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THE CANADA LUMBERMAN.

VOLUME XI. }
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THE CANADA LUMBERMAN

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

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

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

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

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

THE long pending difficulty between the Keewatin Lumber Company and those who wish to obtain a patent to the property in the Lake of the Woods is likely to reach a speedy settlement. Mr. Dewdney has given instructions to Mr. Pither, the local Indian agent, to notify the Keewatin Lumber Company to desist from further cutting and trespass, and also for him to seize all the timber cut on Sultana Island that being a portion of the Indian reserve. Mr. Pither at once proceeded to carry out his instructions, and an early settlement of the dispute may be looked for.

THE receipts from Crown Lands in the Province of Ontario during the past year largely exceeded the estimates. The increase is considerable. The estimate was \$1,100,000 while the actual receipts were \$1,205,000. Of this sum \$1,079,000 was from woods and forests and \$126,000 from Crown Lands, including the fees on mining locations. There has been no sale of timber limits since the great sale of 1887, in which \$1,300,000 was obtained in bonuses upon 450 miles of timber. Last year was only a normal or average year, and the fact that in such a year \$1,079,000 was received as a revenue from timber is very satisfactory.

THE question of taxation is one in which all business men are to a great extent interested. It is a noticeable fact that a strong current of opinion is setting in in the cities against the taxation of personal property and incomes. A short time ago the Hamilton Board of Trade passed a resolution unanimously against it, the London Board of Trade did the same, and more recently the Toronto City Council Legislative committee have followed suit. The Toronto men further suggest that all dwelling-houses worth less than \$800 shall be

exempt from taxation, with the view of easing the burden on the poorer classes. Land increases in value enormously in all centres of population without an effort on the part of the owners, and the tendency of the time in cities is to place the burden of taxation on the land.

LATE English papers contain a full report of the decision in the Booth-Ratte suit. The Judicial Committee of the Privy Council concluding their decision, said: "No question arises in this case as to the wharf and boathouse being an obstruction to the navigation. So far from being an obstruction to navigation, the maintenance of a floating wharf of that kind is, in the circumstances stated by the learned chancellor, a positive convenience to those members of the public who navigate the river with small craft. As a riparian owner the plaintiff would be at liberty to construct such a wharf, and would be entitled to maintain an action for the injuries to it which are complained of. For these reasons their Lordships agree with the Divisional court and the Court of Appeal that judgment should be given for the plaintiff, and they will humbly advise her Majesty to affirm the judgment of the Court of Appeal and dismiss this appeal." The costs will be paid by the appellants.

MR. R. R. Dobell, of Quebec, who is largely interested in the lumber business in Canada, has recently been in Washington interesting himself considerably in the lumber question. He is also anxious that the United States Government should do something to secure reciprocal relations for Canadian vessels through the St. Clair Flats and the canal which connects it with the upper lakes. Mr. Dobell bases his theory upon the claim that inasmuch as by the treaty of 1871, the Welland canal is made free for ever to all vessels of the United States, it would be just that Canadian shippers and vessel-owners should have a similar advantage through the St. Clair Flats canal. As the provision contained in the Washington treaty as to the free navigation of the Welland canal by vessels of the United States is a matter which can have no possible relation to any free navigation by Canadian vessels through the St. Clair Flats, it is not very probable that Mr. Dobell's suggestion will meet with favor.

OTTAWA and Quebec lumbermen are agitating for the construction of a direct railway from Quebec to Lake Temiscamingue, passing along the Valley of the upper Ottawa. It is asserted that if this railway were built, and also the Cap Rouge railway, which is to connect the Canadian Pacific with the coves on the St. Lawrence, the whole timber trade of the upper Ottawa would be revolutionized, and that square timber which is now brought to Quebec by water, many months after it is cut, and at great expense, would be carried by rail to the Quebec coves immediately upon being manufactured thus saving money in transportation and enabling the lumberman to get quick returns for his timber. It is maintained that if the Cap Rouge railway were built, cars loaded with oak from West Toronto, or with pine from the Ottawa, Lake Huron and Lake Superior districts, would be brought to the different coves between Cap Rouge and Sillery in the same way if Quebec had a railway direct to Lake Temiscamingue, local mills would be built along the track, and all the pine unfit for square timber would be cut into deals and shipped along with the square timber for the English market. It is pointed out that if there is any delay on the part of Quebec, Toronto will get her projected railway into that country, and the

lumber will find another market in Ontario and the United States to the injury of Quebec.

A RECENT telegram from Washington to the Toronto Mail says there have recently been a good many enquiries from Canada as to the probable effect of the proposed tariff bill upon the Canadian lumber trade. The situation is this: The House Committee on Ways and Means, where the measure originates, has for the present passed over the lumber schedule in the original bill, and has left the main provisions of that bill substantially like those in the Senate bill of last year, after which this new tariff bill is to be modeled. An important feature, that relative to the retaliatory provision, which it has been suggested should be inserted in the bill as an offset for the export duty levied by the Dominion Government upon logs, has been temporarily passed over, and no action has been taken as yet with regard to it. Mr. Dingley, of Maine, a member of the Committee of Ways and Means, has proposed to that committee that a provision shall be inserted in the bill that an additional duty shall be placed upon sawn lumber coming from countries which impose an export duty upon logs to the amount of the export duty so imposed. This proposition is directly aimed at the export tax imposed by the Dominion Government upon Canadian logs. The effect of the insertion of this proposition in the tariff bill would, if the latter should be enacted into law, be to double the present duty upon sawn lumber. If for instance the export duty should be maintained by the Dominion at \$2 per thousand on logs, the duty upon sawn Canadian lumber imported into the United States would be \$4. Mr. Dingley's view is that if the provision were adopted by the United States Congress, the result would be that the Dominion would remove the export duty from logs. No proposition has been made here, and none will be made to impose any duty upon Canadian logs. The lumber manufacturers of this country, particularly those of the States adjacent to the great lakes, desire to have the Canadian logs in order to use them as the raw material from which they can manufacture lumber, and the export duty upon Canadian logs now imposed by the Dominion is seriously interfering with the use of Canadian logs in those border States. A proposition very similar to that which has been proposed in the House by Mr. Dingley has been introduced in the Senate by Mr. Hoar and referred to the Senate Committee on Finance, to which the tariff bill will ultimately go.

THE lumbermen on the other side of the line do not appear to present a bold front in their efforts to induce the American Government to do something foolish by way of compelling the Canadian Government to repeal the export duty on logs. As it has before been intimated in the LUMBERMAN, our friends are not united on the question. A lumberman, operating in Michigan writes to an exchange as follows: "It is my firm belief that a different line or policy should be pursued in reference to Canadian logs and lumber. Let our ports of entry be thrown open to both the logs and lumber of our sister country, and the general effect will be good. Instead of irritating our neighbors when there is no necessity for so doing, let us rather pursue a conciliating policy, especially when our people are to be the ones most directly benefited, as they surely would be by the removal of the lumber and log duty. I am not in favor of annexation, nor political union, for I believe that we have grave problems now confronting us, too many conflicting interests to harmonize, too large an element of foreign and unpatriotic spirit to assimilate and civilize and Ameri-

canize, to justify any such measure as the annexation of either Canada or Mexico, but a commercial interchange of the products of these countries with ours is practicable and would result in our gain. Possibly our people would not be benefited by lower prices for lumber, but the home supplies would be relieved of a terrible drain, and made to last many years longer than they now seem likely to do, unless a more liberal spirit is manifested in the treatment of the lumber tariff question."

In the Ontario legislature, Hon. Mr. Hardy denied that the Crown timber agent at Rat Portage had absconded. He said, Dulmage, a bush ranger, had been employed by the government to obtain information and prevent parties from cutting timber without licenses, or who held licenses from the Dominion government and were paying the funds into the Ottawa treasury. Dulmage had not been given authority to collect moneys, but had done so, and had made his returns at various times. He didn't hand over all the money, however, and when the government found it out issued a warrant for his arrest. Dulmage skipped, leaving the province out \$15,000. As he had not been appointed timber agent he had never given security.

WE learn with regret that the well-known lumber firm of McCraney & Wilson, of Toronto, has been compelled to assign. The news of the failure will be received with surprise, as the firm was in good repute, and believed to be in a sound financial condition. It is stated that the direct liabilities of the firm amount to \$50,000 and the indirect to \$10,000. Several explanations are given for the failure. The lumber trade has not been in a flourishing state for some time past, and the firm has sustained severe losses. Coupled with this Mr. McCraney has been in bad health and could not give his affairs the personal attention required. The assets will, it is said, cover the liabilities of the firm, and consist of accounts due and stock. It is to be hoped the firm will be able to make a satisfactory arrangement with their creditors so that they may be enabled to resume business before long.

MR. Jas. A. Vanwart, of the St. John and West India steamship line, who recently returned with the *Portea*, is most enthusiastic over the prospects of trade with the south, and declares that the most sanguine expectations of the promoters of the line have been exceeded in the reception afforded the enterprise by the colonies which were visited. He says that the people on the islands and in the Demerara have a strong British sentiment, and are anxious for closer commercial relations with Canada. The merchants would be glad to buy in Canada if articles and prices suit. They complain that cards sent them from business houses in Canada do not contain quotations of prices, while such information is always given by English and American firms. They pay spot cash and are not waited upon much by commercial travellers, but buy by quotation and sample. Mr. Vanwart found that pine was the favorite lumber for that warm climate. Large quantities are imported from the States, nearly all of which is from Canadian saw mills.

AN eastern lumberman, down in the State of Maine, writing to a local paper, gives some timely hints on how to consign lumber. He says: Many persons shipping lumber, timber, &c., do not exactly understand the nature of shipping such stuff. New York city inclusive of neighboring points, is without question the largest consumer of lumber in the world. In what we call a working day this section consumes about 400,000 ft. of different kinds of lumber an hour or the enormous total of 1,200,000,000 feet a year. With this in view the unsophisticated shipper might reasonably argue that it would be at any time safe to consign a few cars of almost any kind of stock to such a gigantic market and be sure of getting a fair value for the stock shipped; yet such is not the case. It is an extremely hazardous business to make *promiscuous consignments* and the shipper who does so is pretty certain to be dissatisfied with the returns that he receives. If shippers will follow the advice we herein give and do their

part of the business faithfully, we believe that they will find that shipping lumber on consignment is a good business and one that will yield fully as good returns as sales made in any other manner. Now when a shipper starts out to do a consignment business his first duty should be to select a good reliable commission dealer. The way to ascertain the standing of such is first to write him and ask his references. On receipt of a reply do not ship simply because his references look good but investigate them. If a shipper can also communicate with a good commercial agency he should do so. After being thoroughly satisfied on the question of honesty and ability the next thing is to establish confidential relations together. Withhold nothing that will give a commission man the inside facts as to your stock to dispose of. Having done all this it is not yet time to ship. The next step is to inform your agent—for such your commission dealer becomes—as to what you have to sell. Be explicit. In defining your stock always state the amount in feet of each thickness you have to market; state carefully how long it has been on sticks, whether carefully piled or not. Give the width as nearly as possible. Define the quality based on the rules that we will hereafter lay down and it is always better to err on the right side and make your description a little poorer than the stock actually is than the opposite. Having done all this, in due time you will learn about what such stock is worth, and if on receipt of such information you feel justified in shipping do so. After the shipper has concluded to ship, his next thought is loading the cars. This must be done as neatly as possible, putting each thickness (if shipping more than one thickness) by itself, having the ends nearest the door in a box car and ends of a flat, even uniform, for on its arrival your agent may want to exhibit the stock as it lies in the car and the better appearance it makes the more likely is it to attract a buyer. So shippers will see that it is to their advantage to have their stock appear well when shipped; then as the stock has been brought to market, sold and delivered, comes the settlements. As soon as the stock is delivered, a good commission man will at once remit by cash. No matter how he makes his settlements with a customer, he will remit you in cash as soon as sold, unless otherwise agreed. Never draw on the seller, unless instructed to do so, and then it is better to draw on a three days sight as drafts at sight do not carry grace, and are liable to find your agent out and be returned dishonored; whereas at three days sight, if when the party on whom they are drawn should be out, a notice is generally left at his office and drafts are held by the Bank for acceptance. Always remember that after arrival of stock, deliveries can not be made in a day, in fact it often takes from a week to ten days to get unloaded, surveyed and inspected. Your confidence in your agent should be such as would lead you to believe that no unnecessary delay will be allowed. The charges for handling stock are 5 per cent. commission and 2 per cent. additional for cash settlement. There is another item, storage. It is always better to place all shipments direct from the car, but sometimes it occurs that a seller may think it more advantage to the shipper to put stock in the store house, and sell from there. When such is the case, charges vary according to the place, a fair basis for calculation, would be \$1.50 per thousand feet the first month, which includes unloading, carting, &c., and 30c per feet for subsequent months. If shippers will take all this to heart there will be little cause for complaint.

SPLINTERS.

MR. G. W. Ostrom, representative in the local legislature, has introduced a bill to amend the Act respecting the *driving of sawlogs* and other timber in lakes, rivers, creeks and streams.

* * *

MR. Cook, M. P., intends to move for an order of the House of Commons, giving a complete list of all applications for timber limits in Manitoba, Keewatin, British Columbia, and the northwestern territories, showing the names and addresses of applicants and the limits applied for, not already brought down; also for orders in council relating thereto.

A NEW saw mill Association has been organized at Atlanta, Georgia, to be known as the Georgia Saw Mill Association. Its object is to secure uniform inspection and measurement, equitable freight rates and a general regulation of all matter of interest to the mill owners.

* * *

ADVICES from Manitoba state that the supply of men for camps in that province does not nearly equal the demand. Over one thousand men have been engaged in Winnipeg for work in the lumber camp, within the past six weeks, and it is quite probable that some of the contractors will have to import men from the east.

* * *

SEVERAL cuttings of spruce deals for next season are reported as sold at prices slightly in advance on last year's rates, among which are the Montmorency, to Messrs. Dobell, Beckett & Co.; Sewell's to Messrs. Smith, Wade & Co.; Crawford & Atkinson's to Messrs. John Sharples, Sons & Co.; Joly's to Messrs. John Burstall & Co., and J. S. Murphy's two cuts (Riviere a Pierre and St. Joachim,) to a Liverpool house.

* * *

THIS winter, square timber is being got out all along the line of the Canadian Pacific Railway from Ottawa to Lake Superior, the completion of that line having opened out new districts, where valuable pine timber is being made. This timber will be carried by rail to a point between Ottawa and Montreal, where it is thrown into the river and rafted to Quebec, from which port it will be forwarded to the English market.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN, }
Feb. 28th, 1890. }

Trade is very quiet at Toronto but this is usually the case at this time of the year. The weather has been favorable for logging during the month, and prospects both for stock and business will correspondingly improve. There is no depreciation in prices worthy of mention, but trade has been very quiet. Work in Ontario is progressing finely in the woods. In the Ottawa Valley lumbermen are very busy getting out both logs and square timber.

The threatenings of the United States Legislators to add to the present duties on lumber an increase equal to the Canadian export duty on logs unsettles the view of those holding large stocks of sawed lumber in Canada.

Those who profess to be in the secrets of some of the leading senators of the United States claim that this measure will be put through.

Lumber and shingles are both weaker than a year ago. A little stiffening of views was held in some quarters during the continued absence of snow among sections along the frontier, but now that the weather is favorable to log drawing all reports of short supply disappear.

Undoubtedly the large failures that are taking place throughout the States in different lines of business coupled with the stringency of the money market in Canada adds to the depression which is being manifested in the number of small lumber establishments with their accumulation of lumber that have been and are being closed out.

Lath owing to the mildness of the winter have been in rather better demand in the New York and Boston markets than usual.

FOREIGN.

Trade in Britain is fairly active for the time of the year, and a considerable amount of lumber is constantly going into consumption. A very good business is being done in American walnut, and though the recent arrivals have been rather heavy they have not been much in excess of the demand. First class American whitewood is moving well at fair prices, but inferior stuff is weak. Logs are not in brisk demand and prices are barely remunerative. The cessation of fresh shipbuilding orders and the unsettled condition of the iron market has tended to create a depressed felling and the timber trade in consequence is not so brisk as it has been. The imports to Glasgow at this season are usually confined to parcels per steamship from the States, but of late these have been restricted to very

small quantities, owing to high steamer rates. In the absence of imports, stock of walnut logs are fast being reduced, large sales having recently been made.

The Montreal freight market for deals has opened at 60s per standard for steamers to Liverpool for one or two trips and several to London at the same rate. "It may hardly be necessary," says an exchange, "for us to again impress upon the saw millers of Canada the absolute necessity that exists for a curtailment of their productions. Most of the markets of this country are overburdened with stocks of pine deals, and they will only act prudently if they restrict their output to moderate limits, so as to give the markets here a chance of reducing the present heavy quantities under which they labor."

Several Quebec shippers are now on the other side of the Atlantic, and it is understood that several contracts have been made around on the Scotch coast, the business transacted is, however, not very extensive. Quebec freights are inclined to recede further, 23s to Clyde fails to find charters and ships are freely offering.

RAMBLING NOTES.

By Our Travelling Correspondent.]

MIDLAND.

Seventeen years ago, this now very thriving town of nearly 3000 population, with its mayor, corporation and fine public buildings, well laid out streets, etc., was almost a virgin forest. Midland and its district, however, has two histories—its present and its early Indian one. It was the stronghold of the once mighty Huron tribe; and here the early Jesuit fathers first planted the flag of christianity among them, and the Indian Legendary lore of the district teems with tales of suffering and eventually martyrdom which those heroic, well born, and educated men endured. The greater tribe of the Iroquois, however, eventually conquered and almost entirely wiped out the Hurons, and only a straggler here and there still remains to hand down to posterity the legends of the once mighty race, and the first to receive and accept the doctrines of christianity. Now the axe of the lumberman has changed the face of this once war-like scene; the white man has replaced his Indian brother, and towns small and great, are springing up with their fine buildings, elevators and railway tracks, and occupying the spots where the Indian wigwams for centuries had been pitched.

Messrs. Peters & Cain have been operating a steam saw mill here for the past six years with an annual output of about five millions. They ship principally to Toronto and West and to the United States. They report stocks as heavy, but recent enquiries give them every hope for a brisk spring trade.

Chew Bros. have been here also for 14 years, they have a steam saw and shingle mill. They report having quite two-thirds of last season's stock still on hand, and only intend to produce about half the usual quantity this season. Present demand is not great but prices hold their own. Hardwoods, oak and basswood are most in demand.

The Emery Lumber Company, of East Saginaw have an agency here, presided over by Mr. D. L. White, jun., the treasurer of the Company. They have three large limits and cut annually from 12 to 15 million feet of lumber which they ship to the United States for export. They have been operating thus here for past three years on account of the export duty on logs to the United States. Mr. White reports present trade as quiet without prospect of improving till spring trade comes on.

Last fall, as usual, cars of the G. T. R. were very scarce, but are plentiful now when useless. Shipments could not be made and in consequence stocks are much heavier than they ought to be, and less will be taken out this winter than usual. The Southern States yellow pine has been felt to hurt not only Canadian white pine but also that of Michigan.

The Ontario Lumber Company, whose chief offices are at Toronto, have a five million capacity steam saw mill located here under the management of Mr. A. Cadenhead.

Mr. A. Miscampbell's is the largest steam saw mill

here. He has two circulars and a gang saw in operation, and last year cut about 17 million feet of lumber for the Emery Lumber Company and other customers.

VICTORIA HARBOR.

The Victoria Harbor Lumber Company is located here; have been established 19 years, and operate two steam saw mills, with an annual output of some 15 millions.

Mr. John McDermott's steam saw mill, with a capacity of two millions per year, has been located here for past ten years.

SURGEON BAY.

The very oldest saw and shingle mills in the Georgian Bay district are located here, owned and run by Messrs. Playfair & Co. They turn out some 10 millions per annum, shipping principally to the United States, and deals to Great Britain.

Mr. W. Tanner, has also a saw mill located here.

WAUBAUSHENE.

Here is located the headquarters of one of the largest lumber companies in the Dominion of Canada, viz: The Georgian Bay Lumber Company, Ltd., whose operations last year exceeded 100 million feet, 50 millions of which was actually manufactured lumber. Mr. Scott reports stocks as heavier than usual, and that they, like other firms, will take out much less this winter; but the only feature worth noticing is that reports from the United States indicate a brighter prospect for the coming season.

FESSERTON.

Messrs. Laking, Trask & Co., whose steam saw mills are located here, have just dissolved partnership by mutual consent, Mr. Laking being now the sole proprietor.

Mr. E. U. Wiffen has a circular mill located here with a capacity of three and a half millions. Having some one and a-half millions in stock, he does not intend to take out as much as usual this winter.

Messrs. John Campbell, Y. N. Brisley and A. M. Wood have also mills located here, but as they were shut down, and all away in the limits cutting I could not get any information this visit.

R O D.

BRITISH COLUMBIA RED CEDAR.

The red cedar (*Thuja gigantea*), of British Columbia, comes next in importance after the Douglas fir, but the time is rapidly approaching when it will be fully as well known and appreciated both in the home and foreign markets as the latter. For inside finish the British Columbia cedar is unequalled in color and beauty of grain, and some handsome and striking effects can be produced by the use of this wood. To-day some of the most palatial residences in Canada and the eastern states are finished in British Columbia red cedar, and with excellent effect. It is susceptible of a high polish, which, apart from its rare and beautiful grain, makes it all the more valuable for panel work and ceiling. It is durable beyond belief, and is exceptionally easy to work. In common uses it is manufactured into doors, sashes and shingles, and an extensive market has already been found in the Northwest Territories and the eastern provinces for these lines, and the demand is constantly growing. Shingles cut from red cedar are absolutely free from knots, and they neither curl, warp or split, and dampness has little perceptible effect on them. For the same reasons the wood is particularly adapted to the manufacture of sash and doors. Fort Nesqually, built by the Hudson Bay Co. in 1841, was covered with split cedar shingles, which are still sound. Roofs laid 30 years ago in Westminster, and for many years covered with moss, have never leaked and appear little the worse for wear. The red cedar has always been in great favor with the Indians, who hollow their canoes out of the wood, because it is so light, splits so true and works easily. The early inhabitants of Queen Charlotte Islands built their houses from the red cedar, they being able even with the rude tools then in use among them to split the logs to any thickness required. It is an invaluable timber for the many purposes mentioned, and it is bound to extend until it is found on every market on the continent.

An Excellent Thing for Journal Bearings.

This is about the time for building and repairing many different kind of machinery preparatory to next season's operations, such as steamboats, grist mills, saw mills, engines, mining machinery, line shafting, etc. The important thing for the successful working of machinery is to have good bearings made of the best box metal that can be had, as with good boxes you have a good working machine. The Toronto water works engines, on which Spooner's Copperine is used, have now been running two years, and at the present rate of wear, the boxes will last fifty years. Copperine is now admitted to be the finest metal in use for such purposes. It is much better than Babbit's metal of any kind as steel is better than iron. Any machinist seeing the engines referred to working would be delighted with it. Mr. Spooner is an advertiser in this journal, and in our rounds we have enquired from those who have used his Copperine, and without exception it is pronounced the best metal for wear of any in use. At the present time we should think Mr. Spooner would do well to introduce his Copperine, into the United States as they have nothing like it, and it would be a larger field for his energies.

PERSONAL.

Mr. Peter McLaren, of Perth, Ont., one of the wealthiest and most favorably known lumbermen in the province, has been called to the Senate. Mr. McLaren is chiefly known to fame from his connection with the suit that gave rise to the *Rivers and Streams bill*, which was time and again disallowed by the Dominion Government. Mr. McLaren will be quite an acquisition to the Senate as he has the reputation of being a very level headed man.

Mr. A. Miscampbell, one of Midland's prominent lumbermen, paid us a short visit during the month.

CASUALTIES.

Wm. Cronin, of Moncton, N. B. was crushed to death by a log falling on him while at work in the woods.

Last month, a man working in Dunn's camp on the Spanish river, had his leg broken by a log rolling over it.

Neil Macdonald, a workman at the Glenrodden saw mill, Ont., was crushed to death by a number of logs rolling over him.

Francis Seguin, a shantyman from Ottawa, while at work on the Temiscamungue, had both his legs broken by a tree falling on them.

A young man named John Gorman, of Pakenham, was killed Feb. 6th, while working in Ferguson's shanty, Mississipi, Ont., by a large log rolling on him.

Two young shanty teamsters from Glengary county named Robert and Donald McAllister, while crossing a small but deep lake on the Upper Ottawa, with two loads, broke through the ice. The men by almost superhuman exertion saved their lives, but both teams were lost.

John Hopkins, and Alfred Granston, not long in the country from England, went up shantying for a firm on the Du Lievre. They recently returned, Hopkins having both hands badly frozen and Granston his foot crushed by a heavy piece of timber.

Quebec Mines and Crown Lands.

A statement contained in a report of the Crown Lands Department just distributed in the House shows the value of the mineral produce of the Province of Quebec for the season of 1887 to be \$2,266,660. Mines of various kinds furnished employment to 2,664 people without counting those engaged in building, cutting wood, in the accessory workings, and those employed in the different matters connected with mining industries. If it be added that the more important of these industries are yet only in their infancy, and that others, such as those connected with iron, the employment of natural gas in the St. Lawrence Valley, that of petroleum in Gaspe, &c., are, so to speak, not yet in existence there will remain no doubt that the Province of Quebec has much to look forward to in the development of her mineral resources. The most valuable mineral output of the year was that of copper, which amounted in value to \$720,000. The phosphates produced \$460,000, asbestos \$352,260, building stone \$200,000, bricks \$200,000, slate \$70,000, and pig iron manufactured from bog ore \$120,000.

THE NEWS.

ONTARIO.

—Mr. Philip Evans is building a fine new mill at Bond-head.

—McKinnon & Walsh, of Little Current, have cut 30,000 logs this winter.

—Mr. D. Campbell, of Sturgeon Bay, is shipping shingles to New Hampshire.

—Mr. Zimmerman is building a sash, door and blind factory at Windsor.

—Rankin River Lumber Company, Sauble Falls, are succeeded by Lowry & Lawrence.

—Christie & Co.'s shingle mill at Severn Bridge is running steady and the shingles find ready sale.

—The season's cut of lumber on the Quinze river has been excellent, and the drive will commence early.

—Leask Bros. planing mill and sash and door factory at Gore Bay is now completed and in good running order.

—Maitland & Rixon's new saw mill, which was wrecked in the high wind at Owen Sound, is being re-constructed.

—A large number of Canadians on their return from the Michigan woods, have arrived on foot in Stratford penniless.

—The Lumber Splitting Company's new factory at Trenton is now ready for operations, and will be started in a short time.

—Geo. Wilson, of Dalston, has purchased the hardwood timber belonging to Mr. Watson and started a camp of wood-choppers.

—Three men who came down from Pierce & Co.'s shanties, where there are 55 men, report all hands back with the exception of three.

—A large new gang saw and boiler and engine will be put into the saw mill at Thessalon, and it will be run to its full capacity all summer.

—Mr. A. McCormack, lumber merchant of Pembroke, is spoken of as the liberal candidate for the new constituency of Nipissing in the Local House.

—Cook Bros., of Serpent River, have completed their new tramway in place of the one destroyed by fire last fall. They are also erecting a large new dock.

—Lumbering operations are brisk at Sundridge this winter, and teams are in great demand. Large quantities of wood pulp are being shipped from that point.

—Silas Bundage, operating for the Chatham Manufacturing Co., has been getting out timber in the vicinity of Ruthven, and is now engaged in shipping it.

—George Cartwright, lumber merchant, Carlisle, has purchased 20 acres of timber from Mr. Henry Castle, but in the absence of snow he is compelled to let it stand.

—Plenty of snow in the Nipissing district and in consequence saw logs and timber are moving lively. Mr. R. Smith is putting some fine timber on Beatty creek.

—Three shantymen from the limits on the Coulonge have arrived recently in Ottawa, all suffering from la grippe. They report the disease very prevalent in the woods.

—Large quantities of lumber, shingles and pulp wood are constantly being shipped from Burk's Falls and the shipments would be much larger if a sufficiency of cars could be procured.

—Three hundred million feet of pine on one small river in Western Algoma is the report of the Ontario Government bush rangers, and the Rainy River railway is to run through that country.

—Robert Livingston, of the 16th concession, county Grey, has the contract for getting out logs for the Star mill. Mr. Querengesser's mill on the same line is running again sawing up a quantity of old stock.

—Gilmour & Co. are getting out a large quantity of logs and a quantity of square timber. 160,000 logs will come down the Moira, and already large quantities are coming into Trenton by rail to be cut at the Cedar mill.

—Down the Ottawa river, including its northern tributary streams, were floated during the year ending June 30th, 1889, 127,923 pieces of timber and 3,725,386 saw logs, producing a revenue to the Government of \$87,709.39.

—Large numbers of shantymen on Black river have been laid up with influenza, and several teams which went up late in the fall have been standing in the stables ever since owing to the inability of their drivers to work them.

—The Grass Valley steam saw and shingle mill of Mr. John Hobert, Burk's Falls, on the Magnettewan river, started up last month to cut custom logs that have been hauled to the mill on sleighs. As soon as these are cut into lumber

he proposes to run the shingle mill right along until the regular season opens for lumber cutting.

—T. Nester & Co.'s camp is situated twelve miles from Thessalon and sixty miles from the Sault. Work began on the first of September; cutting and skidding of logs were over before Christmas; hauling of logs began with the new year. They will put out about 70,000 logs this winter on the Mississauga river.

—Lumbering is brisk in the neighborhood of Coldwater. Messrs. Playfair & Co. are getting out seven thousand cords of wood intended for shipment to Toronto. They are also cutting near Sturgeon Bay. Jos. Brown is getting in a quantity of pine logs, and the Georgian Bay Lumber Co., although not going into the business as strong as in the past, are cutting a fair number of logs.

—Mr. Wm. Williams, of Houghton, has invented an appliance for skidding logs. The apparatus consists of skid and a derrick carrying a snatch block and a pulley. A chain is attached to the skid and passes over the snatch block and the power is supplied by means of a team of horses or a yoke of oxen and a logging chain to the pulley, and the log lying on the chain is thus lifted on to the skid.

A company of Canadians have purchased a large quantity of standing timber along the Sturgeon River and Otter Creek, in Michigan, and are now engaged in cutting and squaring it and hauling it on sleighs to a shipping point on the Sturgeon. It is claimed to be the best timber in the upper peninsular. It is to be shipped by water to Quebec and there re-shipped to Liverpool. Operations on a much larger scale will be commenced there next summer.

—Port Carling, in the Muskoka district, has two saw mills. Mr. R. McDermott has a saw mill which he runs fairly steadily from May until November each year. He does almost exclusively a shipping trade. J. S. Wallis, also has a steam saw, shingle and planing mill, which he usually runs from April to December, and sometimes starts up as early as March and runs to the end of the year. He gives his time and attention almost exclusively to the local trade.

—Some 25,000,000 feet of lumber are booked to be shipped to the States, via Rideau canal, next summer. Nine years ago only 1,000,000 feet went by this route, showing a very large increase. According to the Washington treaty, Canadian barges can go no further with freight than Oswego, none being allowed in American inland waters. Bargemen complain that could they go further they could bring back coal instead of returning light.

—The favorable weather of this season has caused a large quantity of logs to be taken out at McKellar by the different lumber concerns. S. & J. Armstrong are getting out a quantity of basswood and pine to cut at their mill at Parry Sound. They are also now cutting some of the same at their McKellar mill. The surveyors of the Parry Sound Colonial Railway expect to pass through this village en route to Burk's Falls the other terminus of the road. The railway to Parry Sound is now an established fact, and this will help the lumbering interests at that already important lumber centre.

Mr. Robert M. Gibson of this city says the Ottawa Journal, has invented a machine which can be attached to any saw mill at a comparatively small cost, and without the necessity of making any alterations in the present machinery; having for its object the handling and conveying the saw dust from the mills to the furnace where it can be consumed, or otherwise to carry it any reasonable distance for utilization for fuel or other purposes. Mr. Gibson's invention has already been submitted to competent authorities who have expressed themselves as satisfied that it will accomplish all that the inventor claims for it. The machine also is intended to separate blocks, edgings, etc., from the saw dust after it has been caught and carried from the mill.

—Mr. Kennedy, of the Cameron & Kennedy lumber mills of Norman, Lake of the Woods, says it is the firm's intention to take out the same number of logs this winter as last. He does not anticipate any trouble from low water, such as some of the mill owners experienced last year and the year before. The heavy fall of snow during the past few weeks has tended to allay any fears which the lumbermen had that 1890 would be another year of exceptionally low water. It is said that with a rapid spring opening, lumbering and navigation on all the lakes and rivers in the country will be better than for many seasons past. Mr. Kennedy is a firm believer in the Hudson Bay railway, even if the bay is only navigable for three or four months. He spoke of the magnificent water power at Grand Rapids, to which Minneapolis would be no rival, the iron mine and fisheries which would be developed, and sees in the construction of the line a future for Manitoba and the Northwest which without this line will remain in the far future. Mr. Kennedy is sanguine over the prospects of Rat Portage and looks forward to stirring times next summer.

QUEBEC.

—G. H. Henshaw, lumber merchant, Montreal, has assigned.

—The "Three Lake Mills" at Spider Lake are not lumbering this season.

—Mills & Cook have their sash and door factory, at Brome Corner, in full operation.

—The cut of spruce logs in the St. Maurice district will equal, but pine may be somewhat less than last season.

—Mr. Joly's Lotbiniere cut which will likely be about 100,000 feet has been sold to Messrs. John Burdall & Co.

—Messrs. J. Sharples & Sons, have purchased Atkinson's and Crawford's cuts for the season being about 200,000 feet.

—The cut of Mr. Murphy's mills at St. Joachim and St. Pierre have been sold to Messrs. Kennedy of Liverpool and will reach about 200,000 feet.

—Whole gangs of men suffering from La Grippe have been obliged to return from the manufacturing districts, and the winter output will of necessity be curtailed.

—Labor is quite scarce in the Lake St. John district this year. Lumbering operations are going on to such an extent that employment is offered to every available man.

—The British Government has awarded the contract for Canadian lumber and deals for the Imperial dock-yards in England to Messrs. Dobell, Beckett & Co., of Quebec.

—Messrs. W. & J. Sharples, of Quebec, have contracted for about 200,000 feet of Michigan waney, and have also bought Caldwell's manufacture of square and waney timber amounting to about 300,000 feet.

—Messrs. Smith, Wade & Co. have contracted for Messrs. Klock's manufacture of square and waney timber, amounting to about 1,250,000 feet; the same firm have bought the new Hawkesbury Lumber Company's output of about 400,000 feet.

—It is reported that Messrs. Dobell, Beckett & Co., of Quebec, have contracted with a Wisconsin firm for next season's delivery for 400,000 feet of waney, and also with the Georgian Bay Lumber Co. for 350,000 feet of Michigan waney.

—Messrs. Goodday, Benson & Co., of Quebec, have purchased about 100,000 spruce and 300,000 pine wintering over at Hall's mills, Beaucour; they have also contracted for the Saguenay mills of St. Fulgence, which will turn out about 200,000.

—A large parcel of square waney pine consisting of about 700,000 feet, recently changed hands at Quebec, at a slight advance on previous quotations. The only raft of square and waney pine, now wintering over at Quebec, is that of Mr. Edwards measuring about 52,000 feet.

—The total revenue of the Crown Lands Department for the fiscal year ended 30th June, 1889, is shown by the report of the Commissioner, to have reached the enormous figure of \$1,065,199.65, and the expectation is expressed that for the current year the revenue will amount to \$1,200,000.

—Messrs. Dobell, Beckett & Co. have bought about 180,000 pine deals wintering over at the Buckingham Mills and a large quantity wintering over at Baptist's Three Rivers and Calumet Mills; they have also contracted for the Montmorency cut, for the coming season amounting to about 500,000.

—The improvements under way at James MacLaren & Co.'s and McClymont & Co.'s mills in New Edinburgh are almost completed and will much improve the capacity of both mills. Lumber shipping from the yards across the Rideau has now assumed a lively turn, large quantities being consigned daily to the United States markets, via the St. L. & O. railway.

—Most of the cuts of the Quebec mills, consisting principally of spruce, have been sold for the coming season. The prices may be quoted at \$41.50, \$28, \$25 and \$21 f.o.b. bateaux, at which figures most of the contracts have been made. The Breakey Chaudiere Mills cut, which will turn out about 400,000 is the only considerable cut now remaining unsold.

—C. G. Davies, timber merchant, of Quebec, who was agent for Bryant, Powis and Bryant, a well-known and extensive house of London, England, has absconded, being defaulter it is said, to a large amount. The exact amount of the absconder's shortage, is a mere matter of speculation, but it is placed all the way from \$150,000 to \$200,000. Dabbling in timber and stocks is said to have led to his difficulties.

—A number of Quebec mills have disposed of their cuts for the coming season. Messrs. Smith, Wade & Co. have purchased from Mr. Edwards the Rockland pine deals which wintered over and amounting to about 700,000. The price is said to be the same as paid Mr. Gilmour for his cut of last year, \$115, \$80, \$39, and \$29. The same firm have also contracted for the coming season's cut of Mr. Sewell's four mills which will run up to about 250,000 feet.

—Brown's sash and planing mills at Lennoxville, Que., burned Feb'y. 8th. Loss \$3,000; insurance \$1,500.

—London *Timber* of January 18th says: Messrs. Smith, Wade & Co. have purchased the Edwards' pine deals wintering quantity about 10,000 Petersburg stds. These deals are well-known in this market. Messrs. Dobell & Co., have purchased the Baptist (Three Rivers and Calumet) cuttings of pine deals also the balance of the Ross, Buckingham. Prices have not transpired, but are understood to be about on the basis of previous sales in the Quebec market.

—A large amount of business has already been done in Great Britain in chartering from Quebec and other ports on the St. Lawrence for next spring. Current rates to range of U. K. ports are: Deals, 62s 6d, and timber 25s. From the spruce districts some business has also been done at from 60s to 65s for New Brunswick ports, and 55s for Nova Scotian ports. Shippers are particularly requested to insert in the charter party a clause that "any time lost by reason of strikes, lock-outs, or combinations of workmen—whether partial or general—shall not count as part of the loading or discharging time."

—The Scotstown Lumber Company, is applying for articles of incorporation under the "Joint Stock Companies Incorporation Act," for the purpose of lumbering, sawing and manufacturing sawn and dressed lumber, and doing a general milling and trading business. The chief place of business will be at Scotstown district of St. Francis. Capital stock fifty thousand dollars, in five hundred shares of one hundred dollars each. The names of the applicants are Frank Dudley, Portland, Maine, lumber dealer, Rufus Henry Pope, of Cookshire, mill-owner; William Ives, advocate; and Henry Braithwaite Brown, advocate, both of Sherbrooke. William Ward Bailey, of Cookshire, miller. The first directors are the said Frank Dudley, Rufus H. Pope and William B. Ives.

MANITOBA AND THE NORTHWEST.

—The saw mills on Lake Winnipeg cut last season about fifteen million feet, all spruce and tamarac.

—The total amount of lumber sold in Manitoba last year was about one hundred and twelve million feet.

—Mr. J. A. Christie, of Brandon has a fine saw mill at that place and expects to cut ten million feet this season.

—R. B. Wisch, lumber dealer, McGregor, has bought out George Rogers' lumber yard at that place and combined the business with his own.

—Albert Carman, of Winnipeg, has been appointed to assume the management of Dick, Banning & Co.'s lumber yard at Portage la Prairie.

—A government inspector seized upwards of 500,000 shingles and some lumber in Minnedosa recently. They had been manufactured without the manufacturers first interviewing the Government.

—There are seven saw mills on the Lake of the Woods, which will saw this season 60,000,000 feet, providing no logs are "hung up" in driving, and some say that the cut will be near 80,000,000 feet.

—The Western Lumber Company are building a new tug at Fort Francis for Rainy Lake. About 40,000,000 feet of logs are to come down from Rainy Lake this season and about the same from the American rivers.

—Capt. J. Jonnasson, one of the most extensive lumber shippers on Lake Winnipeg, says the various companies are taking out a greater number of logs than they first calculated upon. The season has turned out more favorable than was expected.

—The Ontario & Minnesota Lumber Company have limits on the Big Forks, they had about ten million stuck last spring. Their contractors are putting in 15,000,000 this winter, but on account of sickness among the men they will probably only put in ten or twelve million feet.

—Considerable railroad building will be done the coming summer in Manitoba by all the railroads, including the Central Pacific, Northern Pacific and Manitoba, and other branch lines from these main roads, which will greatly increase the demand for bridge timber, &c., and as new towns will spring up, considerable lumber will be required for building purposes.

—The Dominion government is calling for tenders for a license to cut timber on a length of 50 miles square on the east side of Lake Winnipeg, beginning at the mouth of the Hollow Water river, a tributary of Lake Winnipeg on its eastern shore: thence northerly along the eastern shore of the said lake 10 miles in direct distance, and back easterly throughout from the shore of the lake, five miles measured at right angles to its general bearing within the said distance. Northern and southern boundaries to be due east and west lines, the rear boundary to be in not more than four courses.

—Bailey & Saunders, of Duluth, who are cutting their own timber from deeded land, are cutting this winter on the Little Forks River; the Itasci Company, are cutting north of Duluth, 4,500,000 feet of logs, which they have contracted to furnish Dick, Banning & Co., delivered in the Rainy river next spring, and to whom they sold and delivered the only American logs brought into Canada last year from the State of Minnesota, the amount being between six and seven million. The other parties who had logs in the State of Minnesota to be delivered in Rainy river were all stuck and may come down this season.

BRITISH COLUMBIA.

—The saw mills on the coast have resumed operations and it is conceded that the busiest season on record is ahead of them.

—The Royal City Planing Mills Co. are well supplied with orders and will have to run to their fullest capacity to meet the heavy demands.

—The British barque, *Gloaming*, has been towed to sea from Hastings saw mill, Vancouver with 1,031,000 feet of lumber for Calao, Peru.

—A carload of machinery has arrived at New Westminster from Cowan & Co., Galt, Ont., for use in Mr. T. Ackerman's new sash and door factory.

—The Vancouver Lumber Company's saw mill has been purchased by Messrs. Edmond & Webster, of Westminster, who propose to run it on a large scale.

—A number of Ontario capitalists are negotiating for the erection of a saw mill above Mr. Laidlaw's cannery, at Sapperton. Arrangements have been completed for the purchase of land for the mill site and lumber yards.

—It is reported that a number of the piles at the new Ross-McLaren mill have been smashed by the ice jamming against them. Also, that the chimney of the saw dust consumer has been canted over by the force of the recent gale.

—The Victoria Lumbering & Trading Co. have commenced to manufacture at their mill at Chemainus the material for their new mill. The new mill will have a capacity of sixty million feet annually, all of which is intended for the export trade.

—Work in the logging camps is almost entirely suspended owing to the heavy snow in the woods. Not being prepared for lumbering operations on the eastern plan the loggers have been forced to suspend operations until such time as the snow disappears.

—The Port Moody saw mill, after being repaired, has again started running full time, with a large number of orders ahead. The North Pacific Lumber Company are pushing the work in connection with their mill, which is expected to be the largest on the inlet.

—The contract for framing the bridges for the Regina & Long Lake railway has been awarded the Royal City Planing Mill, Westminster. Work on them will be begun at once. When completed they will be put together, to see that everything fits, after which they will be taken apart and shipped east.

—The report of the minister of the crown lands recently issued, states that there are 25 saw mills in the province, with a daily capacity in the aggregate of 170,000 or about 275,000,000 per annum. The acreage of timber leases held from the provincial government amounts to 135,063 acres, and on crown lands, 10,930,400; timber leasehold, 9,420,565; private property, 3,342,352, total 31,878,384; royalty collected, \$12,575.59; rebate on timber exported \$3,051.48.

—The shipments of lumber from British Columbia during the past year approximates some 32,000,000 feet, valued at nearly half a million dollars, and about fifty ships having an aggregate tonnage of some 43,000 tons, were employed. This industry has been fairly active, although several of the leading mills shut down temporarily early in the season during the progress of extensive additions to buildings, plant and modern machinery (notably in the case of the Moodyville saw mill at Burrard Inlet,) and the capacity of these establishments has been so enlarged that they are now in a better position to fill orders than heretofore.—*Colonist*.

NOVA SCOTIA.

—The Milton Manufacturing Company, Yarmouth, recently organized with a capital of \$25,000 for the manufacture of lumber, building materials, woodenware, etc., has completed the erection of its factory, and is now at work. The main building is two stories and a half high, with a frontage of 100 feet, and an L in the rear 27x45. In addition the company has a two story and a-half building in the rear, the lower part of which is for store room, and the upper part a glazing room. The steel boiler is 5 feet in diameter and 17 feet long, and the engine is 100-horse power.

NEW BRUNSWICK.

—The recent heavy snow storm rather interferes with lumbering in the northern countries but is a bonanza in the south, where there was a scarcity of snow.

—The amount of lumber being cut on the west branch of the Penobscot during the present year is estimated to be 3,000,000 feet, giving employment to 500 horses, oxen and over 1,400 men.

AMERICAN.

—Hickory logs bring \$25 a thousand at Ada, O., where sucker rods for oil wells are manufactured.

—President Strickland of the Penobscot Log Driving Company, Me., estimates the winter's cut on the west branch at 56,300,000.

—The Chicago Lumber Co. has purchased 60,000,000 feet of lumber from the Branning Manufacturing Co., and leased the planing mill of that company at Edenton, N. C.

—While sinking a well at his new saw mill, near Seymour, Ind., Jesse Cox came across some large chestnut trees thirty-five feet below the surface in a perfect state of preservation.

—In the New England States most of the yards are buying from hand to mouth. In hardwood there is very little doing either for spot or future delivery. Many of the dealers in hardwood predict that the demand will be light this season.

—The J. E. Potts Salt & Lumber Company, of Au Sable is hauling 500,000 feet of logs by rail daily. The company recently purchased a tract of timber of Alpena parties for \$130,000, and it is said has 800,000,000 feet of standing pine that will go to the mill at Au Sable.

—Estimates of the quantity of pine lumber remaining in Florida vary from 6,500,000,000 to 120,000,000,000. Although there are extensive bodies of virgin forest still untouched, it is very evident to lumbermen that at the present rate of destruction the supply cannot last more than fifteen or twenty years. Merchantable building lumber from Florida is now worth \$25.50 by the cargo at New York, which sold two or three years ago for \$19.50.

—J. E. Potts Salt & Lumber Company, Au Sable, Mich., will not extend its logging road to Hillman, as was reported. The company's output was 112,500,000 feet, instead of from 60,000,000 to 80,000,000 feet. Its own mill sawed over 87,000,000 feet. Outside parties sawed the rest. Mr. Potts writes as above, and confirms the report of the purchase of \$130,000 worth of pine from the Minor Lumber Company, of Alpena.

—A new fibre plant called maholtine has been discovered on the Island of Trinidad, of which great things are expected. The bark is easily stripped from the stalks which are about 10 feet long. The product is reported worth from \$35 to \$100 a ton in London, Eng.

—The sale of the Spokane Mill company's property to an English syndicate, representing the Bank of London, is being negotiated in New York. The property is one of the most valuable in the city and controls one entire channel of the Spokane river, furnishing an immense water power. There are four mills and several acres of high priced real estate, fronting on the river, which go with the property. It is reported the price at which the mill will be sold is \$1,500,000. It is rumored that negotiations are pending for the Washington Water company's property by the same Englishmen. The company practically owns all the enormous water power of the city outside of that owned by the mill company.

MISCELLANEOUS NOTES.

—Messrs. Murphy & Bates are getting out the timber for their new saw mill on the east shore of the Georgian Bay, near Owen Sound. The building will be ready for occupation by the 1st of June and will employ about fifty men.

—The Waterous Engine Works Co., of Brantford, have just completed for Duncan McCormack of Montreal, at Casselman, Ont., one of the most complete saw mills in Eastern Ontario. It consists of a 70-horse power engine, two boilers, circular saw irons, with improved carriage, consisting of five log seats with rope feed, heavy three saw double edger, double trimmers, swing saw, friction bull wheel, shingle machine, combined planer and matcher, saw dust carrier, live rolls, &c. Their men are now at work constructing a similar mill at Lachute, Que., for Messrs McGibbon & Co., which will be started in a few days. In both of these mills can be seen their new friction grip pulley which is sufficiently strong to stop and start with ease the heaviest circular or gang mill without stopping the power. This pulley will be a great acquisition to mill men, and from its strength and effectiveness it is sure to have a large sale. We would advise any one troubled with the old style of friction clutch pulley, or who is desirous of stopping heavy machinery without interfering with the power to write them for information. Their friction grip can be attached to old pulleys as well as to new

MEASURING MILL-WORKED STOCK.

(By J. T. Langdon)

Every different locality has its own peculiar necessity, and must be governed by its own kind of trade. In places where stock boards are run exclusively, it would seem to be no trick to keep run of the work, and you would say a 12-inch 16-foot board split into three or four parts is easy to keep track of, but two 5's and one 6 is the only way we can count it split in three parts, unless we are selling by the car load and put in $187\frac{1}{2}$ $3\frac{1}{2}$ -inch strips for a 1,000 feet of stuff; or, if we split four times and make $2\frac{1}{2}$ -inch worked stuff, just 250 pieces to the thousand comes out right. When we come to mark it up for the retail trade it comes fair, each strip makes even four feet, while the $3\frac{1}{2}$ -inch stuff must be marked two pieces five and one six, as we must mark up enough to make the rough stock hold out good.

In "ye olden time" when stuff was sawed at random lengths and any width, and 20,000 feet put behind a planer with the order to "work eight inches and under," and the first width came out $7\frac{1}{2}$ inches and the last two inches wide, then the man that tallied the stuff had his head and hands full. It was common, then, and is in some places now, to have a "tell tale," and when the stuff was fed in the feeder turned the tell tale to show the number of feet that was in the piece, while the man taking away re-marked it from the tell tale.

For the retail trade it is very common to mark the stock both sides when it is worked into flooring, then the stuff is already marked and always on the rough side. As very little stuff is made into flooring more than $5\frac{1}{2}$ inches wide, and barn boards less than $7\frac{1}{2}$ inches wide, we have for coarse stuff all the widths that are usually found in the trade in these two kinds of stuff, only barn boards are usually planed two sides while flooring is seldom planed but one.

The greatest trouble in tallying comes from running random lengths and widths. If, as I have noticed, we take a lot of this kind of stuff, either southern pine or eastern pine or spruce, we would have to go by the rule of give and take. For example: The six-inch stuff works only $5\frac{1}{2}$ inches wide. This comes easy, for one-half the length of the stuff would be half the number of superficial feet, but when we go down to the $\frac{1}{2}$ -inch it is a different thing. For example: Beginning with the shortest merchantable board, 10 feet, it is 55, and this gives four feet seven inches, and the usual way is, where it overruns a half foot, to call it one foot more, so the worked board 10 feet long and finishing five inches wide would be marked 5, while the board 11 feet long and the same width would also be marked 5. The 12-foot lengths are usually marked 5 and 6 alternately. Some mills do not pay any attention to the odd feet and mark the stuff up for 10, 12, 14 and 16-foot lengths, while others stick to the odd feet. Coming down to the narrower widths, as stuff finishing $3\frac{1}{2}$ inches is usually marked 11, 12 and 13 feet mark 4 and 14, 15 and 16-foot lengths mark 5, and so on, each succeeding three feet in length is marked one foot more as 23, 24 and 25 feet long would all be marked 8. The point is, to mark the finished stuff just what the rough stuff is surveyed and marked. It is well enough, however, to keep your eye on the surveyor's mark, for very often it seems as if the surveyor was mixed up, something was in and wit was out. Carloads of stuff going east are seldom marked for any widths of finished stock, as so many pieces of a given width are put in for a thousand feet. This saves the trouble of marking at the mill and the retailer must mark it up himself, or count the pieces, as they very often do where they are sold. I am fully aware that board and timber surveying is too complicated to be fully explained here. The common arithmetic rule of multiplying the length in feet by the width in inches, and dividing by 12, gives only the faintest idea of lumber surveying; yet the rule is correct and everything must go by it.

I give these very few examples to show the principle and do not go into the details of surveying, marking and inspecting. This is a business of itself, and men to do it successfully need to make it a special study and commit to memory like one would the multiplication table, having the lengths and widths all in the head so that when the width and length are

given the contents of the board is known immediately. The surveyor should be as ready to mark the contents of the board and tally, as he would to say twice two are four.

If any one is in the trade and working stuff for a market, he should have cards with the different widths, lengths and thicknesses all figured up. A few of these cards of convenient size cover the whole thing and are very handy, for on them all the odd widths and lengths are carried out, a glance showing how many feet are in the piece. Our own trade, South and North Carolina pine stock exclusively, is all marked as it comes away from the planer, and no attention whatever is paid to what the piece is marked in the rough. The southern pine all comes random lengths to fill some particular order. Then the pieces are counted and no marking is done. We very seldom work anything wider than $3\frac{1}{2}$ inches, except in $1\frac{1}{2}$ and thicker stock, and all our southern pine comes sawed to three and four-inch widths. The other widths 8, 10, 12 and 14 inches, for step plank, and from these widths we can get anything we need, while our sidings from the saw mill furnishes stock for small orders outside of widths above noticed. North Carolina stock comes to us 8, 10, 12 and 14 inches wide, and wide stock for surfacing often goes up to 20, 22 and 24 inches wide. This wide stock we do not saw for matching, the 8, 10 and 12 inch furnishing all the narrow stock. We never re-mark this stock but count so many pieces to the thousand, always counting it so it will not come under what there was in the rough stock. In loading a car for filling an order the number of pieces of each width and length is all the tallying there is done, which saves a great amount of work. This refers only to North Carolina stock. Yellow pine being any length from 10 to 30 feet, must all be marked, at least we always mark it.

It is a very easy matter to make a tally card and the convenience more than pays for the trouble of marking. We get them printed by the thousand, so when one is worn out there are more always at hand. They are, however, used exclusively about the mill: the surveyor and inspector are supposed to be able to do their part without a card, or at least they ought to.

One thing should be borne in mind, that the stuff after it is planed and matched should just hold out to what it was in the rough, barring trimming.

This subject might be carried much farther, as there are many short cuts in the lumber business that surveyors resort to, which saves many a long row of figures and much calculation.

OUR TRADE WITH BRITAIN.

The business done in the timber trade of the Mersey ports for the year 1889 has been the largest on record. With scarcely a single exception the principal articles of importation show a large increase over any previous period. Roughly speaking, the importation of the chief kinds of square timber of all sorts has been 58 per cent. over that of 1888, and 70 per cent. over that of 1887, whilst that of deals, spruce, pine and redwood, flooring, etc., has been 36 per cent. over that of 1887. The stock of all kinds of square timber on hand at Liverpool at the close of the year amounted to no less a quantity than 2,619,000 cubic feet, and of all kinds of deals, boards, flooring, etc., 37,355 St. Petersburg standards, making a total in the aggregate of 8,782,000 cubic feet. The *Timber Trades Journal* in reviewing the trade of that port with British North America says there is hardly a single description of timber, whether in the log or manufactured into deals, boards or other forms, which has not been imported in larger quantities than ever before known. All the shipping ports in the Dominion of Canada have had their fair share of the large increase in business, and in the high prices they have received for their lumber. It would be too much to expect that after such a good season as the last must have been to the Canadian lumber interests, they would stay their hands awhile and get out only what the markets are likely to bear without loss, or until our stocks are reduced to a more moderate compass. But we trust that the quantity to come forward of either timber or deals will be moderate for the ensuing season.

YELLOW PINE TIMBER.—The import from Quebec of waney and square pine logs for the past season reaches nearly 1,950,000 cubic feet, from St. John, N. B., 19,000 cubic feet, and from other ports 53,000, making in the aggregate 2,022,000 cubic feet. This is 33 per cent. more

than last year, and 55 per cent. more than the previous one. It is true we have had a largely increased consumption, but not sufficient to equalize these liberal supplies. This leaves us with a stock on hand of 573,000 cubic feet, a little more than double the quantity held here last year at this time, and composed of about 350,000 cubic feet of square and 200,000 cubic feet waney boardwood.

The import has been chiefly on contract, though some parcels have been consigned for sale on this side. Generally speaking the bulk of the shipments have maintained the reputation of the various shippers, but some have been inferior, and differences have had to be adjusted between shipper and importer.

RED PINE TIMBER.—This wood has been imported to about the same extent as last year, viz., 53,000 cubic feet, but excepting for special purposes, it is now but little used. Even with the above moderate quantity the stock on hand is 50 per cent. more than last year.

OAK.—The supply of oak in all its forms, and from all sources, has been nearly 2,000,000 cubic feet during the year but the consumption has been correspondingly large. The demand from the railways and waggon works for rolling stock has been continuous throughout the year, and in consequence of this the stock has not been materially increased. Prices for good wood have been steady, but inferior wood could only be placed with tempting figures. The stock stands at 373,000 cubic feet, viz: 195,000 ft. of logs and ft. 178,000 waggon scantling.

ELM.—The import has been nearly double that of last year, and has nearly all been on contract. The consumption has been large, viz: 115,000 cubic feet, leaving us with a fairly moderate stock of 53,000 cubic feet, which will probably be quite sufficient to meet all requirements until next season's wood arrives.

ASH.—This wood has come forward as freely as it did last year, the import alike being 82,000 feet. It has been in good request, however, and the stock is only about 20,000 cubic feet. This, however, will be found quite ample.

BIRCH.—At the opening of the season the stock was moderate, and this wood being in strong request, high prices were obtainable for both logs and planks. The importation during the summer and autumn months quite overran the consumption, and prices receded rapidly. In spite, however, of the lower range of values, the demand was not stimulated, and we end the season with a stock of 265,000 cubic feet, more than four times the quantity held here last year.

GUMWOOD, once known as satin walnut, is hardly ever now spoken of, and it can only be sold at very low prices commensurate with its demerits. The last sale was at about 16d. to 18d. per cubic foot.

LANEWOOD SPARS.—The import has been moderate, and with a fair demand existing good prices have recently been obtained. The stock on hand is only about 300 pieces.

QUEBEC PINE AND SPRUCE DEALS, BOARDS, &c.—In these goods we have had an excessive importation, it being nearly 50 per cent. above that of last year, and had it not been for the flourishing state of trade in the north we should have been in a sad plight. The total quantity of these goods imported was 37,957 St. Petersburg standards. Much of this was forced off at little or no margin of profit, to save additional expense of storage and accruing interest. Owing to this the stock is not excessively large, though nearly double that of this time last year, viz., 10,149 St. Petersburg standards, of which, however, 1,133 standards are spruce and 5,016 standards pine. The demand latterly has been very moderate, consumers being already well provided for, so that we shall be well off for these goods until the next spring arrivals come to hand.

NEW BRUNSWICK AND NOVA SCOTIA SPRUCE DEALS.—We commenced the year with a moderate stock of 7,620 standards, which was reduced, by the end of May, to 3,682 standards. The business outlook was promising, and contracts for these goods were made early in the season at £7 15s. to £8 per standard c.i.f.; but as the season progressed the market receded, and St. John, N. B. shipment in June had dropped to £7 12s. 6d. per standard c.i.f., with inferior shipments at a corresponding reduction. A further decline was experienced in August and September for large steamer cargoes, which were sold at £7 10s. per standard c.i.f., at about which price these goods have remained. It is freely stated that there are few, if any, spruce deals remaining unshipped at any of the lower ports, and that the stock in St. John, N. B., is exceedingly light. Should this be the fact, then the stock in hand to-day, say 18,932 St. Petersburg standards, may not be too large to supply the wants of the market until the new season's goods arrive. This would naturally be late, as it would consist of this winter's cut. These and similar statements, have so often been made before, and so often proved to be unfounded, that we simply

give them for what they are worth.

The importation at London of Canadian timber during the year compares as follows:

	1889.	1888.	1887.	1886.
	Loads.	Loads.	Loads.	Loads.
Oak	2,136	2,264	3,175	3,076
Birch	6,067	2,154	2,976	2,622
Ash	7,072	1,666	648	1,622
Elm	4,459	911	737	622
Yellow Pine	3,195	4,114	2,719	2,651
Red Pine	244	274	216	259

The timber trade at Glasgow during 1889 has been active, the records of import and consumption showing an expansion compared with former years. The increase in the imports of Quebec timber as compared with 1888, is chiefly in hard woods, oak, elm, ash and birch, and as a result the stock of those now held is larger than the amount a year ago.

The Greenock timber trade, and in fact most all the Scotch ports show an increased volume of business compared with recent years, and is due almost entirely to the great boom in shipbuilding.

The timber trade of the Irish south and west coast ports shows a large increase of business over the preceding year.

It is early yet to predict just what the result of the coming season's trade with Britain will be; but with a prospect of lower freights, and with continued industrial prosperity in Britain, we may expect the trade of the present year will not come far behind that of 1889.

CORRESPONDENCE.

MADAWASKA, N. B., Feb., 1890.

Editor Canada Lumberman.

No doubt in many cases, it will entail considerable expense upon mill-owners to enable them to get rid of their saw dust and waste about their mills if the law is enforced, and no doubt there are party prejudices which makes it very difficult for a minister to know where exceptions should be considered, and in my opinion, the only true way to handle the question is to serve rich and poor alike.

The throwing of sawdust and mill rubbish into our streams is a nuisance to navigation and to fish, and the want of fish-ways into dams on our streams is a greater nuisance than saw dust to the fish when they want to pass over.

From inquiries made by your correspondents leads me to think the scarcity of soft wood in Ontario is beginning to be felt. Our pine has become an article of the past, and our spruce lands on the St. John river are well stripped. The cutting of trees down to 12 feet, 8 and 9 inches in diameter, leaves it only a question of time when there will be none to cut. Our politicians seem to think that our timber lands will last for ever, by the reckless manner in which they strive to get rid of them to speculators. Lumber sold to be manufactured out of our country is a suicidal policy, and the next generation will regret the shortsightedness of their political predecessors.

Our forests are fortunes at our feet, and we allow Americans to come and take away. A few years ago the timber reserves of Michigan were considered endless. Where are they now? On the St. John river a few years ago, nothing could be seen floating down it only magnificent pine timber 16x18 inches average. Where is it now? Now we see no pine and spruce logs cut down to 9 inches and less at the top end—on the other hand in many cases they are not worth hauling to the mill, and with all this slaughter our country is no better off than it was before.

Lumbermen do not study the future prosperity of our country, all they think of is self and make their Jack while the lumber lasts. Now-a-days the lumber rings and railway rings, whenever any favors are wanted, whip the politicians into line and their requests are granted; but if the pioneers of our country deem it essential to protect our lumber and local mills that are depending upon our forests for supplies to enable them to build up the country, no notice is taken of them.

If subsidies were given to large manufacturing concerns to enable them to manufacture anything from a tooth-pick to a parlor set, to meet the domestic wants of foreign countries, and by the utilization of our magnificent water-powers, it would do more to create a market for our hard and soft wood than many imagine. It would, furthermore, encourage labor, turn our wild lands into agricultural fields, open up a channel of trade for land and water carriage, greater than any other scheme. But some would cry out that this would be taxing the poor to make the rich richer, whereas it would only be taking from poor and rich alike to enable the poor man to get a home and improve his condition in life. Too little attention is paid to the local wants of our pioneers, who are generally poor, and who need local industries to give them employment. The trader's motto is, there is no friendship in trade, and the lumberman's motto is, monopolize all the lands you can get, and as this is a free country, those who have no shoes can go barefooted.

P. O. BYRAM.

PIECE LUMBER.

(By George Fisher.)

The demand for cheap goods, and the strong competition that many lines of goods have to meet, have caused careful men to put on their "thinking cap." There are so many ways in which the cost of goods can be increased or decreased, that only those who are giving the closest attention to their business can make any profit outside of the regular cost for material and labor. Freights are no small part of the real cost of goods that have to be delivered and every way that the weight can be lessened adds materially to a small margin.

Lumber that is being shipped a long distance should be planed if possible, thus saving weight, and the utmost care should be exercised in selecting the lumber, that nothing is shipped that is not to be utilized. The average country mills saw their lumber so it will vary in thickness nearly or quite one-quarter of an inch. Their 12-foot lumber is all kinds of lengths, some being an inch or two less than 12 feet, while the logs will vary from 11 feet 10 inches up to 13 feet or even more than that. If the purchaser is going to cut this lumber up into short lengths this may not be a serious objection, but for marketable lumber the very looks of the long and short boards is enough to hurt the sale—at least for the best market price.

If these odd lengths can not be utilized, along with the extra thickness, is a matter that has arrested the attention of manufacturers. Of late many manufacturers of small articles have fallen in line with the idea of buying piece lumber—that is to say, if they are manufacturing any article where duplicate pieces are used so they can ask for bids for 1,000 or 10,000 pieces of certain sizes and qualities, to be delivered at certain specified times, they are saving in both freight and in price. So many of these small articles are saved by mills that are utilizing pieces too small for their regular work.

The writer's attention was called not long since to a mill which saved from the slabs and the good part of the culls, over a car load a month of their lumber 3/4 inch thick for fruit crates, and at prices with which no manufacturer could saw up whole lumber and compete. Tent pins and tent slides are made by the car load by mills which have an eye upon utilizing their scrap. Hame sticks are made by the car load by hardwood mills which save the good, sound lumber from between knots and defects. Wagon felloes also are simply a utilizer of rough lumber. These goods and many others are contracted for by the piece, in car lots, enabling the mill man who has learned the real value of a dollar, and the value of a piece of wood, even though it contains but a fractional part of a foot, to get every cent out of his material.

The piece lumber enables the saving mill man to utilize everything in his lumber. It brings the lumber to the least possible waste, making a great saving in weight by shipping only stock that is to be used, reducing the freight to the lowest minimum, and a saving of labor to the manufacturer from cutting this material from boards or planks, which can only be done with more or less loss in the various widths. Chair factories, toy factories, plow factories and many of the furniture factories are buying nearly all of their lumber cut to certain sizes—piece lumber. We predict it to be the future system of supply where it is possible to utilize it. It enables mill men who depend upon the forest for their supply to take every advantage that near timber will afford them, in working rough logs, small timber, cutting out defects, making first-class lumber out of common. It also is an advantage to the mill man who has a long distance to haul his lumber, by selecting only such stock as he can handle to advantage and with profit.

A peculiar feature of this piece lumber is, the consumer does not make the price, yet he controls it as far as supply and demand will admit him to. He asks for bids in large quantities, thus placing the order in the hands of those who are willing to work the cheapest or are the most desirous for work, only as freight rates may favor the near; we might add, placing the orders in the hands of those who read the wood-working journals—not one, but several, so that they keep themselves posted with the wants of the consumer.

In fact the writer thinks that next to his boiler and engine he wants the lumber journals as a part of the plant, looking upon them as an essential part, for lumber that is not well sold is akin to lumber poorly manufactured.

Poor lumber and poor prices have dragged many a mill man to ruin. The best is the cheapest, let it be machinery, help, logs, market or what it may, and the man who does not travel, visit the market, his competitors, read the journals and see what the people want, what improvements they have to offer to the world is a manufacturer of the past, not of the present.

BRITISH COLUMBIA FIR.

In quantity, quality and general utility, says the *Daily Columbian* of recent date, the Douglas fir of British Columbia stands the acknowledged king of all merchantable woods. In every test that has been made between it and other woods the Douglas fir has always come out victorious. Where strength, beauty of grain, and lightness combined are required, this noble wood never fails to be the chosen article, and the leading lumber dealers in all the large cities of the east find that the demand for it becomes general when once its great usefulness is known, and they are consequently obliged even now to keep a stock on hand. It is a safe prediction that a few years hence the Douglas fir will be added to all quotations in the eastern lumber markets. Of course this will not be until freight-rates are so reduced that the lumber can be laid down at a reasonable cost—the present rates militate strongly against an immediately large market for it. But notwithstanding the manner in which the Douglas fir is handicapped, it still finds its way into all the important car manufacturing companies in America—a class of work which requires the very strongest and best wearing kinds of timber. The Canadian Pacific Railway Car Works in Perth and Montreal use the Douglas fir for car sills and frame work; so does the Crossen Car Works, of Cobourg, Ont., and the great Barney & Smith Car Manufacturing Co., of Dayton, Ohio. Many million feet of this lumber is used annually by these companies, and they all pronounce it the finest car timber in the world.

The strength of the Douglas fir is surprisingly great, and the old idea that oak was the strongest and most lasting of all woods is completely exploded by recent tests of this wonderful timber. The English Admiralty gives the Douglas fir the greatest tensile strength of any known wood except oak. The Northern Pacific Railway Co.'s tests, give Douglas fir the greatest resistance to breaking strain, and pronounce it the best bridge timber in the world. The Canadian Pacific Railway bridges through the mountains are constructed of Douglas fir, and are acknowledged to be unequalled in strength and durability of any similar structures in the world. The Imperial Government specify spars and masts of Douglas fir as the best known.

A number of tests were made last May by the Northern Pacific railway. The experiments were made with 2x4 inch sticks, four feet long laid edgewise on supports 3 ft. 10 inches apart, being in proportion one-fourth of a regular bridge stringer. By applying a concentrated weight in the centre, they were all loaded down until breaking.

The following table shows the result:

Description	Total Breaking Load in Centre Pounds.	Breaking Strain per Square Inch in extreme Fibre. Pounds.
1. A piece cut from a stick, having been exposed to the weather for 5 or 6 years and partly decaying broke at	3,050	6,400
2. A piece cut from a soft, sappy, fine grained, yellow fir	3,050	6,400
3. A piece cut from a green coarse grained butt of fir	3,630	7,600
4. A piece cut from an old, seasoned, medium grained stick, having been exposed to the weather for several years.	4,320	9,100

Tests were also made as follows:

5. A piece of Eastern white pine	1,610	3,400
6. A piece of green Eastern oak	2,430	5,100

Taking Nos. 3 and 6 as being fair comparative pieces, it will be seen that the fir is about half as strong again as oak when green, while the fourth piece shows that the fir gains enormously in strength by seasoning. But the comparisons between Nos. 1 and 2 and 6 are still more remarkable. In the case of No. 1, a partially decayed piece of fir is capable of standing a strain greater by one-fourth than sound, green oak, and soft, sappy yellow fir stands equally as great a strain. White pine, of course, cuts a very poor figure as compared with fir, and will bear no comparison of any kind with the latter for any purpose where great strength is needed.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Feb. 28th, 1890.

CAR OR CARGO LOTS

Table listing lumber prices for Toronto, Ont. including items like 1 1/2 and thicker clear picks, American inspection, and various sizes of spruce, fir, and cedar.

YARD QUOTATIONS.

Table listing yard quotations for Toronto, Ont. including mill cull boards, dressing stocks, and various sizes of lumber.

Montreal, Que.

MONTREAL, Feb. 28th, 1890.

Table listing lumber prices for Montreal, Que. including pine, spruce, hemlock, and various sizes of lumber.

Hamilton, Ont.

HAMILTON, Feb. 28th, 1890.

Table listing lumber prices for Hamilton, Ont. including mill cull boards, dressing stocks, and various sizes of lumber.

Ottawa, Ont.

OTTAWA, Feb. 28th, 1890.

Table listing lumber prices for Ottawa, Ont. including pine, spruce, hemlock, and various sizes of lumber.

St. John, N. B.

ST. JOHN, Feb. 28th, 1890.

Table listing lumber prices for St. John, N. B. including deals, boards, scantlings, and various sizes of lumber.

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Feb. 28th, 1890.

Table listing lumber prices for Vancouver and New Westminster, B.C. including car load and ship rates, wharf plank, and various sizes of lumber.

Albany, N. Y.

ALBANY, N. Y., Feb. 28th, 1890.

Table listing lumber prices for Albany, N. Y. including boards, joists, and various sizes of lumber.

Burlington, Vt.

BURLINGTON, Feb. 28th, 1890.

Table listing lumber prices for Burlington, Vt. including Canada Pine Sidings, Pickings, and various sizes of lumber.

Buffalo and Tonawanda, N. Y.

BUFFALO, Feb. 28th, 1890.

Table listing lumber prices for Buffalo and Tonawanda, N. Y. including clear, dressing, and various sizes of lumber.

New York City.

NEW YORK, Feb. 28th, 1890.

Table listing lumber prices for New York City. including Black Walnut, Poplar, or White Wood, and various sizes of lumber.

Saginaw, Mich.

EAST SAGINAW, Feb. 28th, 1890.

Table listing lumber prices for Saginaw, Mich. including cargo lots, yard quotations, and various sizes of lumber.

Oswego, N. Y.

OSWEGO, Feb. 28th, 1890.

Table listing lumber prices for Oswego, N. Y. including three uppers, pickings, and various sizes of lumber.

EXCHANGE ECHOES.

Northwestern Lumberman. The action of congress on matters which will have a bearing on the Canadian export duty on logs will probably soon be known.

The Northwestern Lumberman is responsible for the following, which it calls "Johnny's Composition": "My Pa he's got a saw mill. A buz saw nint got no mouth, but it gets thar jes the same. Teeth grows all over him, like hairs on a dern catapiller. I hates them things. If I had ter waller round like that I wouldn't try ter be a butterfly. The bes way to feel of a buz saw is poke it with a board. Pa's hired man got three fingers. He says thats nuff to drink by. When I'm big I'm goan have wiskers and chaw terbaccor like Pa. Pa's got a nigger in his mill, I spose cos theys a wood pile there. If I says 'dont monkey with the huz saw' they throws me in the saw dust. That's a chestnut. Lumber grow on live rolls. I guess themers fer feed. Pa says trees has bark, but saw mill dogs dont."

Reports from the camps in Wisconsin are to the effect that the loggers are not even taking time to grumble these days, so intent are they in hurrying the giants of the forest to river banks. The weather couldn't be better if it had been made to order. It is warm enough, and not too warm for good work. The thaws have had no bad effects in the woods where the snow is protected by the trees, but has aided very materially in bettering the state of the roads. There is no end to the icy roads, and the heavily loaded sleighs slip along almost by themselves. A shortage in the log crop is no longer thought of, and should the cut not come up to the anticipated amount it will not be on account of any fault of the contractors.

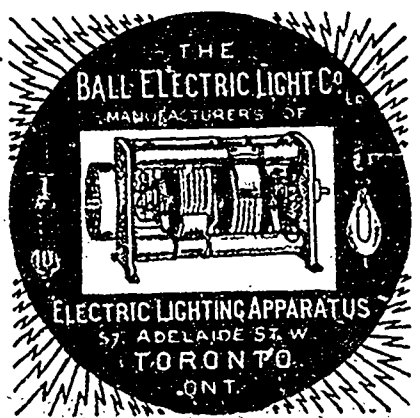
GRATEFUL-COMFORTING.

EPPS'S COCOA.

BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame." - Civil Service Gazette.

Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus: JAS. EPPS & CO., Homoeopathic Chemists, London, England.



IMPORTANT AUCTION SALE

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

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

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

9th DAY OF APRIL, 1890

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

Dated 20th November, 1889.

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

Sovereign Grease

St. Catharines, July 20th, 1889.

To whom it may concern: I have been using SOVEREIGN GREASE for the past two months, and I can say that it has given me entire satisfaction, and is a saving of 60 per cent. over Oil, and is that much better than Oil. I have been running eight (8) trips from St. Catharines to Montreal and return on 40 lbs. GREASE, and using it on my crank-pin as well as all other bearings. Yours respectfully, (Signed,) SAM BRISBIN, Engineer "Ocean."

OTTAWA, Aug. 5th, 1889. THE STOCK OIL & GREASE CO. GENTS. - We have used the SOVEREIGN GREASE for some time, and do not hesitate to pronounce it a first-class lubricator, and as such has given us entire satisfaction as to its durability and cheapness.

Truly yours, ARTHUR JONES, Foreman of Union Machine Shops.

DESCHENES MILLS, Aug. 12th, 1889. MESSRS. McDUGAL & CAZNER, Ottawa: DEAR SIRS. - We have been using the Stock Oil & Grease Co.'s SOVEREIGN GREASE in our saw mills since spring, with very satisfactory results. Yours truly, R. & W. CONROY.

ROCKLAND, ONT., Aug. 20th, 1889. STOCK OIL & GREASE CO., Montreal. DEAR SIRS. - Please send us per first freight boat, two hundred (200) pounds of GREASE, same as sample left by you here a short time ago. Yours truly, W. C. EDWARDS & CO.

AGENTS. F. G. STRICKLAND & CO., New Westminster, B. C. McDUGAL & CAZNER, Ottawa, Can. CHINIC HARDWARE CO., Quebec, P. Q. DUNLOP & CHAPMAN, Pembroke, Ont.

STOCK OIL & GREASE CO'Y

SOLE MANUFACTURERS 59 Common St., Montreal

WANTED.

100 Cars No. 1 Lath. One Million feet first and Second quality 1, 1 1/4 and 1 1/2 inch Basswood. 500 M. ft. 1 inch Cull Basswood.

PORTER, ROBERTSON, & CO. 31 Adelaide St. East, Toronto, Ont.

THE MONARCH BOILER AND HERCULES ENGINE.

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



Guaranteed to Saw Lumber Perfectly Smooth and Even in thickness.

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

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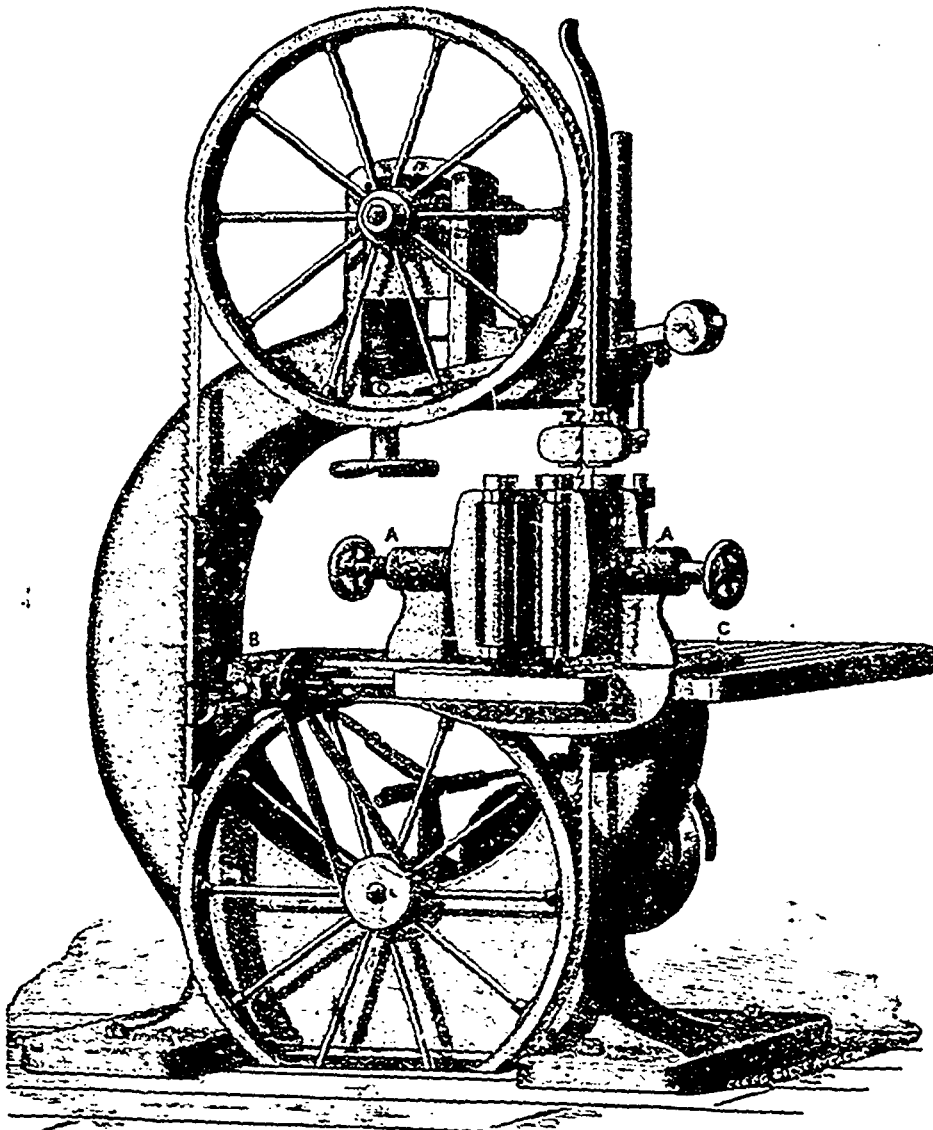
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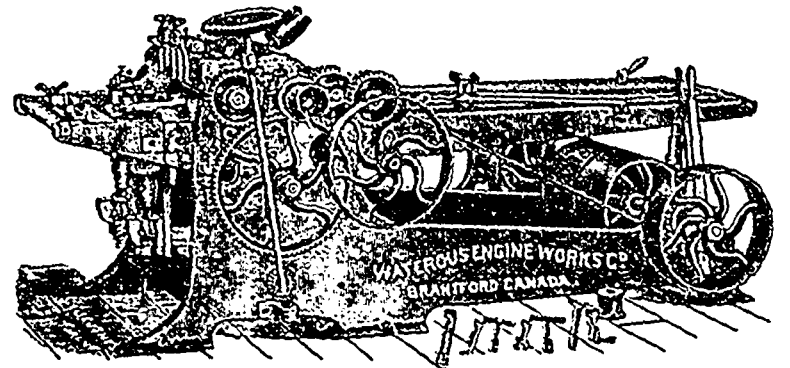
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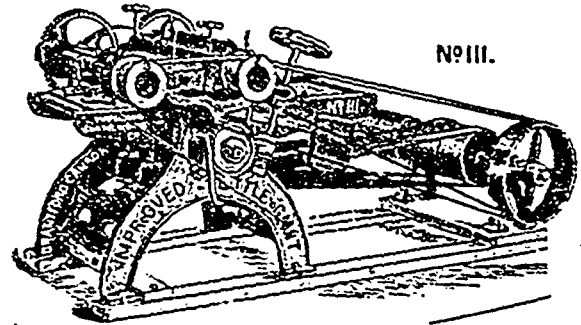


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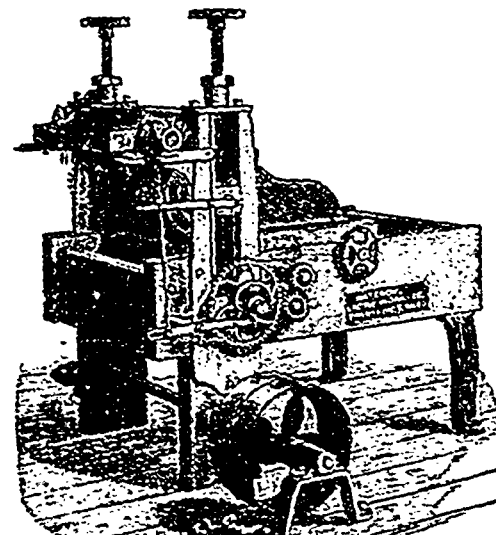


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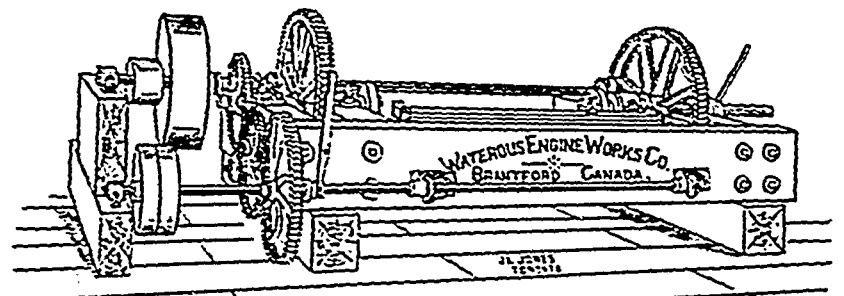
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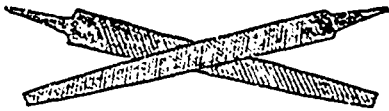
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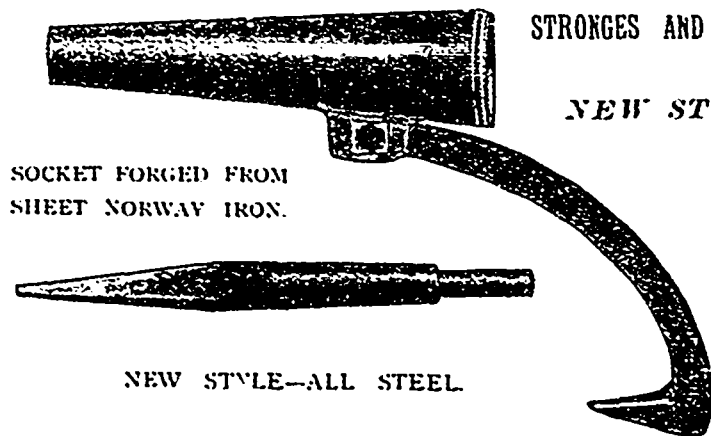
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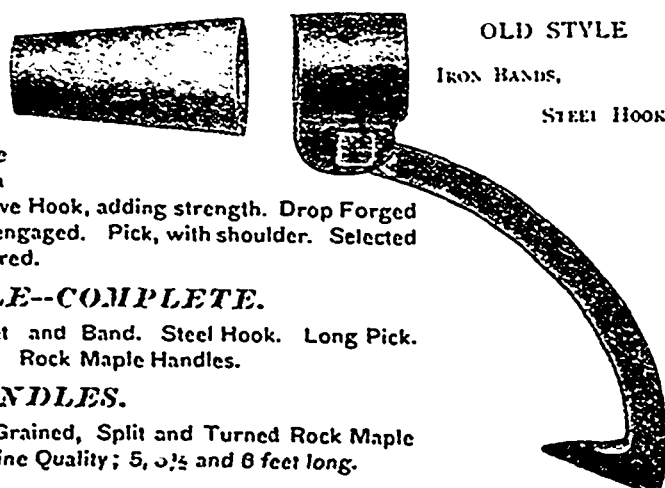
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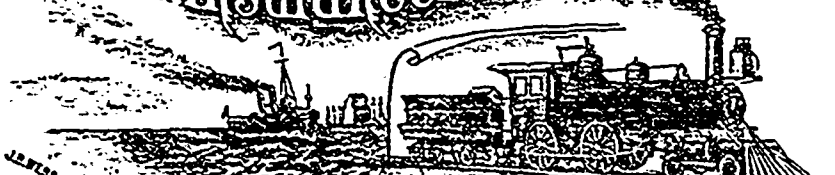
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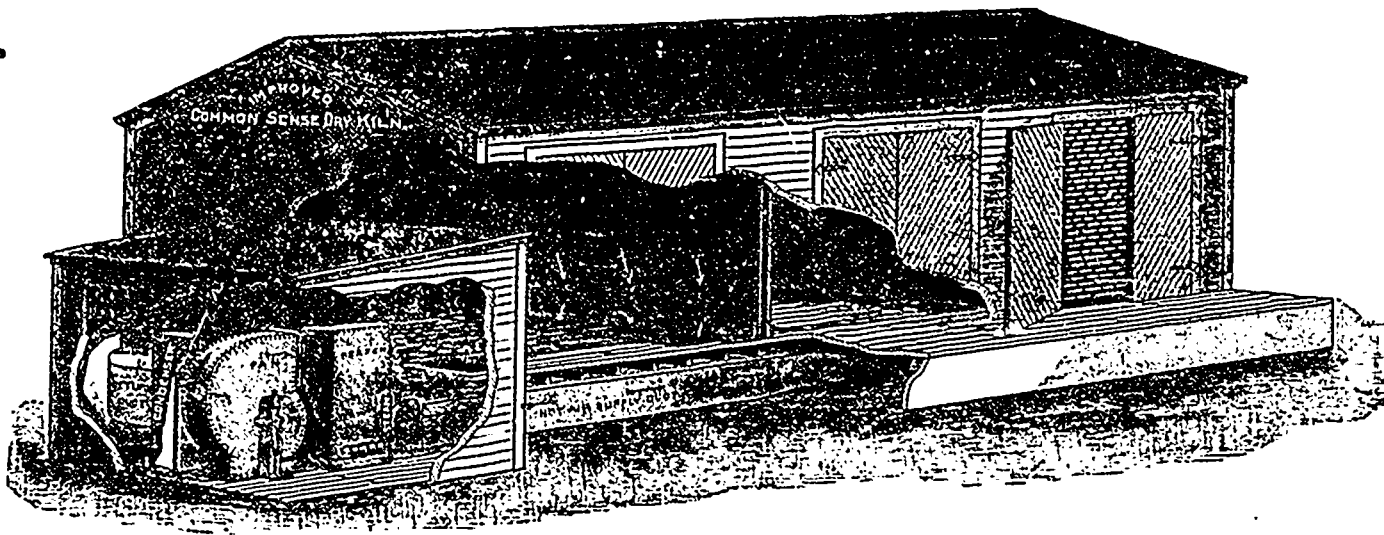
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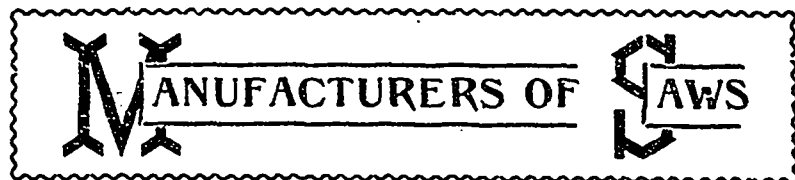
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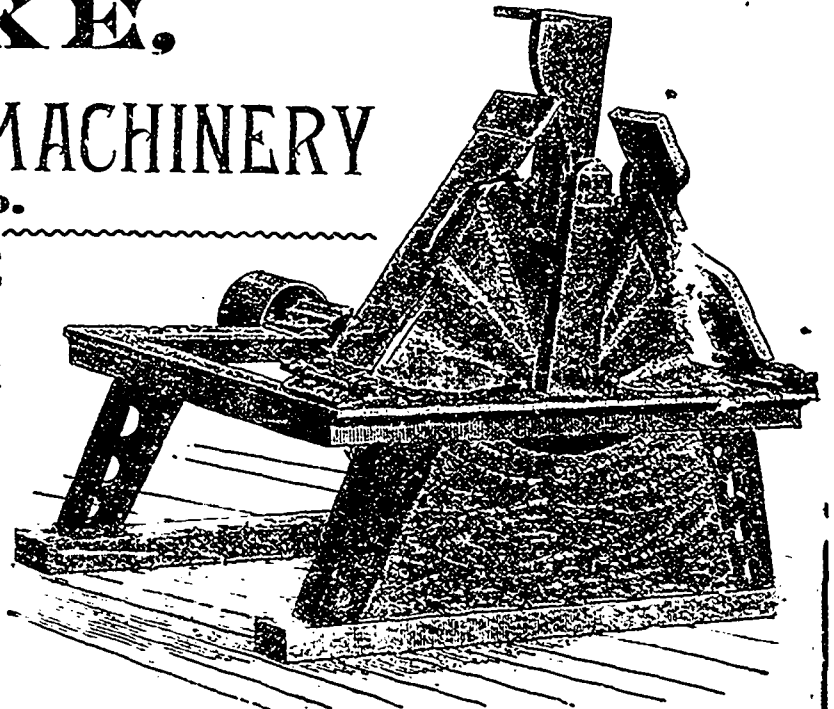
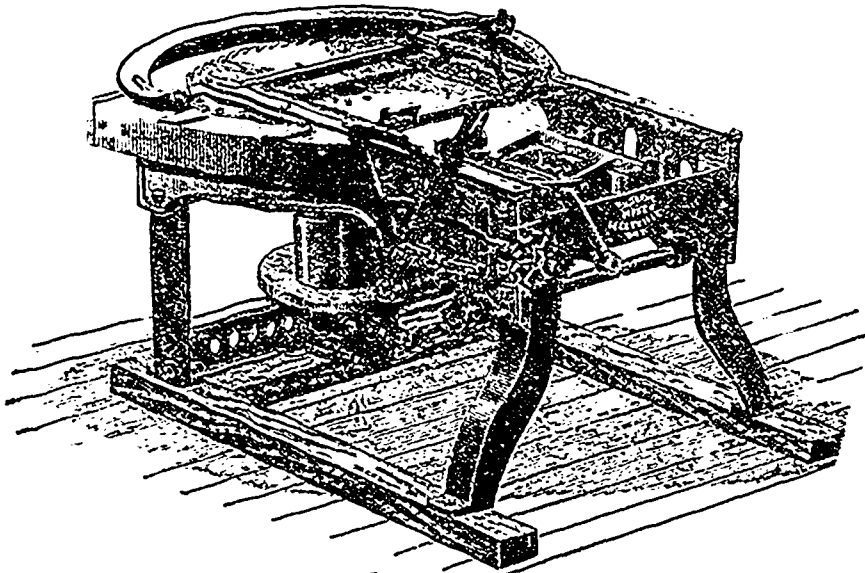
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DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced. Carriage very light and strong, made of forged cast steel saw plate running on steel ways or tracks, will take in a block 18 inches wide and 19 inches long, adjustable for 16 inch or 13 inch shingles.



Drake's Improved Shingle Edger

With 40 inch saw will make more No. 1 Shingles from the same quantity of timber any Wheel Jointer in existence.

It has a heavy iron frame made for two operators, two inch steel saw arbor, with long bearings; driving pulley 8 inches diameter, 7 inch face, saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Bolters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.