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NO. 16

PRESENT CONDITION OF THE LUMBER TRADE.

Lumber, that is sawn lumber, has not taken that boom this season, which some had so confidently hoped for. A walk around the Chaudiere mills discloses the fact that a very large stock is on hand, but although that is the case, the mills are going full speed and the mills are going full speed and the buzz and zip of the machinery seems never to lull.

"How is the market this year?" enquired a *Free Press* reporter of a prominent lumberman to-day.

"Well, not a great deal of difference from last year. In the better quality of lumber the demand in the States is very brisk and prices are good, but unfortunately, we have not much of that species of lumber to dispose of."

"What percentage of first-class lumber do you calculate is cut annually at the Chaudiere mills?"

"We are of course obliged to cut an inferior quality of logs every year, so that the quality now cut is not so great a percentage as it formerly was. Of all the lumber cut just now, I think only about 25 per cent. can be reckoned as good, and made ready sale."

"Then how about the inferior qualities?"

"There is just about enough made out of the inferior quality of lumber to pay expenses and if there is a margin at all it is very small."

"Did the strike amongst the mill hands at Bay City, Saginaw and other points in Michigan have any effect in the demand?"

"On, not any visible effect. The state of Michigan has so many mills in operation, and the strike was of such short duration that it did not make any change in the market."

"Then the trade is on the average fairly prosperous?"

"Yes, fairly prosperous, and we expect the demand will rather increase before winter than otherwise."

"Could you give an idea of the amount of stock carried by the different mills?"

"No, I could not, nor do I think any of the owners at the Chaudiere could give you any thing like an approximate estimate from the fact that sales are going on every day and sawing—one pile going up and another down—so that nothing like a fair estimate could be arrived at."

"What do you think of the square timber trade. I see that one Ottawa lumberman got 30 cents a foot not long since?"

"Yes, I believe he did. It was a good big price, but remember the average of 65 feet is far above the common. From all I know there is very little timber of that size to go down this year. The square timber is small in quantity this year and not big on an average. This part of the lumber trade is growing less every year. There are many causes. In the first place the lumberman has to go very far back, that is, very high on the streams, where he looks for the

making of a raft. Then he runs the risk of having his timber stuck, being more unwieldy than logs, and requiring more water to propel the square than round stuff. Then again of late years the market was very shaky and unreliable for square timber, the European demands having fallen off from some cause or another."

"The lumbering enterprise has seen its best days I suppose," prebounced the reporter.

"Oh no, I look to the day, and not a very distant one, in fact before the laps of ten years, when the lumbering industry of the Ottawa Valley will be brisker than ever."

"How will that come about?"

"Michigan, Minnesota and Wisconsin, the three Eastern States that are competing with Canada in the lumber market just now, cannot long, hold out at the present rate, their forests are disappearing, everything is swept off, nothing too small is left uncut. Now this dreadful slaughter cannot last long, in fact, people who have taken the pains to probe into this matter say that at the present rate of cutting the three great lumber states of the east will be totally devoid of marketable trees, and the demand for lumber must naturally look to the Dominion to supply the market."

"Yes I have a notion that the future has a bright outlook and if men engaged in the industry feel the times a little slack, they will make up for it in the time when Canada will command the market east of the Rocky Mountains."—*Ottawa Free Press.*

THE EASTERN SPRUCE TRADE.

Reports from the spruce logging sections confirm the statements made that the June rise had enabled all the mills to secure a good crop of logs, and already the various eastern markets have shown a marked change in the general aspects of trade in that particular wood. The demand for spruce this season has been large, and previous to the June tide it was impossible for many of the mills to keep up with the orders received. The condition of the log crop aided by the unusual demand for the lumber, caused prices to advance, and remain firm at a figure somewhat in advance of values for several previous years, and even when the news was confirmed that the mills had been able to secure plenty of logs, it was claimed by many of the dealers that the market would not react, from the fact that but few of the yards had as yet been stocked, as about all the spruce which had up to the present time been shipped had entered into actual use in the buildings now in process of construction.

Under such a condition of the market, it did not seem at all probable that the spruce manufacturers would relax the profitable grasp they unquestionably held upon the future trade, but it appears that our estimate of the mill men was slightly overdrawn. Many of the

eastern mills are running to their full capacity, and shipping their product to Boston and New York markets to be sold by commission houses, a fact which shows them to be cutting beyond actual orders, and the consigning of the over supply to either of the markets mentioned has the effect of weakening values, and at the same time causing yard dealers to delay stocking up until they have been fully able to test the manufacturers' necessity for funds. In view of the fact that large quantities of spruce will be yet required to supply the actual demand, it seems foolishness on the part of a few short sighted manufacturers to blast the hopes of the entire trade by adopting a course, the result of which might, by ordinary foresight, be so clearly seen from the beginning. How much better it would be to go slow through the summer months and saw only for actual requirements, thereby nursing the trade until buyers find it actually necessary to make purchases, in which event manufacturers would be practically able to control the business in their own interests. It would be the correct thing for the spruce manufacturers' association to assert its influence, if it has any, about this time and show what it was organized for. It can do much towards regulating the product, and, that matter settled, the price will regulate itself to the satisfaction of all.

If the estimated shortage of 115,000,000 feet in the crop of spruce logs in Maine, as reported by certain large mill men, is correct, it seems to be the height of folly for even the smallest operator to consign any portion of his cut to be sold at auction, for, in view of the situation as outlined in the foregoing, the lumber will be wanted for actual use before use before the close of the season. *Northwestern Lumberman.*

ARTIFICIAL WEATHERING OF WOOD.

In an article on the preparation of wood for car finish, the *National Car Builder* mentions a Japanese method of treating wood for back grounds of ornamental work which it regards as well worthy of attention. It consists, it says, in removing the softer portions of the fiber so as to leave the remaining grain in high relief—a sort of artificial weathering by which the softer portions are worn away. The method has not been very clearly described, but it appears from the information given that materials like Dutch rushes are employed to scour or grind away the surface. The boards are sometimes quartersawed, but more frequently they seem to have been taken nearly through the heart and at a small angle with it. This gives long sweeping curves to the grain. After the required relief has been attained the wood is filled. The final coats seem to be a hard wax finish without a polish. For panels the effect is superb. As a back ground for metal work in

relief, or for carving it would be difficult to find anything richer. To produce such work does not appear very difficult. Although the cost of such panels in Japan is very great, they need not be expensive here. The hand labor necessary for wearing down the wood may be easily replaced by machinery. The desired effect would then be obtained quickly as well as easily. Probably the same results can be obtained by the use of the sand blast or with steel brushes. The first car builder who introduces this style of ornamentation will have something not only unique but beautiful. In many respects it would be more attractive than the stamped leather and the Lincrusta, now so fashionable. As patterns for stamped leather, these wood designs would be very desirable, and if we cannot have the original, it might be possible to get an imitation by the electrotype process which would answer every purpose.

GOOD ADVICE.

If you take up a trade, push it to perfection. As an apprentice, be prepared for many unpleasant things. To begin at the foot means more or less drudgery. Your inexperience will provoke ridicule, contempt, and sometimes abuse. Because you are a boy, any man in the shop may feel free to order you about. Be obstinate, sulky and dilatory, and none of them will care how long it takes you to reach a higher round in the ladder. Be cheerful, obliging and civil, and you will find every man ready and willing to speak a good word for you and help along your skill.

When you have become a finished workman, bear in mind the well worn but truthful maxim that "a rolling stone gathers no moss." Steady work at fair wages is what piles up the dollars. A large share of our workmen are over ready to listen to glowing accounts of the high wages paid somewhere else, and they spend a good portion of the year looking for the place. Next to be settled in your mind, be economical. One of the chief causes for dissatisfaction among mechanics and laborers springs from the lack of good management and the fact that so many are spendthrifts. In every city in the land a large proportion of workmen chew, or smoke, or drink. Their tobacco injures the system and robs the wallet. Drinks could be better replaced by cold water. Two dollars per week are taken to maintain injurious and selfish habits, and yet those who squander the most are loudest in their complaints about hard times.—*Detroit Free Press.*

Two guards at the St. Vincent de Paul Penitentiary have been suspended and three others fined one month's pay as the result of an investigation into charges of insubordination and misconduct preferred by the Warden of the institution.

THE SAGINAW VALLEY STRIKE.

An unbiased consideration of the strike which has been so tenaciously adhered to for five weeks past on the Saginaw river, must lead to only one conclusion, that it was ill advised in its inception, and that it has resulted thus far disastrously to the labor element, and worked to the direct advantage pecuniarily as well as otherwise to the mill owners, as we shall endeavor to demonstrate by a short statement a statement as possible.

First, we assert that the strike was ill-advised in its inception, because a moment's consideration, with the very smallest information in regard to the general situation would have convinced the leaders that it was but a very short time until the 19th of September, when the ten hours law would take effect, and they would then have law on their side with which to enforce their demand. Now, while the *Gazette* sympathizes with the employes so far as their demand for ten hours a day is concerned, we cannot permit our sympathy to blind our eyes to facts which are undisputable; hence we believe that at no time for ten years past has there been so inopportune a time for a strike of the mill employes, for the reasons following: In the first place, the docks on the river were crowded with lumber, which was sluggish in sale, and a stoppage of production was the most desirable thing in the interest of the producers, because it would enable them to dispose of their surplus stock and clear their yards for future operations. Then again the curtailment of the log crop last winter was so great that the mill owners could well afford to let their establishments remain idle two months if necessary, and could thereafter cut all the logs desirable for their own convenience and advantage; and even if they do not cut another log this season, the streams tributary to the Saginaw river will have no more logs remaining back than usual. Again the leaders and advisors of the labor element, might with very little discernment perceived that a curtailment of 300,000,000 feet of lumber at this time, means a curtailment of the same amount of logs the coming winter, which fact must necessarily militate against the strikers at the very worst season of the year. Thus much of the ill-advisedness of the strike in its inception.

Now for the results: A careful computation of the loss in wages to the mill employes during the five weeks of the strike places the amount at \$200,000. This is an enormous sum to be withdrawn from the support of these men and their families; and it means also \$200,000 taken from the business interests of the cities on the river, and its baneful effects are already perceptible in business stagnation in every city and settlement all along the line. Besides this it will place the labor element in a distressing situation during the winter months, when absolute want and suffering will be there let beyond anything ever heretofore known.

On the other hand the advance in lumber at \$1 per thousand, occasioned directly by the strike, will amount to at least \$400,000 to the pecuniary advantage to the mill owners. In addition to this, the advance in the price of salt already reported will net the mill owner at least \$200,000 more. It therefore becomes apparent that the results have militated disastrously to the laborers while the mill owners have been benefitted much more pecuniarily than they could possibly have been by running their mills.

In the next place what has been accomplished thus far: Two mills are running on the ten hour plan with no reduction in wages; six mills are running ten hours with a reduction of wages, and eleven mills are running eleven hours, the same hours and terms as when the strike commenced. The above cannot be considered a very gratifying result for the strikers, from the most recolored view possible.—*Lumberman's Gazette*.

MANUFACTURING HARDWOOD

There are many manufacturers of hardwood lumber in the South, who apparently fail to consider the importance of becoming thoroughly acquainted with the demands of the markets to which they ship, not only in point of quantity, but in reference to quality and saleable sizes. On either slope of the range of

mountains which separates the states of North Carolina and Tennessee are a great many mills, and their production foots up many million feet yearly. Very few of these mills are operated by men who have ever done business outside the county in which they live, and judging the outside world by their own immediate surroundings, they are led to suppose that if a farmer in their locality can build a house with log run lumber, a man in New York can do the same, and hence they are satisfied in their own minds to keep on sawing inferior lumber. The markets in the east have for several years been heavily overstocked with various kinds of hardwoods, inferior in all the details that constitute first class lumber. The timber originally was good, but the saw mill man has spoiled the product, by his ignorance. It is impossible to manufacture good lumber without the aid of good machinery, and unless a mill is equipped with a first-class saw, and a gang-edger, it is certain that the production will not prove first class in point of quality. After the lumber is manufactured, it is necessary to pile it in such a manner as to dry it out bright. Large quantities of well manufactured lumber are ruined by a lack of knowledge as to sticking. The sticks, or crossers, should always be placed exactly over each other, and never more than four feet apart; the crosser on the front of the pile should be placed about one inch from the end of the board, as that will allow sufficient space for the dampness to collect, and in the process of drying the boards will not check. The entire pile should be a little lower at the back than at the front, to allow rain to follow the inclination. It is better to stick all hardwoods in six foot piles with a space of at least one foot between them, which allows a free circulation of air, and prevents the lumber from staining. This latter feature is very common in poplar, and is caused by a neglect of the requirements mentioned. Such neglect permits the rain to soak into the lumber, and as the air does not circulate around and through the piles, the result is the sap turns black, and all pieces thus affected become culls, even if otherwise perfect. Large quantities of such lumber have been shipped to the East, and have proved a stumbling block in the way of the seller, who had really good lumber to dispose of, as the oversupply of poor lumber affected the price of the good. There is a class of men in the South, who go roaming around the country buying up lots of inferior lumber, for which they pay but a very small price; such lots are generally secured at interior mills, where the mill man never sees a trade paper or even hears from the outside business world, and consequently does not know the real value of his product. Having secured enough of such stock at any given point to load a few cars, the buyer sends it to some commission firm, and draws against the consignment, in many instances for all he paid for the lumber, and then makes the life of a commission man miserable by harassing him to sell at a certain price and amount. Until something is done to prevent the manufacture of such large quantities of poor hardwoods, it will be impossible to build up the markets. Perhaps the best method to pursue is to refuse to buy such stock, but on that point individuals would doubtless disagree to such an extent as to make it valueless.—*Northwestern Lumberman*.

HOW TO CURE A HOT BOX.

In the few remarks that I made I committed myself to a task which is, perhaps, one of no small proportions; but as hot boxes, like doctors' patients, are sometimes cured, there is hope that we may be successful. I will say, however, that there are sometimes extreme cases which cannot be cured except by the substitution of a new box, either longer, or larger, or different material; but, in cases susceptible of treatment, would say that if we can discover the cause of the heating, the cure is generally speedy, provided the person in charge knows sufficient to administer the remedies, and in proper doses.

One of the most common causes is a lack of oil, or a poor quality of oil, (and at this juncture I will say that the oil subject has overgrown me. I remember my paternal ancestor used to

have a bottle with a feather and cork attached, and which smelled abominably; but it had one redeeming feature, it was a lubricant. It had no fire-test attached to it, no summer or winter oil about the bottle, neither was it golden machine oil, it was simply an every day oil; it neither froze in winter nor ran like water in summer. My memory may be at fault, but I never remember that oil having to be punched out of the oil holes with a steel punch. It may be just possible that we are on the threshold of some discovery where, by some mysterious scientific process, a new material may be evolved that will supersede leather). One common cause of a hot box is that the shaft or spindle is out of round or slightly crooked. In this case the best remedy, and in ninety cases out of a hundred the only remedy, is to take out the shaft and have the bearing turned true in the lathe. One good way is first to get the shaft or spindle well centered—most mechanics know or ought to know that good centers are always drilled—and then to take a very sharp tool and go over the bearing with a very light cut, and repeat the cut if necessary, until the shaft is round. Do not file the bearing; finish with the tool. If the job is done right it will require no filing, and not, like one Aleck filed, be a source of trouble.

One very frequent cause of boxes running hot is that by wear or grit or other causes the bearing will have grooves running around its circumference. In this case it is difficult for the oil to pass by these grooves and projections, and although one end or the middle of the bearing gets oil the other portions are left without. In this case I have found it a good good plan to file the bearing in the direction of the length of the shaft, but never in the direction the shaft runs, this is, following the circumference. This will give relief to bearings when almost everything else has failed. This recalls a little crank pin trouble which occurred within one hundred miles of Minneapolis. The crank pin had a trick of getting very warm, indeed, and the throttle opener concluded something was the matter, and on taking off the brasses he discovered that they were worn in grooves as though with sand or grit; and, perhaps, like the homeopaths, he had concluded that like cured like, he got a piece of sandpaper and very industriously sandpapered those grooves one holy Sabbath morning. I did not stay to learn the effect of this treatment, but I think that a plug of toba inserted in the smoke stack would be just as efficacious.

There is one thing about journals and boxes that has not been spoken of very much, and that is the circulation of the oil in the box. If the oil circulates throughout the box there is less danger of heating. I have got good results in habbiting boxes, especially solid boxes, by taking paper and placing around the shaft, and then taking stout string and tying around the paper in the form of a thick thread, letting the string go right and left. This has a tendency to cause the oil to circulate back and forth throughout the bearing, thoroughly lubricating every portion of the bearing. It is always better to have a box, especially a half-box, to bear on the bottom and not on the two edges. A box that is cast or bored on a smaller circle than the shaft is sure to get hot.—*Cor. Wood and Iron*

THE RETAIL TRADE IN NEW ENGLAND.

Ten years ago the retail yards all through New England obtained the bulk of their stocks through the wholesale dealers located in the East, principally Boston, although a portion of the trade went to Providence and Albany. The yard trade of New England is in many respects unlike a similar class of trade in other sections, and the question is often raised to whom does that trade rightfully belong? The eastern wholesaler, by reason of precedent, claims it, and the manufacturer in the West who solicits the yard trade is looked upon as an intruder. It is claimed that agents of large firms in the West solicit the trade of the eastern wholesaler, and then do the same with the yards, which amounts to soliciting the customers of the former. On moral grounds, and as a matter of policy, such action appears unbusinesslike, but the ground of

argument is that the only difference existing between the wholesale dealer of the East and West is solely in the location of headquarters, and trades between them must be viewed as any other transaction wherein it is supposed a profit can be made by either party. There are several hundred retail yards scattered through New England, but outside of Boston there is few yards that can be classed as extensive. Probably New Haven, Conn., has larger yards than any other city in that section, although Providence, R. I., and Portland, Me., have several extensive ones. Each locality has its peculiar whims in the matter of making purchases, for instance, the yard dealers along the Connecticut shore buy largely in Albany, shipments being made by water, and while the Hudson river is open to navigation it is a difficult matter to sell any lumber in car load lots in that section. There are several whole sale dealers in Providence who supply a portion of the trade of that city, while Boston firms and concerns in the West obtain more or less orders all of which are delivered by rail. The Portland market was formerly supplied largely by Boston firms, but since the advent of numerous drummers from the West took place a portion of the trade has been lost. The same statement is true of the yard trade in Springfield, Worcester, and Lowell, and each year the orders of such yards are lost to local wholesalers, and placed with the manufacturers in the West. It is not claimed that any better trades are secured by this method, but somehow a feeling prevails among the yard men that they are more independent in making direct purchases from the manufacturer.

The army of drummers that have for two years invaded the New England territory, has had the effect of reducing prices and complicating grades, and the attempt of shippers in Buffalo, Toledo and Chicago, and numerous other western markets, to harmonize grades to meet New England notions has caused many disputes, and undoubtedly nursed the practice of making discounts, until it has become almost second nature to some buyers. The New England yard trade in the aggregate is large, but is scattered over a large territory, many of the yards taking an arbitrary rate over Boston, and it is at such points that the fiercest competition has arisen. To meet it the western shipper has conceded the arbitrary, and made regular Boston rate prices; of course this precedent has had to be met by others, and the yards so located have profited by the concession. These little features of New England trade, although small in themselves, serve to keep the market in an unsettled condition; but as the "go-as-you-please" element appears to predominate it is doubtful if agitation will better the matter.—*Northwestern Lumberman*.

FAST SAWING.

Staples & Covell's mill, at White Lake, Mich. with a single circular mill, cut 81,093 feet of white pine lumber in a ten hours run.

A Beaumont, Texas, paper says that in 1879, one circular, with a Prescott steam feed, in the Reliance Lumber Co.'s mill, at that place, cut 104,000 feet of lumber, board measure, in ten hours.

On Friday, July 3, the Lyman Lumber Co., Necedah, Wis., in a six hours run, cut 101,661 feet of piece stuff, mostly two inch, on one rotary and one 42 inch Wickes gang.

J. J. McDonough's mill, at Surrency, Ga., cut, with one saw, from "Sunrise to sunset," which is a working day in a Georgia saw mill, 176,790 feet. This was accomplished three years ago.

The Hudson (Wis.) Lumber Company cut 84,965 feet in one day with one circular, and claims it can cut 100,000. *Lumberman's Gazette*.

A Wonderful Freak of Nature

is sometimes exhibited in our public exhibitions. When we gaze upon some of the peculiar freaks of nature occasionally indulges in our minds revert back to the creation of man, "who is so fearfully and wonderfully made." The mysteries of his nature have been unraveled by Dr. E. V. Pierce, of Buffalo, and through his knowledge of those mysteries he has been able to prepare his "Golden Medical Discovery," which is a specific for all blood taints, poisons and humors, such as scrofula, eruptions, ulcers, swellings, tumors, and kindred affections. By druggists.

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WM. STODDART, Contractor on C. P. R., writes from Dalton Station, Biscotosing P.O., April 20th, 1885.—"I am now through with the 16 h. p. Champion Saw Mill. The engine and machinery are in as good condition as when received. The mill has given entire satisfaction, and since getting into better timber has gone far beyond my expectations, sawing on an average 15,000 feet of bridge timber, 6 x 8, 6 x 12, 9 x 12, every 10 hours.

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WOOD TURNING.

It seems like a very simple matter to come the free hand act in paring down a piece of work in the turning lathe and bringing it up to a shining finish, if the careless manner in which the tools are held and the cuts fly are anything to go by. The workman seizes a piece of stock, places it between centers while the lathe is still in motion, and the work starts off almost in its very central line of rotation, turning up quite a breeze from the four corners of the square piece of stock, and just clears the rest from which the tools are to operate. The gouge sets in first and pares down toward the centre, setting back each stroke for the length of chip, till the work is gouged out, when, with a few sweeps the surface is left smooth and cylindrical. The parting tool reaches the lowest place in each hollow of any broad that is to be made to make room for the clearance of the cutting, and the gouge once more passes right and left from the brink of each bead, with a few delicate sweeps in the hollows, and the work is ready for the next piece, unless it is to be smothered up with sandpaper held on the work while it is backed up with shavings to keep the hand from burning. The tools rest as much on the work as on the bed of the lathe, and the stock is not torn to pieces by scraping with a chisel. There is a principle for every mishap that is to be found in any part of the process; if the gouge is being drawn forward with a lot of clearance beneath the cutting edge while the tool rests on the opposite side, an increasing spiral convoluted pitch may be attained contrary to expectation, though the principles of this action are as definite as the principles of falling bodies. If the squaring up is to be done with a chisel, where the bevel is on one side, there is every condition that is needed to strike out for parts unknown as soon as the cut leaves the extreme point in the cutting edge. Turning, like any other work, where we must cut across the grain, must have some means for the chips to leave, or they will cling to thrash on the

rest, or to break into the finish of the work. It requires but a small effort to hold a tool in turning when it is held properly, but it will need the assistance of a tool post if the cutting edge is running in another direction, if a shearing cut is what is wanted. It will be well for those more acquainted in other departments to resort to scraping when in need of a mallet or a few handles for tools.—Lumber.

COAL DUST EXPLOSIONS.

George G. Andre says: Had the German Commissioners not demonstrated the possibility of bringing about an explosion of coal dust by the agency of a shot, an accident that happened on the 7th, ult., at the Neuix collieries in the Pas de-Calais, France, might have been adduced as evidence of that possibility. As it is, we may cite the accident as another illustration of the demonstrated fact. It appears that a shot was fired in a working place, the atmosphere of which was laden with coal dust without fire-damp even in a minute proportion. The result was an explosion of considerable violence, the inflammation of the dust extending upward of 150 yards. Three men, who were at work in the tram road, were killed. This explosion is utterly at variance with the conclusions of the French Commissioners who recently reported on the subject that of coal dust explosions, and strikingly in accordance with the facts observed by the German Commissioners during their experiments at Neunkirchen. At these Neunkirchen experiments, it was observed that a tamping of small coal or a carbonaceous clay greatly lengthened the flash from a blowout shot. These long projections of flame have been the cause of several serious accidents lately in France. With the view of removing this source of danger, an committee of inquiry has been formed.

The rule falls not alike on the just and unjust, for the simple reason that the unjust usually has the umbrella belonging to the just.

ITALIAN TRADE WITH HALIFAX

The King of Italy has consented to the transfer of the royal Italy consulate in the Dominion of Canada from Montreal to Halifax, as being the most eligible residence and the principal Atlantic winter port of Canada. William Wingfield Bonny, C. E., of this city, has been appointed royal Italian consul in the Dominion of Canada, which jurisdiction and authority over the vice consuls and consular agents and delegates at Gaspé Basin, St. John's Nfld., Montreal, Quebec, Toronto, and St. John, N. B. It is stated that the above appointment is likely to be the harbinger of a greater commercial intercourse with the Kingdom of Italy, and that in January last Mr. Bonny opened negotiations with Florio Rubattino & Co., (the Italian Royal Mail Steam Navigation Co.) at Genoa and Palermo, now trading between the Mediterranean ports and New York, to call monthly or bi-monthly at Halifax, and with shipowners at Genoa, Leghorn, Naples, Messina and Palermo to ply sailing vessels bringing Italian produce, viz., hemp olive oil, Italian soup paste, macaroni, liquoric, green and candied fruit, marble in blocks and slabs, vine gar, madder root, sumac, boracic acid, &c., and taking fish and minerals from Newfoundland, and dry codfish, herring, West India molasses and sugars, refined sugars, hides, wool, lumber, fish oils, etc., from Canada via Halifax. The realization of such an advent may indeed prove of great benefit to Halifax, the acknowledged winter port of the Dominion, and it appears that Italy is determined to be in the foreground and her flag in this city and port as the pioneer of a Mediterranean trade will be welcomed.—Halifax Herald.

There are many in this world whose whole existence is a makeshift, and perhaps the formula which would fit the largest number of lives is "a doing without, more or less patiently."

Subscribe for the CANADA LUMBERMAN.

NEW TELEGRAPH POLES.

Mr. F. N. Gisborne, superintendent of the Government telegraph service, has invented a new telegraph pole, a practical test of which was made in Ottawa a few days ago. The new pole is constructed of tubular malleable galvanized iron, and is only 2½ inches in diameter at the bottom end, and 1½ inch at the top, weighs less than 50 lbs., and, as demonstrated in the test, is capable of standing a greater strain than the ordinary timber pole. The bottom of the pole sits in a claw plate about 6 inches square, upon which the earth is packed to a height of 2 feet, when another claw plate, though the centre of which the pole runs, is placed, and the earth packed upon it 1 foot, to a level with the ground. The claw plates tend to grip the ground and make the pole absolutely solid immediately, a result only accomplished with the old style poles after they had been in the ground for at least a year. For the test made yesterday heavy number six Government wire was strung upon the poles and subjected to extraordinary strain, but without moving them in the least. The proceedings were watched with interest, and Mr. Soper, electrical engineer, who was present, pronounced the invention a great success and one of the utmost importance in telegraph construction. It is the intention to use the new telegraph pole in the construction of the Government lines in the Northwest where the cost of transporting wooden poles is very great, the conveying of fifty costing as much as two hundred and fifty of the new poles, while the latter being made of galvanized iron and non-corrosive are calculated to remain good fifty years as against about ten years for the former.—Ottawa Citizen.

A Paisley publican complained of his servant and said that she could never be found when equipt with "She'll gang oot' the hoose," said he, "twenty times for ance she'll come in."

The worst men are those who stir up others to do evil.

RUNNING A MILL.

What kind of a time do you have when you buy a new planer? You got it safely unloaded in the mill, set where it is to run and levelled up.

You start up with smiling countenance thinking how you will rush out that 10,000 feet of flooring in a very short time. Before you have run half an hour, a box begins to heat. Oil is put in. Black lead is used. Sulphur and soapstone have their innings, but all fail. It still heats. You shut down and take out the cutter-head, but can't find anything to cause the trouble. You put back the heads screw down the caps, and start up again, but it heats again. You loosen up the caps and let it run so. No use. You get mad; yank out that cutter-head and go for the bar with No. 2 sandpaper wrapped around a stick. After a few minutes' vigorous work, you think it has been rubbed enough, and start up again. It heats worse than before. Then you swear by all above that you will fix that box; and you do.

No. 40 emery is put into it and it is ground until it fits the journal. It smokes and gets hot. You put in oil and grind away. "No, I've got it," you say, and so it proves. You clean up that box and the arbor, wipe them nicely, start up and plane a board. It heats worse than ever before. You let it heat, run as long as possible, and then shut down to let it cool off. The other box has begun to heat, and that is ground down, too.

Now, every time the operator wants to start up, he finds the cylinder stuck and has to pry it up with a lever before the belts will start it. This planer will always heat up and will not run 500 feet of lumber without stopping to cool off.

The only remedy is to send the head to a lathe; have it turned and finished; knock the babbitt out the boxes; level the planer; block up the head in place as it is desired to run; level, of course, to correspond with the bed. Warm the boxes if it is cold weather by a gas-jet, or if no gas is available, keep a blaze under them with kerosene oil and cotton waste. Stop all leaks at the ends of the boxes with putty and twine or by some other means. Melt the babbitt metal and keep it covered with dirt, ashes, powdered charcoal, or a piece of sheet-iron to prevent oxidation. Heat it just hot enough to scorch, not burn, a white pine stick. Whittle the stick so as to expose a new surface every time you try the metal. If too hot, cool to the right degree before pouring. Pour quickly with a steady stream, no matter if it runs over a little. Never stop pouring after once beginning. Be sure and have plenty of babbitt in the ladle before you begin to pour. It spoils a box to run short of babbitt and have to pour in more to fill the box. Trim up the box and scrape it to a fit. If this had been done in the shop, the box would never have heated. This scraping machine belongs to the machine manufacturer. He would do it every time if customers would pay for it without kicking. They think it "economy" to get \$5 or \$10 off the price of a machine, so it is built just \$5 or \$10 cheaper.

The boss wanted a cheap planer and he got it. He saved \$5 on the cost of his machine and it cost him \$20 to save that \$5. When you get hold of one of these machines go to work and fit the bearings. Don't try to "let her find her bearings" by running all loosened up for two or three days. If you can't make that planer run with caps screwed down solid, boxes all tightened up, and everything snug, then you should get a new planer, or the boss should get a new man.

Take a half round file and grind off the teeth. Grind both edges sharp and whet a nice edge on them. Don't have any adjustable boxes in the shop. An "adjustable" lives up to its name and needs adjusting six times per week. Put your boxes just where you want them, screw up tight, rivet down the bolts, put a good head on them, and you will have the best adjustable box in the world. Put a little red lead on the journals and try them in their boxes. Turn the cylinder two or three times, then take them out and see how much lead is left in the boxes. Put three spots in one and two in the other, then take your sharp edged file that your have made into a scraper and scrape off the red lead. Take the file in both

hands and try to cut out a nice clean chip instead of just rubbing of the red. For a very small box, the round side of the file must be used, but for large boxes the flat side works the best. Make a drawing cut by moving the scraper endwise while drawing or pushing it.

When the red spots are all worked off, put the cylinder back again and make new marks. They are larger this time. There are more of them, too, keep scraping and trying the journals until you get a good bearing. Put on the caps and scrape them just as nicely as you did the boxes. Don't say that the caps are "good enough" and "don't amount to much." If you don't think they amount to anything, just take them off and run without them for half an hour.

The very best packing to put between boxes and caps is paper. Cut it just the right shape and in just enough to enable you to screw the caps down solid. If there is not quite enough, don't slack the balls back a quarter turn and "let it go at that." Put in another thickness, then you can start up with everything tight and solid, and nothing will heat.

The man who buys a high speed engine expects it to go right to work ten hours a day, and no heating is expected. The bearings of that engine have been fitted. They have been scraped. There is none of the "find her bearing" there, for that idea is a mighty humbug.

Sometimes a man builds a little saw mill on a little stream of water, and then afterwards finds it necessary to enlarge. He put in another waterwheel and then adds a lean-to or an L to his mill. Pretty soon he may be forced to enlarge again, and has to put in steam to run his mill during low water. When the original building begins to be dilapidated, or the whole thing burns up, then our miller thinks of rebuilding. He gets up a nice mill in his mind, and tries to build one like it. He pulls out his two or three small waterwheels and puts in one big one, and rigs his shafting to connect his steam engine with his water wheel.

Here is where our man has missed it. There are lots of days during a dry season when a saw mill is run with one or two machines, or 8 or 10 horse power, and then he finds that it requires almost as much if not more water to get $\frac{1}{2}$ its power than it does to run the wheel at whole gate. This is the trouble with the turbine wheel. There are many mills in the market which will deliver 80 or 85 per cent. of the water used, but not one of them will work well with a partial gate. It is better for a miller to put in a number of small mills than one big one, and he should also be able to connect a wheel direct with certain machines which he desires to use separately.

Connecting steam and water power together is a very good plan under most conditions, but they should be so connected that when the machines are running idle, the waterwheels run an engine instead of the engine running the waterwheel. By this we mean, run the water wheel faster than the steam engine. If you connect the wheels to drive the main shaft 300 revolutions per minute, speed the engine so that it will drive it 235 or 6. If the engine governor is very sensitive, and cuts off steam with a variation of one or two revolutions per minute, then you can speed it 238 or 9 accordingly.

When so connected, the water wheel will run the engine fast enough to keep the governor closed when no work is being done. When the load is put on, the speed slackens up a little and the engine gets a chance to do something.

If, under common conditions, we were to design a steam plant to supplement water power, we should divide the water power by putting in a number of small turbine-wheels, and utilize the steam in the same manner by putting in a number of small high speed steam engines, connecting one direct to each separate machine, thus doing away with tons of heavy shafting, big pulleys and costly belts.

An ordinary mill running an 8 foot band saw, a 42 inch circular, 2 veneer saws, a veneer cutting machine, and one or two bench saws, will need shafting enough to consume 35 or 40 horse power, enough to drive any two machines in the mill if connected direct with a small high speed engine.

After our miller got his mill rigged with a big waterwheel and a big engine, he found it

necessary to extend his buildings again and put the logs 300 feet from the boilers. He built a big sawdust conveyor to carry sawdust from his saws to the boiler, kept a man wheeling slabs about all the time, and finally came to the conclusion that his fire room was in the wrong place. He moved his boilers, carried steam 200 feet to his engine and saved lots of trouble with sawdust, for it fell directly into the new fire room. He saved the wages of a slab wheel, but when the engineer started up on cold winter mornings, that long steam pipe would run a big stream of water for a long time and it was well covered, too.

Finally, our miller, "got on his ear." He was tired of stopping every machine in the mill to mend one little saw belt, or running steam and water yoked together like an ox and a mule. He tore his mill to pieces again, sold off his shafting and water wheel, steam engine and long pipe, and put in five little water wheels, and a lot of nice light shafting. His mill runs well now. He doesn't use half the slabs he formerly needed, for the sawdust pile almost runs the mill. There is no more work in the wheel pit driving spur gears into play, or putting on big belts, or letting down binders before starting up. If Sam wants to shut down and file his saw, he need not shut down the whole mill while he lifts his burden and takes of his belt. He doesn't have to do the same thing when he starts up again. No, Sam stops his little water wheel, or shuts down his engine, files and starts up again without fuss or delay.

Put in your steam and water power independent of each other and every other machine and your never will have to shut down the whole mill for all hands "to keep still while you stir." *James F. Holart in Saw Mill Gazette.*

A QUEER SUPERSTITION.

Abram Reed, a farmer living in Beaver township, Pennsylvania, cut down a large oak tree on his farm, and in cutting it up he found embedded in the trunk, seven or eight feet from the ground, a small glass bottle and what had the appearance of a lock of hair. The bottle had been inserted in a hole in the tree made by an auger, then a pine plug was driven into the hole over the bottle, the hair also being held in the hole by the plug. The bottle was corked, and contained a colorless liquid. Over the plug had grown six solid rings of wood, besides a "thick bark." There was a superstition among the early settlers, and it is held by many of their descendants, that asthma and other affections could be cured by the victim standing against the tree and having a lock of his hair plugged in it while the hair was still attached to his head. It must then be cut off close to his head, and the afflicted person walk away without looking at it or ever passing by the tree again. While the use of a bottle was not included in this treatment, it is believed that the one with the hair discovered in the heart of an oak tree was put there in the early days of the settlement by some believer in the superstition to cure an ailment of some kind. — *Lumber World.*

THE MURRAY CANAL.

The work on this piece of public work is progressing as rapidly as such tedious undertakings can. The section of the canal affording the most interest at the present time, is that at which the piers are being built upon which to rest the swing bridge for the Central Ontario Railway. On the east side of the work is a wide dyke, which holds the water of the canal back and affords a roadway over to Conesecon. About three hundred yards west of this dyke is another which, also, is a barrier against the water. This embankment supports the track on the Central Ontario Railway. Between these two huge sand dams is an excavation, in some places over 18 feet deep, and the width of the canal. It is in this space that the railway bridge is being constructed. The dams or dykes referred to are to keep the water back that the men may prepare the foundation for and construct the solid cut stone biers. Men watch these dykes unceasingly for fear of their springing a leak and being washed out. Being of sand, a small stream would soon grow to a torrent unless promptly checked. In this space, which will soon form a part of the canal, are innumerable

channels for the flow of water. The banks on all sides leak more or less and would supply a sufficient volume of water in twenty-four hours to inundate the place where men not constantly employed day and night in keeping these water courses open for a free flow of the water, and in working the large steam pumps which draw the water up into an elevated trough, through which it passes over the embankment into the canal. One pier of the railway bridge is already built, the foundation for the second is ready and piles are being driven to support the foundation for the third. Five piers in all will be necessary for the bridge. This work will be finished this fall, will be let in. West of the railway track is a long channel which has been dug out by the dredges. Still there is much to be done before the work is completed. — *Bellefleur Intelligencer.*

THE MACKENZIE COUNTRY.

The allusion in the North West has been of some benefit to Canada in directing public attention to that great northern country, on the southern skirt of which military operations were carried on. It must not be supposed that the region of muskeg and scrub through which General Middleton chased Rig Bear is a fair specimen of the vast tract that lies beyond the North Saskatchewan. At Athabasca Landing, only ninety miles north of Edmonton, the navigable water of the Mackenzie are reached, and from there to Fort Simpson, in North Latitude 62, the traveller passes through a rich timber district, while between Simpson and the Arctic circle, four degrees further north, lie enormous forests which will some day be turned to good account. At Simpson the spruce grows to a diameter of two feet. The Hudson's Bay officers raise potatoes, barley, and even a little wheat; but it is much too far north to admit of profitable farming, and the future of the region rests upon its timber and mineral resources, which are very great. Petroleum, gypsum, coal and salt are found in abundance. The Mackenzie with its tributaries, and the Slave and Great Bear lakes swarm with fish, and here and there alluvial gold occurs. As yet, however, little is known of this country. It is in the hands of the Slave, Lehaunie, Dog-Rib, Locieux, and Montagnais Indians, who trade with the Hudson's Bay people; but the company's officers, who are never over sanguine in such matters, say that the watershed of the Mackenzie covers by far the richest gold field in Canadian territory. — *Toronto Mail.*

A GIANT OAK.

A very long peculiarly strange shaped boat lately passed through the River Maas, attracting the attention of everyone on the waterside. On the boat could be read the following inscription in large letters:—"This oak, which weighs 55,000 kilograms, was in existence before the Flood." The boat really contained this giant oak, of which so much has been talked, and which was found in the bed of the River Rhone, close to the pass which leads to the fortress, Pierre Chatel. This tree, which is in a remarkable state of preservation, it although springs from a prehistoric period, causes general surprise by its enormous dimensions, which are 31 metres in length, 6 metres in circumference at the root, and three metres round the middle, it contains 35 cubic metres of wood. Its weight reaches 55,000 kilograms.

Owing to loss of the bark and sapwood about a quarter of the size has been lost.

The wood of this giant oak resembles ebony, and people estimate its age at 500 years, not counting the hundreds of years it has lain in the bed of the Rhone. The tree during its period of growth has certainly been a contemporary of the world's first inhabitants, and must then have attained a height of 60 metres. The giant oak is conveyed in a model boat, quite a specimen in its way, and the intention is to let this wonder of nature from a time long gone by make a journey round the world. — *Swiss Traveller Tidings.*

• • • • Rupture, pile tumors, fistulas, and all diseases (except cancer) of the lower bowel radically cured. Book of particulars, two letter stamps. World's Dispensary Medical Association, Buffalo, N.Y.

TRADE MEETING—PRICES FOR AUGUST.

There was so large an attendance at the regular monthly price list meeting on Monday, July 27th, at Chicago, that it reminded one of 1881-82, when the trade had some interest in business, and were always on the alert to catch a favorable breeze. The chairs were nearly all occupied, and an unwonted interest and harmony prevailed, with very little of the growling and complaining manifest that have been so characteristic of meetings within the past two years. Especially was the bear element as tame as if caged and full fed. Mr. M. T. Green led a forlorn hope against nearly the entire number present, who were actively in favor of making advances on common lumber, or acquiescent in such a move. Mr. Green was not violent, however, and retired to his corner with his little cotario of bears, after each feeble effort to check the upward turn of prices.

Mr. S. K. Martin was called to the chair, G. W. Hotchkiss acting as secretary.

The committee appointed to devise a plan for a lumberman's insurance company, reported as follows:

"The committee on insurance, after several meetings held during the past month, would respectfully report as follows:

"That there was presented, or proposed, three different forms, by which the lumbermen of Chicago might be able to carry a proportion of their own insurance.

"The plan of a mutual company, either merely for local purposes or for general insurance, which did not meet the approbation of the committee, for the reasons that they looked with distrust upon any scheme by which there might be an undetermined liability, and also because under any assessment plan of insurance there is not the money in hand to pay a possible heavy loss, which, in our judgment, is essential to a feeling of security.

"The plan also of a company, whether mutual or joint stock, which is to comprise the insurance of all lumber, not only in Chicago, but in the retail yards of the country, the yards of other distributing centres, and the amount piled in the vicinity of mills through Wisconsin and Michigan, this committee deemed too large an undertaking to be entered upon at first, such a scheme we believe could be made both practical and profitable, but we believe the sense of the dealers of Chicago, as expressed to us, was in favor of not engaging in the insurance business to any larger extent than the present pressure seems to necessitate, and the detail and labor of organization for so extended a field seems to us beyond the province of us as lumber dealers, and an encroachment upon the domain of private enterprise.

"The last plan, and the one which seems to us best suited for the needs of the present condition of our affairs, is that of carrying one with another a certain proportion of our insurance.

"We believe that such a plan may be practically mutual so far as equality of interests and risks are concerned, without being a "mutual company" in the liability to assessment or possible future demands.

"We would present to the consideration of this meeting the formation of a corporation or stock company under the laws of Illinois, empowered to do a general insurance business, and with an authorized capital of \$300,000, of which at least \$150,000 is to be taken and fully paid up by the lumbermen of Chicago and South Chicago who desire to co-insure with their fellow lumbermen in as near as can be to the proportion which they would want to carry in such company; have a directory elected from among the stockholders, in whose hands the general management of the company would be placed, they could allow the company to carry from \$750,000 to \$1,000,000 of insurance upon our yards, distributing it, if possible, in proportion to the stock taken by the members, but using their judgment according to circumstances so as to avoid placing too large an amount in any one locality; one good insurance man could be placed in charge of the company at a moderate salary, as the duties of the position would take but a portion of his time.

"We would recommend the policies to be written at three quarters the regular board rates

as the expense of conducting such a company would be at least 25 per cent. less than the usual ratio of expense to premium. We believe that this is far better than for each individual or firm to carry a proportion of their own insurance, and in any ordinary or even a sweeping fire this company would pay fully the losses sustained, and with every year which passed free from disaster we should see a large increase in its surplus fund, and proportionately in its power to sustain a heavy loss.

"GABRIEL FARWELL, Chairman,
"J. P. KETCHAM,
"THOMAS WALKUP, } Committer."
"THAD. DEAN,
"A. C. SOFER,

The report was accepted and the order placed on the file. Subsequently Messrs. Thad Dean, A. G. Van Schaick and W. O. Goodman were appointed a committee to solicit subscriptions for the proposed insurance company.

THE PRICE LIST.

The price list for August was then taken up, and revised, class by class. Thick uppers, selects, and inch finishing lumber were passed over unchanged. Twelve inch common boards, 16 feet long, were advanced in price 50 cents a thousand. It was developed that this item of stock is very scarce, and cannot be bought except in limited quantity. No. 1, 6 inch, dressed and matched fencing was advanced from \$14 to \$15 a thousand, and 10-foot fencing, same class, 50 cents. Ship lap was put up 50 cents. The four items of common and cull boards were advanced 50 cents a thousand.

In dimension, all 2x4 was advanced 50 cents; all 2x6 \$1; 2x8, 22 and 24 foot, \$1, and all lengths below that, 50 cents; 2x10, 20, 22 and 24 foot, \$1; shorter lengths, 50 cents; 20 and 22 foot, 2x12, \$1, and 24-foot, \$1.50; 4x4 and 8x8, inclusive, 20, 22 and 24-foot, \$1, and shorter lengths, 50 cents a thousand.

Standard A, extra cedar, and standard cedar shingles were each advanced 15 cents a thousand. Choice A (pine) was stricken from the list, because this grade does not cut sufficient figure in the trade to necessitate a quotation.

A letter from a Clinton, Iowa, firm was read, stating that it had refused estimates for \$75,000 worth of lumber recently, because the house was confident there would soon be a material advance.

Mr. A. G. Van Schaick, for the committee appointed to ascertain the best means for additional protection from fire in the lumber yards of the city, reported the result of the committee's labor. Three methods of better protection were considered—the laying of mains in all the streets of the Twenty second street district, a fire patrol night and day to extinguish fires, and a fire tug or tugs. The committee decided in favor of fire tugs, which are endorsed by Fire Marshal Sweeney and the board of underwriters. The committee recommended the fire tug plan and the recommendation was adopted. The committee, consisting of A. G. Van Schaick, John H. Witbeck, Perley Lowe, A. F. Beidler, and E. G. Mason, were continued in office, with instructions to proceed in carrying out the fire tug scheme.

Mr. Perley Lowe presented an agreement, which was read, to which 49 signatures had been attached, pledging the signers to submit to an assessment of a certain percentage on their lumber stocks, as a means of providing funds with which to procure a tug and fire apparatus.

Resolutions of condolence with the family of General Grant were read and adopted.—*Northwestern Lumberman.*

ADVANCE IN LUMBER.

That lumber is looking up is positively certain, and an advance in some grades is already reported in Chicago and at other points. Several Chicago dealers have recently been making purchases on the Saginaw river, over 3,000,000 feet being booked here for that city within the past week. Undoubtedly the past month's idleness of all the mills on the Saginaw river will have a strong tendency to still further enhance prices. An exchange says that the wholesale dealers in lumber are highly gratified at the advance which has taken place within the past month in cargo rates on lumber. The price of piece stuff has risen 50 cents or \$1 per thousand on all grades in a month, and on shingles 10 or 15 cents a thousand by cargo

rates. The trade is a little better, as the advance has stirred up the country demand so that it is quite satisfactory. Country dealers think that since there has been an advance there will be a further advance, and so they buy largely. A wholesaler said yesterday: "The advance is partly due to a strong demand over the country, especially in large cities, towns and villages, where there is an immense amount of building going on. Chicago alone will use 500,000,000 feet in building and for manufacturing purposes this year. The advance in rates is partly due to the light cut of logs in the Northwest last winter. In Michigan, Wisconsin and Minnesota, three large lumber states, the cut of logs in the winter of 1883-4 was 8,000,000,000 feet, in the winter of 1884-5 6,000,000,000. That means a reduction this year of 2,000,000,000 feet, and there will be that amount less of lumber in the country, if all the logs are cut up." The gentleman went on to say that the lumber business which had been on a decline for two years, has evidently struck bed rock, and will not pick up. "The depression in the trade," he remarked "is due latterly to the financial depression, but primarily to the over production and the poor demand. Of all grades of lumber the price fell off \$3 a thousand in the two years. If the cut of logs is kept down next winter as much as it was last, the trade will be all right." A meeting has been held in Chicago to increase yard rates on lumber.—*Lumberman's Gazette.*

Saw Mill on Fire.

MIDLAND, July 11.—A fire broke out this morning in the extensive mills of the Ontario Lumber Company, better known as Cook's mills, and property valued at from \$22,000 to \$25,000 was destroyed. The insurances are as follows:—Commercial Union, \$5,000; British America, \$5,000; Queen's, \$3,000; Hartford, \$3,000.

THE Parry Sound Star says.—Mr. Pratt, of the Conger Lumber Company, informs us that his company has sold nearly three quarters of this and also last season's cut of their mill, at very good prices, and that the lumber sold will be shipped as fast as possible.

"Laugh and Grow Fat"

is a precept easily preached, but not so easy to practice. If a person has no appetite, but a distressing nausea, sick headache, dyspepsia, boils, or any other ill resulting from inaction of the bowels, it is impossible to get up such a laugh as will produce aldermanic corpulence. In order to laugh satisfactorily you must be well, and to be well you must have your bowels in good order. You can do this and laugh heartily with Dr. Pierce's "Pleasant Purgative Pellets," the little regulators of the liver and bowels and best promoters of jollity.

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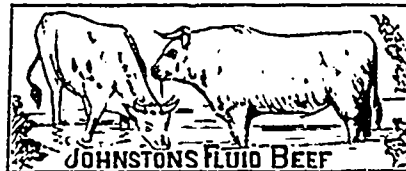
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DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

PUBLISHED SEMI-MONTHLY BY THE
Peterborough Review Printing and Publishing
Company (Limited), Peterborough, Ont.

Terms of Subscription:

One copy, one year, in advance..... \$2 00
One copy, six months, in advance..... 1 00

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Per line, for one year..... \$0 90
Per line, for six months..... 50
Per line, for three months..... 30
Per line, for first insertion..... 10
Per line, for each subsequent insertion to 3 mo's..... 05
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Special rates will be made for page, half page and column advertisements.

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

All communications, orders and remittances should be addressed and made payable to THE PETERBOROUGH REVIEW PRINTING AND PUBLISHING COMPANY (LIMITED), Peterborough, Ont.

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

The CANADA LUMBERMAN is filed at the Offices of Messrs SAUNDERS & Co., 164 Leadenhall Street, London, England, who also receive advertisements and subscriptions for this paper.

PETERBOROUGH, Ont., AUGUST 16, 1885.

The specimens of Michigan timbers that were exhibited at New Orleans, La., will be placed in the museum of the agricultural college of Michigan.

The Campbell Barrell Hoop Machine Company, with headquarters at Montreal, and a capital stock of \$30,000, has been formed and a charter applied for.

The West Michigan Lumber Company has bought of T. Guilford Smith a section and a half of pine land, near Hungerford, Mich., at a reported price of \$147,000.

The steamer Algoma recently arrived at Rat Portage, Ont., with a tow of logs for the Minnesota & Ontario Lumber Company, containing 1,250,000 feet. The tow was finally taken to the mouth of Rainy river.

LOUIS WARD, secretary of the Pere Marquette Boom Company, at Ludington, Mich., states that the quantity of logs that will be brought down the Pere Marquette river this season will not exceed 20,000,000 feet, against 120,000,000 feet for last season.

L. E. KERR, of Eau Claire, Wis., recently returned from the Bow river country, Alberta, in the Canadian Northwest. He is a member of the Bow River Lumber Company, and went out to look over the situation in that far-off region. He reports the prospects good for the rapid development of the Bow river district in lumber production.

The timber carrying trade on the ocean, so long done exclusively by sailing vessels, finds steamers catering for it at different points. At St. John, steamers are "making" in this direction, and at Mobile, Alabama the steamer "Sculptor" has been chartered to take a load of timber to Liverpool. She is the first steam vessel to enter that port for timber, though Pensacola has shipped several cargoes to the other side by steam.

The enterprise of Mr. Alex. Gibson, New Brunswick's lumber king, knows no rest. He is about to add to the industries of Marysville by erecting a shingle and saw mill and an iron foundry in that place.

ALABAMA has a total of 324 saw and lumber mills, seventeen planing mills, fifteen sash, door, and blind factories, and six stave mills. Here immense lumber resources will soon demand a much larger number of mills and factories for their development.

The Minnesota & Ontario Lumber Company have built a new mill at Rat Portage, Ont. It has a capacity of 130,000 feet of lumber, 50,000 lath, and 50,000 shingles a day. It was christened "The Norman," on July 20th. Denis Ryan, a reputed millionaire, of St. Paul, is president of the company, and W. J. Macaulay is managing director. A McLaughlin is the local manager.

A MONTREAL paper gives the following instance as showing how the authorities of Ontario are endeavoring to enforce the law for timber preservation: "At Pembroke recently the foreman of a timber drive on the Petawawa river was convicted under the Ontario Act for the preservation of the forests from fire, with having neglected to provide himself with a copy of the law, and regularly read and explain it to his men. The provision is to regulate the necessary habit of starting fires for cooking and warming purposes along the river and in forests. His neglect cost him \$20 and costs. The cook on the same drive was fined \$16 and costs for having failed to properly extinguish the cooking fire when leaving. The heaviest penalty for violation of this act is \$50; lumbermen will, therefore, see the importance of properly posting themselves and their men as to its requirements."

In the Imperial House of Commons Mr. A. Arnold asked the Chancellor of the Exchequer whether he could now state the terms of the Royal Commission on Trade Depression and the names of the Commissioners.—Sir M. H. Beach.—The terms of the Commission will be as follows:—To inquire into the extent, nature, and probable causes of the depression now or recently existing in various branches of trade and industry. My noble friend, Lord Iddesleigh, who will be Chairman of the Commission, proposes to lay a memorandum before the Commission at its first meeting, which will indicate the scope and manner of the inquiry at greater length than the terms I have quoted, and the memorandum will be laid before parliament. As to the composition of the Commission, I am afraid I cannot give a final answer today. I do not think it would be advisable to communicate to the House some of the names until the whole of the Commission has been appointed. Difficulties have arisen in the matter, delays which are not due to us, and I will communicate the names as soon as I can.

RAFTS ARRIVED.

The Quebec Chronicle gives the following list of rafts arrived:

July 24.—Stokes and Kelly, staves, Bowen's (Sillery).

W. R. Thistle, deals, etc., Cap Rouge.

July 23.—Flatt & Bradley, staves, Point-au-Pizeau.

D. D. Calvin & Co., oak and pine, sundry coves.

July 22.—Collin's Bay Co., Indian Cove West.

Flatt & Bradley, staves, Sillery cove.

Thos. Buck, elm, oak, ash, etc., Ottawa cove.

Fraser, Sereny & A. Fraser, white and red pine, St. Lawrence docks.

Aug. 3. Barnet & Mackay, white pine, etc., Cap Rouge.

R. & G. Strickland, oak, &c., Dobell's (Sillery).

Aug. 5.—J. M. Irwin's, white pine, ash, &c., St. Lawrence dock.

James Gibson, birch and ash, Hadlow cove.

Dominion of Canada Company, deals, Commissioners' Wharf.

REPLY TO "N."

To the Editor of the Canada Lumberman.

DEAR SIR,—In your issue of the 1st inst. I notice a letter on the Toronto trade, the author being evidently the same who criticised my correspondence some few weeks since, and his success was so small on that particular occasion, that, but for personal animosity to your correspondent, I am satisfied that he would not have returned to the attack. First then he seems greatly exercised for fear the quotations of prices are stereotyped. I would ask him how much variation has there been during the last six months in the mill men's prices. I have just referred to invoices from the mills in May last, giving mill culls at \$5.50 per M f. o. b. cars, and joisting cut to order, 16 feet and under, \$9 per M, and on invoices dated the first inst. I find the same prices. How then could there be any material change in the retailers figures? I have also turned up invoices of purchases of small lots from the yards in different months during this year, and I find the prices charged tally with my quotations the LUMBERMAN. But then perhaps the retailers may have imposed on that ignorance which "N" gives me credit for. I may, however, be permitted to say that it is "N" who displays the most of that commodity in not being aware that the quotations given in the LUMBERMAN apply solely to stuff delivered from the yard—otherwise he is guilty of misrepresentation.

Pitiful as I may have represented the wholesale trade to be, I have never made it appear half so bad as "N" does. It is well known by all dealers that \$7.50 to \$8.00 per M by car load is the price being paid by retailers for culls on the track here, and yet he states that every builder knows that he can purchase all he wants of that class of lumber at \$8.00 to \$8.50. So then the retailer teams into his yard and delivers out again for a profit of 50 cents a thousand. If "N" means that the retailer purchases from the manufacturer and turns it over again on car the builder at a profit of 50 cents per M why under the sun does he not say so and not seek to mislead.

Again, why does he make a comparison between the pork and flour trade and that of lumber; "N" knows right well that we have no such grading of qualities in lumber in this market as is done on grain, flour and pork. One man will place a quantity of lumber on the market as being mill culls, and only dead culls, another calls good mill culls coarse common and journal shipping culls as dressing.

Scabby—that it has to be treated so—the word used in this connection savours so strongly of the gutter that there is no necessity for me to comment thereon.

He then goes on to say that the youngest man in the wholesale trade was to the manner born, and is now of age, etc.—The latter part of his assertion I do not wish to dispute. Age, pure and simple, never yet made a lumberman, but, in regard to the former portion of his claim, until "N" gives us his definition as to what to the manner born means, as applied to a lumberman, I can scarcely answer him. If he means born in the woods and brought up in a saw mill, we have not many such here. But if he means that a year or two spent in a lumberman's office, or nearly fresh from the plough handle, there are some that can claim that title. I would have it understood, however, that I wish success to all such men in the new calling, but "N" should not dispute facts nevertheless. "N" also displays great sympathy for the retail dealer by reason of the so called scab trade, that is being done here from the railroad yards. How far retailers will appreciate the concern displayed by "N" for their welfare, I can easily determine when I beg to inform that this same "N," crying out in the anguish of his soul for their weal, is acting as agent for a firm who through his agency is selling direct to consumers, so that he is either insincere in those professions, or unfaithful, in the full sense of the word, to his employer's interests, or in other words quarrelling with his own bread and butter—"N" can take either horn of the dilemma as suits him best. I have no desire to uphold the practice of wholesale men selling direct to consumers,

but as intimated in some of my correspondence, there are two sides to this question. When the retail men become a unit on this matter, let them call on the middlemen and say frankly, we agree to purchase all the lumber we require from you, and you only, on condition that you leave us to do all the trade with the consumers. I have no hesitation in saying that under those circumstances the wholesale men will meet them half way, and until the retail men do this, they have no real grievance. With regard to the number of firms engaged in business here now, as compared with last year, I did not state, as "N" would imply, that there were more retail dealers, but more engaged in selling, and this is correct, and if "N" wishes it understood that the retail dealers are all healthy, as meaning in a solvent condition, I do not dispute him. If, on the other hand, he wishes it understood that all of them have been making money during the last two months, all I can say is, I doubt it.

Now the only advice I would offer to "N" is this, if, in the future, he desires to criticise any of my correspondence to the LUMBERMAN let him do it in a fair manly way, make sure of having facts to write about and then go ahead, and I shall be most happy to meet in the same manner.

Truly yours,
CORRESPONDENT.

Toronto, Aug. 4th, 1885.

WOOD WORKING PATENTS.

The following list of patents relating to the wood working interests, granted by the United States patent office, July 28th, 1885, is specially reported by Franklin H. Hough, Solicitor of American and Foreign Patents, 925 Fifth street, N. W., Washington, D. C.

323,279.—Chuck jaw, lathe—T. H. Costello, Chicago, Ill.

322,966.—Hoop shaving machines, knife for—J. Prince, West Randolph, Vt.

322,904.—Latho tool feeding mechanism—E. S. Cobb, Terre Haute, Ind.

322,935.—Planing machine—H. A. Holt, Wilton, N. H.

323,107.—Saw Buck—W. E. Brock, New York, N. Y.

323,318.—Saw guard—J. C. Croff, Connersville, Ind.

323,114.—Saw gummer—J. B. Clopton, Bastrop, Tex.

323,055.—Saw set—W. W. Wheeler, Westport, Conn.

323,229.—Sawing spouts, machine for—C. M. Strobridge & W. Houghton, Merrill, Wis.

PATENTS ISSUED AUG. 4.

323,454.—Auger bit—F. Shailer, Chester Conn.

323,804.—Plane, bench—J. P. Gage, Vineland, N. J.

323,395.—Plane guide—W. W. Preston, Coldwater, Mich.

323,517.—Plane holder—F. F. Mattoon, Boston, Mass.

323,445.—Log binder—H. Paugborn, Lees Cornor, Mich.

323,602.—Saw, chain—W. S. Shipe, Minerva, Ohio.

323,608.—Saw handle—W. R. Towse, Columbus, Ohio.

323,628.—Saw tooth swage—C. S. Black, Indianapolis, Ind.

WINNIPEG.

The Commercial says:—In this business the past week's sales have been quite fair and there would appear to be a pretty good demand in vogue, but there are no signs of any great activity during the present time, while we cannot hear of any prospects being held out of a good trading for the balance of the season. Mills generally are working at their full capacity. Prices are reported to be anything but firm, although no actual cutting is being done.

\$500 Not Called For.

It seems strange that it is necessary to persuade men that you can cure their diseases by offering a premium to the man who fails to receive benefit. And yet Dr. Sago undoubtedly cured thousands of cases of obstinate catarrh with his "Catarrh Remedy," who would never have applied to him, if it had not been for his offer of the above sum for an incurable case! Who is the next bidder for cure or cash?

ST. CATHARINES SAW WORKS!



R. H. SMITH & CO.,

MANUFACTURERS OF EVERY DESCRIPTION OF

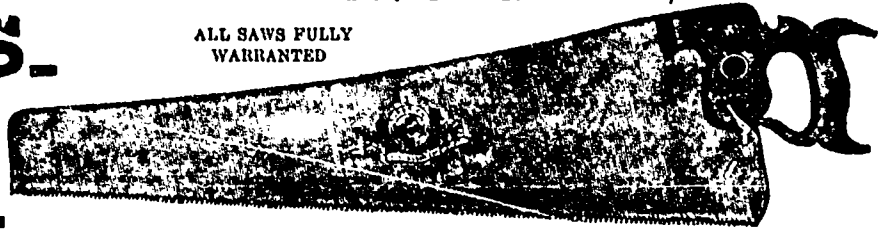
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SAWS.

ALL SAWS FULLY
WARRANTED

Sole Manufacturers for the Dominion of
Canada of the

"SIMONDS" SAWS.



All Our SAWS are now made under the "SIMONDS" PATENT PROCESS.

Accosting the Wrong Passenger.
The commercial traveller of a Philadelphia house while in Tennessee approached a stranger as the train was about to start, and said: "Are you going on this train?"
"I am."
"Have you any baggage?"
"No."
"Well, my friend, you can do me a favour and it won't cost you anything. You see, I've two big trunks, and they always make me pay extra for one of them. You can get one checked on your ticket, and we'll each have them. See?"
"Yes, I see; but I haven't any ticket."
"But I thought you said you were going on this train?"
"So I am; I'm the conductor."
"Oh."
He paid extra, as usual.—*Independent.*

A Lady's Strange Sickness.
LONDON, Ont., Aug. 8.—Miss Alda Lyle of North Dorchester, has been stricken down with a disease that the doctors do not understand. She has lain two weeks entirely helpless and without power to speak or open her eyes, yet she seems to be conscious. She lays as though she were dead, but when a stranger bends over her to see if she is alive the slightest whisper excites her terribly, but as soon as her mother puts her hand on her and speaks to her, she becomes passive at once. The doctor thinks she may come out of this strange deathlike sickness, but her friends are without hope.

The Rescue of Riel.
ST. PAUL, Aug. 12.—A despatch from Fort Benton says: "There have been many queries regarding the continuous stay in this neighborhood of Dumont and Dumais, lately of Riel's force. It is understood they are trying to make arrangements with the authorities at Washington for a tract of land for their halfbreed brethren. Yesterday, however, it was rumoured Dumont's real mission here was to organize a force of dare devils to make a dash on Regina and release Riel."

A Clergyman's Claim.
PITTSBURG, Aug. 11.—On Thursday the Rev. W. R. Coovort will leave for New York to endeavor to establish a claim to Harlem Commons including that part of Riverside park in which Gen. Grant's tomb is located. Of the Coovort family there are about a hundred, and if the claim is proved \$660,000,000 will be divided among them.

On the War Path.
BATTLEFOOD, N.W.T., August 12.—S. Balandyno reports that there are two hundred Indians on the warpath between this place and Swift Current. Matters are on the move. H. Red and Agent Roe are off to Poundmaker's reserve with a Mounted Police force to take notes of the actual state of affairs.—*Mail.*

"Her face so fair, as flesh it seemed not, but heavenly portrait of bright angel's hue, clear as the sky, without a blemish or blot, through goodly mixture of complexions due, and in her cheeks the vermilion red did show. This the poet's description of a woman whose physical system was in a perfectly sound and healthy state, with every function acting properly, and is the enviable condition of its fair matrons produced by Dr. Pierce's "Favorite Prescription." Any druggist.

A New York Mystery.
NEW YORK, Aug. 12.—No murder which has been committed in Brooklyn for years has caused so much excitement and comment as that of the shooting of Albert R. Herrick in his residence 339 Pearl street yesterday afternoon. Many theories are advanced as to who did the killing, some holding it was his stepson, while others claim that it was a burglar who was caught by Mr. Herrick, and who shot him down to effect his escape. Herrick's stepson Armstrong is in custody. The police are hard at work on the case, but so far nothing new has been developed. Armstrong says he was not at his stepfather's house during the afternoon, and accounts for his movements. Autopsy showed that the ball had entered Herrick's heart.

Natural Gas Discovered.
PORT COLBORNE, August 12.—Natural gas has been struck here at a depth of 420 feet, of sufficient force to light up the town. It is estimated there is gas enough under Port Colborne to a depth of 500 feet to supply fuel for a dozen large manufactories. The well is now forcing gas through a pipe to the principal street and illuminates the square when lighted.

A Good Reason Why.
Little Johnny Fizzlepop has the habit of walking up every night in the middle of the night and demanding something to eat. At last his mother said to him:
"Look here, Johnny, I never want to eat anything in the night."
"Well, I don't think I'd care much to eat anything in the night if I kept all my teeth in a mug of water."

Advice to Mothers.
Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain and cutting teeth? If so, send at once and get a bottle of Mrs. Winslow's Soothing Syrup for children teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhoea, regulates the stomach and bowels, cures wind, colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. Mrs. Winslow's Soothing Syrup for children teething is pleasant to the taste, and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle.

"Shoot Polly as she flies," —*Pop.*
was the way it appeared in the proof. The Argus-eyed proof reader, however, knew that quotation intended, and changed it to read "Shoot Polly as she flies." *Pop.* Of course it was an error, yet how many are daily committing much graver errors by allowing the first symptoms of consumption to go unheeded. If afflicted with loss of appetite, chilly sensations, or hacking cough, it is suicidal to delay a single moment the use of Dr. Pierce's "Golden Medical Discovery,"—the great and only reliable remedy yet known for this terribly fatal malady. Send two letter stamps for Dr. Pierce's complete treatise for this disease. Address World's Dispensary Medical Association, Buffalo, N. Y.

FOR SALE,
TIMBER LIMITS & SAW MILL

THE MASKINONGE LUMBER COMPANY offer for sale their property consisting of Saw Mill at Maskinonge Bridge, P. Q., within quarter mile of N. S. Ry. Station, also good facilities for shipping by water. Capacity of Mill 50,000 feet per day, water and steam power; saws and belting all complete. Two hundred and forty square miles of limits situated about thirty miles from Mill, which are intersected by a number of good driving streams, and are rich in Pine, Spruce, Cedar, etc. Satisfactory reasons for selling out. For further particulars apply to
MASKINONGE LUMBER CO.
Maskinonge Bridge, P. Q.

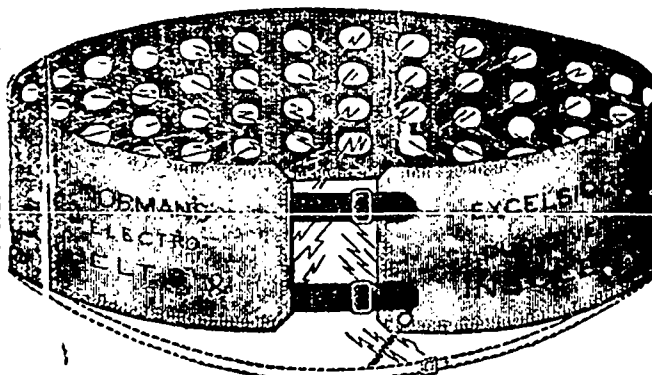
A FULL LINE of all Size
Single and Double Belting
constantly in stock.
ALL ORDERS
Filled same days
as received.



MONTREAL, QUE.

Norman's Electro-Curative Belt!

4 QUEEN ST., EAST, TORONTO.



This Belt is the last improvement and the best yet developed Curative Appliance in the world for
INDIGESTION,
NERVOUS DEBILITY,
RHEUMATISM,

and all diseases of men, and is a grand remedy for Female Complaints also. Circulation and constitution free.

LUNG INVIGORATORS
KNEE CAPS.
SPINE BANDS,
SHOULDER BANDS.

A. NORMAN, Medical Electrician

4 QUEEN STREET EAST, TORONTO.

N. B.—Mr. Norman has had long experience in the Treatment of Diseases by Electricity, and will give his personal attention to every case, by letter or examination

LUMBER MANUFACTURE IN THE NORTHWEST.

One of the most important mechanical industries of the Northwest is the manufacture of lumber. The extensive lumber regions of Michigan, Wisconsin and Minnesota, have been mainly relied upon to meet the immense demand for soft wood lumber, created by the wonderful growth and development of the country, from the great lakes, west to the foot of the Rocky Mountains. To keep up with this constantly growing demand, yearly additions to the capacity of our lumber cutting mills have been required, and now mills in various sections, and the enlargement of those already at work, have been the order of the day, until the industry now comprises the investment of many millions of dollars of capital, and the constant labor of hundreds of thousands of workmen. The array of figures presented as showing the white pine lumber production for the year 1884 is almost bewildering, but with the employment of so much capital, and the interest of so many enterprising men enlisted, it is not strange that so many wonderful improvements have been made in the cutting of lumber. Many men who have received their only impressions of a saw mill from the primitive establishment that were in vogue when they were boys, would hardly be less surprised to step into one of the great lumber mills of the present day, than the man who saw, for the first time, the long train of railway cars that have taken the place of the lumbering coach, or the heavy freight wagon slowly drawn by the traditional four horse team. A glance at the figures of production of white pine lumber, however, and a comparison with the amount produced in three or four years previous, may prove instructive, and as showing at what a fearful rate the forests in the Northwest are disappearing. The production has steadily increased from year to year. In the west of the Chicago district, the railroad and interior mills, the Saginaw district and Lake Erie ports, the production has been as follows:—

1884.....	8,070,533,054
1883.....	7,624,789,786
1882.....	7,552,150,744
1881.....	6,768,846,794
1880.....	5,651,295,006

The total production in the year 1873, in the districts named, was 3,933,780,000, and the production up to the year 1879 had increased to 4,048,960,000. The table above shows the enormous increase in the production since 1879, which has just about doubled. In the manufacture of lumber, as in almost every other branch of production, the great desideratum has been, while increasing the quantity, to diminish the cost of production, and to that end, labor-saving machinery has been introduced to a wonderful extent. While the demand for lumber has grown to enormous proportions, the price, like that of nearly every other product of factory and mine, has declined, and the only alternative of the manufacturer has been to proportionately reduce the cost of production, by the use of labor saving machinery. How this has been done by some of the largest, most intelligent and enterprising manufacturers, will no doubt be interesting to our large class of readers and patrons engaged either directly or indirectly in the consumption of lumber. This, however, must form the subject of a future article.

During the latter part of last summer the lumber manufacturers of the Northwest determined to do what they could to reduce the cut of logs, as there had been for a number of years previous an excessive production of lumber. Their efforts in this direction were partly successful, and Mr. A. J. Van Schalk, president of the Lumber Manufacturers' Association, estimates that the log supply of the Northwest for the present year, will fall short some 2,000,000,000 feet of the supply of last. A good many manufacturers think that even this decrease is not large enough, and that a still larger reduction is warranted. The low prices at which lumber is selling, has induced parties who have invested large capital in pine lands, that is best to cut lower acres until things brighten up, and we learn that it is the intention of a number of the largest lumber manufacturers to pile up a goodly proportion of the product of

their mills this summer and next autumn, rather than crowd it on a phenomenally low market. *Lumber Trade Journal.*

MORE LIGHT ON THE RELATIVE VALUE OF WOOD

The time has already arrived when a more thorough and intelligent investigation into the nature of the various woods of our native forests and their adaptability to the different uses whereof timber is advantageous would prove extremely valuable. It is indeed strange that the research in this direction is so meager, so narrow and disconnected. There has never been any wide and systematic investigation of the relative qualities of the different species of timber and a comparative summing up of the same. The metals and stones have been exhaustively studied, but we are without any comprehensive or authoritative information concerning our timbers. Private investigations have been made in a small way and under differing circumstances, which lead to the results obtained at variance. It is astonishing how few, even among those who should know every phase of the subject, really possess any positive knowledge on the subject beyond the mere fact that for certain purposes certain woods are used with good results. The information of commerce, and, indeed, of manufacture also, on such subjects, is altogether traditional. Certain growths are used because they were found to suit the purpose long ago, and there has been and is, a remarkable antipathy to trying experiments to see if something else which might be had for less money would not serve as well.

Blessed with magnificent forests, the people of this country have never been obliged to economize in this direction. That which was known to be good was so cheap that there was little present incentive to seek anything else, and it has not occurred that provision should be made for the future. The "good timber," so considered, was used lavishly, and that which was tried by some antiquated farmer of a remote generation in the worm fence or some other equally decisive test, and found wanting, was destroyed wholesale. A timber thus found wanting in one thing was condemned for all, and a prejudice difficult to combat grew up on the subject. From time to time it has occurred to men that as certain characteristics unfitted a given timber for one set of uses they might unfit it for, or might even make it especially suited to, other purposes. Such things are known to be true of the metals—of almost every material, in fact, known to the world. The results of personal investigation have been uniformly convincing that the so-called inferior woods were only inferior for certain purposes, and that every species was capable of profitable use in some one or more of the fields of manufacture. The rotting qualities of certain woods for which they had been condemned were found to exist only under certain conditions which could be guarded against by removal from damp, by immersion in water, by sawing thin, and a variety of other means. Certain woods, as the hard maple, which possess little market value, have been found to resist wear much much better than the woods hitherto most favored for that purpose. Tendencies of other trees to twist and warp has been found easy of remedy; in woods supposed to possess none, great beauty of grain. Condemned trees, as the sweet gum, have proven themselves susceptible of a high polish, and as weather boarding and fencing (off the ground), once securely on, have worn with pine or poplar. The country is scoured over for stove timber, and yet red oak has never been tried for use purpose, simply because it was not the habit to make staves out of red oak. No other reason why it should not be so used has thus far been adduced. Millions of feet of swamp oak are yearly destroyed. Straight grained, clear of knots, dense and tough, it splits easily, makes superior clap boards, and in a floor gives up grease and stains like marble, yet it is unknown to commerce.

Thus the catalogue of native trees might be run through, and the reader would wonder how few of them have been decreed valuable. But we are nearing a time when this must change, when timber will be scarce and the people will

awaken to the enormity of the sin of destroying the woods now considered useless. There is an accurate and scientific investigation of this subject a rich field for some man's ambition. —*Industrial World.*

SECOND-HAND SHAFTING.

The man who buys second hand shafting to run in his mill, is a fool. The man who sells it to him and tells him that it is "just as good as new" is a knave. If the man also buys a second-hand boiler, he is both a knave and a fool, and will buy second-hand machinery as well. When a saw mill or factory gets cleaned out by a fire, the owner will generally build again if he can get as soft a thing with the insurance folks as he had with the old mill. He will look longingly at the old, twisted shafting, and ask the machine shop man if it can be "straightened." The machine man lies unobscuringly, and says "he can fix it as good as new. It is sent to his shops, and comes back with a bill big enough to buy half enough of new shafting. When started that shafting runs just as it has a mind to. It is shaky, and always be so. Every time the owner thinks of his "good as new" shafting he groans inwardly, curses the machine man, and wishes he had bought new shafting, but he will do the same thing right over the next time his mill gets burned by friction through a fat insurance policy and lean stock. —*Wood Worker.*

KEEP THE MACHINE CLEAN.

Keep the machinery clean—free from all dirt, oil, sawdust, shavings, etc. It will be money in your pockets to see that it is done. Of course we understand that a machine hand cannot keep his machine perfectly clean and run it at the same time. What we refer to is the accumulated dirt, oil and dust which are to be seen in so many mills. One cannot help thinking, sometimes, but that the man who has not ambition enough to keep his machine looking neat and nice, hasn't ambition enough to be a good workman. That is just the way it sticks us, and we don't believe we are far out of the way. If you have your machinery kept clean you can always tell what shape it is in; if it is covered with dust and dirt you can only guess what shape it is in. We will not ask you to wade through a long, heavy article on this subject this hot weather. Only just think the matter over, and see if you won't be better satisfied with yourself if your machines and mill were always kept in apple pie order. We believe you would.—*Ex.*

FIRE AT TORONTO

At 12.30 a.m. on Aug. 3rd, says the *World*, the worst fire that has ever visited the city of Toronto broke out in the mammoth eight story brick building on the south side of the Esplanade at the foot of Princess street, known as the glucose factory. Policeman Trotter sounded an alarm, and the whole fire brigade was called out. For destructiveness and loss of property the fire has probably never had an equal in the city. Scores of valuable crafts of all grades which were moored along the docks suffered alike with the factory, the foundry, the elevator, the boat houses, etc.

One of the watchmen in the glucose factory is missing. His name is Henry Wurt, an old pensioner. The most diligent search failed to obtain a clue to his whereabouts and he must have perished. The sailors on the fine schooner Annie Mulvey, loaded 490 tons of coal, which was unloading at Elias Rogers' docks adjoining the factory, had a terrible experience in attempting to escape. William McCallum, a Port Hope sailor, was burned so badly he may die. The Captain of the Mulvey, Thos. Uglow of Port Hope, and James McCallum, a brother of William, were also pretty badly scorched.

The rapidity with which the flames spread was nothing short of a marvel. A strong dead east wind, amounting at times to almost a hurricane, was blowing when the fire broke out. Great sparks and burning cinders were blown westward with rapidity, and by 2 o'clock the flames had reached the foot of Scott street. Almost everything in its wake, stationary and afloat, from Princess to Yonge streets, was burned to the ground.

It was nearly 3 o'clock before the flames were

got under control. At this hour the wind began to shift to the northwest and rain began to fall slightly. The flames very luckily were confined to the south side of the Esplanade, and the valuable buildings on the north side of the nine blocks over which the flames traversed escaped with a scorching.

Nothing was burned east of the syrup works or north of Esplanade street. The fire was stopped at last at the foot of Scott street, and west of that the damage is but trifling.

Starting at the the glucose factory and proceeding eastward, the following are among the properties consumed or damaged:—

The glucose factory, owned by a syndicate composed of A. T. Fulton, John Hoye, Geo. G. Joderham, W. H. Beaty, the estate of James McElsie & Co., and others. The building, which was eight stories high and of brick, cost six years ago over \$200,000. The syndicate, it is said, purchased it for a more song, and were making preparations to manufacture glucose, spices, etc., on a large scale, the schooner Annie Mulvey, Rogers' coal docks, with several hundred tons of coal, Thos. Saulters' boat house, A. Evans' boat house, S. R. Heykes' boat house, J. Gunn's boat house, T. Ibbotson's boat house, Ried & Co.'s lumber yard, Walsh, James & Co.'s boiler works, the corporation wharf, the Wiman swimming baths, Mrs. M. Rennardson's boat house, He. Millou & Sons' elevator, G. & J. Warr's boat house, Joseph Adamson's ice house, J. C. Graham's ice house, H. Williams' roofing works, Wm. Polson & Co.'s engine works, J. G. Beard's wharf and elevator, J. Oag's blacksmith shop, the buildings in Lionel Yorke's stone yard, Vale & Vet's flour barrel factory, the Ontario Tanner's Supply company's factory, O. Wilson & Son's scale factory, J. Adamson's wharf, St. Lawrence wharf, J. Simmington's cigar box manufactory, Wm. Adamson's wharf, S. Crane & Co.'s coal docks, Sylvester Bros. & Hickman's wharf, Donogh & Oliver's lumber yard, J. R. Bailey & Co.'s coal docks. The fleet of ferry steamers at the foot of Church street were nearly all destroyed, also the stone hookers Madeline and Mary Ann.

The buildings between Church and Yonge streets—the Baylde Rowing Club house, Cook, Jones and Inglis' works, Geo. Lumber's fruit market, Hamilton's wharf, Mrs. Groves' boat house, D. G. Lorch's boat house, P. Burn's coal docks and Milloy's wharf—were not so much damaged as those to the east of them.

This list of properties are all more or less damaged, many of them completely.

Several schooners along the docks were either burnt completely or so badly as to be almost useless. Several on the other hand managed to get clear. A large three master, the Jesse Drummond, was after a hard pull towed from the slip to the east of Milloy's wharf into the bay by the tug A. B. Cook.

A prominent insurance man was viewing the ruins about 3.30 o'clock. In answer to a question by a *World* reporter he said he estimated the total loss at \$300,000. On this, he said, there would be an insurance of about \$175,000. The origin of the fire is said to have been spontaneous combustion.

McLAREN vs. CALDWELL.

The public have not yet heard the last of the celebrated case of McLaren v. Caldwell, out of which rose the foundation for the equally celebrated rivers and streams bill, and indirectly the provincial rights agitation. This second action commences with a writ issued and an interim injunction granted on Saturday by Mr. Justice Osler restraining Mr. Caldwell from floating timber over Mr. McLaren's improvements on the Mississippi and its tributaries at the present time upon the river at low water, or at any time other than the spring and fall freshets, the previous suit having determined the right to use the improvements at high water. The injunction will continue in force till Tuesday week, the 11th of August, when an argument will take place upon the motion to continue. Mr. McLaren claims to have stored up a lot of water to use during the season of low water, and he objects to this being used by the defendant.

Subscribe for the CANADA LUMBERMAN,

Ships.

LUMBER merchants in Ottawa report the demand for square timber unusually good at present, some large sales have been made and high prices obtained.

The *Muskegon News* says: "Lumber is advancing steadily. The price of piece stuff has gone up \$9 in the last few days."

J. H. MOORES, of Lansing, purchased last week, of Manistee parties, 320 acres of pine land in town 24 north, of range 6 west, in Missaukee county, Michigan, paying \$33,000. It is estimated that it will cut eight million feet and will be lumbered by Mr. Moore this fall and winter.

The Dominion Government have decided to send a collection of lumber and minerals to the Colonial Exhibition in London, in addition to the collection exhibited at Antwerp. Prof. Selwyn has been entrusted with the task of selecting the mineral exhibit, and a practical man will be chosen to supervise the lumber collection.

The Truckee Lumber Company, of California, claims to have the loftiest logging camp in the world. It is 7,500 feet above the sea level. But now comes the great Sierra Mining Company, with a logging camp and mill on Loo Vining creek, Mono county, at an altitude of 10,500 ft.

The Cedar Mill easily carries off the palm for fish stories. On Monday morning Mr. Richard Lindsay discovered a monster eel in a hollow log which had been hauled up into the mill. It managed to wriggle itself out of its quarters and got down among the rollers, where it was captured by Mr. B. Brower, by whom we presume it was transformed into eel cutlets, a dish highly prized by epicures. — *Deseronto Tribune*.

OPERATIONS are pretty brisk still in the slupyard. The schooner Pilot has been up on the marine railway undergoing repairs. Capt. Munsen's tug, the "D. Bowen" is being almost completely rebuilt and will in a short time be ready for launching. The boiler and engine are being put in Mr. E. Welsh's new ferry boat, which, painted red, white and blue, looks quite trim and saucy. Rathbun Brothers' new boat is about ready and will soon proceed to run on the route. The Industry waits for orders to proceed to Trenton at any moment. — *Deseronto Tribune*.

PROFESSOR MUTTRICH, of Berlin, has reached the following conclusion from his forest meteorological researches: (1) That the forest exercises a positive influence on the temperature of the air; (2) that the daily variations of temperature are lessened by the forest, and in summer more than winter; (3) that the influence of the leafy forest is in summer greater than that of the pine forest, while in winter the tempering influence of the pine forest preponderates over that of the defoliated forest. An attempt to determine the influence of the forest on the mean annual temperature led to no sure results.

This jarrah wood of western Australia is said to defy all forms of decay. White ants will not touch it, and ships built of it do not need to be coppered. A perfectly sound piece, exhibited by P. L. Simmons before the London Society of Arts, was from a tree cut 32 years previous, that had remained on the ground since. Every two or three years brush fires had run over it and it has been exposed to the extremes of climate in that region. There are 15 different species of jarrah, and the growth is straight and without limbs 50 or 60 feet from the roots.

THE MARKET FOR CHERRY.

The time is not far distant when good cherry timber will be as difficult to obtain as good walnut is at the present time. The cherry forests of Pennsylvania, undoubtedly the finest in the country, are nearly exhausted, and about all that is left in that state is held by a few large operators who have advanced the price of the manufactured lumber to such a figure that in certain sections it has become a difficult matter to secure trade. In 1878 the demand for cherry lumber in the East began to increase, and it was the means of increasing the number

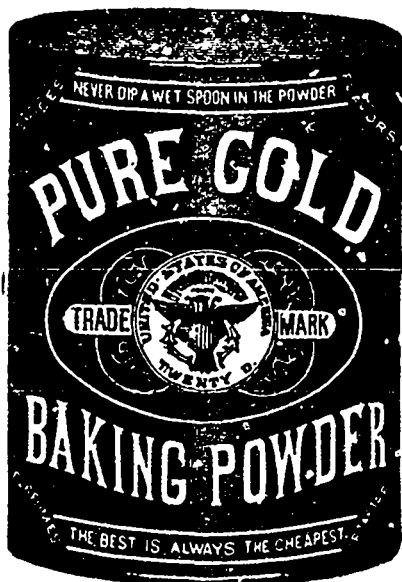
of mills in the state mentioned. At that time stumpage cost nearly, if not quite, as much as present, and the lumber sold at an average of \$37 per thousand feet at the mills for good, and the culls were considered worthless. As the demand increased the manufacturers gradually increased prices, and at the present time good first and second cherry is held at the Pennsylvania mills at \$70 a thousand, while the general grade of the lumber is inferior to that sold seven years ago at \$87. Cherry culls are sold to-day, at from \$10 to \$15 a thousand, and the demand is increasing from the fact that numerous manufacturers of small wares are using cull cherry in preference to other woods. Within the past two years operators in certain parts of North Carolina, having put up portable mills, and at great expense, built roads up rugged mountain sides. As yet the venture has proved but fairly profitable, and it has not been possible to demonstrate the true worth of North Carolina cherry, from the fact that most of the timber so far obtained has been the smaller logs cut from the various tracts.

A curious feature of the cherry trade is the decrease in the demand east, and increase in the west. Up to the present year the sale of cherry west of Ohio has been limited, as compared with the east, but present indications point to a radical change in this feature. One Chicago hardwood dealer has lately contracted for 1,000,000 feet of Pennsylvania cherry, and still another has bought 500,000 feet from parties in North Carolina, in each instance paying not less than the price before named. It is claimed by yard men in the East with present trade there is no profit to be secured at such figures, and the result is that the architects and builders have adopted other woods, which, in turn, has caused cherry manufacturers to solicit trade in other sections. — *Northwestern Lumberman*.

Catarrh—A New Treatment.

Perhaps the most extraordinary success that has been achieved in modern science has been attained by the Dixon treatment for Catarrh. Out of 2,000 patients treated during the past six months, fully ninety per cent. have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent. of the patients presenting themselves to the regular practitioner are benefited, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adapted his cure to their extermination; this accomplished the Catarrh is practically cured, and the permanency is unquestioned, as cures effected by him four years ago are cures still. No one else has ever attempted to cure Catarrh in this manner, and no other treatment has ever cured Catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 805 King street west, Toronto, Canada, and enclose a stamp for their treatise on Catarrh. — *Montreal Star*. 17122.

— TRY —



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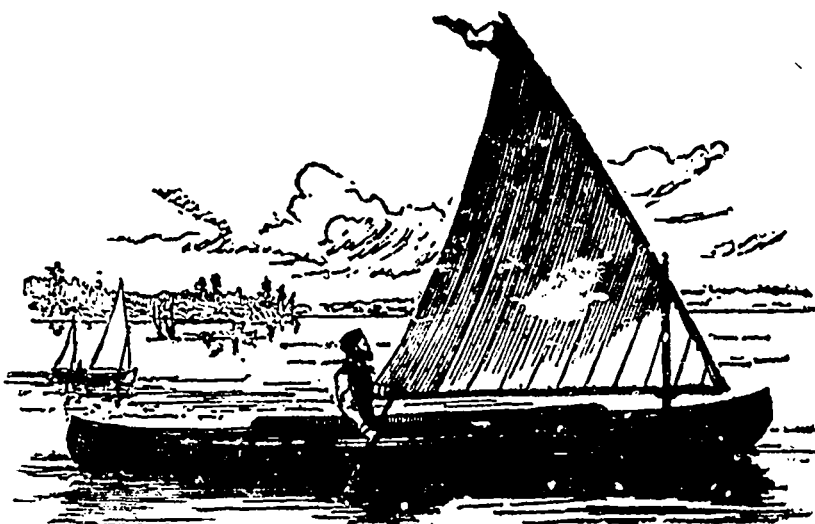
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Gold Medal, London Fisheries Exhibition, 1883.

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H. WILLIAMS,

4 Adelaide Street East, Toronto

Market Reports.

TORONTO.

From Our Own Correspondent.

Aug. 8.—The volume of trade has visibly increased from the yards during the past week. All the yards are not equally busy, however. much depends on the location and the proximity of the dealer to the scene of building operations.

The quantity of lumber arriving by rail is considerably in excess of the demand so far, and the railroad yards are full to repletion. This state of things will not, however, I think, continue, as a large quantity of logs dependent on the June freshets, have not got down the streams, and will have to await another season's chances. Several mills are now short of logs, and the longer lengths of bill stuff is quite limited.

The quantity of lumber moving over our docks is small. The principal shippers at the present time are Messrs Christie, Kerr & Co., S. C. Kanady & Co., Deane & Oliver, and Wm. Latch. The first named being the heaviest in amount. The principal part now is shipping is from this season's cut, and a considerable portion of that now moving is not yet in a fit condition for shipment.

Mill men and lumber dealers alike are considerably exercised just now over the coming enforcement of the agreement entered into by the freight agents of the various railroads, as to weighing all loads of lumber. It is now stated that the manager of N. & N. W. R. R., intends to enforce the charge for double freight on all excess weight over 25,000 pounds,—rather a cheerful outlook for the lumbermen in the near future. I cannot say how far law may uphold that decision, but certain it is, common sense would dictate, that if any portion of the load is carried by weight, the whole load must be subject to the same rule. If this is carried out to the extent indicated it is not hard to decide on the future prosperity of the above road. At many points on that line the pine is all cut off still leaving large quantities of hemlock, and some mill men are now considering the question as to pulling down their mills and moving off to pasture new, or cutting up their hemlock before doing so. But does any sane man imagine for a moment that hemlock will be manufactured and freighted here at nine-tenths of a mill per pound. Better by far strip off the bark and then burn the trees, or let it stand as it now is. Just so soon as railroad managers come to understand that the interests of their lines, and that of their patrons, are identical, just so soon will their roads prosper and not before.

Mill cull boards and scantling.....\$10 00
Shipping cull boards, prominent widths..... 13 00
Stocks..... 13 00
Scantling and joist, up to 10 ft..... 14 00
" " " 12 ft..... 15 00
" " " 14 ft..... 16 00
" " " 16 ft..... 17 00
" " " 18 ft..... 18 00
" " " 20 ft..... 19 00
" " " 22 ft..... 20 00
" " " 24 ft..... 21 00
" " " 26 ft..... 22 00
" " " 28 ft..... 23 00
" " " 30 ft..... 24 00
" " " 32 ft..... 25 00
" " " 34 ft..... 26 00
" " " 36 ft..... 27 00
" " " 38 ft..... 28 00
" " " 40 to 44 ft..... 30 00
Cutting up planks to dry..... 30 00
boards..... 30 00
Round dressing stocks..... 16 00
Picks Am. inspection..... 30 00
Three uppers, Am. inspection..... 35 00
H. M.

1 1/2-inch flooring, dressed..... 25 00
" " " rough..... 14 00
" " " dressed..... 25 00
" " " undressed..... 14 00
" " " dressed..... 17 00
" " " undressed..... 12 00
Beaded Sheeting, dressed..... 13 00
Clapboarding, dressed..... 12 00
XXX sawn shingles, # M..... 2 75
Sawn lath..... 2 25
Red oak..... 20 00
White..... 20 00
Basswood, No. 1 & 2..... 18 00
Cherry, No. 1 & 2..... 18 00
White ash 1 & 2..... 25 00
Black ash 1 & 2..... 20 00

CHICAGO

BY THE CAR.

The Northwestern Lumberman of August 5th says:—The result of heavy receipts during the past week is that the yard docks are all loaded up with unpaired lumber. It there should be less readiness to buy for a few days it may be attributed to lack of dock room at the yards

But of one thing everybody can be assured, and that is that good cargoes of dimension will not have to lie at the market long without buyers. This class of lumber is still wanted in quantity fully equal to the supply, and at prices as high as those hitherto reported. Fair cargoes of short green stuff are worth \$9 a thousand, and if dry, \$9.50. Where cargoes run a large percentage to long lengths—that is, more than 20 feet—it is common to sell the long schedule at a separate price. We hear of a lot of 22-foot 2x12 that sold at \$11, and another lot of 22-foot and upwards at \$12. Long lengths, of both timbers and "slim jims" are still in great demand, at special prices.

There has lately been considerable of No. 1 boards and strips offered on the market, a striking change from the character of the offerings in the early part of the season. This class of lumber ranges in price from \$16 to \$18.

There is no visible evidence of weakness in the shingle market. The supply this week has probably been larger than for a time previous, but there has been no clog in the movement. Prices, so far as reported, are the same as those lately prevailing, cedar shoring in the better condition equally with pine.

Lath drifts along through the season without any feature worthy of particular notice. Unlike the same commodity in eastern sea board markets, lath here is simply handled from necessity.

Lake charters are somewhat more in request, but at unchanged rates.

Quotations on lumber and shingles are as follows:

Table with 2 columns: Description and Price. Includes items like Dimension, short, green; long green; No. 2 boards and strips; Medium stock; No. 1 stock; Shingles, standard; Shingles, extra; Cedar; Lath.

Lake freight rates are quotable as follows:

Table with 2 columns: From and Price. Includes items like From Grand Haven, dry; From Marquette, by steam; White Lake, dry; Ludington; Manistac; Frankfort; Menominee; Cheboygan; Dunoon City; St. Ignace; Alpena; Manistique.

AT THE YARDS.

The first half of the past week is adverse to trade, on account of the extreme heat and the following unusually heavy rainstorm, yet it can be safely said that within the past three or four days there has been an increase of orders and more stir about the district in getting in empty cars, loading and preparations for shipment. There are visible signs that the August trade is beginning. It is likely that within the coming week the revival of demand and shipment will be so evident that nobody will fail to see it. If it were not for the comparatively high freight rate to southwestern Missouri river points there would even now be a considerable rush of lumber in that direction.

When the southwestern high rate blockade is taken into consideration, the amount of trade that is being done, and the revival that is beginning, are encouraging features which go to show that the wholesale business of this city is not wholly dependent on the Kansas demand. This state is now calling for a great deal of lumber. It is true that the Illinois trade is largely controlled by certain houses, and all do not get a direct benefit from it; yet in an indirect way they do, as, in a sense, the lumber held by dealers here is common stock, so that when any section of the trade is making heavy shipments, all are called upon for assortments, and thus the general trade is benefited.

As a matter of fact the midsummer dullness has been exaggerated. Inquiry from yard to yard discloses the fact that in numerous instances the year's sales, and the sales for July, in individual yards, have exceeded the business for corresponding periods of last year, from 15 to 50 per cent. Some yards have sold about as much lumber this year as they did last, and a few have not sold as much. Altogether a fair trade has prevailed. This is shown by the broken state of assortments of dimension, and a depletion that amounts to a scarcity of some lengths and sizes. The advance of dimension on the cargo market is an evidence that this

class of lumber is wanted; and why wanted if it has not been sold? for everybody knows that there was a heavy stock in pile at the close of navigation last year. Here we are, at the present juncture, with a promising fall demand just beginning, with generally good crops to sustain it, with depleted stocks of dimension, stiff prices on the market at the late advance, and all selling that is offered, while at the same time the dealers are trying to force sales in the country, in advance of the season, with cut lists, in some instances, it is feared. Could trade fully present a more characteristic spectacle?

The late breeze in regard to shingles seems to have somewhat subsided, though it is claimed that the advance of 10 to 15 cents a thousand is firmly maintained.

An estimate made by the secretary of the Lumberman's Exchange, based on the partial returns on hand, indicate that the stock on hand in the yards of this city, August 1, amounted to 464,000,000 feet, or 89,000,000 feet less than last year on August 1st. If this estimate is approximately true, it shows the July trade was larger than many suppose, since receipts during July were large and steady, reaching nearly 200 cargoes for each week of the month. During the last week of July receipts were heavier than for the corresponding week in 1884.

Receipts of lumber, shingles, etc., from Jan. 1st to August 6th as reported from the Lumberman's Exchange:—

Table with 2 columns: Year and Receipts. Includes items like Lumber, Shingles. 1885: 119,012,000; 1884: 115,473,000.

FROM JANUARY JAN. 1, 1885, TO AUG. 6, 1885, INCLUSIVE.

Table with 2 columns: Year and Receipts. Includes items like Lumber, Shingles. 1885: 828,552,000; 1884: 995,888,000.

Decrease..... 167,326,000

STOCK ON HAND JULY 1.

Table with 2 columns: Item and Stock. Includes items like Lumber & timber; Shingles; Lath; Picks; Cedar posts.

LAKE RECEIPTS FROM JAN. 1 TO AUG. 6.

Table with 2 columns: Item and Receipts. Includes items like Lumber; Shingles; Lath; Wood, cords; Posts; Railroad ties; Slabs, conis; Bark, cords; Poles; Splices.

QUEBEC.

The Chronicle of August 7th says:—The week has been exceedingly dull and we hear of no transactions. A few vessels have arrived, but merchants seem to have timber and deals on hand without making any new purchases.

QUEBEC CULLERS' OFFICE.

The following is a comparative statement of Timber, Masts, Bowsprits, Spars, Staves, &c, measured and culled to date:—

Table with 3 columns: Item, 1883, 1884, 1885. Includes items like Waney White Pine; White Pine; Red Pine; Oak; Elm; Ash; Basswood; Butternut; Tamarac; Birch & Maple; Masts & Bowsprits; Spars; Std. Staves; W. 1. Staves; Rd. Staves.

Quebec, Aug. 7. Supervisor of Cullers.

BUFFALO.

We quote cargo lots:—
Tapers.....\$45 00
Common..... 17 00
Culls..... 12 00

TONAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.
Three uppers.....\$45 00
Common..... 13 00
Culls..... 12 00

The cut of second growth pine in Maine, last year, was estimated at 25,000,000 feet. Most of it was cut into box boards.

ALBANY.

Quotations at the yards are as follows:—

Table with 2 columns: Item and Price. Includes items like Pine, clear; Pine, fourths; Pine, select; Pine, good box; Pine, common box; Pine, 10-in. plank, each; Pine boards, 10-in.; Pine, 10-in. boards, culls; Pine, 10-in. boards, 10 ft.; Pine, 12-in. boards, 10 ft.; Pine, 12-in. boards, 13 ft.; Pine, 1 1/2 in. siding, select; Pine, 1 1/2 in. siding, common; Pine, 1-in. siding, select; Pine, 1-in. siding, common; Spruce, boards, each; Spruce, plank, 2-in., each; Spruce, wall strips, each; Hemlock, boards, each; Hemlock, joist, 4x6, each; Hemlock, joist, 2x4, each; Hemlock, wall strips, 2x4, each; Black walnut, good; Black walnut, 1/2 inch; Black walnut, 1 inch; Scaymore, 1-inch; Scaymore, 2-inch; White wood, 1-inch and thicker; White wood, 2-inch; Ash, good; Ash, second quality; Cherry, good; Cherry, common; Oak, good; Oak, second quality; Basswood; Hickory; Maple, Canada; Maple, American, per M.; Chestnut; Shingles, shaved, pine; 2nd quality; extra, sawed, pine; clear; cedar, mixed; cedar, XXX; hemlock; Lath, hemlock; Lath, spruce.

OSWEGO, N.Y.

From Our Own Correspondent

Table with 2 columns: Item and Price. Includes items like Three uppers; Picking; Cutting up; Fine Common; Common; Culls; Mill run lots; Siding, selected, 1 in.; Siding, 1 1/2 in.; Mill run, 1x10, 13 to 16 ft.; Selected; Shippers; Mill run, 1x10; Selected; Shippers; Mill run, 1 & 1 1/2 in. strips; Selected; Culls; 1x7 selected for clapboards; Shingles, XXX, 18 in. pine; Cedar; Lath, No. 1; No. 2.

TYNE.

The Timber Trades Journal of August 1st says:—The most prominent items in the arrivals of the past seven days have been staves, of which a very large quantity, principally from Finland, have come forward. There are also large arrivals of deal battens, and boards from Swedish ports and from Rangoon one cargo teak. One vessel has also arrived from Quebec. The other items mainly consist of props and other goods from various ports, principally from the south of Norway. Altogether the arrivals are large in amount, and will tend still further to increase a stock already in every department too heavy for the season. The demand has not improved at all; if any difference, it is on the other side, and to all appearances seems not at all likely to give much ground for hope.

LONDON.

The Timber Trades Journal of August 1st says:—The deliveries of floated timber from the docks are apparently still active, and this week we have to record 1,615 loads gone into consumption, against 1,167 loads last. Flooring boards also have been carted away from the Surrey Commercial sheds pretty freely during the period named, 700 standards being the week's quantum, against 664 standards of the corresponding week a year ago. Deals, however, were more actively in demand this time twelvemonth, the comparison being 3,011 standards this year against 3,623 twelve months back, a difference of 587 standards in favor of the week's consumption of last year. Ten thousand standards is a big difference to make up, and we fear there is very little prospect of approaching anything like an equal return in the respective consumption of this and last year, when the final summary comes to be

made up. Even adding the excess in the deliveries of timber during the present year the actual consumption of wood material, mahogany and hardwoods included, the balance will still be on the side of 1884.

Things generally are quiet and freights show very little improvement on this side though by recent advices from Quebec 62s. 6d. has been done and is still obtainable, which would seem to show rather a hardening tendency for Atlantic traders.

The sale at the "Baltic" on Wednesday went off rather briskly recollecting that it is now about the middle of the holiday season and many members of the trade are out of town or on the Continent.

There was an evident disposition amongst those present to avail themselves of the opportunity presented of getting goods at very favorable prices, taking their chance of the market improving later, a by no means unlikely contingency.

GLASGOW.

The *Timber Trades Journal* of August 1st says:—The result of the sale of mahogany and remainder parcel of birch, which took place here on 29th inst., is noted below. A longer interval than usual has now elapsed since brokers have called a sale of Quebec timber, but we shall have one to report next week which should prove attractive, being the first since the arrival of the new season's log timber from Quebec. From all reports there is at present an extreme quietness in business.

At the last Dean of Guild Court there were nine applications, most of these for alterations on premises.

Housebuilding at present going on is chiefly in the suburbs, where self-contained houses are being put up pretty extensively.

The property market is in a stagnant condition. Of the properties exposed by public roup this week, and amounting altogether to £37,590, none sold.

The following were the prices obtained at Messrs. Edmiston & Mitchell's auction sale at Queen's Dock, Glasgow, on 29th ult.:— 323 logs Minatitan mahogany, measuring 91, 173 feet, Liverpool sale measure, sold from 2½d. to 11½d., averaging 3 19 32d. per foot. 9 mahogany log ends, at 2½d.; 4 cedar ends at 2½d.

Remainder of cargo, comprising 37 logs mahogany and 6 logs cedar, withdrawn.

A parcel of 12 logs Pictou birch timber, 14 to 16 inches square, was cleared out at 1s. 1½d. to 2½d. per cub. foot.

The above cargo of mahogany was chiefly small sized wood, the demand for which is limited, dealers having a good stock on hand of similar description, and consequently there was feeble competition at the sale for small logs, but the few logs comprised in the cargo that were of large size and good quality and make were briskly competed for. Mr. A. Melville Mitchell ably officiated as auctioneer.

LIVERPOOL.

The *Timber Trades Journal* of Aug. 1st says: The import has shown some falling off in quantity during the past week, still the docks and quays are busy with the cargoes of Quebec goods now landing.

We do not notice, however, that any large orders for these goods are going into consumption, though this could, perhaps, hardly be expected in the dull and lifeless condition in which business stands at present.

The Mersey Docks and Harbour Board through their brokers, Messrs. Duncan, Ewing, & Co., have issued invitations for quotations for the supply of about 20,000 cubic feet of square and waney bore pine timber, about 10,000 cubic feet of rock elm, and other quantities of Baltic fir, spruce deals, &c., for delivery at their dock yards.

This coming at the period when many cargoes are landing will, no doubt, be eagerly competed for, and further will help to make next month's consumption assume fair proportions, as all the wood is for immediate delivery.

Before these lines are in print the decision of the Parliamentary Committee on the Manchester Ship Canal Bill will probably be announced, and it is anticipated here that the promoters

will this time be successful, though with what modifications or limitations cannot be ascertained yet. On Tuesday the Liverpool Chamber of Commerce decided to request the committee, in event of the measure being passed, to bind the promoters to retain sufficient funds in hand to restore the estuary of the Mersey to its original state, provided the canal works hereafter prove injurious to navigation.

The strike of the cotton spinners in the Oldham district still continues, and it cannot but have a bad effect upon the general trade of the district, in which the timber along with others must also suffer.

LIVERPOOL TIMBER SALES.

On Thursday last, the 23rd ult., Messrs. Furnworth & Jardine offered about 150 logs of Miramichi birch, maple, and elm; the greater part of it was, however, withdrawn, the price bid not being up to the limits of the sellers, and then the same firm offered a cargo of wrecked timber shipped from the Island of Flores, and sold "on account of whom it may concern." 297 logs St. Sohn birch sold in one lot at 9d. per foot, 10 logs hewn pitch pine bought at 10d. per foot, 25 logs Quebec white pine 11½d. and 12½d., and about 1,320 spruce deals £3 5s. per standard. Of course the timber and deals were considerably aged, chafed, and discoloured, as may easily be supposed from the prices obtained.

DROWNED IN A CANAL.

DUNDAS, Aug. 11.—Another has been added to the long list of casualties in the Desjardins canal. Yesterday morning John R. Clough, R. Dixon and Mr. Mattock hired a boat from Mr. Reynolds, who keeps the Dundas boat house, and rowed to Hamilton to take in the civic holiday sight. They left to return home about 9.30 p.m., and after proceeding two miles up the canal one of the party rose to change seats. In doing so he capsize the boat, launching all three into the waters of the canal. Mattock was fortunate enough to seize the side of the boat and retain his grip until assistance arrived. Dixon and Clough being both unable to swim sank at once. The bodies of the unfortunate men were recovered this morning. Clough is a native of Bradford, Eng., and has no relatives in this country. Dixon's mother, brother and sister reside in Toronto.

THE DEATH OF THE MAHDI.

A letter from Suakin, received in Vienna, gives the following particulars as to the Mahdi's death: Mohammed Achmet, it says, fell ill on Friday, July 19, at 2 p.m., and by his own desire was at once conveyed to a tent outside the camp. No doctors being at hand two of the captive missionaries, who had medical knowledge, were summoned to the sick bed. They immediately said the patient was ill of the smallpox, and later in the day, on the disease assuming the most virulent form, they told the patient to prepare for the worst. The Mahdi thereupon called his nephew Abdullah, named him his successor and gave him his sword. On Saturday evening the patient was in a condition past hope. He then bade a solemn farewell to his family and adjured his successor to continue the war against the Christians. He expired at 5 a.m. on Sunday, the 21st, and was buried at sunset in a grave within his tent. The tent was afterwards burnt.—*N. Y. Evening Post.*

Fire at Midland.

MIDLAND, Aug. 11.—A fire broke out yesterday morning in the roof of Messrs. Chew & Weeks' grist mill. The top story was completely destroyed with machinery contained therein. The machinery, etc., in the other stories was removed while the firemen confined the fire to the top story alone. The insurances on building and contents are as follows:—Citizens of Montreal, \$1,000 on building and machinery, partial loss; Gore Mutual, \$2,000 on building and machinery, partial loss; Royal Canadian, \$500 on shingles, slight damage; Fire Insurance Association, \$1,000 on stock, partial loss. The fire originated from the smoke stack of the shingle mill run in connection with the flour mill.

The woman's question—"Now, isn't this a pretty time of night for you to get home?"

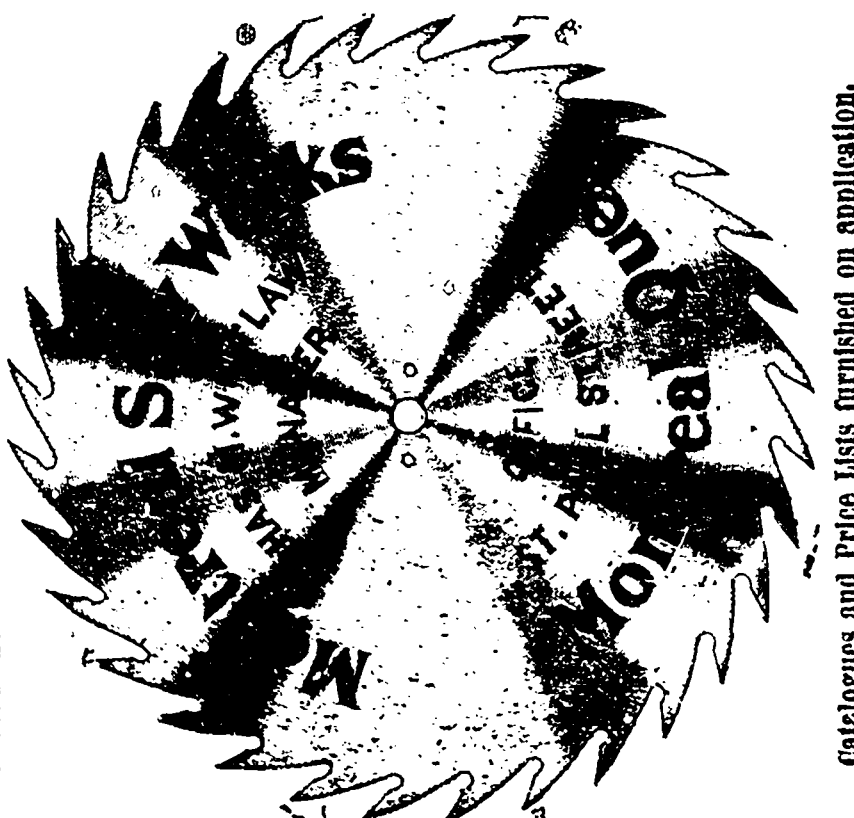
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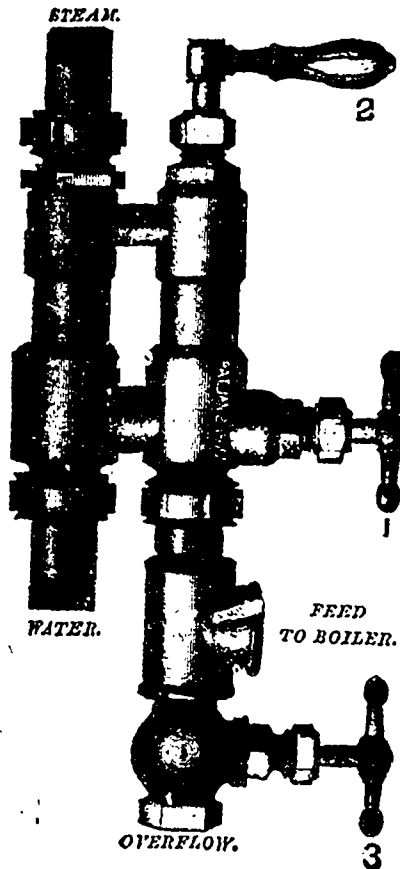
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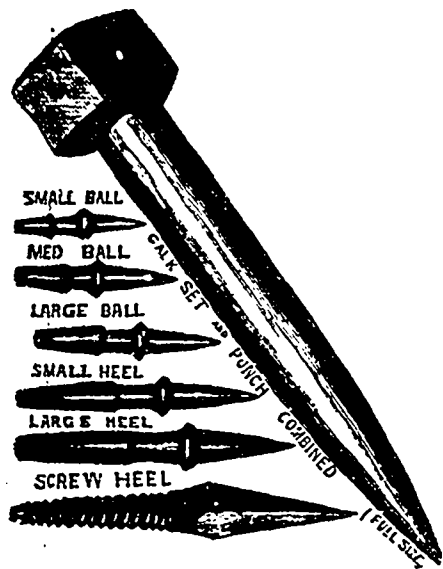
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These calks are now used by all the principal Drivers in Maine and New Brunswick. Kept by dealers in Lumberman's Supplies.

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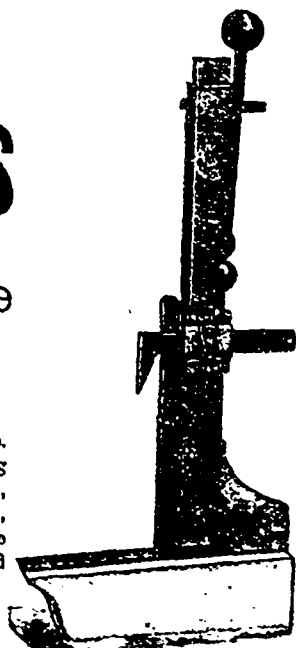
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The Sawyer's Favorite

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These Alldogs I guarantee to give satisfaction in every case. They will hold a frozen log as well as a soft one, for cutting Scantling, Square Timber, &c. These Dogs cannot be excelled, I sell them all on their own merits, give ten or fifteen days trial, and then, if not satisfactory, return them to my order, as I have no agents on the road this year, I will sell them at a reduced price. Send for Circular and price list.

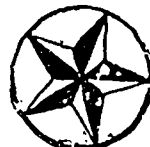


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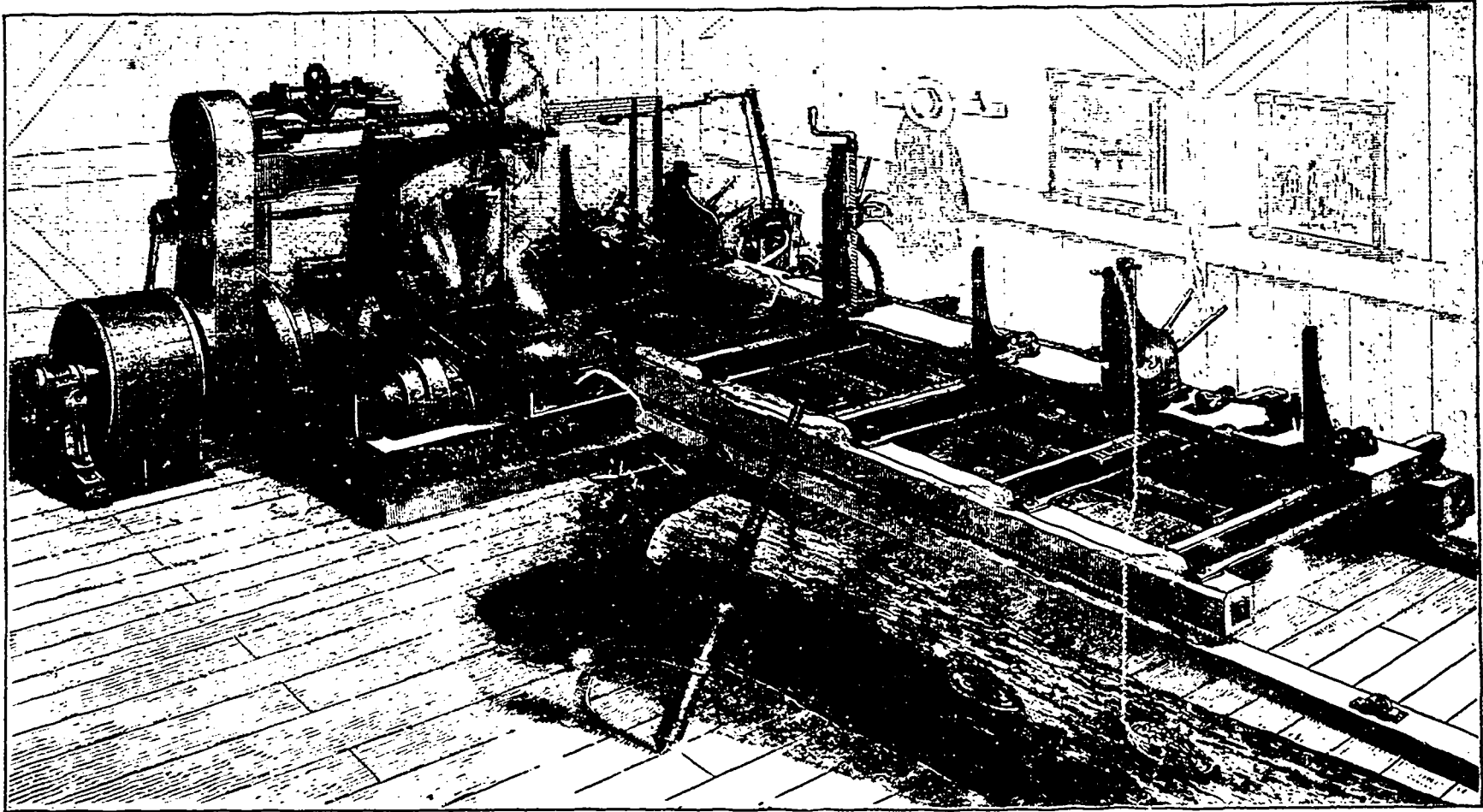
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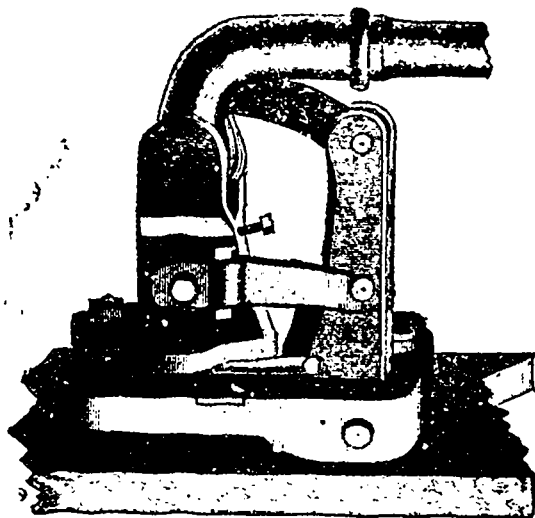
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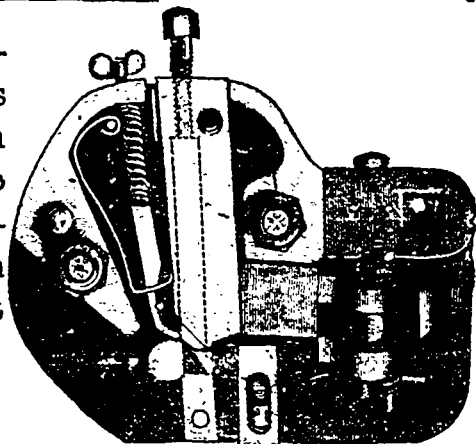
IMPROVED PRESSURE SWAGE

This SWAGE has been constructed to fill any conceivable wish of those who are favourable to, and think it the only

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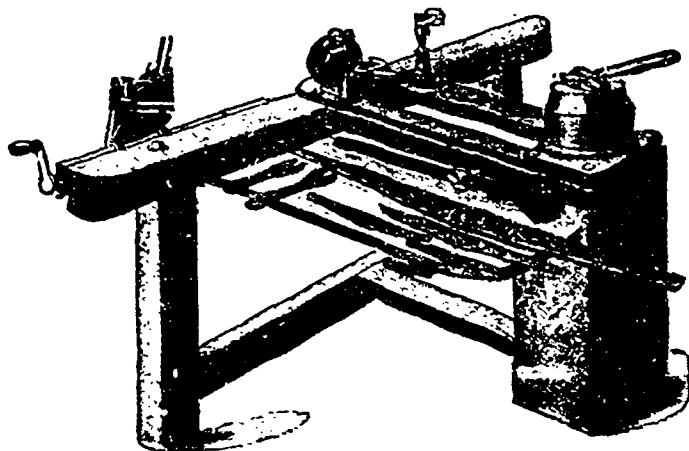
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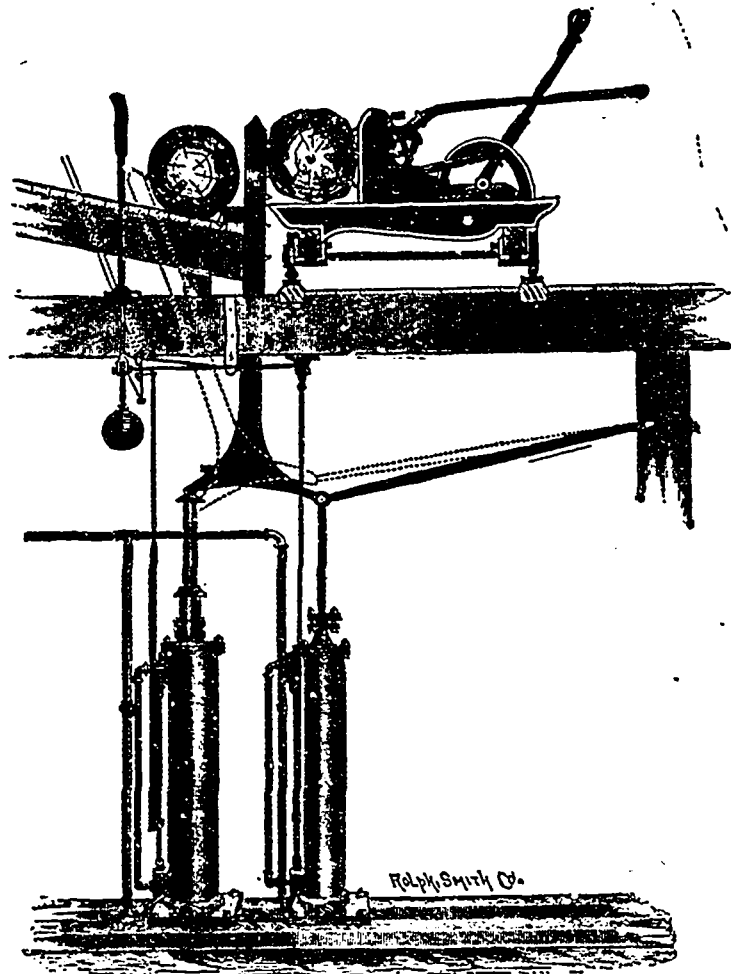
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This is without doubt, from my knowledge of what is wanted in every mill, together with the many testimonials I have received from those using them, the best outfit for hammering and the general care of Saws, that has ever been introduced, and accompanying each Bench is my "Handy Guide" book, giving all necessary instructions how to remedy any and all defects in the Saw. I have added improvements to it since I got the cuts out represented in the "Handy Guide" and done away with some parts there represented, leaving the Bench a model acquisition or, the File Room.

THE KALAMAZOO STEAM "NIGGER"



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It is four machines in one—Log Loader, Log Turner, Hand Spiking Machine, and Machine for Springing Timber Straight on Sawmill Carriages. It saves time, which is money. Is durable, being made entirely of iron, steel and brass. It is very quickly and easily controlled, the machine being worked by direct steam, is elastic in its movements (thereby obviating its liability to breakage) which is a very desirable point in a machine. By using this machine your circular mill will saw from five to seven thousand feet more per each eleven hours, according to cutting capacity of mill. We guarantee this machine to be first-class in workmanship, durability and utility. It has given entire satisfaction to every one using it. They are very cheaply set up in mill requiring only a base for the cylinders on lower floor, and no bridge-trees shafting, boxes, pulleys, belts or chains. Both cylinders are supplied with steam by a one and a half inch steam pipe. It requires less steam to work it than it takes to overcome the friction on the old style friction turners. It works only while turning or loading logs—balance of time it is entirely idle. Another important use to which we direct your notice, is in springing and straightening long timbers. We would be pleased to receive your order for one or more of the above Machines, feeling confident that it will give you entire satisfaction.

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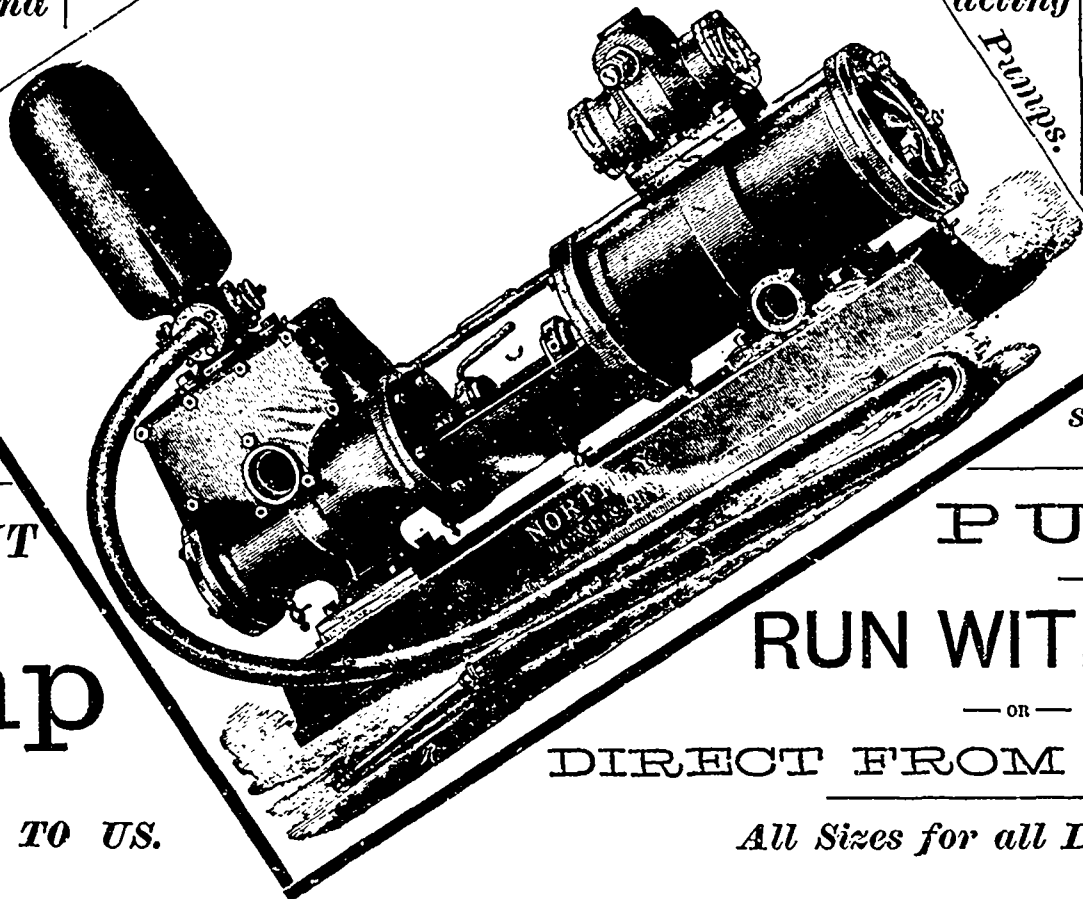
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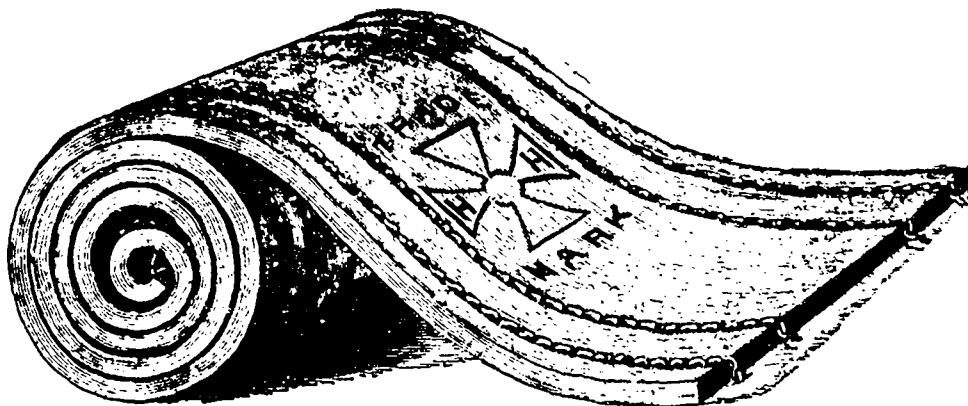
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Yours respectfully,
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