty feet and was so much injured that he died shortly after.

Alexander Miller, aged twenty-six, of Reimus, was killed in the mill of the Chippewa Lumber Company, at Chippewa Lake, Mich. A slab from the edging machine struck him in the side with great force, almost disembowelling him. He died soon afterward.

John Proctor, a young man of 20, employed as apprentice in T. A. Hodgson's planing mill, Ottawa, had a piece of the thumb of his right hand cut off and three fingers cut while working at one of the machines. He was cutting a piece of board, when it flew back and drew in his hand.

Mr. T. H. Carr, lumber buyer for McCraney, McCool & Wilson, of Toronto, while assisting to load flat cars at Flesherton station was suddenly seized with an attack of heart syncope and fell from the car to the ground so violently as to sustain a fracture of the skull. Death was instantaneous.

A man named Thos. Bailey was instantly killed on August 4th in Lambert Love's saw mills at Port Sandfield. Bailey was tail-sawing and was caught on the carriage and dragged on to the saw. He was terribly cut to pieces. Bailey had lived in Port Carling for a number of years, and leaves a wife and family to mourn his loss.

While working in the Cameron Lake Mill, a gentleman by the name of William Lacey got his left hand caught in the saw while trying to catch a pile of lath that were about to fall, two fingers were almost cut off and cutting his hand badly in other places. The unfortunate man had just recovered from a severe accident of the same kind which happened some time ago.

While Mr. M. M. Vickery, of Port Perry, was working on the slabber in Green & Ellis' Mill, at Fenelon Falls, a slab got stuck in the gate and in trying to extricate it he was drawn towards the gate which struck him, inflicting several deep wounds above his right eye, which rendered him completely insensible and he remained in this state for some time afterwards.

In the early part of August a Frenchman named P. Lujan, who was working in Mather's saw mill at Keewatin as sawyer, was struck by a slab in such a manner as to throw him upon the saw, and before any assistance could be rendered him the saw had passed completely through his body, entering on the right shoulder, and in severing his body threw one-half some ten feet from the saw.

A very sad accident occurred on Aug. 4, eight miles from Port Carling, Ont., in Mr. Love's sawmill by which Mr. Thos. Bailey lost his life. He was tail-sawing and while stooping to pick up board he was touched by the carriage on the hip. This caused him to loose his balance and fall across the saw, which entered his left shoulder completely severing his head and right arm from the body. The unfortunate man leaves a wife and three small children.

An employe of the Holt Lumber Co., Oconto, Mich., named Godfrey Durand, was killed by a peculiar accident. He was adjusting some part of the gang, and had his head between the spokes of the fly wheel, when the machine was started by the sawyer. Durand was caught in the wheel, and whirled around a couple of times, his head being crushed and his limbs broken. He died within a few minutes after being removed.

A horrible and fatal accident occurred in Vigars Bros. saw mill at Port Arthur, in which a sawyer named Toby Smith was almost instantly killed. It appears that a piece of slab became wedged against a large circular saw. Smith ran the log carriage back and stopped the machinery to remove the slab. He omitted, however, inserting a safety pin in the lever which controlled the steam feeder and while busy removing the slab the feeder suddenly began working and the log carriage forced him forward against the saw. It was not running but he was ground against its sharp teeth and torn and mangled horribly. The main artery of the right thigh was cut. From this he bled profusely, and death followed in a few seconds. The unfortunate man was between 50 and 60 years of age. He had only been here about three weeks, coming from Orillia, Ont., where he is said to have a wife and family.

A very serious accident occurred on the logging road of the Gratwick, Smith & Fryer Lumber Co., near Gaylord, Mich. A train of cars left the woods at 12 o'clock carrying 140 men from work to camp for dinner. For this one hour's time was allowed, and the distance being several miles, the engineer made all possible haste to get the men to headquarters. While going down grade with the throttle wide open a heavy piece of wood fell from the tender in front of the cars, derailing five, which with their load of human freight were overturned and piled up promiscuously. A large number of men were buried in the wreck and not extricated for nearly three hours. Two of them had their backs broken and could not be moved, another was sent to the hospital at Cheboygan, but died before reaching Indian River, and many suffered from broken arms. Three were killed and four others fatally injured.

## FIRE RECORD.

Bush fires continue to do great damage throughout Parry Sound District.

The bush fires destroyed 240 cords of wood belonging to Mr. Mundy, of Penetang.

A serious bush fire raged at Cote St. Louis, near Montreal and the residents of the localities were in constant fear of seeing their homes and barns destroyed.

R. J. Francis' planing mill and the property adjoining, in New York city, was struck by lightning during the storm on the night of Aug. 3, and burned. The loss altogether was \$175,000.

The extensive sawmills of La Franciere, situated at Louisville, Que., were recently destroyed by fire. A number of logs were also burned. The loss is estimated at \$100,000, partly covered by insurance.

The steam power saw mill at Eel River, Restigouche county, N. B., owned by McNair and Bros., and operated by Messrs. Hayes & Co., was destroyed by fire Aug. 11. The building was insured for \$5,000.

The Muskegon Shingle & Lumber Co. lost about 2,000,000 feet of logs by a forest fire about nine miles from Big Rapids, Mich. C. J. Hamilton also lost 1,000,000 feet, and Big Rapids parties a small quantity.

Two store-houses belonging to the Georgian Bay Lumber Company, at Waubushene, were recently destroyed by fire, as well as a boat house belonging to the same firm. Several of the employees were badly injured while fighting the flames.

During the past month quite a number of bush fires have been raging in the vicinity of Pembroke. Though comparatively small compared to the large fires in the limits, yet they were large enough to cause uneasiness to several of the farmers.

The large saw mill of the Little & Croft Lumber Co., at Evansville, Ind., one of the largest hardwood mills in the country, burned Aug. 1. The entire lumber district was threatened, but by great exertion the flames were prevented from spreading. The loss is placed at \$100,000; insurance \$60,000.

The mill and yards of the Eddy Manufacturing Co., at Birchton, three miles from Ottawa Ont., were totally destroyed by fire Aug. 1. William Hobbs was burned to death, and several other hands badly injured. The loss is put at \$70,000 on the mill and about \$250,000 on the lumber. Insurance about \$100,000.

Mason's saw mill at Bedford was discovered in flames on the morning of July 29th. It spread to Moir's grist mill and elevator and the whole pile of buildings was destroyed in an

incredibly short time. The loss to Moir, Son & Co. will aggregate \$40,000. It was formerly well insured, but, owing to high premiums, the policy lapsed, until now there was only \$2,000 in Clark's agency. The fire was undoubtedly incendiary.

Killam's lumber mill and the Buctouche and Moncton railway bridge at the Scotch settlement, New Brunswick, were destroyed by fire July 30th, and 50,000 feet of lumber were destroyed. The building and contents were completely destroyed. The loss on the mill is \$4,000. The railway bridge burned was 200 feet long.

Charles Lee's planing mill and box factory at East Saginaw, Mich., burned Aug. 8, the fire also destroying some adjoining store sheds filled with lumber and several dwellings. Lee's loss is \$75,000; no insurance. H. C. Ripley lost \$12,000 and H. C. Hamilton \$5,000, the latter being insured for \$2,000. Other losses were on the residence property.

## PERSONAL.

Mr. E. W. Rathbun and family spent a short time during August at Old Orchard Beach, Maine.

F. W. Gray, of Omaha, Neb., one of the largest lumbermen of that section, is a candidate for Congress.

Mr. Geo. E. Gladman, Sec.-treas. of the Midland and North Shore Lumber Company, gave THE LUMBERMAN a call the other day.

W. J. Macauley, an old time Winnipeg lumberman, intends to build a saw mill at some point on the Pacific coast, probably at Seattle, W. T.

Mr. John Waldie, of the Victoria Harbor Lumber Co., has been nominated by the Reformers of Halton as their candidate and elected as representative of the Riding in the House of Commons.

Mr. Wm. Hickey of the William Hamilton Manufacturing Co., left recently per the C.P.R. for Point Levi, Quebec, where he will erect and put in working order one of the firms' celebrated gang saw mills.

Mr. James Angus, of Pembroke, has recently been raised to the position of agent for Bronson & Weston's lumbering company on the Schyan river limit on the upper Ottawa, and left with a large gang of men for that region where lumbering is carried on on an extensive sale.

Wm. Hamilton, of the Wm. Hamilton Manufacturing Co., of Peterborough, Ont., has lately made a tour to British Columbia, with the object of introducing the saw mill machinery of the company in the province. F. S. Strickland of Westminster, has been appointed agent for the Hamilton Co.

## RAILWAY MATTERS.

The purchase of the Duluth, South Shore & Atlantic railroads, will give the C.P.R. a line south of Lake Superior, to the eastern seaboard, that will be somewhat shorter and better every way than the north shore route. It will be important to the Lake Superior lumber interest in giving a direct outlet to the east for high grade stock, over a road controlled by one interest. It is probable that before long the Canadian Pacific Company will construct a line from Duluth north or northwest to connect with the main line. Without this link the through route by way of the south shore would be incomplete.

The terms of agreement between the Manitoba Government and the Northern Pacific have been made public. The chief provisions are as follows:—The Red River Valley road to be handed over to the Company with the tracklaying and the surfacing completed, but not ballasting. The Company to acquire the rolling stock now held by the government for \$720,000 secured by first mortgage bonds. The Company will also receive bonuses sufficient to construct a Howe truss wooden bridge over the Assiniboine, near Winnipeg, the cost not to exceed \$40,000. The Commissioner will acquire the right of way for a railway from Morris to Portage la Prairie, and also for the construction of the road, the legal title to remain with the government, which must be done before May 1889, when the right of way and the railway will be conveyed to the Company. In default of this repayment the government will assume possession. A second bridge will be constructed across the Assiniboine on this line, on the same terms as the one above mentioned. No stock to be transferred to the C.P.R., or the St. P., M. & M., or to any official of either, and no pooling contract or agreement must be entered into with either. The Company are to be exempt from taxation until the earnings are sufficient to maintain and operate the road, but this exemption is not in any case to continue longer than twenty years. Any railway company, with the exception of the St. P., M. & M., and the C.P.R., are to be allowed running powers over all these roads, and all freight rates are to be fixed by the Governor in Council.

### Exporting Logs and Lumber.

The successful exporter is the exception—the man who loses is in the great majority. There is no regularity in the foreign market; the price obtained is governed not by the quality so much as by the quantity. When good prices are obtained the report encourages many new men to try a shipment, and the supply being drawn from so large a field, the late good market is at once crowded, and as usually is the case with the new shipper, he has put no price on his stock, but has merely instructed his consignee to "get the best price you can ex quay," trusting to luck that he will get the late quoted high price. If it be his first consignment his commission dealer may "save him for the next time," as it does not do to scare a new man off at the start, and the "best price" may be good enough to encourage the novice to try another and larger shipment with the same instruction as before. If the market is good, it is well, but if bad, the first profit does not nearly make good the loss. It seems that a foreign commission merchant is lacking in discretion above everything else. He will often sell stock for less money than it is worth here at home, and will step out of all responsibility by: "You told me to get the best price I could!" If he had used his discretion and held the stock, submitting the best price obtainable, and waited instruction, he would not only have protected his shipper, but would have maintained prices; for, so long as the foreign buyer can purchase his stock there as he could were he here, he is going to raze all the expense of the ocean freights and the hundred and one petty charges which are tacked on in every port.

Our advice to the shipper is to go slow, know to whom you consign your stock, and, moreover, put a price limit on what you send. In many of the markets the expenses for holding stock are but little more for three months than for the first landing in store. Again, each shipper should bear in mind that what he may lose in storage he will make up in price, and a steady market thereby maintained. The successful exporter is not the one who consigns his stock to this or that market simply because he has heard that it is a good one. He first knows it is good and how long it is likely to remain so. He instructs his commission dealer to get a certain price or not sell it. He is the exporter who will not only make money for himself, but will maintain prices for his brother shippers.—*Lumber Trade Journal.*

### The Redwood Forests.

"No adequate idea can be conveyed of the impression received by a 'tenderfoot' in the center of a forest where such gigantic trees stand in solid phalanx," says a tourist who recently examined some of the redwood trees of northern California. "I was impressed with a sense of fear, loneliness and littleness. Three trees, selected at random in different parts of the forest, measured respectively 80, 76 and 74 feet in circumference six feet above the roots, and the first branches appeared to be at least 150 feet above ground, to which point there is no apparent diminution of size. A comparison of those standing with others of equal size and height that had been felled prove to be more than 350 feet to the topmost leaf. To see an isolated tree of such proportion is an interesting spectacle but to be in a narrow path where they are in such close proximity to each other as to momentarily change one's course is a novel experience, yet a strangely pleasurable one."

### Peculiarity of the Dismal Swamp.

There was no one at Roger's sawmill who could give us any information, so we paddled on to the village of Deep Creek, before reaching which we passed through another lock. Here the Dismal Swamp proper may be said to begin. At this lock we were again raised several feet, so that we were now, although a few miles from tidal water, probably sixteen feet above the sea level.

"Shall we pay toll here?" we asked the lockman.

"Not till you come out," he answered, making it clear that there was only one entrance and exit on this side of the Dismal Swamp.

"Does the swamp begin here?"

"Yes," says the lockman, leaning at an angle of 40 degs., and slowly pushing the great beam with his back. "It begins here, and it runs all the way to Florida."

This was true, in a way. The whole southern coast is margined by swamp lands; but the Dismal Swamp is not of them. It is high land instead of low land; its water is fresh, instead of salt or brackish. Among swamps it is an abnormality. It leans over the sea and yet contains its own moisture, like a bowl. Indeed, the Dismal Swamp is a great bowl, forty miles long and ten to twenty wide, and, strange to say, with its highest water in the center. The sides of the bowl are miles of fallen and undecaying trees, fixed in a mortar of melted leaves and mold. Deep in the soft bosom of the swamp are countless millions of feet of precious timber, that has lain there, the immense trunks crossing each other like tumbled matches, "since the beginning of the world," as a jumper cutter said.—John Boyle O'Reilly, in *Boston Herald.*

### TREES.

I love the trees; each hath its separate charm—  
Th' enduring oak, with its out-reaching boughs'  
Extended shade; the high, majestic elm;  
The graceful poplar and the spreading ash.  
Yet, not the least, the ever-verdant pine—  
All, with their leaves of varying shades of green.  
And vocal with the songs of choristers  
That cheer the heart and elevate the soul.

I love to roam through Summer's shady woods,  
Among the rugged columns, towering high—  
Grand, unhewn, stately pillars, firm as rock—  
Pillars unhewn of Nature's God-built temple,  
Bearing their leafy canopy o'erhead,  
And spreading their protection over all,  
Fit emblem of the kindly love of Heaven.

How closely doth the history of trees  
Mark out the eventful course of human life,  
From the first germinating of the infant sprouts,  
Through all successive stages of its youth!  
The youthful sapling with its gay, green crown,  
Bends playfully before the evening breeze:  
But later, wildly sways its leafless limbs  
In writhing struggles with the northern blast;  
To stand erect amid a world of storms,  
Or else succumb, to be deformed and gnarled,  
Until, at last, just as it is cut down,  
With all its faults and blemishes, laid prone.  
This is the course—this is the life of man.  
And such th' eventful history of trees—  
Trees which of all on earth reach nearest heaven,  
True type of human privilege!

For upward from the ground, with growth on growth,  
Trees emulate the sky. Upward their progress,  
And upward, too, all growing nature tends—  
Grass, flower and shrub, each to its height; while still  
Their exaltations to the sky ascend  
Like prayerful incense to the mercy seat;  
So, even so, O man! thy prayers should rise—  
Those real aspirations of thy being;  
And thy soul upward progress to thy God.

### A Monarch of the Forest.

A historic tree was felled near Taylorsville, Ohio, recently, which equaled in magnitude some of the famous trees of the Yosemite. This giant of the forest has been the attraction of that locality for many years, but it was not until a Cincinnati lumberman found the tree that an attempt was made to utilize it. The tree was 11 feet 8 inches in diameter at the base and 240 feet in height. It was hollow at the base for several feet and at least seven feet in the clear. For sixty feet there was not a limb, and it is estimated that it will yield nearly 20,000 feet of lumber. The first section of the tree was sent to Cincinnati, and placed in the Exposition hall, to be gazed at with wonder by the thousands of admiring visitors during Exposition time.

### A Lumber Case.

Before a Sheriff's Jury at Dalhousie, New Brunswick, there was recently a replevin suit in which the N. B. Trading Company were plaintiffs and Henry O'Leary was defendant. The suit lasted four days and resulted in a verdict for Mr. O'Leary. The matter in dispute was half million feet of logs, principally pine. The matter is to go to the Supreme Court, unless a fair settlement is effected. Mr. O'Leary admits that a part of the logs in dispute were cut from the plaintiff's lands and has signified his willingness to have the quantity so cut determined by mutual arrangement, when he will pay for what has been illegally taken. A feature of the case was the fact that Mr. O'Leary's parties managed to have a straight-away operating road three miles long while his land only measured only one and a quarter miles along the road. The remainder of it must be on someone else's land.

### Chute Landings.

The immense lumber trade of the California coast is carried on, as far as shipping facilities are concerned, under disadvantages which few realize. There are very few good harbors anywhere on the coast line, and from those places where the lumber is shipped, there may be said to be none at all. The result is that a system has been devised for placing the lumber on the vessels, which is different from that in vogue anywhere else in the world.

Wherever there are lumber mills in small settlements, a "chute landing" is built, and at these chutes all freight by sea is handled. As there is as yet no railroad running anywhere near the coast in Sonoma, Mendocino and Humboldt counties, about all the lumber and freight traffic is done by schooners, and for them the chute landings are necessary.

As a general thing these chutes are built on the south side of the points, so as to be protected from the prevailing north-west winds of the summer months. Many of them are very expensive structures to build and maintain. At some places it is expected that the chute will be carried away by the storms of winter, so that new ones are built each season. There are other places, however, where the chutes have stood for years.

At most of the landings there is only one chute, but in several instances there are two or three, where the trade warrants it. The shears or jags are firmly secured to rocks, and the apparently frail structure is secured to them, held in position and braced by strong iron cables. The old cables of the cable railways are now utilized for chute building. The lumber is slid down the chute to the vessel, and by means of a brake at the extreme end its speed is checked before it goes to the deck. In lowering freight to a steamer a sled is used, and horses draw this sled up with whatever is to come ashore from the steamer.

The outer end of the chute is so arranged that it may be raised or lowered to suit the tide or height of vessel. Many of these chutes are very long and quite expensive. Certain specified charges are made, these being fixed by law. The large mills, of course, have their own private chutes. The vessels are securely moored, so as to remain as nearly in one position as possible, but many are lost every year owing to poor harbors. Nearly all these chute landings are exposed in the winter months when the southwest or southeast gales blow. Nearly the entire lumber trade of the northwestern coast is carried on by vessels which load at these chute landings. Of course, at such places as Humboldt bay there are wharves, but the majority of the landing places, are fitted with chutes, since wharves cannot be maintained.—*Mining and Scientific Press.*

### ITEMS OF INTEREST.

White pine logs were brought up from a depth of 700 feet, while drilling wells near Albany, Ga.

There is a man in Rawlins county, Kan., who is the owner of 60,000 trees all planted by himself on his homestead.

A log recently cut at a mill on Puget Sound measured 40 feet in length, scaled 100 inches, and contained 14,620 feet of lumber.

During the month of July there was received at San Francisco, 30,954,608 feet of pine, 12,504,704 feet of redwood, and 11,799,500 shingles.

There is a redwood tree on Isaac Crispin's place, near Point Arena, Cal., that measures 97 feet in circumference, and a fraction over 22 feet in diameter.

A piece of lumber 12x12, and 54 feet long is above the average, but a piece 4x12, 80 feet long, is considerably so. Both pieces were cut in Washington Territory for a school building in Chico, Cal.

A Michigan editor, who is also a member of a saw mill firm, effuses as follows:

Woodman, spare that tree,  
Touch not a single bough,  
In youth it sheltered me,  
And it's worth nine dollars now.

It is estimated that the annual consumption of wood in the United States amounts to, in cubic measure, 2,500,000,000 feet for lumber and wood manufactures, 360,000,000 feet for fencing material, 17,500,000,000 feet for fuel, making railway construction, 250,000,000 feet for charcoal, 500,000,000 a total of 21,000,000,000 cubic feet.

A delving historian, says an exchange, has dug up the fact that Colonel Bowie the inventor of the bowie knife, was a Kentucky lumberman. Once when on a sick bed his mind dwelt on the most expeditious way of disemboweling an antagonist, and he whittled out a model of the knife that he thought would best answer the purpose. This model was sent to a man who cut the blade of the first bowie knife out of a discarded saw. It illustrates of what service a lumberman on his sick bed may be to civilization when he settles down to serious meditation.

One of the queerest men in the trade at Toledo, says the *Northwestern Lumberman*, is William Peter. He belongs to Michigan about as much as Toledo, is a German by birth, and I am told once worked for \$4 a month and clothed himself. I'll wager that he saved \$3.50 of it, too. Forty years ago he kept a small store at Columbiaville, or Nigersville, as it was then called, a straggling hamlet on the Flint river, Mich. He started lumbering in a small way, and did business in a hand to mouth manner, but saved money, and finally got on his feet, removed to Toledo, where he owns a planing mill, sash, door and blind factory and lumber yard, a large mill and salt block at Pay City, Mich., a woollen mill and \$25,000 hotel and 600-acre farm at Columbiaville, and a mill in Mecosta county, with pine timber enough to keep the wolf at arms' length for 10 years ahead. He never let a cent get away yet, and his right hand has not yet forgotten its cunning. Personally, Peter isn't very popular. I had a grudge against him once, when a ragged, impecunious lad he refused to trust me for a pair of boots, but it was creditable to his business sagacity, and I long ago forgave the affront. But he "got there all the same."

## THE NEWS.

## ONTARIO.

—The saw mills at Edgar have shut down.

—A large saw mill is being built at Falkenberg.

—Thompson's shingle mill, at Orillia, turns out 60,000 per day.

—Thompson & Wright, lumbermen, Hamilton, have assigned.

—The Georgian Bay lumbermen are sending their men to the woods.

—No more rafts will be allowed to pass through the Grenville canal.

—Mr. John Rodd is erecting a new steam saw and shingle mill at Lindsay.

—The Emery Lumber Company's big mill at Midland cuts 100,000 feet a day.

—The Canada Lumber Company will not remove their mills from Carleton Place.

—There will be more lumber cut at Parry Sound this season than for many years past.

—The Ottawa mills are running out an unusually large amount of lumber this season.

—The Forester says 123 carloads of lumber and shingles were shipped from Huntsville in June.

—H. S. Mullen & Co., in the wholesale lumber trade in Toronto for the past year, have assigned.

—Lumbermen say that the Grand Trunk railway requires more sidings both at Midland and Orillia.

—The Georgian Bay Lumber Co. are shipping a large quantity of sawn square timber to Europe.

—Destructive bush fires in the Upper Ottawa region have consumed much valuable timber on the limits.

—The Rathbun Company are building a new wharf along their five lots north of Wharf street, Belleville.

—Wholesalers report trade in Western Ontario improving. In the eastern United States it is generally dull.

—E. U. Wiffen's mill, Fesserton, is running full time and he expects to turn out two million feet of lumber.

—The Waubashene and Magnettawan lost a tow of 24,000 logs near Hope Island on the way to Collingwood.

—Brisley & Skelton, of Fesserton, report trade good. They have a fine lot of logs and expect a good turn out.

—Messrs. Davidson & Hay, of Toronto, will build a large steam saw mill on their lands at Lake Nipissing, Ont.

—A defective foundation let a pile of lumber belonging to the Rathbun Company, at Deseronto, fall into the bay.

—Waubashene lumbermen report the sale of good pine very dull, also 16 inch shingles, 18 inch shingles sell readily.

—Work in the bush has been commenced by the lumber firms on the North Shore, says the Manitoulin Exporter.

—Canadian lumber exports to the United States for the first six months of the year showed a decrease of \$153,000.

—Mr. Wiley, late of Midland, has leased the water power saw mill of Messrs. Irwin & Bennett, South River, Ontario.

—Messrs. Hall & Booth's Amable du Fond raft of white pine timber is the finest taken out of the Ottawa for over twenty years.

—The Emery, Victoria Harbor and Georgian Bay Lumber companies each lost a tow of logs in August, aggregating about 25,000 pieces.

—The Georgian Bay lumbermen say this has been one of the poorest towing seasons they ever experienced owing to the prevailing high winds.

—The Resolute, employed by the Emery Lumber Co., sprang a leak and sank, but was afterwards raised, and is now in the Owen Sound dry dock.

—American lumbermen have taken up three townships in Algoma, Ont., from which they propose cutting 50,000,000 feet of logs next winter.

—Several lumbermen having finished the work of driving and delivering their logs, have already gone back to the woods to begin work for next season.

—A great many lumber firms south of Sudbury will go into camp early this year on account of portions of their limits being burned over during the drought.

—The Longford pail and tub factory at Orillia has recently commenced operations, 1500 pails and 500 tubs will be turned out per day when in full operation.

—It is said to be the intention of the Parry Sound Lumber Co. to have an iron barge built at Owen Sound after the new C.P.R. steamer has been completed.

—The John Owen with a tow of long timber from French River for Tonawanda is reported to have lost her tow in Lake Huron during a gale in the early part of August.

—Mr. Jas. Playfair, of Sturgeon Bay, is cutting some of the best pine that ever came into that place. He expects to cut from four and a half to five million feet this season.

—Destructive bush fires have raged in the timber limits in Petewawa and Chalk river districts, also in the vicinity of Brudenell and Golden Lake, and great damage is reported.

—Letters patent of incorporation have been applied for by the "Selaskong Lumber and Mining company," with a capital of \$22,000 and chief place of business at Rat Portage.

—The Jenkins Bros., have erected a new steam saw mill on Jenkin's island near Fenelon Falls. The machinery was taken from Port Perry on scows towed by the steamer Anglo Saxon.

—The Superior and Shawanaga lost a tow of 10,000 logs belonging to Victoria Harbor Lumber Co. above the Giant's Tomb on August 8th. They were gathered up again with few losses.

—The Rainy Lake Co's mill at Rat Portage continues to be hindered in its operations by high water on the lake. The fires could not be started in the furnace, as the water had entered the boiler house.

—The Manitou Mercury says that complaints are made at different points along the railway on account of the delays experienced in receiving shipments of lumber from dealers in Winnipeg and elsewhere.

—The storm of August 8 was a heavy blow to some of the lumber companies on the Georgian Bay. Three tows of logs, in all about 50,000, were tossed around the bay, the greater part of which may never be recovered.

—Wm. Poncefant, foreman for John Mackay on the Amable du Fond, was charged before Judge Doran at Mattawa with having neglected to read the Fire Act to his men, as required by law. He was fined \$10 and cost, \$35.65.

—A party of American lumbermen are trying to buy a tract of pine on the Spanish River, the price being in the neighborhood of half million dollars. Several Minnesota operators are also said to be at the present time negotiating for a round block of pine on the Spanish River.

—The Ontario Government has issued orders to repair and rebuild the reformatory dock at Penetanguishene. It is supposed the long delay in proceeding with this necessary work arose on account of a question of jurisdiction between the Ontario and Dominion Governments.

—The Georgian Bay Consolidated Lumber Company have been incorporated. The partners are, Arthur M. Dodge and William E. Dodge and Cleveland H. Dodge, of New York city, Wm. H. F. Russell and James Scott, of Waubashene, and J. W. Hartman, of Port Severn.

—During August, Mr. Frank Brabant, foreman for Messrs. Strickland, of Lakefield, brought down his third drive for the season. His drives contained, respectively, 44,000, 52,000 54,000. On Monday, August 13, Mr. Brabant ran 32,000 logs over the Point dam in twelve hours.

—Mr. W. C. Edwards, M. P., is reported as having said that he will cut about 40,000,000 feet in his mill at Rockland, this summer. He had almost decided to remove his mills from Carleton Place after the season, but operations have been so satisfactory that he will leave the mill there for the present.

—The Rainy Lake mill has received a big raft of logs and could easily be kept running its full capacity for the balance of the season, but owing to the high water, which has entered the boiler house, fires cannot be lighted. Efforts have been made to dam the boiler house, but so far have proved futile.

—Mr. Thompson, lumber merchant of Peterborough, has been engaged for some time purchasing pine trees in the townships of Manvers and Cartwright. He offered a resident of Blackstock \$200 for ten, but the offer was not accepted. Mr. James Magill, of Yelverton, disposed of four at the very good figure of \$60.

—Perley & Pattie's raft from the Petewawa river arrived at Ottawa recently. It is red pine and consists of 130 cribs. While the raft was in transit from Coulonge Lake, a Frenchman named Cadieux, from Sorel, was drowned, somewhere near Ryan's. It is supposed he fell down between the cribs and went under the timber.

—The large sawmill of the Dickson Company, Peterborough is in full blast, and while the logs are disappearing rapidly the piles of lumber are showing up in great shape. For the first time in years the mill started this season with a full staff of men. At present upwards of seventy find employment, and all of them are paid good wages.

—Trade statistics show that the railways have secured much

of the lumber carrying trade formerly done by the canals. The quantity of sawn lumber carried from Ottawa and Hull by the Canadian Pacific and Canadian Atlantic railways for 1887 was nearly 90,000,000. For the same period the quantity carried by the Ottawa canals was, in 1886, 357,132,000 feet of sawn lumber, and last year, 335,694,000 feet.

—The lumber industry of the Ottawa district is undoubtedly by far the most extensive and remunerative in that line in Canada. The six principal firms, employ during the summer 5,620 men in their mills and about their yards, and in the winter about 3,800 in their shanties and on their limits. The Upper Ottawa Improvement Co., employ about 1,000 men during the summer months. The total number of men employed in the limits on the Ottawa River is about 15,000.

—Bush fires burned over a large area in the township of Clarendon and a settler near Card's Mills was deprived not only of his home but of all his effects. Near Levant Station, on the K. & P. Railway a great fire raged for days, cutting off communication between the front and rear by burning up the corduroy roads. The fires burned furiously north of Trout Lake. The loss would have been heavy, but for the exertions of Colonel Walsh and a force of workers acting under him. The recent drenching rains fortunately quenched the fires.

—A careful estimate places the number of hands employed during the summer by six leading lumber firms at the Chaudiere at nearly 6,000, and the same firms employ in the woods during the winter 3,800. The lumbermen say that only about 15 per cent. of the employes in the mills during the summer go to the shanties in the winter, the rest of their winter gangs are made up of outside men. Of the 3,800 men who work in the shanties during the winter about 2,000 live in Hull and about 1,000 in Ottawa, the remaining 800 are strangers.

—Not long since, at Ottawa, the tug Charlotte while towing a raft of square timber, grounded upon the big sawdust bank opposite the Parliament buildings, and with difficulty was got off. There must be at least thirty feet of sawdust, three hundred feet long and one hundred feet wide, between Pine Tree Island and the entrance to the locks upon which spring floods had no effect. A short time previously a raft was landed above Ratte's boat house, when a sawdust explosion took place at the lower end of it, which shook one of the ribs badly, and shoved the loading pieces about in all directions. A large boat tied to the raft was filled with sawdust and water.

—The Resolute with a tow of 15,000 logs for the Emery Lumber Co. Midland, sprang a leak near Hope Island during a heavy gale, and after battling with the elements for a while was obliged to cut the tow adrift and run for shelter. The water in her hold made such headway notwithstanding the steam pumps being constantly at work that the fires were put out, when the captain beached her and she sank in 14ft. of water. The crew hung to the railing which was the only part out of water till daylight, the yawl boat having been lost, when a raft was improvised and crew reached Hope Island in safety, whence they were taken to the mainland. They had an exciting season.

—Lumbermen, in cutting logs on the Rainy Lake and tributary rivers to the Rainy river, place the logs in booms and leave them until they get the number out ready for towing to the mills. This season the water in the river has risen to an unusual height, and has raised the booms over the guards, letting all the logs in booms loose, to float promiscuously over the lake. As near as can be ascertained, the following is a correct amount of the logs which have got loose: Keewatin Lumbering and Manufacturing Company, 10,000,000; Dick & Banning, 2,000,000; H. F. Holmes, 300,000; Minnesota, and Ontario Lumber Company, 5,000,000; Rainy Lake Company, 4,500,000; Hughes & Kennedy, 100,000.

—The Chaudiere lumbermen who have limits on the Madawaska were lately informed that a quantity of timber bearing marks of Ottawa merchants had been claimed by Mr. H. Edey and his three sons who own a small saw mill on that river. The authorities were informed at the instigation of Messrs. H. F. McLaughlin & Bros., and Mr. Edey and his three sons were accordingly arrested and taken to Pembroke jail. They were arraigned before Magistrate Craig at Arnprior, and all four were committed for trial at the next assizes. Mr. Edey, the father of the family, secured bail for himself and one son, and two of the sons were obliged to go to Pembroke jail the next day to wait their trial. The Edey family are well known in Kenfrew county and their arrest and imprisonment is the talk of the country. The Chaudiere lumbermen will be obliged to attend the trial to identify their private marks on the timber which has been found in the possession of the accused.

—Stewart Bros., who run a saw mill at Eastman's springs, near Ottawa left there some weeks ago and have not since returned. Several alleged creditors say the brothers left together

saying they were going on a trip. Before leaving, instructions were given to the clerk to continue selling lumber as usual. Mr. Neil Stewart, the father of the young men holds a chattel mortgage of \$1,200 on the mill, which was taken possession of by a North Gower money lender, who is the owner of the first mortgage. Mr. Kyle, a grocer, signed the firm's paper to the extent of \$300. Before he was aware of the state of affairs, Mr. Kyle also bought some shingles which had been made as custom work for a man who had left the lumber to be made up. Another merchant bought some of these shingles. When the owner came for them he made an compromise offering to give him a pile of lumber instead. This was done, then he took out a warrant against the man for stealing his lumber. The case came up before Mr. Johnston J. P., and the man had to pay \$18 for the lumber and the costs. The estate is now owned by Mr. Boyd who has bought it.

#### QUEBEC.

—The first sale of new wood this season at Quebec, has been reported.

—The bark *Loyal*, timber laden, Quebec to Liverpool, is a total wreck in the Straits of Belle Isle.

—The demand for square timber has been very brisk, and all good figures are obtained all round.

—Several timber limits on the Coulonge and Black Rivers are reported to have been destroyed by fire.

—Hale & Booth recently sold a very large raft of white pine to Dobell & Co., of Quebec, at 38 cents a foot, realizing a total of \$53,000.

—Complaint is heard that the Act lately passed by the Quebec legislature abolishing forestry reserves, will injuriously affect the interests of the lumbermen of the Ottawa Valley.

—Mr. McLaren has purchased the Gilmour property in No. 5 Ward, Hull. Mr. McLaren will establish a saw mill on the place and also a cotton factory. About 250 hands will be employed when the new business is in running order.

—The Montreal market during August was the reverse of active, but this is the usual condition of matters at this season of the year and but little is expected to be done before September comes in. Trade is moderate in a jobbing way.

—Mr. R. R. Dobell, of the well known Quebec lumber firm of Dobell & Beckett, and Mr. W. M. Dobell, his son are on their way to British Columbia. They will make a personal examination of the lumbering facilities and advantages of that western land.

—A Dominion order in council has been promulgated to prevent any person cutting or carrying away from the Caughnawga or Sault St. Louis reserves, in Quebec, any maple tree or sapling unless the consent in writing of the Indian agent be first obtained.

—The Provincial Government announces a sale of timber lands in Quebec on the 17th October. The bonus and first year's ground rent must be paid in each case immediately after the sale. The area offered comprises 3,455 square miles, situated chiefly in the limits of the Ottawa, Lake St. John, Saguenay and Gaspé agencies.

—The good prices at which square timber sold this year in the Quebec market have caused quite a boom in that branch of the lumber trade and as a consequence a big lot of square timber will be made this year. Those making it, however, will keep the average not less than sixty-five feet, as it is that dimension and upward for which a demand exists.

—Before Recorder Champagne, at Hull, two young shanty-men named Louiselle and Lacasse were put on trial on a charge of deserting from the employ of Gilmour and Co. According to the prosecution the men were hired for the drive, but skipped out before their contract had expired. A fine of \$3, or a month in default of payment was imposed. They refused to pay saying they would go to jail, and when they got out bring the case before higher authorities.

#### NEW BRUNSWICK.

—The exports of lumber and timber from Richibucto, for the fiscal year ending June 30th, 1888, aggregated \$118,096, or \$44,684 more than all other exports combined.

—There is an immense quantity of lumber in the booms and along the shores of the St. John yet unrafted. The lumber cut of this season is far in advance of last year and many years previous. The estimated cut on the St. John this year is placed at 140,000,000 feet, which is some 40,000,000 in advance of last season. Nearly all of this large cut is now in. The work of rafting is proceeding with vigor at the booms.

—For some time past there has been a controversy between the Saint Croix cotton mill, Milltown, and the owners of the Union mill as to the passage of logs by and below the cotton mill. The log owners claim that jams are caused by the defective passage-way in the cotton mill dam, and the mill officials maintain that the lumbermen should keep the log roll

clear. Legal proceedings have been begun in the provincial court. The cotton mill having been granted temporary injunction to restrain F. H. Todd & Sons from allowing logs to remain on their lands, the decision of the court will be made later upon the motion to dissolve the injunction. The interests involved are large, and the case involves most of the law as to running logs and building dams on rivers.

#### NOVA SCOTIA.

—It is Mr. Leary's intention to start a third raft from Nova Scotia before the unfavorable autumn weather sets in. The prices for lumber at wholesale are already lower, and the builders believe that there is danger of the market being overstocked next year.

#### MANITOBA AND THE NORTHWEST.

—10,000 saw logs are still in the river above the mill at Birtle. There is a prospect that they will be cut up at Birtle.

—Mr. Christie, of Brandon, will build a new saw mill near the river close to the old Brandon planing mill. Work will be commenced on it in a week or so.

—M. Wilson, lumber dealer, Newdale, Man., reports lumber business booming. A very large amount of building is being done in the district this season.

—Lumber is scarce at Cypress River, Manitoba. Mr. Gowanlock cannot furnish the heavy demands in that line. Similar complaints are received from McGregor.

—The total cut of lumber in the Lake Winnipeg district this year is placed at 8,975,000 feet, an increase over last year product of 2,225,000 feet, and the estimated value is \$116,675, being \$42,425 more than last year.

—The only saw mill in operation on the Bird Tail is that of Mainwaring Wright. The *Birtle Observer* says: This mill is an excellent one, most conveniently situated, as the vast timber districts from which logs are procured begins a short distance north, while a well settled country lies to the south, east and west. The mill is kept going constantly.

—The board of trade of Portage la Prairie, has taken action on the lumber question. The board says great injury has been done that district, owing to the scarcity of lumber, which has been caused by the inability or refusal of the C. P. R. Co., to furnish manufacturers with cars as rapidly as they are required. The board has drawn the attention of C. P. R. Superintendent White to the matter.

#### BRITISH COLUMBIA.

—A boom of logs was towed into Vancouver harbor by the *Mermaid* for the Hastings Saw Mill in August.

—The steamer *Mamie* arrived from Duncan's Bay with 600,000 ft. of lumber for Messrs. Haslem and Lees.

—It is said that H. A. Harrison, of the Chemainus Lumber Co., whose death occurred at Vancouver recently, carried \$12,000 insurance upon his life.

—The possibility of navigating the Fraser river to Westminster, B. C., having been demonstrated, an impetus will probably be given to lumbering operations.

—The tug *Alexander* towed out the ship *Hindustan*, Capt. Welsh. She has been loading at Moodyville, and carries in all 1,217,708 feet of lumber. She is bound for Valparaiso.

—British Columbia fir, on account of its extreme length and imperviousness to decay, is found to be very valuable in bridge construction. It is stated that a truss of this wood well seasoned and painted will last 40 years.

—A gentleman named Prentiss, from Wisconsin, arrived at Westminster recently, for the purpose of finding a suitable location on which to erect a saw mill. It is understood that he will erect one provided he can obtain timber limits in the province.

—The barque *Olaf Tryggason*, 350 tons, registered at Helsenburg, Sweden, Capt. Meyer, cleared from Vancouver for Melbourne, Australia. She had loaded lumber at the Inlet and carries 1306 tons weight, equivalent to 1500 tons measurement.

—A. J. Bovill, of Westminster is about to erect a large saw mill below Langley on the Fraser River. The machinery has been ordered from Ontario, and expected to arrive about the middle of September, when the frame work and wharves of the mill will be ready to receive it. The mill will have a capacity of about 40,000 feet of lumber per day.

#### AMERICAN NOTES.

The booms on the Penobscot river, Me., use 80 tons of rope and 2,000,000 rafting pins yearly.

—The shipment of lumber from Alpena, Mich., thus far this season have amounted to 74,736,000 feet of lumber, 6,145,000 shingles and 4,060,000 lath.

—No more convict labor is to be employed in the manufacture of sash, doors and blinds at Minneapolis, say those interested, after Sept. 1. So mote it be.

—Logs to the amount of about 10,000,000 feet were driven from Eagle River, Wis., to Rhinelander in twelve and one half hours. The distance is estimated at sixty miles.

—The Omaha City Council and leading citizens have been having quite a "confab" over the respective merits of cedar and cypress paving blocks, but have decided in favor of cypress.

—The largest raft on record by 2,000,000 feet was delivered at Bay City, Mich., recently by the tugs *Mocking Bird* and *Muscle of Reid's* line. It contained 9,000,000 feet of short logs.

—Leahy and Bebee's drive amounting to about 22,000,000 feet is now in the pond at Tomahawk, Wis. This drive came 160 miles in seventy days with an average crew of seventy-five men.

—Theodore Crown, of Viroqua, Wis., has patented a new machine to make an improved lath. The lath is manufactured from boards and grooved by the machine and used as siding.

—A Milltown, Me., mechanic has invented a log-sawing apparatus which was an upward as well as a downward motion. The scheme has not been fully tested yet, but, if successful, will be a time-saving invention to lumber dealers.

—Great damage has been done to the lumbering interests of Western Pennsylvania and West Virginia by reason of heavy rains. Quite a number of saw mills were washed away, considerable lumber lost, and thousands of logs sent floating seaward.

—The Penobscot Boom Co., of Bangor, Me., has already rafted some 70,000,000 feet of logs this season and is now rafting at the rate of from 1,500,000 to 2,000,000 daily. Eighty tons of cordage and 2,000,000 rafting pins are used annually.

—W. W. Bartley, a yard dealer in Newark, stopped payment last week, with liabilities of \$19,000, and assets of about \$9,000. The failure was anticipated by the Newark dealers, as Mr. Bartlett has neglected his business in favor of personal indulgences.

—During July there were 36 cargoes of lumber shipped from Puget Sound mill ports, aggregating 26,389,739 feet. Of this 12,929,739 feet were shipped to foreign ports, and 13,460,000, feet to coastwise ports. The total value of lumber exports from Puget Sound during the month was \$300,867.55.

—Another strike is in progress at Tonawanda which bids fair to outdo the one that failed a few months ago. About 1,000 men went out by order of the 'Longshoremen's Union. During the last month many of the outside men have been taken into the union, and the organization has been strengthened otherwise. The outlook seems favorable for the men.

—A portion of a petrified tree was discovered in a solid sandstone rock quarry at Zanesville, Ohio, the other day. The tree is about the thickness of a telegraph pole and has well-defined bark and roots. It was found while blasting or immediately after a blast, fully sixty feet below the top of the hill, and was in solid rock. Over it is the earth formation, then a species of shale, then limestone strata, followed by a conglomeration of stone, then some forty feet of solid sandstone, near the bottom of which is the petrified tree.

—"There has been a marked change in the method of moving shingles to market out of the Saginaw valley," said a steamer captain who plies in those waters. Formerly a dozen propellers plied between Saginaw and lower lake ports, carrying shingles, but now the dealers in Ohio go right up to the river and visit the mills along the railroads, and buy in car lots, having them shipped to their yards directly by rail. It has paralyzed the shingle business by water, but is a good thing for the dealers, who now buy from first hands, instead of, as formerly, making their purchases of Toledo, Sandusky, Cleveland and Buffalo middlemen.

#### EUROPEAN NOTES.

—The total amount of timber hewn and sawn imported into Great Britain and Ireland for the first half of 1887 was 1,754,693 loads.

—I. Laurie, of Sydney, Australia, is now in Europe as the representative of the saw mill owners of New South Wales, who are desirous of introducing in that market the various Australian woods such as Iron Bark, Blue Gum, etc. Samples of these woods are now being landed there.

—Glasgow trade reports state that there has been no public sale of Quebec timber held there during the past week. The result of recent auctions was somewhat disappointing; but a fair business is being done privately with the new imports of timber from Quebec, and, judging from the amount of ship-building work on hand, a substantial demand from this source is still looked for.

—A Danish clergyman, Mr. Hansen has made some experiments relative to the growth of trees. Regarding the latter, Mr. Hansen has made daily measurements of the number of

trees in the garden of the institution, and has convinced himself that a period in growth in length, as represented by the branches, twigs and tops, alternates with another of increase in bulk—that is, in the circumference of the trunk—followed by a third period of equipoise or rest. In April and May the entire force of the tree was expended in lengthening the branches, while the thickness of the trunk remained stationary; all through May the most exact measurement failed to discover any increase of bulk; but in June, until the middle of July, when the new twigs had been all formed, it was the trunk that absorbed the nourishment from the roots, and bulged out. Then came the period of rest and inactivity.

—From the report of Farnworth & Jardine, Liverpool, we learn that the arrivals from British North America during the past month have been 63 vessels 52,847 tons, against 77 vessels 56,778 tons during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1886, 1887, and 1888 has been 152,720, 186,791, and 201,439 tons, respectively. The import during the month has been about an average for this season of the year; the demand continues fair, and the consumption may be considered satisfactory. Stocks generally are moderate, and owing to advancing freights and great scarcity of tonnage prices of most articles have an upward tendency. There has been more enquiry for both Waney, Square and Yellow pine; and prices are steady; the import has been large, but as it has chiefly arrived the stock may be considered moderate. Oak in the log has arrived too freely; there is no improvement in the demand and the stock is ample; Elm is in dull demand and prices are low, but the stock is light. Ash is in demand but the import has been in excess of the requirements, and the stock is heavy; there is no change in value. Pine Deals have arrived too freely, stocks are accumulating, and are now too heavy; there has been a fair enquiry for 3rd quality, but 1st and 2nd qualities are very difficult of sale; for Regulars there is little change in prices to report, but Old Sizes and Boards have declined in value. Quebec Staves have only been imported in small quantities, and are quite neglected.

**Death of a Canadian Millionaire Lumberman.**

In the death of Mr. Boyd Caldwell, says the Montreal Star, which occurred at his residence in Lanark last week, Canada loses one of her millionaires, and the county of Lanark one of its most prominent and esteemed citizens. He was born in Lochwinnoch, Scotland, in 1818, and came to this country a few years later with his parents, who settled in Lanark, where his father, William Caldwell, carried on an extensive lumbering business. He was educated at Perth Grammar school and went into his father's business. To this business Boyd succeeded in 1848, and through his energy and business capacity increased it to such an extent that at the time of his death his estate amounted to considerable over a million dollars. The secret of his success was uncompromising integrity and honor and a resolute determination which never swerved from its aim, and increased with increasing obstruction. He never speculated nor undertook an enterprise without having amply provided for the consequences in the event of failure.

He became very widely known in consequence of the cause celebre "McLaren vs. Caldwell" which through the enactment and the disallowance of the celebrated Streams Bill led to a conflict between the legislature of Ontario and the parliament of Canada, to the ultimate defeat of the latter. He retained in that case the most eminent forensic talent in Canada, including the late Messrs. Bethune and Moss, of Toronto, and Hon. R. L. Church, now one of the judges of the Court of Queen's Bench for this province. The law costs in this case amounted to over \$75,000. It is characteristic of the man that, from the moment the Dominion Government became involved in that famous controversy, he would listen to no suggested compromise, though he had not until then been indisposed to a settlement. In politics he was a Liberal, but too independent to be a political partizan, sometimes opposing his party and notably voting against it on the National Policy. He leaves a widow and five children, two sons and three daughters.

**Extensive Timber Limit Sale.**

An extensive sale of timber limits in the province of Quebec is to be held in the sales room of the Department of Crown Lands, in the city of Quebec, on Wednesday, October 17th, when over 3,500 square miles will be offered by auction, including limits on the Upper and Lower Ottawa, in the Chaudiere, Montmagny, St. Maurice, Rimouski, Lake St. John, Grandville, Bonaventure, Saguenay and Gaspé agencies. These limits will be offered at an upset price, and will be adjudged to the party bidding the highest amount of bonus. Further particulars may be obtained by perusing our advertising columns.

**RETALIATION THREATENED.**

The rejection of the Fisheries treaty in the United States Senate, though the result of a political dodge, rather than true statesmanship, has resulted in a somewhat serious state of affairs. President Cleveland immediately asked the Senate and House of Representatives, as the only consistent course left, to pass an act vesting him with additional powers on the lines indicated by the act passed last year, to enable him to prohibit the carrying of all goods duty free from Canadian to American ports, and by Canadian railways. The Senate received the message rather ungraciously, but the House of Representatives introduced a bill to give effect to the president's request. This new phase of the international complication has excited a great deal of comment on both sides of the line, and not the least among lumbermen. A reporter of the Ottawa Journal the other day interviewed some of the most prominent men in the trade at the capital. Their opinions, as might be expected, were very divergent. Mr. J. R. Booth regarded it as simply an election dodge, and that the act, even if passed, will never be put in force, but that if it should be the Americans would get the worst of it. "We have the lumber," he said, "and the Americans must get it." Mr. E. B. Eddy said he was "going to see Cleveland about it." Mr. Levi Crannell, local manager of the Bronson & Weston company, who are the largest exporters to the States on the Chaudiere, said it would prove a serious matter to their business. About 125,000,000 feet is shipped every year from Ottawa through the States to Boston for export. All this would be chargeable with duty, which would mean a loss of exactly the amount of the duty imposed to the Canadian firms, as in order to compete with Michigan lumber the prices of Canadian stocks must remain as they now are. It would be difficult, if not impossible, to handle all this export business through Canadian ports. Messrs. Hurdman, Pierce & Co. and Perley & Pattee all seemed to view the matter with unconcern. Agents of the American export lumber companies say that the bill will, if passed, necessitate the removal of their shipping yards from Boston and New York to Montreal and Halifax.

**STATEMENT OF MOIRA AND TRENT RIVER DRIVES.**

Through the kindness of Mr. P. J. Shannon, manager at Belleville for the Rathbun Company we are enabled to furnish a statement of the logs received at Belleville this season from the drives on the Moira, and also of those of the first drive at Trenton, the second not being as yet assorted. The total amount of harbor dues collected by the city of Belleville was \$2,187.70, which is about the usual amount. There are about 100,000 pieces in a drive "hung up" owing to the low water. The following is the

| STATEMENT OF LOGS, &C., RECD. AT BELLEVILLE. |        |       |       |       |       |                |
|--|--------|-------|-------|-------|-------|----------------|
| Owners                                       | Logs   | Ties  | Cedar | Posts | Jett  | Floats L. Logs |
| The Rathbun Co.                              | 177872 | 18120 | 49206 | 45201 | 23583 | 290 204        |
| Gilmour & Co.                                | 105850 | 21    | 3950  | 1245  | 19975 | 472 233        |
| Job Lingham                                  | 16288  | 4     | 6850  | 2794  | 804   | 33 470         |
| Flint & Holton                               | 21494  |       | 4163  | 1141  | 1450  | 15 154         |
| W. Sutherland                                | 3055   |       |       |       | 92    |                |
| J. D. Breeze                                 | 1140   |       |       |       |       |                |
| G. Esterbrook                                | 109    |       |       |       |       |                |
| J. Shepard                                   | 20     |       |       |       |       |                |
| E. Harrison                                  | 65     |       |       |       |       | 5              |
| Canada L. C. Co.                             | 2623   |       | 2     |       | 201   | 85 5           |
| A. Sutherland                                | 3      |       |       |       |       |                |
| J. James                                     | 19     |       |       |       |       |                |
| Total.                                       | 388551 | 18145 | 64171 | 50709 | 45187 | 845 1148       |

AT TRENTON.  
The Rathbun Co. 35188 55200 21152 1842 069 01 8  
Gilmour & Co. 35112 3978 1491 103 2953 156 432

Besides the above, 103 pieces of square timber were collected at Belleville, and 440 at Trenton.

**CORRESPONDENCE.**

MADAWASKA, N. B., Aug. 11, 1888.

Editor Canada Lumberman.  
I see in your August number Mr. James Gordon wishes to know where to secure the best grades of hard maple, in Ontario or Quebec. I may say in this county we have as fine a grade of hard maple as can be found in the Dominion, and our county joins the province of Quebec, but the New Brunswick and the W. B. railway run through it on the banks of the River St. John. Hundreds of millions of feet can be got along the line, if required. The lands are owned by the N. B. Railway Company, and drained by large streams running through the forests of hard wood, from ten to forty miles, to float lumber through as fine land and growth of hard wood as can be found in the Dominion.

Connors big drive of about fourteen millions of lumber is on the River St. John, and owing to the low water he stopped the drive, fearing to jam the falls. But more or less kept floating down, and they are now piled over the pitch, and look quite romantic.

P. O. BYRAM.

**THE BIG RAFT REACHES ITS DESTINATION.**

From Hell Gate, New York Harbor, to the battery, all the water front was on the watch Saturday morning, August 11, for the appearance of the great Joggins-Leary raft from Nova Scotia. With day break came scores of boats of all descriptions from the surrounding shores, filled with people anxious to inspect the great mass of floating logs.

No such forest of lumber had ever passed through Hell Gate. If the 3,000,000 feet of spruce timber were packed in schooners for shipment it would have loaded a fleet of fifty vessels. The Boston tug Underwriter, which helped to bring the raft from Joggins, took a line off the bow and led the fleet, and the Ocean King, the Underwriter's consort, stuck her prow into the stern of the raft, and the procession began.

It was noon when Flood Rock was reached and the craft entered Hell Gate. Two more tugs were at hand and made fast to the floating forest. With this escort she moved easily past the dangerous points, holding well to the west shore. Flags were floating from all the tugs, and a Union Jack and an American flag were floating in the light breeze fore and aft from the spars of the raft itself.

The task thus safely accomplished, everybody was happy, but none more so than Mr. Robertson and Capt. Riley and Captain, who had been in company with the raft since she started from Joggins for this port.

"Didn't I tell you so?" shouted Capt. Riley as he almost danced a jig on top of the pilot house of his ocean tug, "just as I expected. I tell you I can take the largest ship afloat now through Hell Gate without any trouble."

It was twelve o'clock as the procession passed Hell Gate, and eighteen days after the raft had been launched. The next thing in order were general congratulations, and Mr. Robertson, Capt. Riley, Captain and Barb received their due share of it. The raft was towed down the East River, and aided by a swift ebb tide which had just begun, the procession steamed a long among the general saluting of the craft which passed it. Along the shores and docks people could be seen who had come out to see the novel craft; there were more people out to see the new raft than there were in the Blaine procession. At 1.45 John Roach's old shipyard was passed, and the raft was then making five miles an hour speed. At the Brooklyn navy yard the tars turned out en masse. They were all anxious to see the novel ship, and the jolly jacks waved their white hats in appreciation of the great enterprise. The Brooklyn bridge was literally crowded with people, and as the raft passed beneath the great structure at 1.20 p.m. the crowd cheered so loudly that it almost seemed to drown the noise caused by the monster concert of blowing steam whistles. As the raft passed the Battery the Staten Island ferry boat Southfield started out from her dock on her way down the bay. She was like a human beehive, overloaded with passengers, and as they all rushed to the port side to get a glimpse of the new craft, it looked as though the steamer would capsize. When the tugs neared Erie Basin a number of sailing vessels were at anchor in the bay along the Brooklyn shore. The Underwriter was compelled to cast off her towlines and assist the other tugs in pushing the raft over for fear that she might drift into the ships at anchor. It was a narrow escape, but the raft just steered clear, and by three o'clock amid the blasting of all the steam whistles in the vicinity, the monster Leary raft was towed into Erie Basin, where she touched bottom. Mr. Leary, the owner of the raft, was not there to greet Mr. Robertson as he had gone to New London the night before. The breasting up of the raft commenced next day. It is supposed that the price paid by Mr. Leary to Mr. Lukenback for towing the raft is \$5,000.

**Branching Out from Brantford.**

H. W. Petrie, of Brantford, has built up a business in new and second-hand machinery second to none in Canada, and now he is adding to it a Toronto branch, which is located at the corner of York and Esplanade streets, near the Union Station. The Toronto concern is under the management of Mr. Alfred Rubbra.

**Bought a Redwood Forest.**

Messrs. John M. Dollar and Wm. Fraser have returned from a trip to the Pacific coast. In California, not far from San Francisco, they purchased a red-wood forest to the extent of about sixty million feet, of which they propose to take possession about the 1st of November. Mr. Dollar is well and favorably known to the lumber trade of Canada, as manager for the Ontario Lumber Co., and his ability, energy and geniality have rendered him a peculiarly acceptable man in that position. Mr. Fraser has held the position of local manager for the same company at French River. THE LUMBERMAN extends its best wishes to both gentlemen in their new venture.



TRADE REVIEW.

Toronto, Ont.

TORONTO, August 30.—Trade in both the city and Western Canada has been comparatively dull during the holiday season, but the prospects are good for a fair fall trade.

During the past few weeks several failures of some importance have occurred in Toronto and Hamilton, two or three of the younger and weaker houses having succumbed to the pressure of hard times.

The principal grievance complained of by lumbermen is the apparent breakdown of all carrying facilities on the Northern and Midland divisions of the Grand Trunk railway.

Another very serious grievance is in the freight bills. It is customary with the Grand Trunk Railway to charge for 30,000 lbs for each car by the rule of guess, though very rarely does the load come within several thousand pounds of weighing that amount.

CAR OR CARGO LOTS.

Table listing various lumber products and their prices, including items like 1 1/2 inch and thicker clear picks, American inspection, etc.

YARD QUOTATIONS

Table listing yard quotations for various lumber products, including mill cull boards, shipping cull boards, and various sizes of lumber.

Ottawa, Ont.

OTTAWA, Aug. 28th, 1888.

Dimensions, Inches.

Per M.

Table listing Ottawa lumber prices for various products like mill culls, cull strips, scantling, laths, and shingles.

Hamilton, Ont.

HAMILTON, Aug. 30th, 1888.

Table listing Hamilton lumber prices for various products like mill cull boards, shipping cull boards, and various sizes of lumber.

St. John, N. B.

ST. JOHN, Aug. 29th, 1888.

Deals, Boards, Scantling, etc.

Table listing St. John lumber prices for various products like spruce deals, pine, and deal ends.

Shingles.

Table listing St. John shingle prices for various types like spruce extra, clear, and No. 1 extra.

Clapboards.

Table listing St. John clapboard prices for various types like pine extra, clear, and No. 1.

Flooring, Dressed.

Table listing St. John flooring prices for various sizes like 6 in. No. 1 and No. 2.

Miscellaneous.

Table listing St. John miscellaneous lumber prices for various items like staves, heading, and laths.

Goderich, Ont.

GODERICH, Aug. 28th, 1888.

There is quite a lull in this market. It seems to be general, at least over this section of the Province, and judging by the greater than customary desire shown by American mill owners in Ontario to dispose of more of their stock than usual in Canada, the market over the border is not any too brisk.

PRICES IN CAR LOTS.

Table listing Goderich lumber prices for various products like 1 inch mill culls, 1x6-8-10 & 12, common, etc.

Montreal, Que.

MONTREAL, Aug. 29th, 1888.

Lumber business has been fairly good this season as building trade has been brisk, but in consequence of the high wages of building mechanics, and enhanced prices of material, the cost of building is too high to return a fair revenue and is being now curtailed.

now, but prices are firm. Lumber in lots is sold here at a very small advance on the cost, especially before it is removed from the wharves, or cars. Seasoned hardwood is scarce and prices firm.

Table listing Philadelphia lumber prices for various products like pine, 1st quality, 2nd, and shipping culls.

Saginaw, Mich.

SAGINAW, Aug. 28th, 1888.

The Saginaw market has been fairly active during the latter part of August, the transactions being considerably in excess of the same period last year.

CARGO LOTS.

Table listing Saginaw cargo lot prices for various products like uppers, common, and shipping culls.

YARD QUOTATIONS—CAR LOTS DRY.

Table listing Saginaw yard quotations for various products like clear, 1/2 in, and flooring and siding—dressed.

Finishing Lumber—Rough.

Table listing Saginaw finishing lumber prices for various products like three uppers, 1 in, and selects, 1 in.

Joist, Scantling and Timber.

Table listing Saginaw joist, scantling, and timber prices for various sizes like 12 to 18 feet, 20 feet, and wide select and common—rough.

Philadelphia, Pa.

PHILADELPHIA, Aug. 29th 1888.

The fall demand for lumber has set in strong, especially with regard to white and yellow pine. One reason for this is that dealers fear that the election will go for a protective tariff, and in that event prices will advance.

White Pine.

Table listing Philadelphia white pine prices for various products like Mich. uppers, 1 to 2 in, dry, etc.

Cargo Lots.

Table listing Philadelphia cargo lot prices for various products like yellow pine edge bds, heart face boards, etc.

Hemlock Boards and Scantling.

Table listing Philadelphia hemlock board and scantling prices for various sizes like edge boards, 12 in. stock, etc.

Shingles and Posts.

Table listing Philadelphia shingle and post prices for various products like cypress shingles, in. heart, d & b, etc.

HARDWOOD.

Walnut.

Table listing Philadelphia walnut prices for various products like Nos. 1 & 2, 1 in., good, etc.

Poplar.

Table listing Philadelphia poplar prices for various products like Nos. 1 & 2, 1/2 in. good, etc.

Oak.

Table listing Philadelphia oak prices for various products like Nos. 1 & 2, 1 1/2 in. & western, straight, etc.

Ash.

Table listing Philadelphia ash prices for various products like Nos. 1 & 2, 1 1/2 in. & western, etc.

Yellow Pine—Yard and Wholesale.

Table listing Philadelphia yellow pine prices for various products like Scantling, 2x4 to 2x14, 22 to 23, etc.

New York City.

NEW YORK, Aug. 28th, 1888.

The early part of August was marked by dulness, business was drummed to death. Just think of \$40 a thousand for rift-gain floor ng delivered at Montreal. That was the bid of a local handler, on an alleged order of 100,000 feet made last week. Such stock is worth \$55 a thousand, if it is worth a cent. Not many years ago it sold at that price, and everybody paid it willingly. The general business situation is practically unchanged. The tendency generally seems to be toward improvement, and there is strengthening of confidence all around. Real estate is dull, but the projections for new buildings and plans for alterations during the week exceed those of the same week of 1887. With home industries that consume lumber and timber in a prosperous condition, and the export movement continuing, the outlook for the future is more promising than man expected it would be.

Black Walnut.

1/2 in. all clear \$78 00 @ 82 00 Culls, 1 inch \$35 00 @ 37 00
1 and 1 1/2 inches 92 00 @ 97 00 Culls, thick 37 00 @ 38 00
1 1/2 and thicker 98 00 @ 105 00 Counter tops, 1 1/2 in. 110 00 @ 150 00
Rejects 52 00 @ 55 00 and over 110 00 @ 150 00

Poplar, or White Wood.

3/4 in. 10 inches and over 22 00 @ 24 00 1 1/2 to 2 inch 29 00 @ 31 00
3/4 in. coffin boards 27 00 @ 28 50 Common 1 to 2 inch 21 00 @ 22 50
1 inch, 10 inch and over 28 00 @ 30 00 Saps, 1 inch & thicker 22 00 @ 25 00
1 inch, 5 in. and over 26 00 @ 28 50 Culls, all thickness 15 00 @ 18 00

Dressed Poplar.

1/2 inch panel 24 50 @ 25 00 1/2 in. clg. 4 to 6 in 21 00 @ 21 50
3/4 inch panel 27 00 @ 28 00 3/4 in. clg. 4 to 6 in 24 00 @ 24 50
3/4 inch panel 29 00 @ 30 00 3/4 in. clg. 4 to 6 in 27 00 @ 28 00
4, 6 inch casing 32 00 @ 33 00 1/2 in. clg. 4 to 6 in 29 00 @ 30 00
7, 8, 9, 10 inch casing 34 00 @ 35 00 1/2 in. clg. 4 to 6 in 30 00 @ 31 00

Ash.

1 inch, white 35 00 @ 38 00 Strips, clear 26 00 @ 28 00
1 1/2 to 2 inch 37 00 @ 39 00 Black ash, good 26 00 @ 30 00
2 1/2 to 4 inch 40 00 @ 41 00 Black ash, culls 10 00 @ 12 00

1 inch plain sawed, 36 00 @ 39 00 1 inch and over 46 00 @ 49 00
1 1/2 to 2 inch 37 00 @ 40 00 Thicker 48 00 @ 50 00
Thicker 38 00 @ 40 00 Strips under 6 in 35 00 @ 40 00
Quarter-sawed, white, all clear, 61

Cherry

3/4 in., white & clear 65 00 @ 70 00 1 1/2 and thicker 85 00 @ 90 00
1 inch 70 00 @ 80 00 Counter tops, 1 1/2 in. 100 00 @ 115 00
1 inch strips 40 00 @ 42 00 and over 100 00 @ 115 00
1 1/2 to 2 inch 80 00 @ 85 00 Culls, all thickness 18 00 @ 20 00

Miscellaneous.

Chestnut, clear 35 00 @ 38 00 Hickory, old growth 50 00 @ 60 00
Chestnut common 20 00 @ 23 00 Hickory, 2nd growth 70 00 @ 80 00
Basswood white 25 00 @ 30 00 Elm 20 00 @ 22 00
Basswood common 20 00 @ 23 00 Sycamore 24 00 @ 27 00
Maple, clear 25 00 @ 30 00 Sycamore quartered 35 00 @ 40 00
Birch, clear 32 00 @ 36 00 Gum 36 00 @ 41 00
Birch, 15 and 25 26 00 @ 30 00 Butternut 45 00 @ 50 00
Cottonwood 20 00 @ 22 00

Boston, Mass.

BOSTON, Aug. 30th, 1888.

The spruce manufacturers by underselling their agents have managed to lower the market. The handlers of yellow pine, likewise sell the rift sawed grades at \$10 less than the real value. Timber sells at better prices than in other eastern markets. Pennsylvania hemlock is causing a commotion among wholesalers since the mill men of the Keystone State got freight rates down. Prices rule wholesale as follows:

Western Pine—by car load.

Uppers, 1 in \$48 00 @ 50 00 Fine com. 2 & 4 in 46 00 @ 50 00
1 1/2, 1 3/4 & 2 in 47 00 @ 50 00 No. 2, 1 in. Fine com. 29 00 @ 31 00
2 1/2, 3 and 4 in 55 00 @ 60 00 1 1/2, 1 3/4 & 2 in 30 00 @ 32 00
Selects, 1 in 40 00 @ 44 00 No. 1 strips, 4 to 6 in 42 00 @ 44 00
1 1/2, 1 3/4 & 2 in 43 00 @ 45 00 No. 2 35 00 @ 37 00
3 & 4 in 50 00 @ 53 00 No. 3 25 00 @ 27 00
Moulding boards, 7 to 11 inch clear 37 00 @ 38 00 Coffin boards 26 00 @ 30 00
60 per cent clear 34 00 @ 35 00 Common all widths 20 00 @ 23 00
Fine common 1 inch 30 00 @ 32 00 Shipping culls 15 00 @ 16 50
1 1/2, 1 3/4 & 2 inch 38 00 @ 40 00

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3 40 00 @ 43 00 Clapboards, 4 ft., sap 40 00 @ 45 00
5 25 00 @ 28 00 clear 40 00 @ 45 00
3 23 00 @ 26 00 Sap, 2nd clear 33 00 @ 35 00
Ship'g bds & coarse 16 00 Heart extra 55 00 @ 60 00
Refuse 13 00 Heart clear 50 00 @ 55 00
West'n pine clapbds 4 ft. sap-extra 45 00 @ 50 00

Spruce—by Cargo.

Scantling and plank, random cargoes 12 00 @ 13 00 Coarse, rough 9 50 @ 10 00
Yard orders, ordinary sizes 12 00 @ 13 50 Hemlock bds., rough 10 00 @ 10 50
Yard orders, extra sizes 12 00 @ 13 50 Clapbds., extra, 4 ft. 27 00 @ 29 00
Clear floor boards 19 00 @ 20 00 Clear, 4 ft. 25 00 @ 27 00
No. 2 16 00 @ 17 00 Second clear 20 00 @ 21 00
No. 1 14 00 @ 15 00 No. 1 14 00 @ 16 00

Lath.

Spruce 1 25 @ 1 50 Cedar, sawed, extra 3 30 @ 3 50
Pine, 1 1/2 in. extra 4 30 @ 4 50 Clear 3 00 @ 3 00
Pine, No. 1 3 10 @ 3 40 Extra, No. 1 1 75 @ 2 25
Cypress, No. 1, 1 1/2 in. 5 00 @ 5 00

Buffalo and Tonawanda, N. Y.

BUFFALO, Aug. 27th, 1888.

Less lumber is being handled this year than last, which is accounted for by the fact of uneasiness regarding the tariff question, and the excitement of the presidential election. The effect it has on Canadian lumbermen is shown by a sudden activity among them. They come to Tonawanda with figures

and maps in their possession, and they want to sell pine lands. And it is a fact that they are listened to with attention by some of the most prominent dealers who are noted for keeping an eye open for the main chance, and though nothing may be done now, there are those who stand ready to spring at a moment's notice. Prices remain stationary.

Norway Pine—Rough.

No. 1, 1 & 1 1/2 in. 20 00 @ 22 00 Stocks No. 1, 1 & 1 1/2 in 22 00
No. 2, 1 & 1 1/2 in. 15 00 @ 17 00 No. 2, 1 & 1 1/2 in. 17 00
No. 3, 1 & 1 1/2 in. 11 00 @ 12 00 No. 3, 1 & 1 1/2 in. 12 00
Scantling 2x4 to 2x12 12 to 16 ft 13 00
Timber, 4x6 to 12x12 16 00 @ 25 00

White Pine—Rough.

Uppers, 1 in. \$41 00 @ 45 00 Shelving, No. 1, 1 1/2 in. 29 00
1 1/2, 1 3/4 & 2 in. 44 00 @ 49 00 and up 29 00
2 1/2, 3 and 4 in. 54 00 @ 56 00 No. 2, 1 1/2 in. & up 22 00 @ 24 00
Selects, 1 in. 30 00 @ 35 00 Fine common, 1 in. 30 00
1 1/2, 1 3/4 & 2 in. 37 00 @ 39 00 1 1/2, 1 3/4 & 2 in. 30 00 @ 33 00
2 1/2, 3 and 4 in. 47 00 @ 50 00 Common, 1 in. 16 00 @ 19 00
Cuts, No. 1, 1 in. 27 00 @ 30 00 1 1/2 and 1 3/4 in. 17 00 @ 20 00
1 1/2, 1 3/4 & 2 in. 32 00 @ 33 00 2 in. 20 00 @ 22 00
2 1/2, 3 and 4 in. 37 00 @ 40 00 Coffin boards 16 00 @ 19 00
No. 2, 1 in. 17 00 @ 19 00 Box, 1 in. 13 00 @ 15 00
1 1/2, 1 3/4 & 2 in. 21 00 @ 22 00 1 1/2 in. & thicker 13 00
Moulding, 1 in. 30 00 @ 33 00 A stocks, 1x10 25 00
1 1/2, 1 3/4 & 2 in. 30 00 @ 33 00 1x12 28 00
Siding strips, 1 in. 30 00 @ 33 00 B stocks, 1x6 to 16 17 00
C stocks, 1x6 to 16 17 00 @ 19 00

Dressed Lumber.

Base and Casing under 6 inches. No. 1. \$23 00 No. 2. \$23 00 No. 3. \$16 00
Base and Casing, 6 inches 31 00 25 00 17 00
Base and Casing, 6, 7 and 8 inches 35 00 27 00 20 00
Flooring, 1 and 1 1/2 inches, 2 1/2 to 5 in. wide 32 00 20 00 14 00
Ceiling, 3/4 in., 2 1/2 to 5 inches wide 33 00 23 00 16 00
Ceiling, 3/4 in., 2 1/2 to 5 inches wide 28 00 22 00 14 00
Ceiling, 3/4 in., 2 1/2 to 5 inches wide 24 00 18 00 13 00
Philadelphia Fencing 36 00 25 00 17 00
Bevel Siding, 6 inches 23 00 21 00 11 00
Bevel Siding, 5 inches 23 50 19 00 14 00
Bevel Siding, 6 inches 23 00 19 00 14 00
Novelty Siding, 6 inches and over 34 00 25 00 17 00

Shingles and Lath

Shingles, 18 in. XXX 4 10 Lath, pine No. 1 2 10 2 10
XX 3 10 No. 2 1 60
X 2 5 Norway 1 50
Shingles, 16 in. XXX 3 00 Hemlock 1 60
XX 2 10
X 90

Oswego, N. Y.

OSWEGO, Aug. 30th, 1888.

Trade had been very dull since our last. For the past ten days, however, there has been quite an improvement, and dealers are now receiving orders quite freely, and the prospect for an improvement is good. Prices, however, are a little off and purchasers are asking and getting concessions.

Pine.

1 1/2, 1 3/4, 2 and thicker uppers \$40 00 @ 43 00
" " pickings 30 00 @ 33 00
" " No. 1 cutting up 22 00 @ 26 00
" " cuttings up pickings
and uppers as run 30 00 @ 35 00
1 inch selected sidings 25 00 @ 30 00
1 1/2 " 30 00 @ 35 00
1 & 1 1/2 box or No. 2 culls 11 00 @ 12 00
1 & 1 1/2 sidings No. 1 dressing and better 17 00 @ 25 00
1x10 & 12x12 to 16 feet dressing and better 17 00 @ 25 00
" " shipping culls 14 00 @ 17 00
" " No. 2 11 00 @ 12 00
1 & 1 1/2 in. strips 4 to 7 wide selected 20 00 @ 30 00
" " dressings 16 00 @ 17 00
" " box 9 00 @ 12 00

Brown Ash.

1 & 1 1/2 2 & 3 in. 1st & 2nd quality 17 00 @ 21 00
" " culls 9 00 @ 11 00

Basswood.

1 & 1 1/2 1st & 2nd quality 20 00 @ 21 00
" " culls 9 00 @ 12 00

Shingles.

XXX 18 inch pine standard thickness 5 to 2 1/2 \$3 75
XX " " " " " 2 50
X " " " " " 75
XXX " cedar " " " 3 00
XX " " " " " 2 00
XXX 16 " pine " " " 3 00
XX " " " " " 1 90

Lath.

No. 1 1 1/2, 1 1/2 1 80 @ 2 10
" 2 " " " " 1 10 @ 1 50

Detroit, Mich.

DETROIT, Aug. 26th, 1888.

Uppers, Selects, Stocks, etc.

Uppers, 4 1/2 \$43 00 Shop, 5 1/4, 6 1/4 & 8 1/4 \$25 50
5 1/4, 6 1/4 & 8 1/4 43 00 Fine common, 4 1/2 31 00
3 & 4 in. 50 00 5 1/4, 6 1/4 & 8 1/4 33 00
Selects, 4 1/2 38 00 Stocks, 1x12 & 1x10, No. 1 39 00
5 1/4, 6 1/4 & 8 1/4 35 00 1x12, & 1x10, No. 2 16 00
Shop, 4 1/2 22 00 1x12, & 1x10, No. 3 13 00

Flooring, Siding, Ceiling, etc.

Flooring, select common 22 00 Roofing, D & M 16 00
No. 1 common 18 00 Siding, clear 21 50
No. 1 fencing 16 50 A 20 50
Ceiling, select common 25 00 B 18 50
No. 1 common 22 00 C 13 50
No. 1 fencing 20 00

Bill Stuff and Culls.

Bill stuff, ordinary sizes: 26 to 28 ft. 14 00
12 to 16 ft. 12 00 30 to 34 ft. 16 00
18 to 20 ft. 12 50 Shiplap culls 12 00
22 to 24 ft. 13 00 Mill culls 10 00

Shingles and Lath.

Shingles, clear, 18 in. Ex. 3 75 6 in. stocks clear, Ex. 4 00
10 in. clear, 18 in. 3 00 5 in. stocks clear, Ex. 4 80
6 in. clear, 18 in. 2 75 Lath 2 10
Add for surfacing one or two sides, \$1.

Burlington, Vt.

BURLINGTON, Aug. 28th, 1888.

Canada Pine Siding—1 1/2 in. and up, 12 to 16 ft. d 2 or 4 s.
Select & shelving \$46 00 Finish \$35 00
Pickings & better 40 00 Dressing 23 00
Canada Pine Stocks—1x10 in., 12 to 16 ft., d 2 or 4 s.
Selects (clear) 55 00 Pickings & better 40 00
1st shelving 42 00 As run, common out 28 00 @ 30 00
2nd 39 00 No. 1 barn boards 25 00
3rd 36 00 Common 21 00
Pickings 35 00
Canada Pine Stock—1 1/2 in., 12 to 16 ft., d 2 or 4 s.
Selects (clear) 57 00 Pickings & better 44 00
1st shelving 47 00 As run, common out 33 00
2nd 41 00 No. 1 barn boards 26 00
3rd 38 00 Common 21 00 @ 22 00
Pickings 35 00
Canada Pine Stock—1 1/2 in., 12 to 16 ft., d 2 or 4 s.
Pickings & better 45 00 3d shelving 33 00
As run, common out 33 00 Common 22 00
Canada Pine S. Bds.—1 1/2 in. & up, 11 ft. and under, d 2 or 4 s.
Pickings & better 33 00 @ 35 00 Dressing & common, d 2 s or
As run, common out 30 00 @ 32 00 Common 20 00 @ 21 00
Canada Pine Sheathing, d. m. & b.—1 1/2, 4 to 7, 5 & up, 6 3/8.
1st quality, 12 to 16 ft 40 00 1st & 2nd quality, 9 to 11 ft. 33 00
2d 37 00 7 & 8 ft 34 00
3d 34 00 3rd quality, 11 feet & under 22 00
4th (selected Common) 22 00 4th 18 00
Canada (Quebec) Spruce—1 & 1 1/2 in., 4 to 7 in., d 2 s & m.
Clear, 10 to 16 feet 32 00 No. 2, 10 to 16 ft. 15 00 @ 16 00
No. 1 22 00
Above prices delivered on a rate of \$30 per car load.

OUR TIMBER EXPORTS TO BRITAIN.

Since the last issue the following cargoes of Canadian wood have been reported entered at the various United Kingdom ports:—
At BELFAST, July 17.—Charger, from Quebec, 977 pcs. hewn fir, 540 oak, 71 do. birch and 7,397 deals and ends. Trudvang, from Miramichi, 11,454 deals and ends, 7,200 palings. Alexander, from Miramichi, 18,327 deals and 11,900 palings. Donald Ferguson, from Quebec, 489 pieces hewn pine, elm oak, ash, birch and hickory, 6,542 deals. Norden, from Quebec, 18,785 deals and ends. Atlantic, from Miramichi, 14,142 deals and ends. Albion, from Quebec, 321 pcs. hewn pine, elm and birch. July 24.—Fondaung, Miramichi, 2 lds. firewood. July 25.—Try, Campbelltown, 16,251 deal, 7,850 palings. Thornhill, Quebec, 810 pcs. hewn fir, oak and elm, 36,541 pcs. sawn fir. July 31.—Siddaratha, St. John, N. B., 16,401 deals, 893 ends. Stada, Miramichi, 21,190 deals, 6,500 palings. Nightingale, Campbelltown 17,787 deals, 2,625 palings. Marie, Bay Verte, 15,285 pcs. sawn fir. Prinds Oscar, Miramichi, 21,677 pcs. sawn fir. Thantha, Miramichi, 26,312 deals and ends, 8,755 palings.
At BRISTOL.—Iron Acton, Quebec, 269 pcs. hewn timber, 15,867 pine deals and ends, 5,997 spruce deals, 3,600 staves. Arizona, Sackville, N. S., 16,741 deals, battens, scantlings and ends, 677 bundles palings. July 23.—Hilda, from Sheet Harbor N.S., 14,314 deals. Urania, Quebec, 187 pcs oak, 1,387 white pine, 2,136 pine deals, 867 pine ends. Superior, Quebec 1,091 pcs fir, 270 oak, 2,275 deals.
At GLASGOW.—Corean, Quebec, 4,572 deals. Circe, Montreal, 21,262 deals, 293 pcs. oak lumber.
At GREENOCK.—Dronningen, Quebec, 3,696 pine deals, 36 pcs. oak, 339 pcs. birch, 222 pcs. red pine, 958 pcs. white pine, 108 pine deal ends.
At CARDIFF, July 24.—42,017 pcs. sawn fir, 14,553 deals.
At COLERAINE, July 24.—13,316 pcs. sawn fir.
At CORK, July 24.—17,592 deals and battens, 15,000 pcs. sawn fir, 575 pcs. hewn fir and elm.
At FLEETWOOD.—Mirjam, Bay Verte, 21,003 deals. July 27.—86,225 deals. July 31.—19,156 deals.
At LIVERPOOL.—Sarah, Pugwash, 21,121 deals, battens and ends. Reciprocity, Quebec, 983 logs, 10 pcs. oak, 6 pcs. walnut, 2,400 pipe, 7,200 w. o. staves, 3,000 deals, 328 pcs. waney, 84 square pine, 20 pcs. ash. Polynesian, Montreal, 11,621 deals. Silistria, Quebec, 50 pcs. rock elm, 117 oak, 287 square, 239 waney white p, e, 1,511 pine deals, 740 pine deal ends. Lake Nepigon, Montreal, 14,290 deals, 50 logs timber, 200 bundles strips. Montreal, Montreal, 6,661 deals, 3,764 pine boards, 5,296 strips and ends, 10,344 boards Iris, Bay Verte, 839 deal ends, 15,859 deals and battens. Active, Bay Verte, 22,811 deals, 1,572 ends. Gindo, St. John, 937 stds. deals, 165 stds. ends. Sinken, Bay Verte, 23,619 deals, boards and ends Juno, Quebec, 724 pieces timber, 2,105 pipe staves, 3,361 pine deals. Elida, Bay Verte, 24,348 deals and ends. Carl Johan, Dalhousie, 28 pcs. birch, 10,079 deals, 2,674 scantlings, 13,485 deal ends. July 25.—299,419 deals and battens, 12,554 scantlings, 3,183 birch planks, 3,082 pcs. elm, cherry, oak, &c., 220,800 palings, 2,800 strips, 21,276 pcs. lumber, 359 maple blocks, 450 maple squares. Aug. 1.—73,081 deals, 1,464 birch staves, 291 bds. pickets, 1866 scantlings, 12,590 boards, and 29,981 pcs. pine, oak, birch, &c.
At LANELLY, July 26.—2,411 pcs. sawn fir, 7,973 pcs. timber.
At LONDON, July 27.—473 pcs. birch, ash, oak and pine, 113,975 pine deals. Aug. 2.—955 pcs. elm, oak, birch and pine, 1,500 pipe staves, 162 deck planks, deals and ends.
At RAMSEY, (Isle of Man) July 27.—5,792 deals.
At SLIGO, July 24.—22,623 deals. July 31.—11,405 deals and battens.
At SWANSEA, July 26.—24,218 spruce deals, 10,586 deals and battens, 3,191 pcs. sawn fir.
At TROON, July 24.—8,816 deals. Aug. 1.—14,441 deals and ends, 2,010 pcs. oak, elm and white pine.
At WATERBURY, July 31.—38,926 deals.
At YARMOUTH, July 26.—25,600 deals and ends, 432 spruce boards.
At ABERDEEN, July 24.—474 pcs. yellow pine, oak elm, ash and birch, 11,950 pcs. sawn pine, 2,400 oak staves.
Lack of space forbids an extended report being continued, but up to August 15th the following additional timber imports from Canada were entered at the various ports of the United Kingdom: Pine and spruce deals and ends, 763,046, palings, 7,500, scantling, 2,185, birch and spruce planks, 22,652, boards, 23,976, sidings, 822, and oak, ash, walnut, pine, cherry, &c., logs and hewn or squared timber, 65,511 pcs.

WOODS FOR FURNITURE.

There are many crazes in the furniture business in respect to the different woods and their imitations, which are extensively used. For many years walnut was a wood that held absolute predominance over all other woods for furniture. But while other woods have become very popular, and walnut is apparently on the decline, yet, really, walnut will be always a fashionable wood. The price will gradually increase, for the large demand is fast consuming the supply. In many states fifteen years ago the farms were enclosed with walnut rails, as the wood was not so valuable in those days. But in these where walnut grows, the lumber that would formerly have been cast aside with the "culls" is to-day sold for high prices. Even the small limbs of walnut trees are now sawed up into materials for rungs and posts of parlor chairs. The old snarled limbs and knots of walnut trees are sought after with avidity by buyers through the country districts, who sell them to firms that manufacture them into ornaments for antique shelves, fancy hassocks and other similar furniture. Rail fences in these districts are now a rarity in the extreme.

But as to the various woods that are used in the manufacture of furniture, maple, ash, poplar, gum and cherry comprise the list. What is known as quarter oak is the latest craze. Quarter oak is first made by sawing a log from end to end through the middle. Then each half is sawed from end to end through the middle, thus leaving four quarters. Each quarter has only three sides, one the bulge part of the log, and the other two being flat and coming to a sharp edge. The boards are sawed off the sharp edge, and each sawing, therefore, throws off a board wider than the one before it. Sawing the quarters of the log in this manner the lumber is beautifully cross-grained. The cross-grained lumber is "worked" into the finest parlor furniture at present. The wood is susceptible of a very fine polish, and the cross grain produces an effect made by both nature and the saw, that is far superior to the art of the most experienced grainer.

But one of the prominent features still in the furniture business is the staining of wood. There are tricks in all trades, and this is the greatest one in the furniture manufactories. A very simple preparation, composed of crude oil and lampblack, is rubbed on the highly polished surface of oak, and when it soaks into the pores of the wood the wood then takes on a dark hue. The varnish is then applied, which gives a neat finish

to the wood, and this is then a fair imitation of antique oak. The common gum is often stained to represent cherry. Cherry itself is very valuable, and is left in its own natural color, although it is sometimes stained to represent rosewood. Soft maple, poplar and gum are stained with preparations of burnt umber, crude oil and lampblack, to produce an imitation of mahogany. Ash has a very pretty grain that stands out prominently under color, and it can be stained to imitate red cherry. Sycamore is a wood largely used for bed posts, and it stains nicely in imitation of walnut.—W. L. Mitchell in *Globe-Democrat*.

EXCHANGE ECHOES.

Mississippi Valley Lumberman

The Canadians are unmistakably in favor of free lumber, whatever may be the diverse opinion of their American competitors.

Chicago Timberman.

It may be said that it is a mistake to suppose that by taking the duty off Canadian lumber, the United States government is only contributing to the wealth of the foreign holders of timber. In the first place, much of the Canadian timber is owned in this country; secondly, while the new market opened to Canada may result to its behoof in giving it more independence as to where it shall sell lumber, the rule will work both ways.

Canadian Trade Review.

The manufacture of pianos has been a declining trade in Great Britain for years past, owing to the number of cheap instruments imported from foreign countries, duty free. The quantity of Ash, Spruce, Whitewood, Rosewood, Mahogany, Cedar, Bird's-eye Maple, Walnut, etc., used in this particular industry is becoming less, but their use is extended to many new purposes. Every piano calls for 500 feet of unprepared lumber, besides which, almost every instrument must be furnished with a packing case. These figures include the waste. *The Lumber World*.

Reports from important lumber-trade centres do not indicate hilariously profitable trade at this season of the year. Prices, which have for some months been strong and steady, with an upward tendency, now show signs of drooping. Most of the reports tacitly admit that the present is a dull season, and most of them show that better things are hoped

for the autumn. It is to be hoped that all the bright anticipation will be realized. It is unpleasant to see market quotations drop and to hear that general trade is dull. The one encouraging feature of the situation is the absence of complaint about collections. These are generally reported good. This is a healthful sign, showing that the lumber and work-working business is sound and that the trouble at present is in outside influences, such as the free-trade agitation operating to the damage of all business.

The St. Catharines Saw Works.

We would particularly call the attention of our readers to the advertisement on page 12 of R. H. Smith & Co., limited. This factory, the oldest of its kind in Ontario, has for over one-third of a century held its own in spite of active and honorable competition, and is now producing a Cross-cut Saw which they style the "Leader," and which they claim excels any saw of that description yet manufactured in style, durability, finish and rapidity of cutting, and they put it on the market as the "King of Cross-cuts." This institution has lately made a change in its management, and is now organized as a joint stock company, of which R. H. Smith, Esq., is president. Mr. John A. Cox, an old hardware man of St. Catharines, vice-president, Mr. W. A. Rawlings—who has been connected with Mr. Smith for over thirty years—secretary, and Mr. Geo. Cox, of St. Catharines, treasurer. The new company starts out under the best of auspices, having at its service the brains and experience of the old firm and a paid-up capital of \$75,000. Their determination is to leave nothing undone to retain their already well-established reputation, and to cater to the needs of the trade generally in a manner that will, no doubt, be satisfactory. Their business extends from the Atlantic to the Pacific, and their export trade is already a large one.

The above company manufacture Saws of every description, all of which are tempered under the "Simonds" process which insures a perfect uniformity throughout the plate. Their Circular Saws are universally acknowledged to be unequalled, while in Hand Saws they make the largest assortment of any firm in the Dominion, and keep ahead of the times by constantly adding new and improved machinery, being determined to keep pace with any other manufacturer on the continent.

"THE LEADER"

CROSS-CUT SAW.

Manufactured only by

R. H. SMITH CO. LTD.,

ST. CATHARINES, ONTARIO.

A Gauge is furnished with each Saw to regulate the Clearing Teeth.



The above Saws are made from the best Double Refined Silver Steel, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the front of the teeth to the back.

They are tempered by the Simonds Patent Process, insuring a perfect uniform temper throughout the plate, and stand without a rival as the best, fastest and easiest-cutting Saw known. For Sale by the Trade generally.



ST. LAWRENCE CANALS.

NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for the St. Lawrence Canals," will be received at this office until the arrival of the eastern and western mails on Tuesday, the 25th day of September next, for the construction of two locks and the deepening and enlargement of the upper entrance of the Galops Canal. Also for the deepening and enlargement of the summit level of the Cornwall Canal. The construction of a new lock at each of the three interior lock stations on the Cornwall Canal between the Town of Cornwall and Maple Grove; the deepening and widening the channel way of the canal; construction of bridges, &c.

A map of each of the localities together with plans and specifications of the respective works can be seen on and after Tuesday, the 11th day of September next, at this office for all the works, and for the respective works at the following mentioned places:— For the works at Galops, at the Lock-keeper's House, Galops. For deepening the summit level of the Cornwall Canal, at Dickenson's Landing; and for the new locks, &c., at Lock-stations Nos. 15, 19 and 20, at the Town of Cornwall. Printed forms of tender can be obtained for the respective works at the places mentioned.

In the case of firms, there must be attached the actual signatures of the full name, the nature of the occupation and residence of each member of the same, and further, a bank deposit receipt for the sum of \$2,000 must accompany the tender for the Galops Canal works, and a bank deposit receipt for the sum of \$2,000 for each section of the works on the summit level of the Cornwall Canal; and for each of the lock sections of the Cornwall Canal a bank deposit receipt for the sum of \$2,000.

The respective deposit receipts—cheques will not be accepted—must be endorsed over to the Minister of Railways and Canals, and will be forfeited if the party tendering declines entering into contract for the works at the rates and on the terms stated in the offer submitted. The deposit receipts thus sent in will be returned to the respective parties whose tenders are not accepted. This Department does not, however, bind itself to accept the lowest or any tender.

By Order.

A. P. BRADLEY,

Secretary.

Department of Railways and Canals, Ottawa, 8th August, 1888.

TAPER PIKE POLES

PEEVEY STOCKS AND

CANT HOOK HANDLES.

The Pike Pole handles are twelve and thirteen feet long; made of the best Straight Rock Maple; are turned in a machine made expressly for the purpose, and are 1 1/2 inches in diameter for one-half their length, being then tapered to one inch at small end, and chucked to fit furrel. We are the only manufacturers in the world who have the system and machinery for turning out Taper Pike Poles successfully.

THEY SELL ON SIGHT AND GIVE THE BEST OF SATISFACTION.

Price of Pike Poles, Peavey Stocks and Cant Hook Handles, \$25.00 per Hundred. Sample Pole sent for 25 cents.

The following are a few of the firms who have used these poles for several seasons: D. Ulyott, Esq., J. M. Irwin, Esq., Geo. Hilliard, Esq., Peterborough; Gilmour & Co., Trenton; M. Brennan & Sons, Hamilton; Gilmour & Co., Chelsea, Que.; M. Boyd & Co., Bobcaygeon; Muskoka Mill & Lumber Co., Muskoka Mills, The Rathbun Co., Deseronto; Heath, Tait & Turnbull, Hantsville; Cookshire Mill Co., Cookshire, Que.

WM. FORSYTH, PETERBOROUGH, ONT.



MACHINERY FOR SALE

H. W. PETRIE'S list of Sawmills and general wood-working machinery for sale.

ONE new 2 or 3 block sawmill, with 6-inch saw.

ONE sawmill, with timber limit in Parry Sound.

ONE 2-block mill, Butterfield build.

ONE 2-block mill, small portable size.

ONE automatic sawing machine, Bayley make.

ONE 66-inch inserted and 64-inch solid saws.

TWO stave cutters with parts-61.

ONE gang lathe mill, new.

ONE Waterous self-feed grist mill and Lotter.

ONE Goldie & McCulloch Hall self-acting shingle machine.

ONE self-acting shingle machine, Green Bros. make.

ONE Waterous self-acting shingle mill and jointer.

ONE Eureka self-acting shingle machine and jointer, I. Frenchette, maker, St. Hyacinthe, P. Q.

TWO Doherty hand swing machines.

ONE upright swing, with 40-inch saw.

EIGHT wheel jointers, various makers.

THREE drag saw machines.

ONE heavy 24-inch planer and matcher, Rogers' make.

ONE new eclipse planer, matcher and moulder, Galt make.

ONE 24-inch planer and matcher, Picton make.

TWENTY-inch planer and matcher.

EIGHTEEN-inch planer and matcher.

LITTLE Giant pony planer and matcher.

NEW Economist 24-inch planer and matcher

ONE 27-inch revolving bed double surfacer, Galt make.

ONE 24-inch surfacer, McKechnie & Bertram.

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

ONE 26-inch pony planer, Frank & Co. build.

TWENTY-four-inch surfacer, Kennedy's make.

TWENTY-four-inch surfacer, hardwood bed.

TWENTY-two-inch surfacer, wood bed

EIGHTEEN-inch surfacer, all iron and steel.

SIXTEEN-inch buzz planer, Galt make

THREE-side moulder, all brass heads, Rogers' make.

THREE-side moulder No. 2, Cant Bros. make.

TWO one-side moulders, McKechnie & Bertram make

ONE one-side moulder, wood frame.

NEW 3-side moulder, Cant Bros. make, Galt.

TENONING machine, double cope, Goldie & McCulloch.

ONE J. A. Fay tenoner, small size.

TWO Rosstenoners.

ONE double cope tenoner, McKechnie & Bertram.

BLIND slat tenoner, Coogan build.

POWER mortiser, Goldie & McCulloch make.

TWO power mortisers for heavy work

LARGE stock of foot mortisers, new at \$15 each.

UPRIGHT boring machine with column

SIX power scroll saws, various makes

ONE 34-inch band saw, Hamilton Tool Co.

TWO new band saws, Galt make

NEW 34-inch pedestal and 24-inch bracket band saws.

ONE upright Goldie & McCulloch shaper.

NEW iron Top shaper, Cowan make

SHAPER, heavy iron column, Cant Bros. make, Galt.

ONE wood frame shaper and counter shaft.

ONE veloupede foot power shaper, Hornes

ONE automatic handle lathe, Sheldon Bros.

ONE handle or gauge lathe, Bailey.

ONE axe handle or spoke lathe, new.

ONE Blanchard spoke lathe, Fay make.

ONE broom handle lathe, wood frame.

NEW wood splitting machine. Send for photo.

BOWBEN lathe with cutters for cotton and wool len mills

SET of hoop machines, Goderich make.

SET match machinery for round matches.

LOT of lumber and log cars for sawmill use.

FOUR pole road cars, 7 feet, 10 inches gauge.

SANDPAPERER, new Galt make.

FOOT mitring machine, Cant Bros. make.

SIX saw benches, cut off and ripping

TWO new wood turning lathes with rests, &c.

LOT of moulding and matcher utter heads

ONE iron bowl machine, American make

ONE chair mortising and boring machine

ONE set spoke machines, Fay make Cincinnati

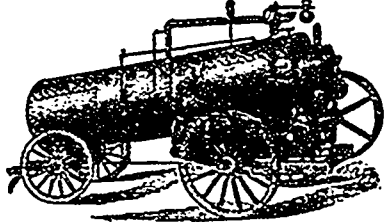
ONE knife grinder, Galt make.

ONE hand wiring machine.

ONE beading and moulding attachment for planer and matcher.

SEND for lists 13 and 14, and mention wants. Address H. W. PETRIE, Brantford, and No. 9 York street, Toronto, opposite Union Station.

THE MONARCH BOILER (PATENTED) AND HERCULES ENGINE.



Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.

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

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



SAULT STE. MARIE CANAL. NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned, and endorsed "Tenders for the Sault Ste. Marie Canal," will be received at this office until the arrival of the eastern and western mails on TUESDAY, the 23rd day of October, next, for the formation and construction of a canal on the Canadian side of the river, through the Island of St. Mary.

The works will be let in two sections, one of which will embrace the formation of the canal through the island; the construction of locks, &c. The other, the deepening and widening of the channel-way; construction of piers, &c.

A map of the locality, together with plans and specifications of the works, can be seen at this office on and after TUESDAY, the 9th day of October, next, where printed forms of tender can also be obtained. A like class of information relative to the works, can be seen at the office of the Local Officer in the Town of Sault Ste. Marie, Ont.

Intending contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and be accompanied by a letter stating that the person or persons tendering have carefully examined the locality and the nature of the material found in the trial pits.

In case of firms, there must be attached the actual signature of the full name, the nature of the occupation and residence of each member of the same; and further, a bank deposit receipt for the sum of \$20,000 must accompany the tender for the canal and locks; and a bank deposit receipt for the sum of \$7,500 must accompany the tender for the deepening and widening of the channel-way at the ends piers, &c.

The respective deposit receipts—cheques will not be accepted—must be endorsed over to the Minister of Railways and Canals, and will be forfeited if the party tendering declines entering into contract for the works, at the rates and on the terms stated in the offer submitted.

The deposit receipt thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest or any tenders.

By Order,  
A. P. BRADLEY, Secretary.  
Department of Railways and Canals, Ottawa, 25th August, 1888.

NEW WATER JACKETED CUPOLA FURNACE.

B. W. KEIM'S New Water Jacketed Cupola produces superior castings with a saving of a labourer and ten per cent. of a saving in metal and fuel. It is especially adapted for the use of stove, brass and iron foundries, also for the treatment of phosphor-bronze, copper and bell metal. It is so constructed that by the addition of 1/2 per cent. of aluminum a steel casting can be produced. It requires little, if any, repairs, and the bottom need not be dropped for months. Estimates furnished for portable reduction works for the smelting of gold, silver, lead or copper ore. A saving and analyzing promptly attended to by the best of chemists. Your correspondence is solicited. Send for illustrated catalogue.

WANTED.—Reliable parties to introduce the Hartsfeld Automatic continuous and improved economical Coke and Charcoal Ovens of any capacity.

Also, lately improved portable reduction works and prospecting hand-power diamond bit rock drill that will bring up a solid core 500 feet. Extraordinary inducements.

THE HARTSFELD FURNACE CO.'Y, LTD. Cincinnati, Ohio, U. S.

THE MANUFACTURERS LIFE INSURANCE Co.

FULL DEPOSIT WITH THE DOMINION GOVERNMENT.

AUTHORIZED CAPITAL & OTHER ASSETS

OVER \$2,000,000.



This Company's six months' business, just terminated, is the largest ever done by any Company in the Dominion.

Accepted business over \$1,000,000, or over \$5,500,000 in the Ten Months since its organization.

It has the LARGEST STOCK and PAID UP CAPITAL of any company in the Dominion.

Its Plans, Rates and Policy Contract are unequalled.

The business of the Manufacturers' Accident Co., Capital over \$1,000,000 is also very large.

Agent wanted in unrepresented districts.

Apply to  
MESSRS. WILSON & MORRISON,  
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Lumbermen

SHOULD SEND FOR A COPY OF Scribner's Lumber & Log Book.

OVER ONE MILLION ALREADY SOLD.

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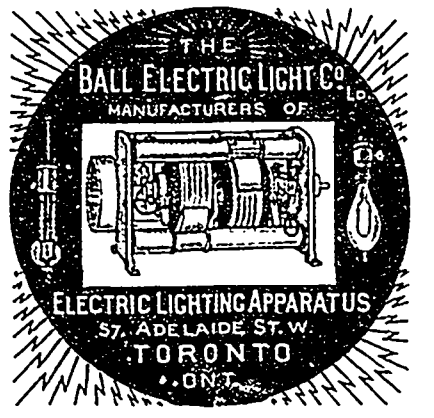
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Which is specially adapted for engines and shafting, and is a saving of 50 to 75 per cent. over oils.

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SOLE AGENTS FOR CANADA.  
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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 the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—Civil Service Gazette.

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

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RELIABLE! RAPID! CHEAP!

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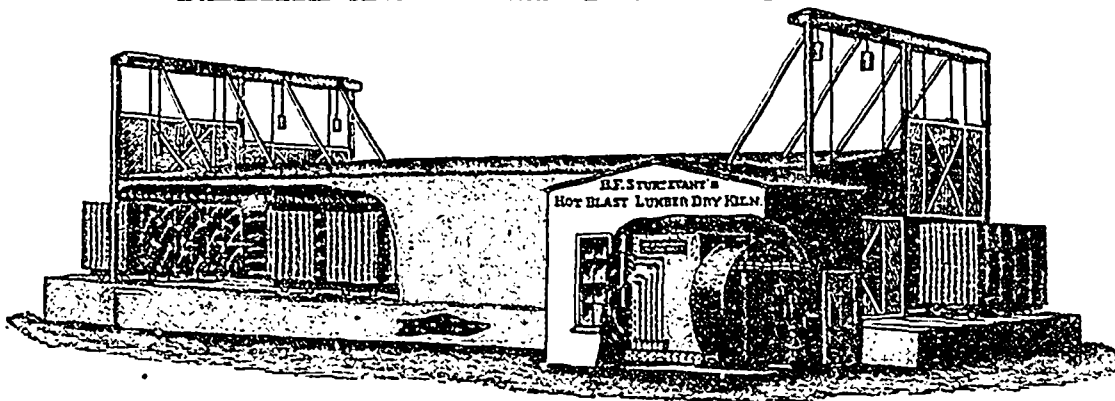
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[SUCCESSORS TO BOWDEN & CO.]

SOLE CONSIGNEES OF SOUTHWICK'S CELEBRATED LUBRICATING OILS & GREASE.

We beg to advise our customers and the trade generally that having succeeded BOWDEN & CO. in this business, we shall by close attention thereto, endeavour to merit a still larger patronage than has been accorded to them in the past.

Our goods, the customers being the judges, are not equalled in the market and will continue to maintain the high position they now occupy, our aim being to still conduct the business on strictly legitimate principles.

With thanks for past favors and the request for their continuance, we are,

Yours very truly,

ONTARIO OIL CO.

ARTHUR GOODBY, Manager.

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Mill Owners will do well to write for estimates before placing their orders.

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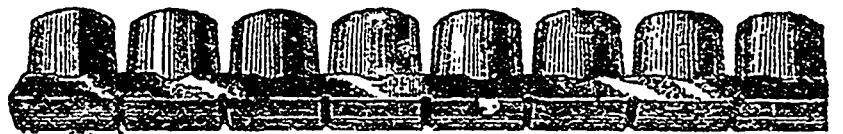
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SHINGLES, BEST GRADES OF PINES AND CEDARS.

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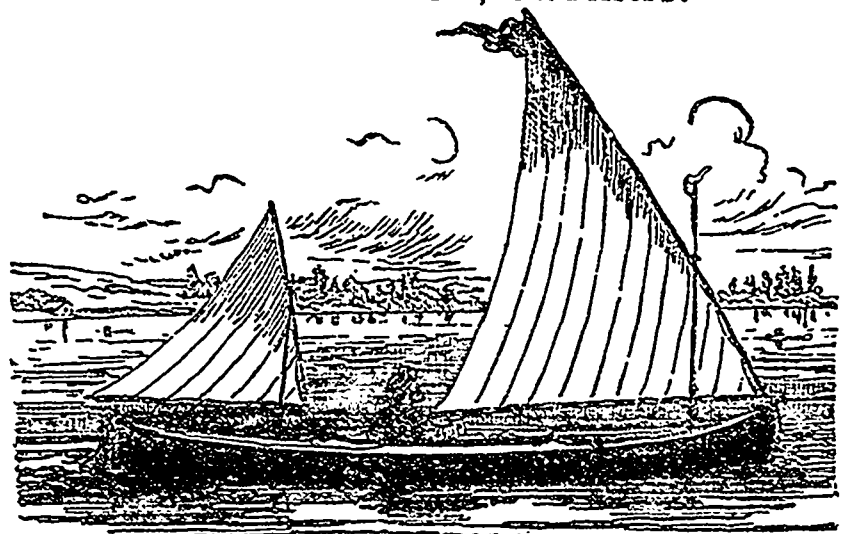


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Patent Cedar Rib Canoes, Patent Longitudinal Rib Canoes, Basswood Canoes, Folding Canoes, Paddles, Oars, Tents, etc., etc.

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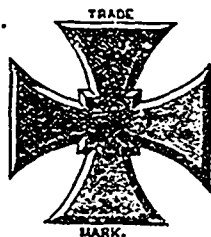
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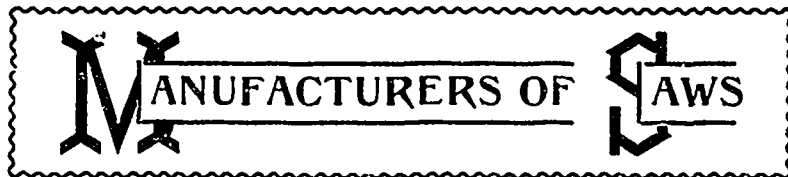
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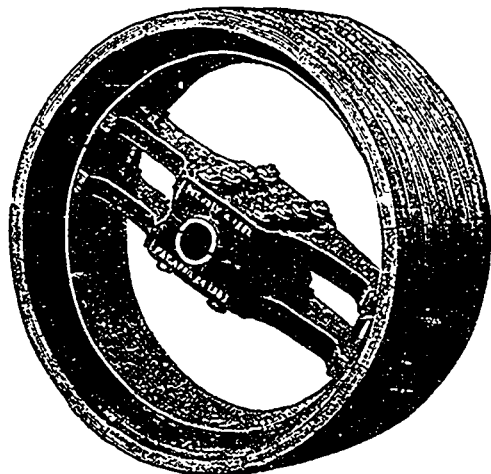
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**EVERY SAW FULLY WARRANTED.**  
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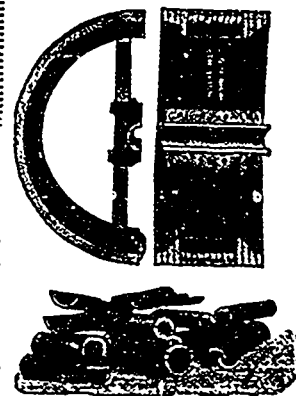
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**With our Patent Bushing System**

Every pulley will fit 22 different sizes of shafting, and guaranteed to give from 30 to 60 per cent. more power from same belt and like tension than any iron or steel pulley. Every pulley a split pulley, 70 per cent. lighter than cast iron and 50 per cent. lighter than wrought iron or steel. Strong enough for any power required. Made in any size from nine inches to sixteen feet diameter.



As a material for pulleys wood is better than iron from the fact that it holds a belt much better. Most good mechanics are aware of this fact, but it may not be generally known how great is the difference, and for the benefit of our readers we give the result of two tests made and published by two of the most eminent mechanical authorities. —

| Portion of Circumference embraced by Belt. | Rel. value of leather belt. |                  | Portion of Circumference embraced by Belt. | Rel. value of leather belt. |                  |
|--|-----------------------------|------------------|--|-----------------------------|------------------|
|  | On Wooden Pulleys.          | On Iron Pulleys. |  | On Wooden Pulleys.          | On Iron Pulleys. |
| .20  | 1.80                        | 1.42             | .20  | 1.90                        | 1.40             |
| .30  | 2.43                        | 1.69             | .30  | 2.40                        | 1.70             |
| .40  | 3.26                        | 2.02             | .40  | 3.30                        | 2.00             |
| .50  | 4.38                        | 2.41             | .50  | 4.40                        | 2.40             |
| .60  | 5.88                        | 2.87             | .60  | 5.90                        | 2.90             |
| .70  | 7.90                        | 3.43             | .70  | 7.90                        | 3.40             |

Norm. - Appleton's Encyclopedia. Haswell - Engineers and Mechanics' Pocket Book

A Dodge Patent Wood Pulley is better than iron from the

fact that it can be made very much lighter and thus save weight on the line shaft and bearings, thereby saving in expense from a saving in friction.

The advantages of the separable pulley are very apparent. By its use the necessity of taking down shafting already up for the purpose of putting on additional pulleys when needed, or to be changed, is avoided, thus saving time, trouble and expense, while their first cost is much less than any other pulley made not having these advantages.

The Compression Fastening whether used with keys in iron center or compression alone, keeps the pulley always in balance as the compression on the shaft and key is always towards the center.

The most perfect balanced iron pulley fastened with set screws or key, is invariably out of balance by being thrown from the centre, this fact is obvious to all mechanics.

The advantages of our mode of fastening over any other are: It is the only absolutely true fastening for a pulley. A pulley once properly balanced cannot be thrown out of balance in securing with this fastening. A pulley fastened with key or

set screw in the ordinary way, cannot be screwed without lifting the pulley from the shaft at that point where the key or set screw is placed, thus throwing the pulley out of balance.

Manufacturers should carefully avoid any pulley with a set screw fastening for shaft, also a key unless the pulley is compressed on it. The Dodge Patent Bushing system is a great convenience to manufacturers and also to agents who carry pulleys in stock, as with the aid of the patent bushings every pulley will fit 22 different sizes of shafts.

Haswell the acknowledged authority and most quoted by American mechanics, summarizes thus. The ratio is friction to pressure of leather belts, when worn over wooden pulleys is 47, over turned cast iron pulleys, 24, thus showing the average advantage of a wood pulley over iron to be 50 per cent.

We also manufacture GROOVED HARD WOOD PULLEYS FOR TRANSMITTING POWER BY MANILLA ROPES (tallow laid) by the Dodge Patent System of applying the ropes and taking care of the slack.

Illustrated catalogues of belt pulleys and the rope transmission system will be furnished on application to

**The Dodge Wood Split Pulley Co., 89 Adelaide St. W., Toronto.**