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WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

VOLUME XVII.
NUMBER 1.

TORONTO, ONT., JANUARY, 1896

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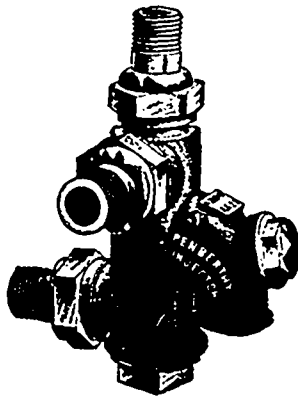
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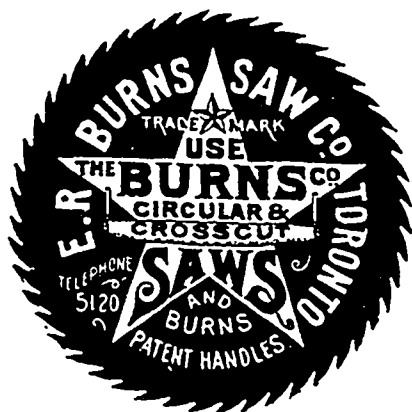
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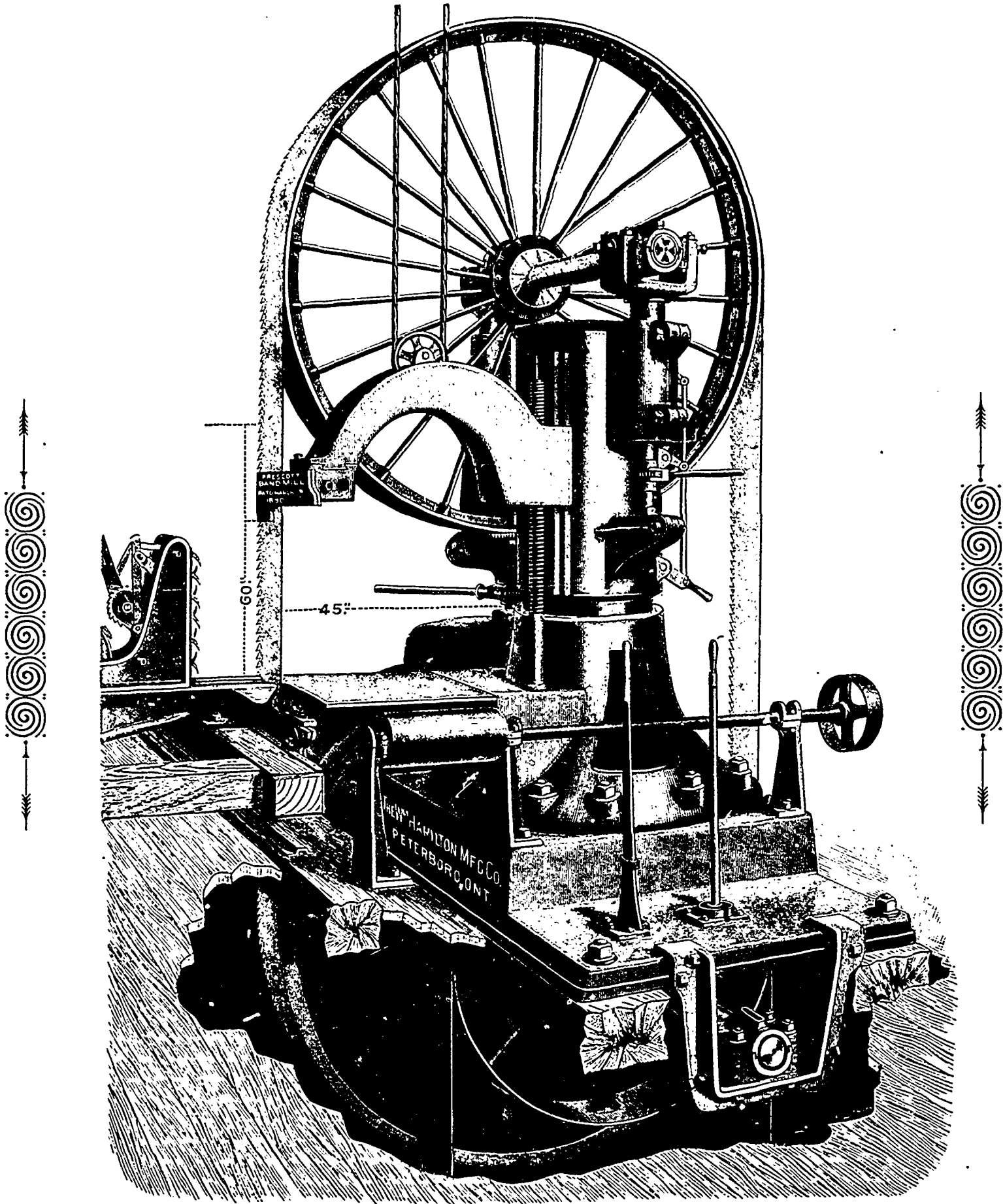
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THE ST. JOHN RIVER (N. B.) IN RELATION TO THE MANUFACTURE OF CHEMICAL PULP.

(Special correspondence CANADA LUMBERMAN).

The Saint John river, which is about 400 miles long, has held a high position as a spruce producing country, and the manufacture of spruce deals at its mouth dates back as far as 1819.

The black spruce (*abies nigra*) was formerly found in great abundance in the southern part of New Brunswick, but this section of that province has been greatly devastated as well by the axe of the lumberman as by wind and fire. There is yet, however, much small spruce left in various parts of this district, as the lumbermen have heretofore in general cut down only such trees as were large enough to make deal logs, leaving the small ones intact. The spruce which is found on the Saint John above the Grand Falls is usually of the white variety (*abies alba*). Its wood is white and soft and its specific gravity is less than that of the black spruce.

Fredericton, the capital of New Brunswick, is situated on the banks of the Saint John, about 80 miles by water above its mouth at the city of St. John, and about 66 miles by rail. The Canadian Pacific railway crosses the St. John at Fredericton by an iron bridge. The northern terminus of this road in New Brunswick is at Edmundston, 38 miles above the Grand Falls, close to which latter place the C. P. R. passes. The Canada Eastern railway, which connects Fredericton with the Intercolonial railway and the gulf ports, uses this same bridge to enter Fredericton. The distance from Fredericton to the Grand Falls by the Gibson branch of the C. P. R. is about 127 miles; in the spring rafts can be brought down the Saint John river readily from the

Grand Falls to Fredericton, which city has thus both rail and water to depend upon for the transportation of pulp wood, which can be delivered there in great quantities at prices varying from \$2 to \$2.50 per cord. There is daily communication by steamer during the summer between Fredericton and St. John, as well as by two daily trains, and schooners load at the former place with cargoes of lumber for American ports. The river water at Fredericton is so pure that it is used altogether for drinking purposes.

The Grand Lake coal beds are 30 miles from Fredericton in a direct line. It is a good steam coal and is delivered in that city for \$3 per chal-

dron of 3,000 pounds. A railway is now being surveyed, which when completed will bring these mines into direct communication with Fredericton, which will reduce the price of this fuel. Schooners can be loaded with limestone from the cliffs which are to be seen just above the harbor of Saint John. Some of this is so pure as to run 98 per cent. of carbonate of lime. There is thus wood, coal and limestone, all of which can



THE DRESSED LUMBER QUESTION ILLUSTRATED.

UNCLE SAM: "You see, neighbor, I'm now, technically speaking, "DRESSED," but if I subject myself to the further process of putting on my hat, why then I'm no longer "dressed"—I'm then—er—a "manufacture"—a FINISHED ARTICLE OF CUTENESS, you understand!"

be brought by water to Fredericton, and then there is the pure river water which is excellently well adapted for the manufacture of pulp.

Should the important changes which are pending in the chemical industry in connection with the electrolytic method of decomposition of common salt be successful, then the Grand Falls, with its vast undeveloped powers, will form a most important aid to the manufacture of chemical pulp on the Upper Saint John.

A Tacoma man who has been in the east reports nothing but satisfaction with the cedar doors which the west coast manufacturers have been sending out.

HON. E. J. FLYNN,

COMMISSIONER OF CROWN LANDS FOR QUEBEC.

HON. EDMUND JAMES FLYNN, Q.C., L.L.D., Quebec, M.P.P. for Gaspé County, is a native of the county he has so ably represented for about seventeen years in the Quebec Legislative Assembly. He was born in Perce on the 16th of November, 1847. His father, the late James Flynn, who was of Irish descent, was during his

lifetime a trader and farmer in Perce, the place of his birth. His grandfather, the late Edmund Flynn, was born a century ago, it is said, on the journey from Ireland, and settled down in Perce as a merchant, where he did an extensive business and filled also the position of preventive officer in H. M. customs. There are now four generations of this family in Canada, and they have become by marriage with French-Canadians, their education and social relations, thorough Canadian in the proper sense of the word. His mother, Elisabeth Tostevin, was also a native of Perce, though her father, the late Jacques Tostevin, was from the Island of Guernsey, and her mother, the late Anne Mauger, was a daughter of the late Elias Mauger and of Suzanne Dobson, of the island of Jersey, two of the English channel islands, where Mr. Flynn has many relatives on his mother's side. His mother's ancestors are from old Normandy and of French extraction.

The Hon. Mr. Flynn was educated at the Quebec Seminary and at the Laval University, Quebec, graduating with honors, having taken at Laval the degree of master-in-law in July, 1873. Laval again, in 1878, presented him with the degree of L.L.D. He adopted law as a profession, and in September, 1873, he was called to the

bar of Quebec, and has ever since continued to practise as barrister, etc., in the ancient capital. Previous to this time he, from 1867 to 1869, held the positions of deputy-registrar, deputy-prothonotary, deputy-clerk for the Circuit Court of the Crown and of the Peace, for the county of Gaspé, conjointly with that of secretary-treasurer of Perce municipality. He has been a Professor of Roman Law in Laval University since 1874. From the 29th of October, 1879, to the 31st of July, 1882, he was Commissioner of Crown Lands for the Province of Quebec; commissioner of railways from the 11th of February, 1884, till July, 1885, and Solicitor

General from the 12th May, 1885, till the 20th of January, 1887.

When the honorable Mr. Taillon formed his Cabinet after the resignation of the Ross administration, the Hon. Mr. Flynn felt himself bound to decline a portfolio in Mr. Taillon's Cabinet, on the ground that he did not consider that the latter could command the confidence of the House, and it was not possible to expect another dissolution. Mr. Flynn had, on the same ground, declined, in 1870, a portfolio in the Joly government. He however, on the 21st December, 1891, entered the De Boucherville administration as Commissioner of Crown Lands, resuming thereby his old department, with which he had already thoroughly familiarized himself. The Hon. Mr. Flynn was made a Queen's Counsel in 1887. He has taken an active part in political affairs for the past twenty-two years and has been a candidate at twelve different elections, ten of which were in the county of Gaspé. The first was in 1874, when he presented himself as a candidate for a seat in the House of Commons at Ottawa, but afterwards withdrew from the field when he was made a professor in Laval University, it being considered incompatible by the University that he should hold both offices. He again stood in 1875 and 1877, for the Quebec Legislature, when he was defeated after severe contests, there being only small majorities against him, especially in 1877. The election of 1875 he had contested and unseated his opponent; and, after the election of 1877, he was elected by acclamation, on the 29th April 1878. On his entering the Chapeau Cabinet in the fall of 1879, as Commissioner of Crown Lands, he was again elected by acclamation. He had previously visited the county of Gaspé and consulted his electors as to the course he should follow. When he supported the motion which overthrew the Joly Cabinet, he had the authorization and approval of his electors. At the general election held in 1881, Mr. Flynn was once more elected by acclamation. On accepting office in the Ross Cabinet in 1884, which necessitated an appeal to his constituents, he was opposed by Major John Slous, but carried the county by a majority of 988 votes. At the general elections held in October, 1886, he once more presented himself for election, and was returned by acclamation by his old friends at Gaspé. After the formation of the Mercier Government, in January, 1887, Mr. Flynn went into opposition and fought the battle of the conservative party in and outside of the House, with all the energy and talents which even his most determined adversaries recognize in him, until the dissolution of Parliament and the general elections of 1890. In July of that year, after the crushing defeat of the conservative party, he had the courage to stand, almost alone, as candidate in his old constituency, against a great array of electioneering forces, but he was defeated by Mr. Achile Carrier, a young barrister of Quebec.

Hon. Mr. Flynn then resolved to remain quietly in the practise of his profession for some time, but in spite of his determination, when the Dominion elections took place in February and March, 1891, the electors of the county of Quebec, Sir Adolphe Caron's old division, after many entreaties induced Mr. Flynn to run for that county, which he did. The contest lasted 14 days and was conducted with great vigor. It resulted in the return of his adversary, Mr. Fremont. Mr. Flynn succumbed

bravely, and again resumed, as if nothing had occurred to disturb the tranquility of his mind, the exercise of his profession. It may be said that never has there been a lawyer whose success has been greater than his during this year of active and constant attention to his business.

It is needless to say that Mr. Flynn's habits are those of the student and scholar, and the thought of resuming active political life by entering into the DeBoucherville government did violence to his feelings. His friends are aware in Quebec that he hesitated very much to accept office, and nothing else than an imperative sense of duty induced him to yield to their pressing invitation and commence anew the battle of active political life. He was returned for the counties of Gaspé and Matane on the 8th of March, 1892, and subsequently elected to sit for Gaspé. On the reconstruction of the government, he continued to hold the same position of Commissioner of Crown Lands in the Taillon administration.

Hon. Mr. Flynn has always been in principle a liberal-conservative. By his first struggles in



HON. E. J. FLYNN.

the county of Gaspé he succeeded in securing for the electors complete freedom and independence in the exercise of their franchise, which had been affected by the interference of certain large commercial firms. In the legislature the part played by the Hon. Mr. Flynn has been prominent, as regards constitutional questions in particular. He has won for himself the reputation of being a strong and energetic upholder of constitutional liberty. In proof of this, it will suffice to refer to his defense of the liberty of the press in the case of the *Nouvelliste*, in 1885, and his eloquent speech on the question of Home Rule for Ireland, etc. His attention has been given to many other objects of importance, such as that of colonization, which he has always endeavored to promote. He is the author of a homestead law for the benefit of settlers. His administration of the Crown Lands has been marked by an increase in the revenue, increase in the value of timber limits and mineral lands, and by many useful rules and regulations, calculated to promote colonization and the welfare of the many persons in the province who are occupiers of Crown lands. Other important measures were framed and carried through the legislature by him,

among them the Quebec general mining act of 1880, and the general mining act of 1892. He has taken a lively interest in the creation of national parks, and has already had two bills passed on this subject, namely, for the Trembling Mountain Park Sanatorium and the "Laurentides National Park." He is also the author of several other bills of importance, such as that on the land tenure of the Magdalen Islands, several acts concerning the Crown's lands, railways, the protection of forests, and encouragement of planting of trees. He has entirely reorganized the Crown Lands Department, which he has conducted on absolute business principles, doing justice to all alike, irrespective of party, nationality or creed. The revenue of the department will, for the current year, amount in round figures, to \$1,000,000, which gives an increase of \$300,000 under his administration, and the annual expenditure has been reduced by, in round figures, \$100,000. He is now engaged in further studying the forest resources of the province with the view of securing a permanent source of revenue and a sufficient supply of timber for all years to come. During the last session a committee, presided over by him, took evidence and studied this question. During the present session the work will be continued. He has always taken a lively interest in the question of the construction of a railway from Matapédia, on the Intercolonial railway, to Paspébiac and Gaspé Basin. Grants in lands were secured in 1882 whilst he was Commissioner of Crown Lands, and the same were converted into money grants, under his auspices as commissioner of railways. He believes that in the construction of this line rests the future welfare of the population of the Gaspé peninsula. His travels have been always directed towards the acquisition of a complete knowledge of Canada.

Mr. Flynn was married on the 11th May, 1875 to Marie Mathilde Augustine, daughter of Augustin Cote, editor of "Le Journal de Quebec," and niece to the late Honorable Joseph Cauchon, formerly Lieutenant Governor of Manitoba. He has had eleven children, of whom nine are still living. He resides in the city of Quebec.

LOGGING BY STEAM—A NEW ERA IN LUMBERING.

THERE is no more important industry in Canada than that of lumbering. With an invested capital of about \$100,000,000, an annual outlay for wages of more than \$20,000,000, and an output to the value of nearly \$110,000,000, anything which will tend to cheapen the cost of production, or facilitate operations, must commend itself to those engaged in the business.

There is now approaching completion at the Bertram Engine Works in Toronto, a machine which is likely to bring about a revolution in lumbering operations in the woods. It is called a steam logger, and is nothing more or less than a traction engine adapted for use on snow roads, in hauling out logs. Horses have been largely displaced by the bicycle and the trolley car, with the motorcycle coming in the near future, and now they are to be supplanted by steam in the backwoods, where it might be supposed nothing else could be available for the class of work which has there to be performed.

Our illustration will give a good idea of the construction of the machine. It consists of a heavy frame work of iron, mounted on sleds, with an engine and boiler, the engine giving motion to two hollow drums with projecting teeth, which revolve on the road, propelling it forward or backward. The logs are loaded on the ordinary lumber sleigh, a train of which is drawn by the logger, by means of chains, one of which can be seen in the cut. These chains are so arranged that the heavier the load the more do they press upon the arms on which the drums

revolve, causing them to bite more firmly upon the road. The steering is done by steam. The machine acts as its own sprinkler, and besides this, steam may be introduced into the drums, to moisten the surface of the road and enable them to take a better hold. As the drums are narrower than the full width of the road, the sleds are provided with grooves, through which steam may be passed to moisten the ruts where the runners go. By this means the machine makes its own road, firm and solid, and better than if separate sprinklers were used.

Everything is of the most substantial construction. The material used is soft steel so that the risk of breakage is reduced to a minimum. Although two drums are shown in the cut, that number is only required for heavy grades, and the machine now being built at the Bertram works has only one, with a horizontal engine of the compound type. But these are only differences of detail and do not affect the principle. When in use the machine is closed in to protect the men and machinery.

The logger is 30 feet long by 10 feet wide over all, the sleds being 6 feet 6 inches, and weighs 13 tons. Eight and a half tons of this rests on the sleds, the remainder on the drums. The diameter of the drums in the cut is supposed to be four feet, in the machine being built with one only, it is increased to six feet. The engine is 75 horse power and is geared to run from 8 to 10 miles an hour. It has a starting capacity of 600 horse power and its hauling load is 40,000 feet a trip. It is impossible to slip or spin the drum on the road, because the harder the pull the stronger the bite.

It will be seen at a glance how great is the advantage of such a machine. Logs cut and skidded in the fall must be banked the following winter. Failure to get them out means serious loss by discoloration, worms, locking up of capital and failure to fill contracts, besides risk from fire. A lumberman with 20,000 feet of logs left over in the woods has their value, \$150,000 or more, absolutely dead capital for a year. How important it is,

commercial success. It has since been in successful use in Michigan, and is now being introduced into Canada.

Mr. Chandler has formed a company called the Ontario Steam Logger Co., Limited, to build and operate the engines, in which he has associated with him a number of prominent business men, Alderman Jas. Scott, president of the North Shore Navigation Co., and vice-president of the Georgian Bay Lumber Co., being president, Mr. Geo. H. Bertram, treasurer, Mr. R. H. Bowes, secretary, and Messrs. Bertram, Wm. McKenzie, T. H. Dunnet, A. H. Campbell, T. R. Wood, S. Pearcey, of Toronto, Samuel Chandler and Geo. T. Glover, of Chicago, directors. Two engines will be built for use in Canada this winter. The one approaching completion is going to the limits on the Wahanapitae River, in the Nipissing district, to work for Wm. Irwin & Co., Peterboro', the other will be employed by Mr. Egan, of the Hawkesbury Lumber Co., in the Ottawa district. By next year the company will be prepared to furnish engines and crews anywhere in Canada, and will make contracts for hauling at a rate per M feet rather than sell or rent the engines. They assert that by its use the output can be doubled with reduced gangs of both horses and men.

The engine is, of course, available for any kind of haulage over snow roads, and it will doubtless be largely adopted in connection with mining and other operations in the Lake Superior, Georgian Bay and Ottawa districts.

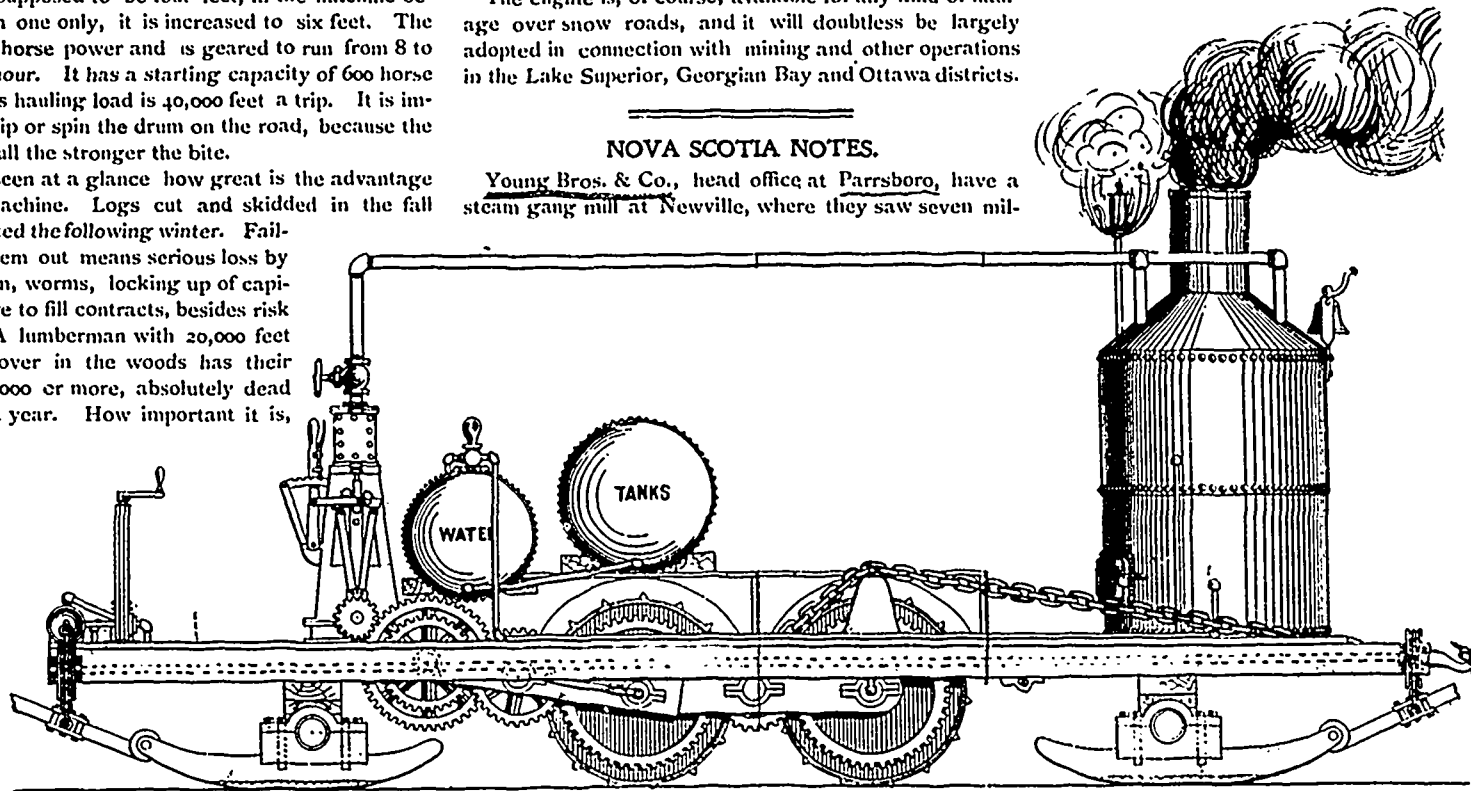
NOVA SCOTIA NOTES.

Young Bros. & Co., head office at Parrsboro, have a steam gang mill at Newville, where they saw seven mil-

this year was three and a quarter million feet of deals and boards and two and a half million lath. They haul the lath to the wharf in Parrsboro in winter, where they are ready for early spring shipment when the market prices suit. Their deals are shipped from West Bay. The firm have also a planing mill in Parrsboro in which their boards and scantling are dressed ready for market. They also buy boards from mills up and down the bay, which they dress and market. D. F. Huntley and Henry Epps compose the firm.

H. Elderkin & Co., Port Greville, have a steam portable mill sawing for them, which will cut a million feet. They also have a water power circular mill which they use principally in sawing timber for the vessels they build, of which they keep from one to three on the stocks all the time. The firm also do a large mercantile business. Mr. Hubert and Mr. Brenton Elderkin compose the firm.

Moses Hatfield, Fox River, has a steam portable mill in the woods on his land, which will saw 1,000,000 feet deals, a part of which is birch. He also has a water power circular mill which he runs in the spring, sawing about a million. His deals go to West Bay for shipment. Mr. Hatfield is a successful lumberman and at the same



NEW STEAM LOGGING MACHINE.

then, that they should reach water. By the use of the steam logger risks arising from the use of horses are avoided.

It is found that at present prices it does not pay to haul logs with horses more than five miles. With the logger much longer hauls can be economically performed, for the longer the haul the cheaper is it per M per mile, and it hauls over roads that cost less than horse roads. Three men—engineer, fireman and pilot—on a five mile haul, will do the work of 40 double teams and their drivers. In case of emergency, by having two crews the engine can be worked at night as well as in the day, for it never tires. A large saving can be effected in the board of horses and men, besides avoiding depreciation in horses, which is estimated at 20 to 25 per cent each season. It costs nothing to keep the machine when it is not working, and when in use its only food is wood, obtained on the spot and costing nothing but the cutting. If it can do the work claimed its economy is so great that it must come into general use.

The steam logger is the result of experiments commenced some ten years ago in the lumber districts of Michigan. The necessity for something of the kind was felt, and a practical lumberman, named Glover, began experimenting. He associated with him Mr. Samuel Chandler, of Chicago, and the two worked out the idea, slowly and labouriously, and at an outlay of about \$100,000 in experimenting, till they achieved success. At the close of the season of 1893, after being thoroughly tried under varying conditions of weather, roads and temperature, the machine was pronounced by competent engineers and practical lumbermen a mechanical and com-

lion feet, and a water power gang mill at River Hebert, in which they cut three million feet per year. The stock is English deals, which are shipped at West Bay and Grindstone. The boards and scantling go to South America and the United States. Their operations this year will be about the usual cut. Mr. B. F. Young, Parrsboro, is the manager, and Mr. D. P. Young superintends the Newville mill. They are both thorough in the lumber business, understand every detail from the stump to the rail of the ship, and are noted throughout the maritime provinces for their shrewdness and success. Mr. C. E. Young, president of the St. Croix Soap Co., St. Stephen, N. B., is the genial "company" of the concern.

Clarence Fullerton, Port Greville, has a large tract of timber at Fraserville, and has Joshua Welsh, with his steam portable saw mill, sawing for him. He expects to get out from a million to a million and a half of deals, which will be shipped from West Bay. Mr. Fullerton is a successful merchant as well as lumberman.

A. C. & C. W. Elderkin, Advocate Harbor, have a steam portable mill in which they cut a million feet of deals per year. Their operations this winter will be normal. They also ship-build when there is money to be made in the business. The Messrs. Elderkin are shrewd, clear-headed business men, and what they undertake they perform.

Huntley & Epps, Parrsboro, have a 30,000 feet capacity steam circular mill at Canaan, six miles from Parrsboro. One feature in this mill is that when the deals leave the trimming table they fall into a water sluice that delivers them to within 1 1/2 miles of place of port. Their cut

time superintends his farm, one of the most thrifty looking in Cumberland county.

F. R. & L. F. Eaton, Eatonville, have a large steam gang mill at Eatonville, on the shore of the Bay of Fundy. The mill is a model in the way of convenience and labor-saving devices. The firm log six to eight million feet yearly. Their cut this winter will be the usual amount. Deals are shipped to West Bay, boards and lath to Eastern States and South America. Mr. Ed. Henderson is the capable superintendent, and thoroughly understands the practical part of manufacturing lumber. The mill was built from his plans, which accounts for the completeness of its parts. Mr. L. F. Eaton directs his attention to every detail in a business way from the log to the vessel, and can tell at a glance the comparative cost of each part of the business from year to year. Mr. F. R. Eaton is located at Parrsboro, where he is building a barque for the Greenland trade, for New York parties. Mr. Eaton has built several vessels for the Arctic trade and thoroughly understands how to make them strong.

Edward Brownell, Moose River, is lumbering on lands owned by Hon. A. R. Dickey, member of the Federal Cabinet. He has a steam portable saw mill and the deals are run from the mill to the shipping point on Bay of Fundy in a water sluice, which in some places is built up 125 feet from the ground. At one place for a quarter of a mile, it is 75 feet above the ground. The quantity got out yearly is about one million feet. The deals are shipped from West Bay.

Fisher Bros., Southampton, will saw one million feet of deals, which are carried to Parrsboro by the Cumberland

Coal & R. R. Co., then lightered to West Bay for shipment abroad. The Messrs. Fisher had one steam mill burned, which they are having repaired for next season.

William Adkinson, Mapleton, has a steam portable saw mill in the woods sawing for Harris Hunter, who has the contract for supplying all the lumber and pit props for the Cumberland Coal & R. R. Co., Springhill, besides which he will get out in the neighborhood of one million feet of deals which are shipped from West Bay, via C. C. & R. R. Co. to Parrsboro.

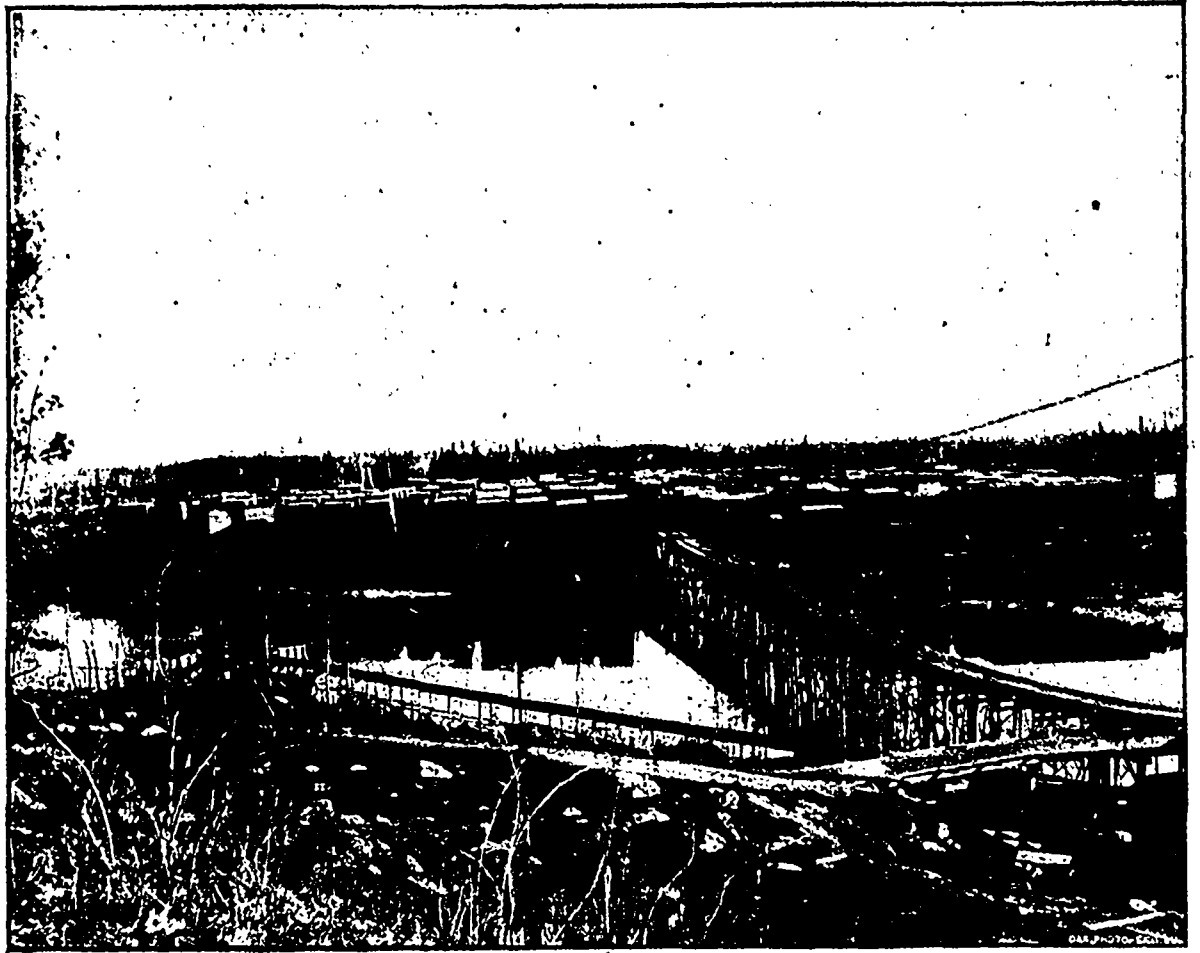
Joseph Lodge, Mapleton, has a water power circular saw mill, but does not intend operating this winter. The mill is for sale. Mr. Lodge intends devoting his time to farming.

Wm. Brown, Mapleton, has a water power gang mill in which he saws yearly from three-quarters to a million feet of deals. He intends adding a rotary for next year, and will increase his output somewhat. His deals also go via C. C. & R. R. Co., and are shipped from West Bay.

D. Harkness, Joggins Mines, has two portable saw mills in operation, in which he will saw two million feet of deals, which will be shipped from Joggins in schooners to Grindstone, where large vessels load for any foreign port. Mr. Harkness finds ready sale for his boards in the rapidly growing mining town, and he also furnishes lumber and pit props to the Canada Coal and R. R. Co., who operate the Joggins Mines. From his long experience in portable saw milling Mr. Harkness knows just how to run a mill for profit.

LUMBERING AT RAT PORTAGE.

AMONG the growing industries of Rat Portage, Ont., is that of lumbering. The history of this industry may be said to date from the building of the Canadian Pacific Railway, though operations were previously carried on to a limited extent. That road, however, made an outlet, and opened a market in Manitoba and the Northwest Territories, which promised great results, and for a time lots of money was made in the business, but as usual under such circumstances, too many embarked in it, it became overdone, the country did not fill up as anticipated, and prices went down. A succession of bad crops made



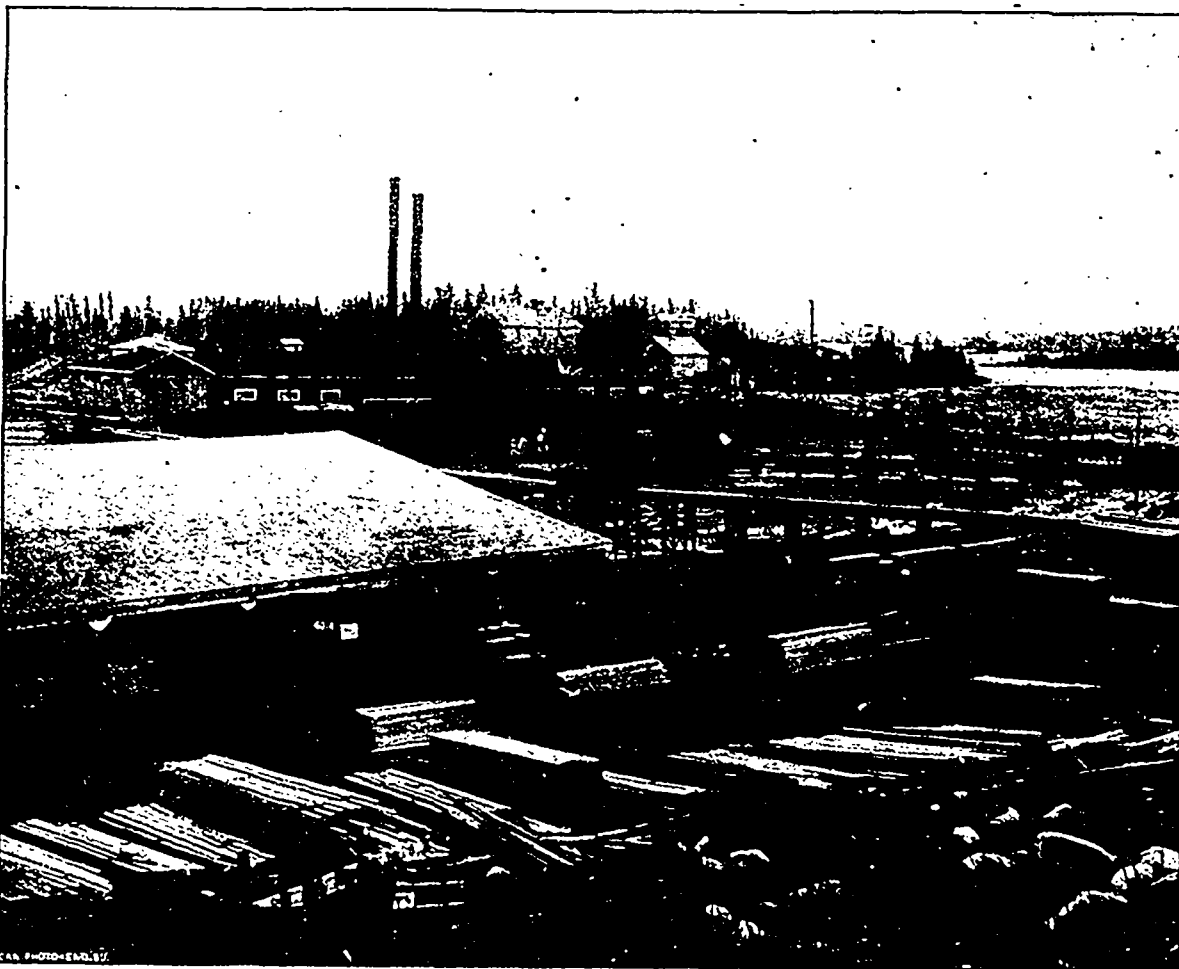
PILING GROUND OF THE ONTARIO AND WESTERN LUMBER CO. AT RAT PORTAGE.

matters still worse, and only a big crop, in 1887, saved many of the lumbermen from bankruptcy. Things were again prosperous till 1892, when keen competition had so extended credits and reduced prices that the lumbermen of the district resolved to amalgamate, limit the output, keep down expenses and economize in every possible

way. That is how the Ontario and Western Lumber Co., Ltd., came to be formed.

"The Combine," by which the new company came to be known, embraced the following companies which were then doing business at Rat Portage: The Western Lumber Co., the Minnesota and Ontario Lumber Co., the Safety Bay Lumber Co., Cameron & Kennedy, and Ross, Hall & Brown. The amalgamated concern found itself with a stock of 100,000 feet of lumber and logs. They suspended all operations in the woods during the winter of 1893-94, and endeavoured to work off their stock, but met with keen opposition from the Minnesota lumbermen, and the result has been that much of the stock taken over by the amalgamated company was sold at an actual loss. Last winter was also an off year, so far as logging operations in the woods are concerned, but this season, though lumber is sold cheaper than ever in the Northwest, the company is encouraged to send men into the woods, and now have five camps in operation. Though prices are low, possessing the very best of appliances they are enabled to do business at a profit, and can look forward hopefully to the future.

The company operates the five saw mills at Rat Portage, and in addition manufacture mouldings, brackets, balusters, sashes, doors and all kinds of building material, from kiln-dried lumber. They have just completed a well equipped sash and door factory, and have a very complete box factory, where all kinds of packing cases are turned out. One of the most interesting machines in the latter is for printing, by means of which any kind of matter may be printed on the boxes. They also deal in railway ties, telegraph poles, cedar posts, etc. The company owns vast limits in the Rainy Lake district, and gives employment to about 500 men. They also purchase



ONE OF THE ONTARIO AND WESTERN LUMBER CO.'S MILLS AT RAT PORTAGE.

logs from jobbers in northern Minnesota, which are towed through the Lake of the Woods to their mills.

We give illustrations of one of the company's mills and their piling ground, also a portrait of Mr. D. C. Cameron, the president and general manager.

At the adjoining town of Keewatin there are two large saw mills, one of which has not been operated for three seasons on account of dullness in trade. The other is operated by water power, has a capacity of 15,000,000 feet per annum, and belongs to the Keewatin Lumber Co., of which



D. C. CAMERON,

President and General Manager Ontario and Western Lumber Co.

Mr. John Mather, one of the pioneers of the lumber trade on Lake of the Woods, is vice-president, and his son, Mr. R. A. Mather, manager. It gives employment to 150 men.

OTTAWA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

A VERY valuable contribution to the Central Experimental Farm Arboretum has been received from Prof. C. S. Sargent, director of the Arnold Arboretum, near Boston, in the form of 179 varieties of trees and shrubs, and cuttings of 24 species of willows. When planted in the spring this will make over one thousand varieties of trees and shrubs at the farm under test. The results of the experiments made will be very valuable in relation to forestry matters.

The early sale of next season's cut of deals by some of our large producers gives a good send off to the lumber trade and promises certain employment for a large number of men. The purchase so far in advance indicates a satisfactory state of affairs in the English lumber market.

The mills have all shut down for the season and most of the men have gone to the woods. Operations promise to be active, although large stocks are held over, but it is expected a good deal of what is now in the piling grounds will move out during the winter. The mill men are simply carrying the stock instead of the wholesalers in the United States. The season opened favorably for operations in the woods, but the recent mild spell has rather retarded work.

OTTAWA, Can., Dec. 24, 1895.

BRITISH COLUMBIA LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE great lumber combination is an assured fact and all our lumber concerns have gone into it. We anticipate that lumbering on the Pacific coast will now become a profitable business, and that consumers will not suffer from any great advance in prices. The worst feature for us is that it is controlled from San Francisco, but the interests of British Columbia lumbermen are, we think, pretty well guarded. Messrs. Bibb and Holt, of San Francisco, are president and secretary respectively. The combination represents \$50,000,000 and includes 50 or 60 mills. The

exact capacity of every mill has been ascertained, and according to their capacity they receive so much stock. Each mill supplies lumber to the order of the central office, at a scale of prices for all mills agreed upon as cost. Three times each month a dividend will be declared according to the stock held by each mill company, even if they do not ship a stick of timber to the order of the central office. The supply and demand will be nicely adjusted at San Francisco. Should a retailer refuse to come in he has no place to buy his lumber; should a wholesaler refuse to come in he has no Pacific market to sell his lumber in.

Shipping men say that the demand for tonnage for immediate loading to transport lumber to Central and South America, oriental and coastwise points, is better than any time since the palmy days of 1889. The saying has always prevailed that when the lumber business was good on Puget Sound general trade was sure to be away up. With a fair living price for the product and with the existing demand we shall soon see prosperous times.

Advices from Sydney, Australia, state that there is more inquiry for all lines in connection with the building trade and a brisker business is reported in timber generally. The new treaty with New Zealand which comes into force on 1st January will help the timber trade considerably.

In connection with the recent charter of the bark Crown Prince, which loaded at the Hastings mill, Vancouver, it is interesting to note that while for some time past Douglas fir has been steadily supplanting Baltic pine in the markets of South Africa, and many valuable cargoes have been shipped to the Cape from the large cargo mills on both Burrard Inlet, B. C., and Puget Sound, shipping a cargo of Douglas fir right into the heart of the Baltic pine regions is a new departure, stranger even than shipping coals to Newcastle.

An order for over a million feet is reported to have been received recently by a Vancouver mill for Los Angeles. It is a wonder the order did not go to a United States mill.

P. Genelle & Co. will build a saw mill at the head of Arrow lake next spring with a capacity of 70,000 feet per day.

NEW WESTMINSTER, B. C., Dec. 20, 1895.

NEW BRUNSWICK LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE news as to the state of the English market is very encouraging to Maritime province lumbermen, small stocks and advancing prices speak well, and operations will be on a larger scale than usual this winter, both for the supply of the English and United States markets. Stocks of spruce in London on Oct. 31st were only 407,481 pieces, compared with 678,405 in 1894 and 1,221,630 in 1890, and there was great reduction in Baltic goods. American prices are a dollar a thousand by the car better than in the summer.

It is satisfactory to know that some 30,000,000 ft. of last winter's cut, which were hung up by low water, have been got down and are in the booms ready for next season. The booms at St. John now contain a good supply of logs.

Three St. John mills, those of Messrs. Cushing, Purvis and Hamilton, were destroyed by fire last year. Two others, those of Sitson, Cutler & Co. and Messrs. King, were closed nearly all the season for want of logs, and others for shorter periods. The importance of the mills to St. John is shown by the fact that the big mills pay out about \$1,500 a week for wages.

The making of St. John the winter port of the Beaver line of steamships will be of great benefit to the lumber trade, which will be able to ship deals and boards to England all the season. Already a great deal of space is arranged for.

A number of mill properties have changed hands recently and this class of investment is looked upon with favor. It is satisfactory to see outside capital coming into the country, and to know that our own capitalists feel encouraged to put their money into business enterprises.

A lot of logs made their appearance in the St. John river at Woodstock the end of the month, which turned out to be from the Aroostook woods. They belonged to Mr. Geo. Dunn, of Houlton, and there were between 1,500,000 and 2,000,000 in the boom at the falls, half of which broke away. His loss was heavy.

The largest single owner of spruce lands, and hemlock

as well, in New Brunswick, on the St. John waters, is the old New Brunswick railway, which has been leased to the Canadian Pacific. Years ago there were large amounts of hemlock cut on these lands for the bark, and at one time there were lying along that road, in the woods, 40,000,000 feet of hemlock logs from which the bark had been peeled, and for which logs there was no market, although they were offered as low as 25 cents per thousand feet in the woods. This slaughter has not occurred since, as the hemlock lumber has met with a better market. This same slaughter occurred even on a larger scale in the Province of Quebec, eastern townships and points now on the Quebec Central Railroad. Now that railroads have been built in various directions and have reduced their rates of freight, these hemlock boards find a market, especially as there is no duty on them.

ST. JOHN, N. B., Dec. 21, 1895.

MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE Saginaw lumbermen say that the season just closing has been one of the most unsatisfactory in the history of lumbering operations here in recent years, at least since the war. Not only has the movement been depressed, but prices have been so low that owners of stocks declare lumber barely brings enough to meet the cost of production. Shipments by lake have been the smallest for 30 years, and the rail movement has also fallen short of expectations. There are large stocks on hand, with light demand and great uncertainty as to the future. The outlook for next season can hardly be judged, and therefore buying in the wholesale market has stopped. Our mill men feel rather blue over the situation.

The annual meeting of the Northern Michigan Hardwood Manufacturers was held at Traverse City, Mich., on December 4th, and largely attended. There was a yearly cut of 75,000,000 feet represented. The chief subject discussed was that of the restriction of the annual output of hardwood. The exact action of the association is not made public, but it is known that the report of the committee appointed at the special meeting in November to canvass the manufacturers was very favorable to the plan to reduce the annual output fifty or sixty per cent., and the sentiment of the meeting was that the association take definite steps to carry it out. The subject of inspection also came up for consideration. The desirability of a more uniform grade was discussed, and it is probable such will be adopted in the near future. The following officers were elected: President, George W. Hopkins, Bear Lake; first vice-president, D. H. Day, Glen Haven; second vice-president, W. P. Porter, East Jordan; third vice-president, Martin Crane, Frankfort; secretary and treasurer, Loin Roberts, Traverse City.

It is estimated by the Menominee Enterprise that the twin cities manufactured during the past season with their twenty mills 418,707,987 feet of lumber valued at \$5,025,496 in addition to the shingle and lath cut. The Boom company assorted 374,643,625 feet of logs during the season, and but a few comparatively were hung up. Forty-two concerns are now operating in the woods.

The constitutionality of the knot saw law is on trial in a Grand Rapids court. The suit is that of Charles R. Wiley against the American Lumber Company to recover \$6,700 penalty for not having a knot saw guarded by a metallic guard for sixty-seven days. The defense demurs on the ground that the penalty is excessive, that the statute was not intended to be punitive, but remedial, and that the clause providing that a knot saw shall be guarded by a metallic guard is class legislation.

The legal complications in connection with the Mosher & Sons failure in Bay City are increasing day by day. The lawyers will get the cream and the creditors only the skim milk.

The lumbermen of the Saginaw Valley will not take out more than one-half or two-thirds the quantity of logs they did last year.

There seems to be a scarcity of labor for the woods, and wages are better in consequence. Men are being sent from the Saginaw Valley to upper Michigan and Canada.

The Saginaw Valley men and the railroads leading to the south-west are at loggerheads over rates. Freight to the south-west part of the state have been advanced 1 and 2 cents per 100 lbs. The railways say the action was prompted by Detroit and western Michigan lumbermen. An investigation is proposed.

SAGINAW, Mich., Dec. 24, 1895.



MONTHLY AND WEEKLY EDITIONS

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ADVERTISING RATES FURNISHED ON APPLICATION

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

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

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

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

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

1896

At the portal of the New Year, THE CANADA LUMBERMAN, becomingly attired in a new "dress" of type, greets its numerous readers with the Compliments of the Season. May 1896 bring to all in ample measure happiness and prosperity.

A retrospective glance at 1895 shows it to have been a year in which improved conditions prevailed to some extent. The indications point to continued improvement during 1896. This improvement seems likely to be of the slow but constant kind, which after all is the most satisfactory, regarded from the standpoint of ultimate results.

Important changes are taking place in methods of manufacturing, selling and buying timber products. It therefore behooves Canadian lumbermen to keep fully informed regarding every phase of the business, and to exert themselves to keep abreast of the progressive age in which they live. Only those who recognize the fact that conditions have changed and are constantly changing, and adapt their methods to the new order of things, can hope to make profits in business in the future. Those who persistently adhere to the methods of their forefathers are foredoomed to failure.

The CANADA LUMBERMAN has now been connected with the lumber and wood-working interests of Canada for the period of sixteen years. It has tried to be progressive and to keep its readers well informed on all questions affecting their interests. With increased age and wisdom

and the aid of a weekly as well as a monthly edition, it will endeavor to do still more efficient service in the future.

Several new features, including a monthly cartoon by Mr. J. W. Bengough, bearing on some phase of the lumber situation, are introduced with the present number. It is hoped these will give additional life and interest to the journal. THE LUMBERMAN WEEKLY EDITION has completed its first year. It has proved to be a success, and is every week growing in favor with readers and advertisers. Our thanks are tendered to both these classes for the support they have given us. In proportion as you, esteemed reader, co-operate with us by sending us your opinions and the news of your locality, and by introducing THE LUMBERMAN to your neighbors, will the publisher be enabled to produce a better paper than he has yet given you. Here's to 1896.

SHARP PRACTISE BY BUYERS.

BITTER complaints reach us of the manner in which Canadian shippers of lumber are sometimes treated by dealers in the United States. A car load or more is shipped to fill an order, and when it arrives it is graded down to such an extent that when the proceeds are returned there is little for the shipper. We had heard so many complaints of this character that we were led to make enquiries, and we find that while there may be, and doubtless are Canadian shippers who try to pass off inferior lumber, there is too much ground for the complaints which we have heard, and there seems to be a great deal of sharp practise indulged in, for the purpose of defrauding shippers out of their just rights. An instance will illustrate this. A couple of car loads of hardwood were sent from Toronto to Buffalo, but the dealer there declared it was little better than culls. The shipper went over to see about it, and resorted to a little subterfuge. Going to the office of the dealer, he professed to be anxious to buy a quantity of first class lumber of the kind he had shipped, and was referred to his own lumber as being the very thing he wanted. After giving ample opportunity for the dealer and his inspector to praise the lumber as being a superior lot, he revealed his identity, to the chagrin of the men who had declared it to be little better than culls.

This is only one of several such instances which have come under our notice, and while we would be very sorry to pronounce dealers on the other side a lot of frauds, we fear there is too much tendency to indulge in what is sometimes known as Yankee sharpness, but which verges very closely upon, if it does not actually amount to dishonesty. There are many honourable men in the lumber business in the United States, as there are dishonest people in Canada, and the only way for our shippers is to find out those over there who are guilty of sharp practises, and avoid them.

It would naturally appear as if the way to avoid such tricks is to have lumber inspected at the mill before it is shipped. This is, however, not always practicable, and in these days of keen competition, and over-anxiety to do business, the conditions of buyers have to be met, even if at times they appear unreasonable. Friction will arise between buyers and sellers in any business, and often it happens that there are faults on both sides. If people would try and live up

to the principle of the golden rule, to do to others as they would be done by, there would be fewer complaints of sharp or dishonourable practice in business transactions.

The complaints come principally from dealers in hardwood, although we have heard some grumbling with reference to shipments of pine. Some of our dealers have had so much difficulty that they treat enquiries from certain quarters with silent contempt. Certain buyers, therefore, instead of dealing through wholesalers here, send their men out among the smaller mill men to purchase direct, subject to inspection on delivery. It would not do for us to mention names, but we would advise manufacturers throughout the country to be on their guard lest they should be imposed upon in the manner indicated. When any one is discovered in dishonest tricks it might be well to pass their names round.

THE WOOD PULP BUSINESS.

THE enormous consumption of paper, which promises to go on increasing at a rapid rate, is causing a demand for spruce wood for pulp, which threatens to deplete the forests of the world in the not distant future. As a single instance of the enormous demand which exists for paper, we may state that the Petit Journal, published in Paris, which has a circulation of over a million copies a day, and is printed on wood pulp paper, consumes in a year 120,000 trees of an average height of 66 feet. This is equivalent to the annual thinning of 25,000 acres of forest. This enormous amount is required for a single paper. In Sweden, Austria and Germany, the great sources of supply for wood pulp, the question is becoming a serious one, and already those interested are looking about to see where their material is to come from when the forests now available are exhausted.

There is a good deal of spruce in the United States, but Canada probably possesses more than any country in the world, though much of it grows in places so inaccessible as to be practically worthless. There are, however, large quantities of spruce in Quebec and the maritime provinces, and the pulp industry there is beginning to assume considerable proportions, while the mills in the United States are looking in that direction for their raw material. It is a question worth consideration whether Canada should not impose an export duty on spruce wood, for if she does not, large quantities of logs will be taken to the United States to be ground into pulp. Perhaps it would be better to adopt a policy which would bring the mills to the wood rather than have the wood taken to the mills outside the country.

Canadian pulp has already established its reputation in England, having been proved superior to the Scandinavian article. England imports annually nearly 300,000 tons, of which nearly one-half goes from Norway, one-fourth from Sweden, and the balance from other countries. Canada should be able to secure a large part of this trade, and we would rather see the pulp made here and sent to England than have our spruce go to the United States to be ground up there. The pulp might also be made into paper here.

An immense pulp mill has just been set in operation at Sault Ste Marie on the Canada side, by an enterprising United States firm, and it is said it is to be followed up by a paper mill. New pulp

mills are also projected in New Brunswick, Newfoundland, British Columbia and other points in Canada. To show how rapidly this industry has grown we may state that in 1881 the total output on this continent was about 750 tons a day, while last year it had run up to 7,500 tons daily. It is entirely the growth of the past forty years, about which time it was suggested by the hornet, which made its nest from paper manufactured from wood. The utilization of that hornet's wisdom has had scarcely less influence on the art of printing than the introduction of movable types, for without wood pulp it would be impossible to supply the world's demand for paper.

But the use of pulp is not confined to paper making. It is already applied to a great variety of purposes, and the number is rapidly increasing. Among its applications may be mentioned the manufacture of pencil casings, fruit cans, shoe heels, pinions for machinery, house linings, car wheels, hats, thread, etc., etc., and the familiar fibre chamois, so extensively advertised, is a preparation of wood pulp, costing two cents a pound and sold at thirty-five cents a yard, equivalent to a dollar an ounce. The applications of wood pulp will in a short time be legion, though the manufacture of paper will always be one of its chief uses.

The moral of all this is that we should not be wasteful of our spruce forests, but carefully husband them as a valuable source of wealth in the near future.

EDITORIAL NOTES.

Why do not the transcontinental railways build their cars on the Pacific coast? Lumber is being shipped from the west to the east to build cars to be sent west to carry lumber to build more cars. A car built on the coast will almost pay for itself on its first trip.

ONE party in Maine filled an order this year for seven car loads of young firs for Christmas trees. We would be sorry to deprive young people of their Xmas tree, but the destruction of so much young growth is a serious matter in the eyes of those who are interested in forestry.

OWNERS of forest land who lease it with the privilege of cutting the wood should restrict the size of the trees cut. Operators who buy the wood practically cut it with a scythe. They would pay about as much if bound to preserve the small trees, and the owner of the land would be considerably better off.

It is prophesied that the U. S. Congress will re-impose the duty on lumber. The wish is doubtless father to the thought with many of the prophets, and while the party in the majority may feel disposed to take such a step, we question whether public opinion throughout the country would sanction such a foolish move.

LATH is low in price, and one reason is that large quantities are manufactured out of slabs, which would otherwise become waste material. But spruce slabs and edgings are likely to become valuable, and many of the mills in the east are already selling them to the pulp mills. Spruce laths are likely to disappear before long, and prices will advance. We can, however, always fall back on wire lathing.

Mr. Jack's letter in another column calls attention to an important trade development which can be effected in New Brunswick. It will doubtless cause surprise to be told that the wharf facilities at Moncton are so poor, but the government has been trying to make a good financial showing on the Intercolonial Railway, and to bring the expenditure within measureable distance of the receipts. In order to accomplish this, economy has had to be practised, and it may be that it has been carried too far. We have no doubt that when trade demands it better shipping facilities will be provided.

It is not often that Canadian enterprise comes in for credit from our neighbors in the United States who usually regard themselves as the most go-ahead nation on the face of the earth. The North Eastern Lumberman gives Canada credit, however, for putting in quiet but effective work in the development of trade with Buenos Ayres, to which we send a good deal of lumber. Our trade with that republic has increased from \$200,000, which it was ten years ago, to more than \$4,000,000 a year. The paper referred to puts the United States on the scent, and suggests that it could furnish many of the goods more cheaply and thus capture the trade. Canadians must be careful lest this market should be snatched from their grasp.

THE Timberman does not think the recent decision on the dressed lumber question will have much effect, for the reason that so little confidence is felt in the permanency of any tariff legislation that few Canadian mills had provided themselves with machinery for jointing or tonguing and grooving lumber for the United States market. Probably one of the worst to suffer is a United States firm who recently built a large mill in Canada. They look upon the decision as unjust and unbusinesslike, and regard it as contrary to the intention of the framers of the law, inasmuch as it is made 25 per cent. ad valorem, instead of so much per M feet. They think Canada should retaliate by imposing an export duty on logs. The decision may, however, be reversed on appeal. The uncertainty as to tariff policy, and as to the interpretation to be put on the various clauses of the act, are very disturbing to business.

A REPORT of the Crown Lands Department at Quebec, just issued, contains a map and explanations which pretty effectually dispose of the wonderful "Nile of the North," said to have been discovered by Dr. Bell of the geological survey. The New York Herald has had a great deal to say about this wonderful river and the country through which it flows, much of which turns out to be pure imagination, though it may have helped to sell the paper. The "Nile" is no other than the Mekiskan, which takes its rise near the head waters of the Gatineau, flowing to Lake Metakami, and thence to James Bay under the name of the Nottoway. It is in reality a western branch of the Nottoway, the two uniting in Lake Metakami. It has been known for years, though a few miles of its course had not been explored till the past summer. There is much good timber in the country through which it flows, and it may in course of time become a lumbering stream.



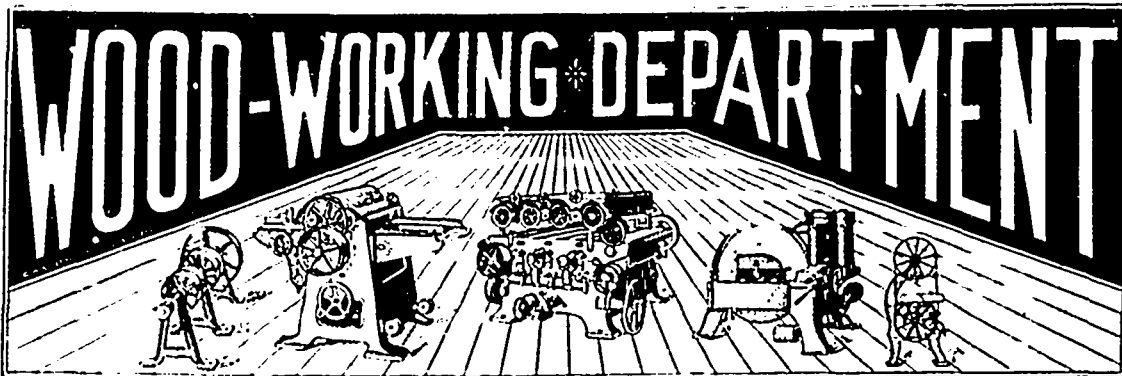
I do not wonder that the Pacific coast lumbermen have organized a combine. When giants of the forest 100 to 125 feet long and 8 to 10 feet in diameter, cut by expensive modern mills, only bring \$7 to \$9 per thousand feet for timber such as we do not often see in the east, I can hardly blame the lumbermen there for joining to bring the price up to a reasonable figure. It may be selfish, but it is human nature.

I SEE Prince Anshah, of Ashanti, was defendant in a timber limit suit brought in the English courts recently, by a merchant in the West India trade, for commission on the purchase of a timber concession on the river Panni, in Ashanti. The plaintiff got judgment, but it seemed to me he would be beaten on the execution, till I learned that the dusky prince had money in the hands of one of the witnesses, which could be garnisheed. It is not everyone who has the honor of suing princes. But the Ashanti ruler has more serious work on his hands, in meeting the military expedition which England is sending out to settle an account of a different character.

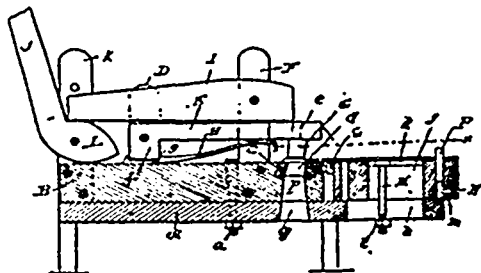
ALL of us who drink chocolate can claim some interest in a sale which has just been made of the Island of Anticosti, at the mouth of the St. Lawrence river, to M. Menier, who paid 1,000,000 francs, which, if I understand French currency, is equal to about \$200,000, which we put into his pocket in the shape of profits on his Chocolate Menier. The island is 140 miles long and 30 broad, and was formerly in the possession of the Forsyth family of Quebec. It was sold some years ago to an English syndicate, represented in this country by Mr. Stockwell, but they did not do much with it. I am told there is dense wood on it, covering a million and a half of acres, much of which is good pine, spruce and birch; but its chief value is in its fisheries. It is said M. Menier is going to colonise it.

A RATHER amusing story was told me the other day by a gentleman who owns a piece of hardwood timber land in western Ontario, which he is desirous of selling, owing to being compelled, by ill-health, to go out of the lumber business. Every time he has made an effort to sell the property he has run up against an obstacle in the shape of a man who owns a saw mill a few miles distant from his land. This man has been looking with greedy eyes for some time past upon the hardwood timber limit. Being unwilling to pay a fair price for it, he has adopted the method of intercepting persons who might visit the locality with the view of becoming purchasers, and crying down the property to such an extent as to discourage them from going to see it. He evidently expects that by and by the owner will also become discouraged and sell to him on his own terms. As hardwood timber is every year becoming more valuable, and as the property in question is favorably situated, it does not seem probable that his expectations will be realized.

WOOD-WORKING DEPARTMENT



NEW CANADIAN PATENTS.



SAW GUMMER.

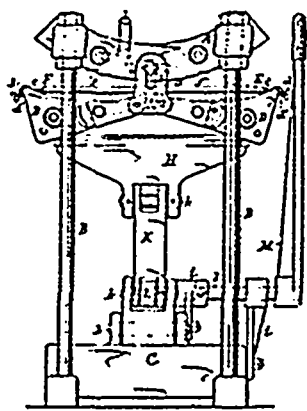
Patentee: William McLean and Edward Davies, both of Tie Siding, Wyoming, U.S.A., 1st October, 1895; 6 years.

Claim. In the saw gummer described, the combination of a bed, uprights D rising from the bed, the arm E pivoted between said uprights, and having the depending portion f at its connected end, a punch carried by the free end of said arm, uprights F arranged in advance of the uprights D the lever I fulcrumed adjacent to its forward end between the uprights F, above the arm E, and having its rear end extending to the rear of said arm, uprights K arranged in rear of the uprights D, the hand lever J fulcrumed between the uprights K, below the rear end of the lever I, and having the cam portion L, adapted to engage the under side of said lever I, and the spring H, having the recess g, receiving the depending portion f, of the arm E, and interposed between said depending portion and the bed, said spring bearing at its forward end against the under side of the arm E, adjacent to the free end thereof, all substantially as specified.

CARVED SHINGLE CLAPBOARD.

Patentee: Levi H. Montross, Harry A. Montross and Fred L. Montross, all of Camden, New Jersey.

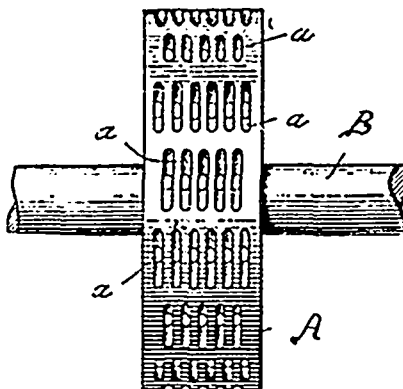
This is a patent granted for a method of carving clapboards to represent shingles, giving the side of a clapboarded house the appearance of being shingled. It does not appear to be possessed of any special merit.



WOOD BENDING MACHINE.

Patentee: Gustave Stickley, Syracuse, New York, U.S.A., 2nd October, 1895; 6 years.

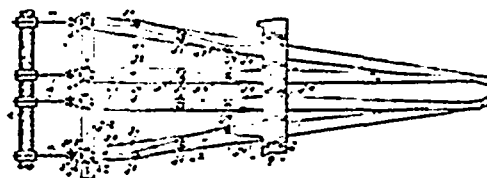
Claim. 1st. The combination in a wood bending machine, of a convex die, a concave die divided centrally in two parts, said parts being pivoted together, each part being connected to the convex die and adapted to swing relatively to each other, and suitable means to move the said dies relatively to each other, as set forth, etc.



PULLEY.

Patentee: Darius Ephraim Newell, New York, State of New York, U.S.A., 7th October, 1895; 6 years.

Claim. 1st. A pulley having a rim provided with a number of centrally tapering recesses or pockets positioned circumferentially and arranged in groups over its outer surface, the edges of the recesses or pockets on all sides being formed within the peripheral surface of the pulley, and the recesses or pockets being provided midway with holes or openings at their bottoms extending through the inner surface of the rim, the areas of these holes or openings at their inner surfaces being less than the area of the recesses or pockets at the outer surface of the pulley, and the recesses in the several groups being relatively staggered, substantially as specified. 2nd. A pulley having a rim provided with a number of centrally tapering recesses or pockets positioned circumferentially and arranged in groups over its outer surface, the edges of the recesses or pockets on all sides being formed within the peripheral surface of the pulley, substantially as specified.

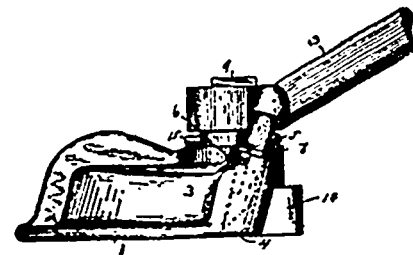


SAW SHIFTER.

Patentee: Charles F. Nyberg and Joseph A. Gillard, both of Minneapolis, Minnesota, U.S.A., 5th October, 1895; 6 years.

Claim. 1st. A saw shifter, comprising a saw engaging lever and a pair of controlling levers connected to said saw engaging lever at points off-set from each other and arranged to move said saw engaging lever and to hold the same

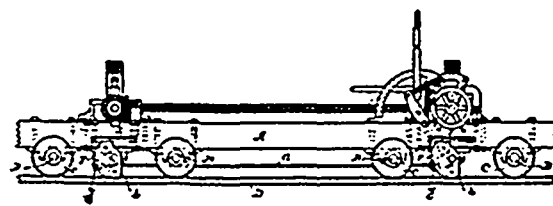
always parallel with the saw, substantially as described. 2nd. A saw shifter, comprising a primary lever, a saw engaging lever pivoted on and carried by the primary lever, and a compensating lever centrally pivoted to said primary lever and having one end pivotally connected to said saw engaging lever, and having the other end pivotally connected to a fixed arm or body, with the said fixed arm and the arm of the saw engaging lever connected thereto, all of the same length, substantially as and for the purpose set forth. 3rd. The combination with the cross-bar b, of the primary lever b', pivoted to said cross-bar, and provided with the pintle b', of the saw engaging lever b', having the sprocket b', engaging said pintle and provided with the pivoted jaw-head or yoke b', the lever b', pivoted to the lever b', and having one end connected by slot and pin to the lever b', and its other end connected by slot and pin to the fixed arm b', all constructed and operating substantially as and for the purpose set forth.



FLOORING CLAMP.

Patentee: John W. Smith and Franklin J. Perkins, both of Woburn, Massachusetts, U.S.A., 21st October, 1895; 6 years.

Claim. 1st. The improved flooring clamp comprising the frame or casing 1, containing the bearing 8, and sockets on opposite sides of said bearing, and provided with pins or studs loosely fitted to said sockets and adapted to be driven into the supports of the clamp for retaining it in position, the horizontal cam 10 having the pin or journal 9 fitted to the said bearing and provided at its edge with a face for acting against the edge of a flooring board, the said face having the straight portion 141, and the curved portion 142 formed as a volute and with a gradually increasing curve, and the handle or operating lever, substantially as described, etc.



AUTOMATIC OFF-SET MECHANISM FOR SAW MILL CARRIAGES.

Patentee: Charles Elvidge, Oakland, California, U.S.A., 21st October, 1895; 6 years.

Claim. 1st. An offsetting mechanism for saw mill carriages consisting of a cam or segment F mounted on the carriage, and power transmitting connections E, e, a, from said cam or segment to effect the offset and return of the carriage at the beginning of the gidding and feeding movements respectively, etc.

A car load of redwood has been shipped from California to Germany for making lead pencils. Red cedar is giving out in Europe and redwood from the east slope of the Sierras is said to be the only wood with sufficiently straight grain to be suitable for pencils.

CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

THE INTERCOLONIAL R.R. AS A MEANS FOR THE TRANSPORTATION OF LUMBER.

It has been said that the portion of the Intercolonial railway which extends from Campbellton to Moncton, a distance of 185 miles, does not pay. If this be true the following statement of facts will show that it can be made to pay, if by nothing else than by the transportation of timber from the vast forests which can be made tributary to it.

In order to give some idea as to what could be done in the way of lumber business over this road within the country above named, I will call attention to the districts. One of them extends from Bathurst to Campbellton (not including the Nepisiquit river); the other embraces the southwest Miramichi and its branches. In the first district there is a crown land territory of about 1,000 square miles of forest land, which is nearly all green. It is intersected by about fourteen small rivers and streams, which can be easily driven; these are crossed by the Intercolonial at their mouths. The timber in this country consists largely of hard woods, such as white birch of large size, yellow birch, etc., as well as of spruce (*Abies alba*), cedar and fir. Cedar is particularly abundant and of good quality. The spruce has been much cut among, for deal logs, but there is very much timber, chiefly of smaller size, yet left, which would be suitable for the American market and for domestic uses. There is also on some of these streams much small pine which could be sawn at their mouths for the same market.

At the Moncton sugar refinery 3000 cords of hard and soft wood are annually sawn into staves and heading for barrels. These streams will yield from 20,000 to 30,000 cords of such wood per year for many years. The waters of these rivers are also very pure, and there is no place that I know of where pulp wood can be more cheaply produced than at some of their mouths. The south west Miramichi river, by the aid of the Canada Eastern Railway, can be made a most important feeder to the Intercolonial.

Forty per cent. of all the stumpage on spruce and pine which is received by the Province of New Brunswick, from its crown lands, is derived from timber cut on this river and its branches. There are now on the south west Miramichi and its branches between Boiestown and the Intercolonial railway, more than 200 million feet B. M. of hemlock logs. Many of these logs have been peeled for the bark and have been left in the woods. The timber of much of this is yet fit to be manufactured into boards.

This is the first year in which hemlock boards have been manufactured to any extent on this river. Mr. A. Gibson erected a mill this spring for that purpose, on the line of the Canada Eastern railway at the mouth of Bartholomew river; this mill has done a large business this season.

An experienced Miramichi woodsman estimates that 8 million feet of hemlock logs B. M. can be delivered alongside of the Canada Eastern at Blackville, on the s. w. Miramichi, for many years, at from \$2.50 to \$2.75 per M. feet B. M.

Blackville is about 24 miles from Chatham Junction, on the I. C. R., which itself is about 72 miles from Moncton. The same party says that a very large quantity of spruce logs, too small to be used in the manufacture of English deal, can be delivered annually at the same point at Blackville, for \$4 per M feet B. M. This lumber would make good pulp wood, and the water of the Miramichi there is of great purity.

Cedar also is abundant on the s. w. Miramichi, not much of it having been yet cut on that stream. This, as well as birch, of which there are yet some hundreds of million feet B. M. for stave making, could also be delivered at the above point, the latter at \$2.50 per cord.

In connection with this matter of trade development, at the request of some of the leading citizens of Moncton, I visited that port not long since, in order to examine the terminal facilities which Moncton could afford for a large increase in the timber trade over the Intercolonial. To my astonishment I found that the I. C. R. wharf there was built of round logs and was of the dimension of 110 by 120 feet, and that only one vessel could be loaded at a time at it. Thus until something is done by the I. C. R. to improve this state of things there can be no great increase of trade in lumber over this road. On the other hand let shipping facilities be properly provided at Moncton, then, and not until then, a vast increase of business can be created on the I. C. R. from the timber on the lands mentioned, and its trade with foreign ports, (the U. S. and others), will assume great dimensions. Moncton once was a great ship building place and a leading citizen of the town told me that many large ships had formerly been built there, some of them of 1400 tons burden.

EDWARD JACK.

FREDERICTON, N. B.

THE HARDWOOD LUMBER TRADE.

To the Editor of the CANADA LUMBERMAN.

SIR, Through the medium of your ably edited and influential journal I would be pleased to see the matter of Canadian hardwoods considered by your readers, and I presume upon your time and space to draw attention to a few points, briefly, with that object.

Many of your readers are doubtless of the opinion that Great Britain would, and I believe does now, consume considerable quantities of maple, birch, soft elm, basswood and ash timber, planks and other lumber. The greater part of these kinds of wood goods now goes from the United States.

Can we not have this trade? We should have more of it and I think we should try to get it.

Although the hardwood mill men are not usually wealthy, nor large operators, when the aggregate of their investments and product are considered, the hardwood business is after all not so much inferior to the pine interests of the country.

Then again, the hardwood mill man deals largely with the farmers and settlers who stay permanently in the country, and do not disappear with the forests as the pine operatives so largely do. We find the Ontario Government spending thousands of dollars annually on pine properties, but nothing to further the interests of the hardwood lumber trade. Possibly the Hon. Commissioner of Crown Lands has never had the matter under his consideration. I think if the

matter be brought to his attention, and the commissioners be sent to England to gather all obtainable information as to the needs of the trade, the kinds, lengths, widths, thicknesses, uses to which put and amounts needed for the usual requirements of the trade, the selling of 1 and 2 maple, basswood, ash and elm at \$11 or \$12 per 1,000 feet would probably cease.

Do you ask why do not the hardwood men send their representatives over at their own expense? I would ask, where is there a hardwood mill man who has laid by enough money from such prices during the last five years or more to defray such expense? And yet the hardwood mills give probably as much or more employment than the pine trade, furnish more farmers and laborers with small properties and homes, with (small sums though they may be) money for taxes, store bills and family necessaries, realizing therefor the munificent sums of three to five dollars per 1,000 feet delivered at the mills for their logs, which should be worth double that figure to the farmers, and leave a better margin and more ready sale to the mill men for their product. I should like to see a discussion from the hardwood lumbermen as well as your editorial views upon the matter crudely set forth herein.

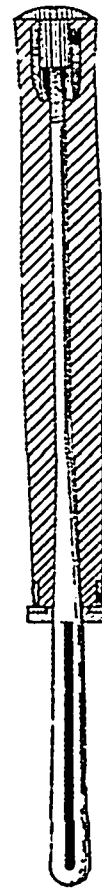
Yours respectfully,

J. T. SCHELL.

Alexandria, Dec. 9th, 1895.

"BURNS" CROSS-CUT SAW HANDLE.

We illustrate here with a sectional view the "Burns" patent crosscut saw handle, pronounced by the many who use it as being the strongest and most easily adjusted handle ever invented. A spindle extends through the wooden handle into a long nut at the top, where there is practically no strain, and the spindle is solid and strongest at that part where the strain is the greatest. Usually the loop is fastened in the bottom of the handle near the back of saw, thus having a hinge action or being weak at a point where most strain is exerted. The adjustment of this handle is claimed to be perfect and does not work loose. If necessary, the spindle may be screwed up through the nut, allowing a narrower saw than usual to be firmly tightened to the loop. This handle was patented June 26, 1893, and is made only by the E. R. Burns Saw Co., of Toronto.



FEED WATER DATA.

Is buying a feed water heater never take the work of the seller, unless he can place before you data that means something. He may tell you that it is of so many horse power; take very little stock in that assertion. In order to find out what the heater can do, let him give you in plain figures:

- (1) Square feet of heating surface.
- (2) Amount of water contained in heater.
- (3) Time for a given volume to pass.
- (4) Amount of feed raised a certain number of degrees by a certain amount of steam passing at a given pressure.

With these data you can calculate just what the heater can do, also just what it will not do.

LEISHMAN, MAUNDRELL & CO., WOODSTOCK,
STRATFORD AND GALT.

Among the enterprising lumber firms of Canada can be rated that of Leishman, Maundrell & Co., whose head office is in Woodstock, and who have contributed a great share to making that town a busy place.

Eight years ago the founder of the present firm did business to the extent of a few piles of



MR. ALEX. LEISHMAN.

lumber per year, but by push and vim the firm has enlarged its business to such an extent that it has three large mills going, and salesmen on the road all the time. The firm consists of Alex. Leishman, Frank Maundrell, W. Thompson, Geo. Thompson and R. E. Butler. Mr. Leishman has charge of the Galt branch, which was established in 1892. Mr. R. E. Butler was placed in charge of the Stratford branch at its inception in 1889. The Woodstock saw mill, built in 1894, of which we show a cut, is well equipped, and in connection with it is their planing and chopping mills. The logs for the several mills are bought from the farmers in the surrounding districts, and what surprises us is that there should be so much timber still to be had in this country. The firm handles rough lumber and a little dressed stuff, and cuts in the three mills 10,000,000 feet per annum.

Their wholesale trade extends from Hamilton to London, and they have had a successful season, and will carry very little stock over the winter. Their retail trade has been all that could be wished, and they supplied most of the rough lumber for several large buildings put up in Woodstock this year, namely, the cold storage, new market sheds, T. L. Wilson's residence, Anderson Furniture Co.'s new addition and Mr. Maundrell's own residence, which is one of the prettiest in Woodstock.

The leading members of the firm, Messrs. Leishman and Maundrell, are young men of good business character, and with such men at its head the firm is bound to have increasing success.

A Toronto firm use annually in the manufacture of washboards 60 carloads of selected basswood, and import 80,000 lbs. of V. M. zinc from the makers in Belgium.

THE NEWS.

Mr. Richardson is building a saw mill at Alma, N. B. Chestnut is said to be the coming wood for interior decoration.

Messrs. Gagne & Lord, Cap St. Ignace, Que., are building a saw mill.

A new boiler and engine will be put into Borden's mills at Canning, N. S.

Mr. Woodruff, of Sydenham, Ont., will put new machinery in his saw mill.

The shipment of lumber from Duluth this year amounted to 240,000,000 feet.

Messrs. Murney & Co., of Sarvia, Ont., will erect a saw mill of 10,000 feet capacity.

Mr. John E. Kay, of Salisbury, Ont., is building a new steam saw mill near that place.

Mr. Wm. Ross is making extensive improvements in his saw-mill at Bennington, N. B.

Mr. Boivin, of St. Ambrose, Que., has purchased an engine and boiler for his saw mill.

A syndicate on the Island of Orleans, Que., have purchased the machinery for a new saw mill.

Mr. Alexander Smith had his arm broken in Mr. Peter's saw mill at Parry Sound, the other day.

The new steel lumber steamer, Simon S. Murphy, on the great lakes, carries 1,400,000 feet of lumber.

It is expected that the new Purvis saw-mill at Carleton, N. B., will be ready to saw in a couple of months.

Mr. John Mackay, Petrolia, Ont., has purchased the Kincairdine Planing Mill and Sash and Door Factory.

Mr. E. Charbonneau, of L'Ange Gardian, was killed in the woods near Georgian Bay, by a log rolling over him.

Very little mahogany has been arriving at English ports for some time, and the demand has become quite brisk.

17,000,000 acres of arid lands are now included in the forest reserves of the United States so as to control the water supply.

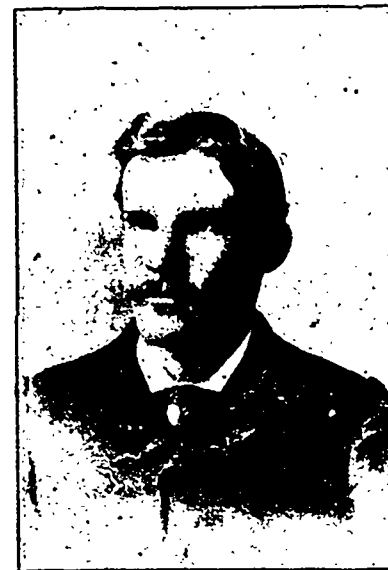
A floating sawmill is being built for use on the Escambia river, Florida. It will obtain its logs from the

interest in the mills and limits of Moore & Macdowall on the Saskatchewan, N. W. T.

The United States government has appropriated \$50,000 for the improvement of the reservoirs on the upper Mississippi for the benefit of the lumbermen.

Messrs. Church, Mitchell & Fee, of Mitchell Station, Que., have sent to St. Johns 20,000 cords of pulp wood, which was transhipped to boat for the United States.

Australian Kauri pine is to be tested in New York as a paving material. Its wearing qualities are said to equal



MR. F. MAUNDRELL.

iron and it is noiseless. If successful it will be tried in Chicago, St. Louis and other cities.

Messrs. Davis & Gothers, a new lumber firm at Upper Georgetown, N. B., are replacing the water mill there with steam, and putting in a new rotary saw mill.

The saw mill in Cookshire, recently acquired by Mr. Allard, of Coaticook, from Mr. C. W. Taylor, has been purchased by the Cookshire Mill Company, which will extend its business.

Geo. Willisroft, saw mill owner, at Georgetown, near Port Simpson, B. C., committed suicide by poison a few days ago. He was formerly in business in Toronto and the county of Bruce.

Mr. John Leggett, foreman of the chair department of the Knechtel Manufacturing Co., Hanover, is trying to arrange to start a chair factory at Walkerton, with a capital of \$10,000, to employ 40 hands.

Howry & Co.'s mills at Fenelon Falls, Ont., closed for the season on the 7th of Dec. During the summer nearly 200 men were employed in and about the mill, though during the fall the number had been reduced.

J. W. Heron, an Aberdeen, Wash., logger, recently cut a fir tree which made five 24-foot logs, the largest being 97 inches in diameter, and the smallest 50 inches in diameter at the small end. The five logs scaled about 48,000 feet.

British Columbia alder has been used for partitions in dividing some of the cars on the Vancouver and New Westminster electric railway, and is said to bear a strong resemblance to eastern cherry.

The largest pile of sawdust in the world is said to be at Cheboygan, Mich., in the center of the city. It is nearly 800 feet long, about 600 feet in width, from 20 to 60 feet in height, and contains about 30,000,000 cubic feet.

Messrs. Howry & Sons, and the Gilmour Co., will use in their lumber camps this winter 2,000 beef animals, besides vast quantities of pork and some venison. A drove of 500 cattle have been sent to Gilmour's camp from Ottawa.

The Charlottetown Patriot says:—James E. Macdonald's new brig at Cardigan is the only ship at present building in the maritime provinces under Lloyd's inspection. Shipbuilding has gone down to so low a level in our Atlantic provinces that beside this ship the only vessels under construction at present are three or four small



LEISHMAN, MAUNDRELL & CO.'S MILL AND YARD.

bottom of the stream, where it is estimated \$5,000,000 worth of logs are lying.

Messrs. Lemieux & Tanquay, of Buckland, Que., have purchased the engine, boiler and machinery for a new saw mill.

Messrs. Howry & Sons, of Fenelon Falls, Ont., have paid the third instalment of \$100,000 on the purchase of the Hazlit limits.

Diphtheria has appeared in a lumber camp in the township of Hardy, on the French river. A supply of anti-toxine has been sent.

Mr. H. Macdowall has purchased Captain Moore's

crafts. Cardigan seems to be the only place on the island where the once leading industry, shipbuilding, is still carried on.

—There is an immense jam of logs in the Hudson river near Saratoga. It extends for a mile, and is piled eight or ten feet high.

—Most of the timber structures on the C. P. R. have been replaced by iron bridges, and Sir William Van Horne says the few remaining ones will be changed within the next three years. Many of the new structures are arranged for double tracks.

—Mr. William Hartle, of Minden, has been appointed crown land agent instead of Mr. Fielding, who has been appointed police magistrate for Haliburton, and Mr. A. E. Anris, crown land agent for the townships of Wainwright and Van Horne in the Rainy River district.

—The official return shows that during the month of November manufactures of wood were imported into Canada for consumption to the value of \$60,969, on which duty was paid to the amount of \$13,863.45. Wood, cabinetmakers, etc., which comes in free was imported to the value of \$62,753.

—Cowan & Co., of Galt, are filling a large number of orders for wood-working machinery at present. They are sending a 45 h.p. engine and boiler and eight wood-working machines to Nova Scotia, and another order as large to Quebec; also two large sand-papering machines, one to Newmarket and one to Rat Portage.

—Hon. Mr. Packard, ex-state land agent of Maine, predicts the ruin of the forests in that state, by the pulp industry, unless the cutting of timber is regulated. Hon. Mr. Spragge, ex-governor Davis, and Senator Hale think the same, and some of them, who have limits, will not sell trees less than eight inches in diameter twenty feet from the butt.

—“The Young Boss,” a story of the lumbering district of the Upper Ottawa, has been running in the Montreal Star for some time. It is written by Mr. E. W. Thom-

son, at one time on the editorial staff of the Toronto Globe, now with the Youth's Companion, Boston. Mr. Thomson is winning fame as a writer of Canadian stories.

—The largest oak board ever sawed in America was recently cut from a tree 27 feet in circumference, which grew near Scottsburg, Indiana. It was 35 feet long, 10 inches thick and 5 ft. 2½ in. wide at the butt and 5 ft. at the top. It took 2 yoke of oxen and 8 horses a day to move it from the saw mill to the station, on a broad tread waggon. The tree was sold to a New York lumber dealer for \$75.

WOODSTOCK NOTES.

The Anderson Furniture Co. cut all their own lumber from logs, getting them from the farmers. They say that prices have been high but the stock very good. They will build in the spring a large band mill with a daily capacity of 60,000 feet.

Clarkson Bros., who do a wholesale and retail lumber business and are contractors as well, report one of the best seasons that they have ever had. Their planing mill has been very busy filling their sash and door orders. Lumber prices have been good, but competition in contracting left very little margin. Among their large contracts was the supplying of T. L. Wilson, of acetylene gas fame, with sashes, doors, etc., for his residence. They had a \$10,000 contract for building a school at Norwich.

WORTH DOUBLE ITS PRICE.

Mr. Eldoras Todd, of Brantford, in renewing his subscription to THE LUMBERMAN writes: “I have taken THE LUMBERMAN for six years, and it is worth double its price to any one in the lumber trade.”

A statistician has figured that 500,000,000 cubic feet of lumber are used annually for railroad ties.

A factory in Grand Rapids, Mich., turns out 300 pairs of wooden shoes a week. They are made of basswood. It is said the sale of them is increasing.

THOMAS PINK
MANUFACTURER
OF
LUMBERING
TOOLS

SHIPPING TONGS
SKIDDING TONGS
CANT HOOK
GAFF
SOCKET

PEMBROKE, ONT.
DETAWA ENG CO

Lumbermen's Supplies

We are making a Specialty of Lumbermen's Supplies, and are offering, with other goods, a good Japan Tea, fine draw and make, at 12½ cents. Get a sample of this splendid Tea suitable for the Camp.

H. P. Eckardt & Co.

WHOLESALE GROCERS

TORONTO.

CAMP SUPPLIES

Being extensive operators in the lumber business, as well as Wholesale Grocers, we are exceptionally well qualified to fill orders for Lumbermen's Supplies.

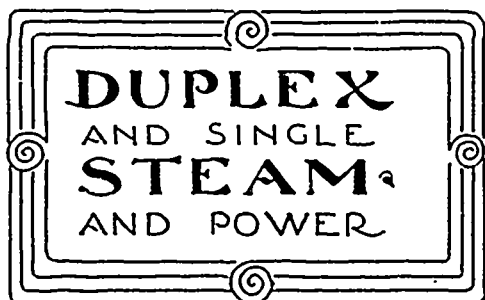
MAIL ORDERS GIVEN PROMPT ATTENTION.

DAVIDSON & HAY

Wholesale Grocers

TORONTO

Pumps & HYDRAULIC MACHINERY



The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

SPOOL WOOD AT MATANE, P. Q.

It is not generally known that a large quantity of spool wood is manufactured yearly on the Lower St. Lawrence, in and around Matane. It is seventeen years since this industry started there, and several million feet are exported to Great Britain yearly. Last year more than 4,000,000 feet were shipped. It has been of much benefit to the people in a country where agricultural returns are small and fishing has gone down to almost a minimum.

But a small quantity of spool wood will be made here this winter, as the spool centers are placing most of their orders in Maine, where there are greater facilities for shipping and disposal of waste, which is great.

However, as white birch becomes scarcer in Maine, the thread makers must look for their supplies elsewhere, as long as they use spools for thread, which will likely be for some years yet.

Spoolbars should be sawn in the winter before the frost leaves the wood, which will then retain its white, fresh appearance, also, it must be protected from rain and weather as much as possible, while drying.

MATANE, 14th Dec., 1895.

INDIANAPOLIS will try red cedar blocks for pavements. Does this not seem extravagant, when they are looking about in Europe for a substitute for red cedar in making lead pencils? It seems wasteful too for such a beautiful cabinet wood to be so trampled upon.

It is said that spruce pulp wood receives injury from worms and decay very rapidly if piled with the bark on. If held over for some time it should be peeled.

PERSONAL.

Mr. H. H. Cook, the well known lumberman of Toronto, is going to California for the winter.

Mr. R. R. Dobell, timber merchant, has been elected president of the Quebec Board of Trade. He held the office 25 years ago.

Alderman Oliver, of Toronto, member of the firm of Donogh & Oliver, lumbermen, will not be a candidate for the City Council for 1896.

Mr. J. E. Jansson, Canadian and United States representative of Messrs. Denny, Mott & Dickson, London, England, has recovered from his illness and is again at work.

Alphonse Renaud, a lumberman, who lived at Wendover, and has lately been working in the shanties for the W. C. Edwards Company, died on the train while on his way to Ottawa.

E. Rochon is petitioning to have Mayor Villeneuve, of Montreal, unseated because of his connection with a lumber firm, which, the petitioner alleges, is supplying lumber to the city.

Mr. Charles Ball has gone to take charge of the Southern States agency and stave yards of the Sutherland-Imes Co., Ltd., at whose Canadian headquarters at Chatham he has been a faithful and valued employee.

Mr. John Charlton, M. P., lumber dealer, was badly injured at Tonawanda, N. Y., recently while alighting from a train, being knocked down on the frozen ground and seriously bruised. He will be laid up for some time.

Mr. W. M. Dobell, eldest son of Mr. R. A. Dobell, the well-known timber merchant of Quebec, and a member of his father's firm, was recently married to Miss Constance Sewell, second daughter of Dr. Colin Sewell, of the same city. The marriage was one of the most brilliant social events witnessed in the ancient capital for some time.

Mr. E. H. Eagles, of St. John, N. B., has been appointed by Mr. T. S. McDonnell, the extensive New York timber dealer, to superintend the forwarding of the cargoes for South America being loaded in the barks Olive Maunt, Barbadian and Eva Lynch. He will afterwards go to New York, where it is expected he will have

a permanent position as inspector with Mr. McDonnell, who is an extensive shipper of New Brunswick lumber to the River Platte.

NEW BRUNSWICK NOTES.

The Todd property at Margarets Bay, not far from Halifax, consisting of a steam mill and about 60,000 acres of timber land, was sold lately to the Messrs. Young, of Parrsborough, for about \$98,000. The growth on this consists very largely of hemlock. The quality of the wood is good, but it is a difficult matter to cure the bark owing to the humidity of the air there.

Mr. Ernest Hutchinson, who lately bought from St. Stephens bank and others the Todd land on the South West Miramichi, paid \$1.75 per acre for the same, \$10,000 in cash, balance on time. We are informed that Mr. Hutchinson paid in cash for the small portion of the three tracts sold, containing about 26,000 acres in all, which was held by others than the bank.

Mr. Alexander Gibson will probably cut on his Nashua land during the coming winter, more spruce saw logs than will be cut on the Middle Saint Croix at St. Stephen. Mr. Gibson's stream, which is only about 60 miles long, and a large part of which had been heavily cut for deal logs for a number of years before he bought the mills at its mouth, has already yielded him more than 600 million feet B. M. of spruce logs. He bought the mills and 7,000 acres of prime spruce land in the first instance for \$28,000. The parties selling were Robert Rankin & Co. The 7000 acres alone were worth much more than the price paid by him for the whole property.

By a recent judgment of the Supreme Court at Ottawa, the province of Ontario is declared to be the absolute owner of certain Indian lands, free of all lien or charge, which the Dominion Government contended should be held subject to certain annuities. The judgment reverses the decision of Chancellor Boyd, Sir N. Casault and Judge Burbridge, arbitrators in the matter, and involves a financial advantage to Ontario of nearly half a million dollars. The lands lie north of Lakes Huron and Superior.

TRADE NOTES.

P. Payette & Co., of Penetanguishene, are supplying the machinery for alterations to W. M. Peter's mill at Parry Harbor. They are also making a new circular saw mill for A. R. Williams Machinery Co., Toronto.

It is the intention of P. Payette & Co., of Penetanguishene, to erect a large extension to their works in the spring. A new lathe and radial drilling machine is now being put in.

The Waterous Engine Works Co., of Brantford, have just completed a new band saw mill for T. G. McMullen, of Ellerhouse Station, N.B., to be operated by water power.

The E. B. Eddy Co. has shipped from its factories at Hull, Que., during the past four months, 362 car loads of its goods, consisting of paper, paper bags, matches and woodenware.

The governments of Canada and New Zealand have agreed on reciprocal tariff regulations, which if ratified by the parliaments of the two countries will result in

free trade in certain articles, including lumber and timber, planks, boards and dimension stuffs, rough or manufactured, including doors, sash and blinds.

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SIXTEEN REASONS, AND HOW TO AVOID THEM



Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, ONE DOLLAR.

Address— CANADA LUMBERMAN, Toronto, Ont.



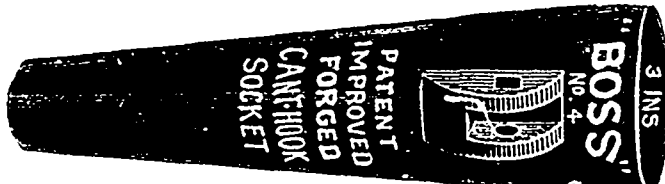
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St. John, N. B.
Send for sample lot and try this axe in frosty weather...
WRITE FOR PRICES

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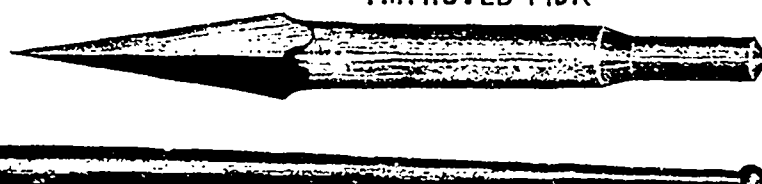
WITH FORGED SOFT STEEL SOCKET (as shown in cut).

AN ENTIRELY NEW INVENTION - the result of years of hard study and a large expenditure of money. The aim has been to make a cant dog light enough to be easily handled, yet strong enough to meet the required strain. This, I am pleased to say, has been obtained in THE BOSS CANT DOG. It is forged of the best quality of material, manufactured with the latest improved machinery, and I invite an intelligent inspection of its merits and workmanship, guaranteeing it to be all that is represented. Made in three sizes, No. 1, No. 2 and No. 3. No. 1 is 2 1/4 in., No. 2 is 2 1/2 in., and No. 3 is 2 3/4 in. diameter. Any length handle, from 2 to 6 feet, and suitable for the different grades of work, from handling the smallest to the largest logs. Manufactured only by

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IMPROVED PICK

AN EXTRAORDINARY LITIGANT.

THE case of *The People v. Shanks* will probably make a little history—legal history, but still, history. It is pretty difficult to conceive of a man who, without any possible interest himself, will sue a large corporation, go on his own bond in filing an attachment, knowing all the while that he had not a cent in the world, and could not satisfy judgments of many years standing against him. Yet this is what was developed in the case of *The People v. Shanks*. Shanks brought an action last spring against the Magnolia Metal Company on an assigned claim by discharged employees for \$7,000. As the Magnolia Metal Company was a foreign corporation, some one had to qualify as surety in bringing an attachment suit. As a matter of fact, Shanks acted both as plaintiff and bondsman. More extraordinary still, he did so on the advice of counsel, who knew his financial condition, and, to add to the incongruity of the situation, his counsel stated that

Shanks had no pecuniary interest in the assigned claim in question.

Colonel Alexander S. Bacon, of No. 34 Wall street, did the probing; Mr. Linus A. Gould and S. Victor Constant, of Constant & Coghill, assumed the responsibilities for the action of his client, Shanks, and Police Judge Kudlich heard the case and couldn't see any particular merit in the plea that the alleged perjury was advised by counsel. Colonel Bacon, the attorney for the Magnolia Metal Company, has for years been attending litigation growing out of suits brought by dummies in the interest of large corporations inimical to the Magnolia Metal Company.

The petty annoyances have grown to be intolerable, and the company is invoking the law and bringing these irresponsible offenders to justice. It is an open question whether a trust is not forming in the anti-friction metal business, and the fact that the Magnolia people have the standard metal which, for about the same price, gives

three times the same service, has undoubtedly excited the cupidity of competitors who wish to take over the company's assets and good-will without paying for them.

In spite of considerable persecution, the Magnolia Metal Company has thrived to such an extent that its very metal is now in use in most of the navies and railroads of the world, as well as in all classes of mechanical industry.

However, the adoption of such methods as are disclosed in the Shanks case and the countenance of them by the members of the Bar is a serious menace to all honestly conducted enterprises.

It has been established that forests constitute an important barrier against the approach of epidemics and infectious diseases. The Roman Campagna and the Tuscan marshes, where luxuriant forests are now growing, have almost lost their traditional unhealthfulness.

ROBIN, SADLER & HAWORTH

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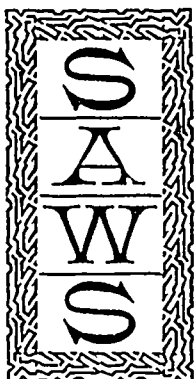
OAK TANNED LEATHER BELTING

MONTREAL AND TORONTO

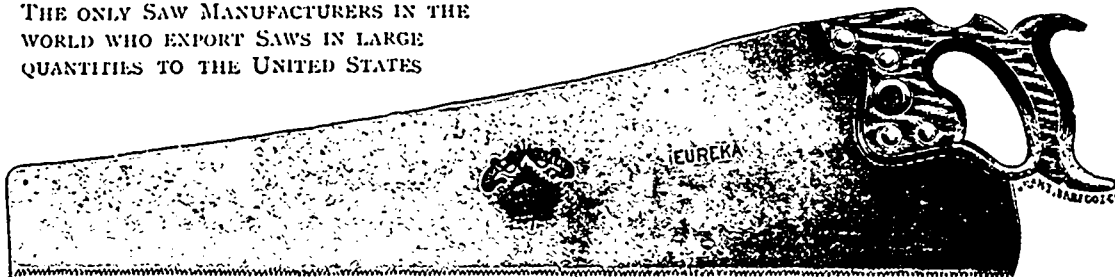
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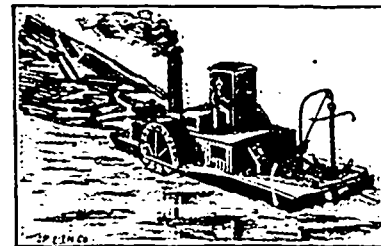
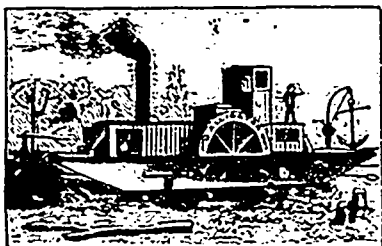


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THE J.C. McLAREN BELTING CO MONTREAL

CHIPS.

As substitutes for rock elm, hickory or maple in the manufacture of bicycle rims, it is claimed that pecan and persimmon could be used to best advantage. Either of these latter varieties are found in abundance at many points in the south.

A concern in Grand Rapids, Mich., will make this year 288,000 base ball bats, which is more than was ever made by them in one year except in 1889, when 316,800 were manufactured. The best bats are made of good white oak, ordinary ones of common white ash. Boys bats are made of poplar, maple and basswood.

The construction of the Nicaragua Canal will require many million feet of cypress and yellow pine timber. The Pacific Coast lumber mills expect to furnish fir and cedar for part of the work, but the fact that the southern mills are 2,000 miles nearer the canal than the saw mills of Washington and Oregon will enable the former to make the cheaper delivery.

The spool wood industry, which is yet in its infancy in New Brunswick, makes a good showing this year, when 3,749,374 sup. ft. were shipped to Great Britain. Of this amount Clark, Skilling & Co. sent 2,577,137 sup. ft.; W. M. McKay, 653,146 sup. ft., and James Alton 519,693 sup. ft. The palings shipped amounted to 322,610 pieces, and all but 14,250 pieces went to Great Britain and Ireland.

Beech, it is said, will make excellent flooring, if free from sap, and will wear well. The wood is subject to dry rot in the growth, but good sound beech will make a good flooring, particularly for factory purposes. Maple flooring did not attain any great popularity until the innovation of roller skating, when maple floors were considered the only thing suitable for a rink. Beech will need to be worked up in some such manner.

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LUMBER DEALERS
ESTABLISHED 1864.
Office and Yards, foot of Erie St. Buffalo, N. Y.
Within 7 minutes' walk of principal hotels and depots.

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Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

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C. H. MORTIMER, Publisher
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We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

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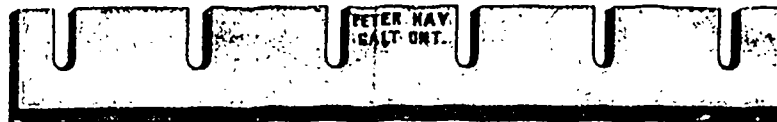
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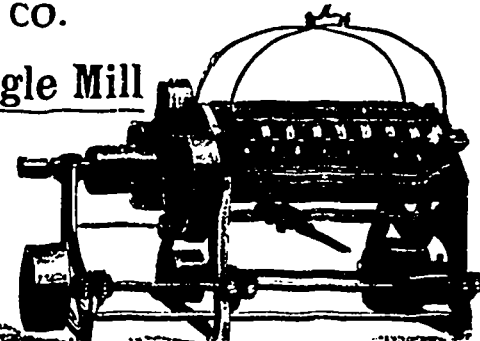
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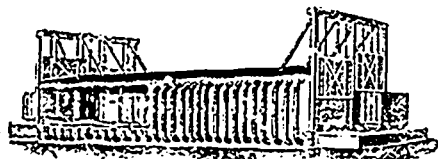
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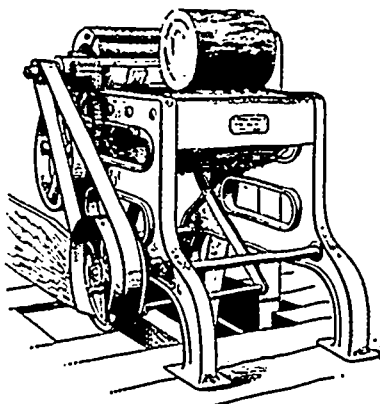
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Patent Rossing Machine



Why you should use this Rosser.

It will do double the work of any other. It is the only machine made that will peel Cedar Shingle Blocks. It will peel dirty blocks without taking the edge off the knives as they cut from the clean bark or block out. It is a self-feeder, and very easy to operate. It requires less power than a face wheel. All iron and steel, very simple and durable. It will ross knotty and uneven timber without waste. It occupies about the same space as an ordinary planer. You can have a chance to try a machine before buying it.

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See our stock and get Prices before buying. It will save money, besides having the largest stock to make choice from.

ALWAYS ADDRESS HEAD OFFICE AT TORONTO

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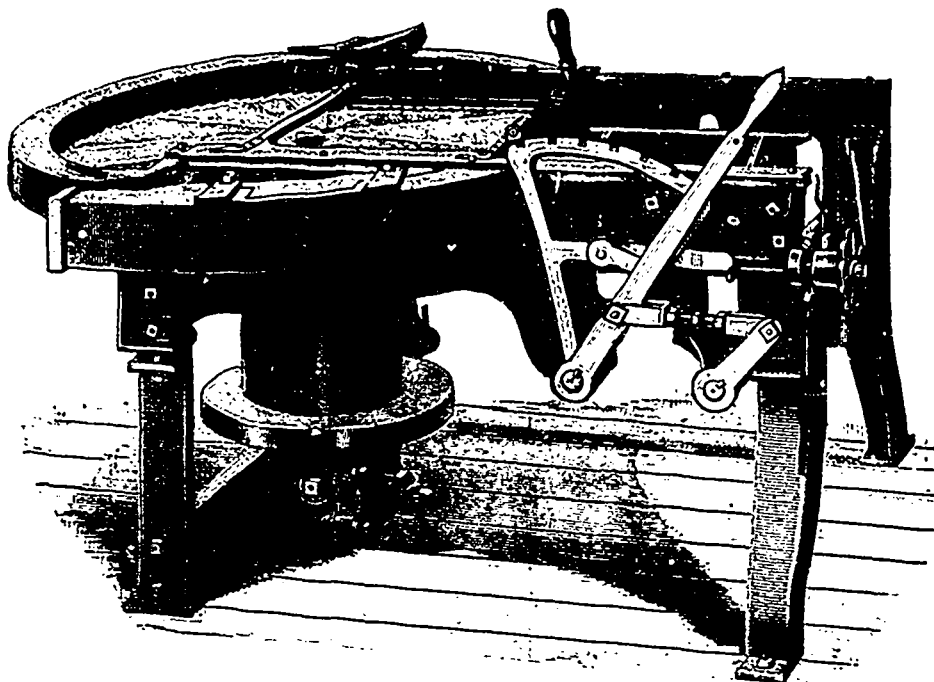
∴ WILL make more Shingles per day than any self-acting machine with vertical saw in existence, and more Shingles from the same quantity of timber.

THE FRAME—

... Is of Iron throughout, very heavy and rigid, strongly bolted and braced.

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The Shingle Mill cannot be beaten for any kind of timber. Ours being in a manner a custom mill, we have good, bad and indifferent timber, but for all it does the work satisfactorily.

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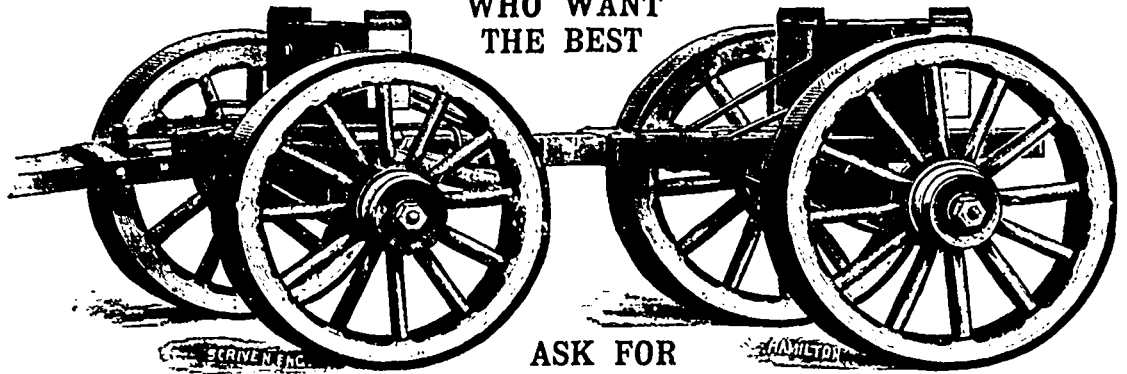
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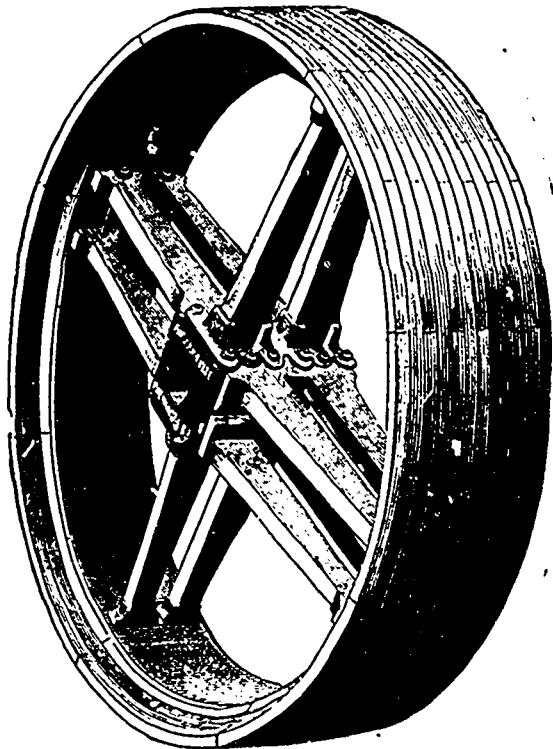


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DODGE PATENT WOOD SPLIT PULLEYS

FOR MODERN SAW-MILLS

See What the Big Fellows say

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THE DODGE WOOD SPLIT PULLEY CO., TORONTO, ONT.

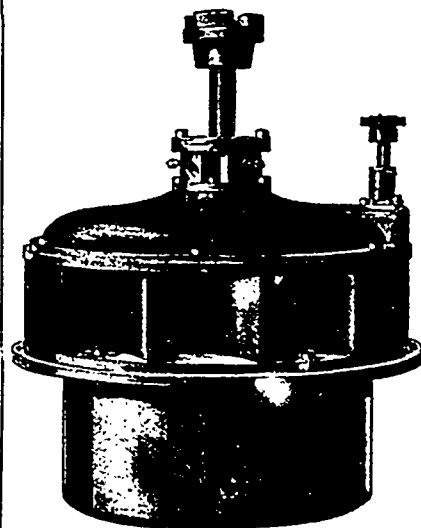
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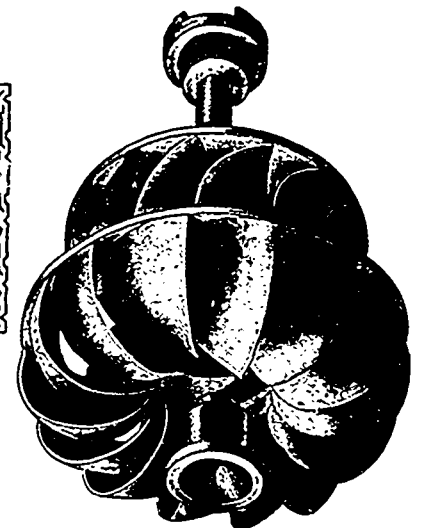
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WATER WHEEL

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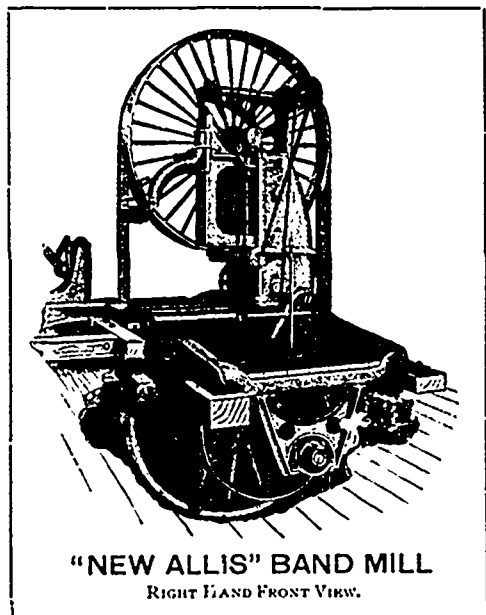
Cut showing Wheel Removed from Case.

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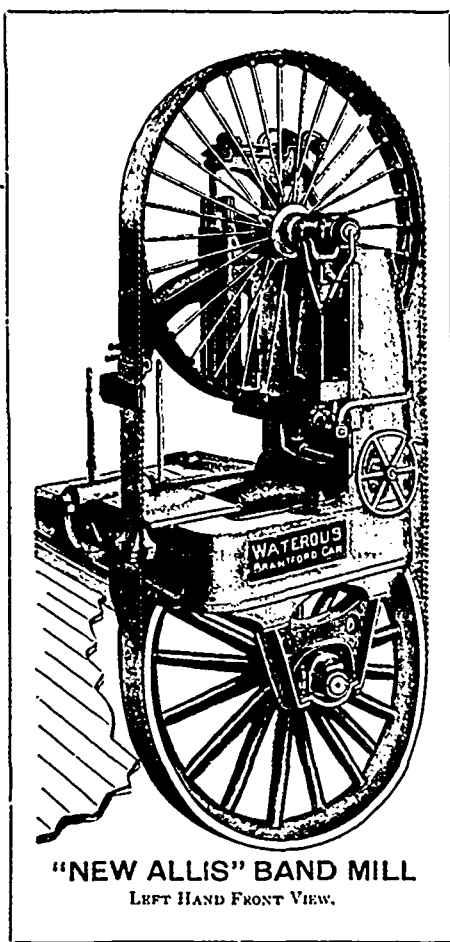
Profit in Business

Is the "Milk in the Coconut."

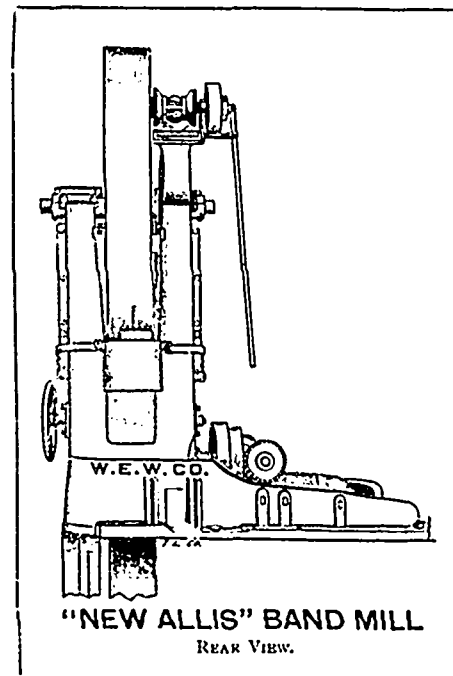
The coconut is a hard nut to crack. If you don't crack it right you spill the milk. So with Business. Business done in an improvident, not-up-to-date, unbusinesslike way, will soon spill the profits. Open the coconut properly, you save the milk. Equip your business properly, you save the profits.



"NEW ALLIS" BAND MILL
RIGHT HAND FRONT VIEW.



"NEW ALLIS" BAND MILL
LEFT HAND FRONT VIEW.



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The "New Allis" Band Mill will squeeze **profitable** returns from stocks which competition and antiquated machinery had apparently wrung out dry. The profit resulting from its use has been found by one lumberman to be actually 19%, and many have had a similar experience. Can **you** afford, in these days of slim profits, to waste this amount yearly?

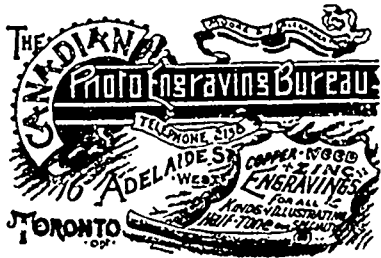
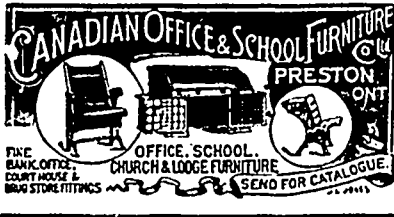
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Waterous, Brantford, Canada

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 Handle all kinds of Pine and Hardwood Lumber.
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Saws of all Description
 ::::: A full line of Mill Rubber and Leather Metal, &c., always
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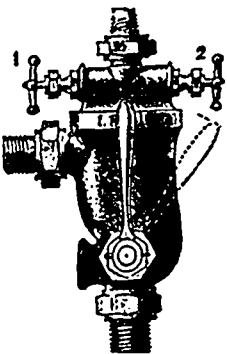
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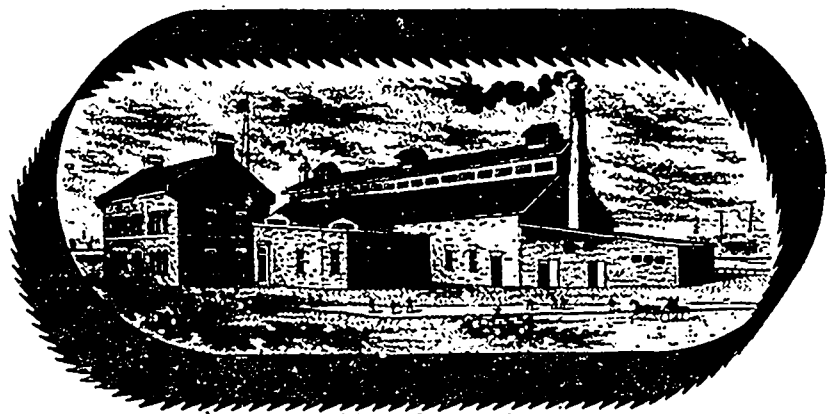
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