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# THE CANADA LUMBERMAN.

VOLUME VIII. }  
NUMBER 10. }

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## THE CANADA LUMBERMAN

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ARTHUR G. MORTIMER,

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### TERMS OF SUBSCRIPTION:

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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this precious 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 ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

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

THE new Joggins raft will be constructed on the same plan as the last one, but all the bottom and lower side logs will be carefully peeled of their bark, in order to render resistance to the water as small as possible. The 21,300 sticks of which the late raft was composed were sold before the breaking up was completed.

ACCORDING to the Algoma *Advocate* the coming season promises to be one of the most important in lumbering circles that has been for many years. Besides the firms that have heretofore operated there will be numerous others on a smaller scale. Altogether it may safely be stated that within the neighborhood of the village of Thessalon there will not be far short of 1,000 men employed. Wages also promise to be a little higher than previous seasons, and a lively winter may be anticipated.

THE *Northwestern Lumberman* pokes fun at Mr. William Little, of Montreal, who five years ago published an article in *Forestry*, London, in which he prophesied that if the reckless and wanton rate of cutting were kept up, the United States would be denuded of White Pine in seven years. Mr. Little, no doubt, greatly underestimated the quantity of pine lumber in existence, but his warning was not uncalled for, and though the seven years should stretch to fifty, or even a century, waste should be carefully avoided.

A NUMBER of Saginaw, Mich., lumber manufacturers have large interests in the Georgian Bay district, and from their actions it is evident that they anticipate the passage of the Mills bill, or else believe it possible to pay an export duty of \$2 per thousand on their logs and still have successful financial results. The purchase of a large block of pine lumber on Fitzwilliams Island by the Saginaw Lumber & Salt Company possesses significance in this direction and emphasizes the fact that eastern Michigan lumbermen are intensely interested in the question of Canadian timber, no matter what legislation may or may not be passed.

NEARLY all of the largest of the Spruce trees that once occupied the valley of the St. John in New Brunswick, up to the mouth of the Aroostook, have either been cut down or destroyed by fire, and except a few limited areas, the large trees of that species are now confined to the upper waters of the St. John, in Quebec and Maine. The largest spruce trees on this river are to be met with on the tributaries of Lake Teniscouata, Quebec, which is skirted by the River du Loup railway, connecting the New Brunswick with the Intercolonial railway.

THE Omaha *Republican* is sadly exercised about where the railway ties are now to come from. The Southern Pacific railway company want 3,000,000 badly, but they cannot be got just now. Ties have gone up and 40 cents apiece are charged for good redwood, and the company cannot get them fast enough at that. The enormous mileage of railways requires an immense number of ties for renewals, construction of feeders, sidings, etc. A Michigan lumberman asserts that there is now more timber lying beneath the iron rails than was to be found twenty-five years ago in the construction of all the houses. No practicable substitute for wood for ties has been proposed. Iron or steel cannot be used with safety, as its lack of elasticity wears out the rolling stock in a very short time.

WRITERS in some of the United States lumber journals have been boasting of rafts of timber which largely exceed in bulk the first Joggins, or O'Leary, "timber ship," and declaring that the method used in that raft will never become general on the lakes. The difference in the circumstances has evidently not been taken into account. While such a structure as the Joggins raft would be an utter absurdity on the lakes, the western methods would be an impossibility on the Atlantic coast. A less substantial structure would not answer for the trip from the Bay of Fundy to New York, and the cost, enormous though it be, is very small in comparison with the only other methods of transportation between the same places. As a successful experiment in a new direction, the invention of Mr. Robertson is entitled to all the comment bestowed on it.

UNITED STATES Consul Hotchkiss, of Ottawa, has made a report to the State department at Washington on the lumber industry of the Ottawa Valley, in which he comes to the conclusion that admitting lumber free at the present time would not materially benefit the American consumer by cheapening prices. The timber forests of Canada are not sold outright to individual purchasers as in the States, but are leased by the Provincial Governments for a limited term, by public auction, under certain conditions and regulations. Timber licenses are granted, and a regular tariff of dues exacted. Col. Hotchkiss argues that the remission of the duty of \$2 would simply enable Canadians to lay down their lumber at that amount less per M. and obtain for it precisely what the Americans would. This advantage to the Canadian manufacturer, he thinks, would be brief, as the local governments would raise the licenses sufficiently to absorb that \$2 into the Provincial treasuries. Making lumber free, he says, would not greatly increase the export of logs, because they would be, to a large extent, manufactured into lumber at the place of growth.

IT would appear that the majority of American lumbermen and dealers believe, or affect to believe, that the importation of Canadian lumber duty free into the United States would not affect to any appreciable extent the price of lumber. There are some, however, who believe that if the policy of retaliation indicated in the President's message be adopted, higher prices for lumber are sure to follow. One such individual said to a representative of the *Timberman*. "If Grover Cleveland will just cut off the Canadian shipments of lumber at once, without more ado, lumber will advance \$2.50 per thousand all around. The lumber imported from Canada last year—700,000,000 ft.—amounted to one-eleventh the entire product of the three lumber producing states, and if this supply was cut off, prices would advance, most naturally." That of course is the view of one interested solely in American timber and his belief is no doubt shaped by his wishes, as an advance of \$2.50 all round might mean a big thing to him. At present prices are steady,

with a slowly advancing tendency, a much more healthy condition, than sudden fluctuations, which, while they may bring wealth to individuals, have a tendency to demoralize the trade.

YEARS ago the pine lumber market was as uncertain as Wall Street, and operations in pine as much of a speculation almost as dealings in a bucket shop. For the last year or two, however, the fluctuations in prices have been barely perceptible, and handlers of pine, on this continent at least, content themselves with a narrow margin of profit, the very existence of which is dependent upon careful manipulation of their business. In 1879-80 the sudden rise of from \$6 to \$8 or \$10 per M. for ordinary dimensions made dealers grow dizzy with excitement, and many merchants were suddenly enriched. Such an occurrence is not, however, likely to again happen. The great benefit to the lumber business of the steadiness of prices is that it makes it safe. A man investing in lumber is reasonably secure against sudden or great loss by a decline in price. He may not be able to make an extraordinary interest on his investment, but if he be a good business man he runs little risk of ruinous failure. There is only one contingency that may lead to another period of unsettled and fluctuating prices. The effect of the rivalry of Southern pine has not as yet been foretold, but if there should be a great rush of Northern enterprise and capital in the lumber manufacturing business in the South, it might cause an excessive output that would tend to lower the prices of Northern and Canadian pine.

THE commonly received idea that Manitoba and the Northwest territories consist of vast treeless plains is not altogether a correct one. In previous articles we have alluded to the great spruce forests surrounding Lake Winnipeg, from which this year not less than 9,000,000 feet of lumber will be taken. This area is capable of great development, and in the near future will supply a vast amount of lumber, not only to Manitoba but to the Western States. Another heavily timbered district surrounds the Lake of the Woods, where since the construction of the C P R no less than six mills have been put in operation. These mills supply not only Winnipeg but the entire country as far west as Regina, and this summer the trade has been very active. About seven mills operate on Lake Winnipeg, the largest being that of the Selkirk Lumber Company. West of Regina the lumber is supplied by mills at Calgary, which is the centre of a considerable lumber industry. Calgary is the headquarters of the Bow River, Eau Claire and Calgary lumber companies, which all have mills along the Bow River. Small mills operate at various points in Manitoba to supply local wants, but the timber is inferior for building purposes, consisting mainly of poplar and scrub oak. But in the northern portion of the province, as well as in Alberta and Saskatchewan, large areas are covered with timber and saw mills have been erected at the most important points. In this connection it may be stated no timber has been imported into the "prairie province" from the States for four or five years.

STATISTICIANS say, and statisticians are sometimes right, that every five days in the year an area of land equal to the State of Rhode Island is shorn of its trees in the United States, or 50,570,000 acres a year, the timber on 500,000 of which is required for railroad ties alone. We do not know what the Canadian figures are, but as we supply one eleventh of the American markets, besides our European exports and home consumption, the area denuded in the Dominion must be pretty extensive. Our timber resources are pretty well known, and there are not now many large tracts of timbered lands to be discovered. Attention, however, is being directed, as mentioned in our last issue, to the spruce and tamarack belt of Lake Winnipeg. In time, with the improvement of navigation on the Red river of the north, the products of these forests will be exceedingly valuable, not only for Manitoba, but for the American northwest. Tamarack is especially adapted for use as railroad ties, and Prof. Sargent says of it that it is the most elastic wood that grows, and the supply of it in these timber belts is almost limitless. The railroad mileage of the northwest is something enormous. Michigan, Minnesota, Wisconsin, and the territory of Dakota having about 20,000 miles of railroads at this time, and this mileage is increasing

rapidly. To renew the ties on these roads every seven years will require vast quantities of timber, and for this purpose the almost untouched tamarack forests of Lake Winnipeg will be invaluable. When the navigation of the Red river is perfected so that barges can come through without unloading their cargoes, the increasing demand that the coming years are sure to bring will certainly develop a great traffic southward.

PINE lands in Minnesota and Wisconsin which had been denuded of their timber, and were, consequently, considered practically valueless, are now being bought up by a syndicate which proposes to put colonies of settlers upon them. The result is that instead of desolation following in the wake of the lumberman, prosperous communities are being formed. Several of the older lumber companies have followed this system from the start, with the best results.

ACCORDING to the Annual Report of the Bureau of Industries for the Province of Ontario, for 1887, which has recently appeared, workmen in lumber mills are shown to work the longest hours, the average per week being 65.83 hours; Railway employees (road) come next with 64.25. But in wages, no less than ten classes of workmen exceed the saw mill hands. The total average yearly earnings of a mill hand, including extra work and wife's and children's earnings, is set down at \$331.03, and the cost of living \$337.63 so that somebody must be getting into debt. The average number of days work is 207.93, so that the presumption is that the mill hand occupies much of the balance of the working days in other occupations, the remuneration from which is not included in the statement.

PARTIES consigning lumber to New York dealers have for years complained of the treatment meted out to them. Many of the mill men declared that the "skin game" of the dealers was ruining them. Private inspectors, employed by the dealers, worked strictly in the interest of the dealers, and if the consignees grumbled at the result of the inspection they were told that they might take their lumber away, but meantime the charges against it would have accumulated to such an extent that it was better to let it remain and accept the inevitable. Continuous agitation by the lumber journals led to the formation of a trade organization and the adoption of rules for inspection. This mended matters a little, but lately the methods of this organization have reverted to the old condition of affairs.

It is a shame, says the Parry Sound *North Star*, the way many of the most beautiful islands of the Parry Sound Archipelago are being burned over and destroyed, greatly marring the beauty of the scenery as well as rendering the islands burnt over utterly valueless. The editor of that journal, in company with others, near Moose Island, came upon a deserted Indian camp, from which the Indians had but a short time previously departed, leaving their camp fire burning. The fire had communicated with a lead tree and was rapidly spreading over the island, and would doubtless have destroyed it but for the timely arrival of the party, who promptly extinguished it. While it is true that Indians are very careless many of their white brethren are equally so. The local Government should appoint one or more fire-wardens during the dry season for the purpose of extinguishing fires and detecting and punishing parties who are the means of starting them.

In answer to the questions of a reporter the other day, a New York ship-carpenter gave a long and interesting list of the various kinds of wood entering into the construction of a wooden vessel. According to this authority the keel is made out of white oak, although rock maple, yellow birch and southern black gum are sometimes used; the keelsons are of yellow pine, sometimes of hardwood; the ribs of the frame are oak, chestnut or tamarack, the stern and sternpost always of white oak; the apron, inside the stern, live oak; the planking, exterior of the frame, yellow pine; the ceiling, the interior of the frame, yellow pine; the transoms and knees hackmatack and white or red oak, formerly live oak; the deck frame, yellow pine; upper deck, white pine; lower deck, yellow pine; rails and all finishing timber, white oak; tree nails, with which timbers are dowled together, yellow locust invariably; house or cabin, white pine, whitewood, or fancy hardwoods—the interiors are generally finished to order, and may vary—the deck, bowsprit and masts are always made out of Norway pine; spars are always of spruce; steering apparatus—wheel—various hardwoods; rudder of oak; rigging parts in wood, tackle blocks, white ash or gum, mast-hoops, oak; dead-eyes, etc., lignum vite; belaying pins, oak or hickory, and the sails always of hickory. In most modern vessels the list, when made to include all the different varieties which may be used in the finish and decorations, would probably be much larger.

MANY towns have risen rapidly through the lumber trade centering in them, and have fallen and gone to decay with equal, if not greater, celerity, when the decline in the timber output has been felt. The ephemeral character of "sawdust cities" is not, however, an unavoidable necessity. While some places have fallen back into a state of primitive poverty through the removal of the mills and money to other places, there are still many towns which while they largely owe their prosperity to the lumber trade are not at all likely to collapse when, in the nature of things, lumber manufacturing operations in their neighborhood are curtailed. When lumbermen and others who have profited by the lumber business have invested to a considerable extent in local improvements, their interests have become so identified with those of the town that they must, as a matter of self-protection, endeavor to make the place self-supporting when the lumbering boom is a thing of the past, thus assuring a growth that is permanent and not dependent on the lumber yard or the saw mill. The recognition of the necessity of this course has caused that competition among lumber towns for the establishment in them of new and prospectively lucrative enterprises, which are not dependent on the existence of contiguous pine forests or a flourishing lumber trade. There are, of course, towns which, comparatively speaking, always will be lumber towns, but the competition we speak of, even in such places, is an indication that the beginning of the end has been foreseen, when lumbering will cease to be the only, or even the main, business to contribute to the wealth and advancement of the community.

THE English lumber markets during the latter part of the season have slowly but materially improved. The demand has kept the dealers' stocks down to small proportions, though they were constantly replenished. In the London markets dealers were evidently under the impression that prices would fall still lower, and, consequently, held off, but as the season advanced, quotations not only held their own, but rose, and higher prices were asked and given. There is now little probability of a weakening, as stocks are very low and freight rates continue very high, so much so, indeed, that several Canadian contracts had to be cancelled, particularly of spruce. The arrivals from Swedish ports, St. Petersburg and the White Sea, have been about the average, and some cargoes of pitch pine from Montreal, Metis and Pentecost have been disposed of. At Liverpool a very large quantity of Canadian spruce has been received, and the price for this valuable timber has steadily advanced. At Glasgow, Quebec shipments have been finding a more ready sale, and prices have accordingly advanced. On the whole, the prospect is very encouraging for Dominion shippers, the main drawback being the heavy freights charged. The hardwood market also furnishes an encouraging report, showing a decided tendency to improvement. Owing to the steady demand the stocks held are not heavy. The cabinet manufacturing industry, in particular, is being carried on on a large scale, and the general furniture trade has been doing fairly well. The manufacturers of coaches and carts and railway rolling stock have had large demands for their output, and, consequently, the volume of trade in this direction has been extensive. The very wet weather of the summer season operated very adversely in the matter of house-building, the demands in this direction not being at all equal to anticipations. This refers to new buildings, for in the direction of improvements, etc., there has been no falling off. The ship-building trade has been in a remarkably healthy condition, and the Clyde ship-builders have been in full swing, and with orders still coming in. This is also true of all the West Coast ship-building trade. There is more animation also in this line at Leeds, Huddersfield and Halifax. As regards prices, the upward tendency is slow, but the improvement in this direction is steady.

In an article headed "Save our Forests," the *Nova Scotian* of Halifax, says that it is disposed to agree with the opinion advanced that the success of the Joggins raft is likely to stimulate the work of wholesale devastation in the Maritime Provinces unless some effectual means of restraint are adopted. "The prospect," it says, "is not one to be contemplated with out strong misgivings for the future of our forests. The question is what sort of restraint is to be employed. We do not believe in export duties, but we think it is possible to apply some law at will, while not interfering too much with a great and important industry, have the effect of saving our forests from absolute destruction. We save our lobster fisheries from exhaustion by legislative regulation, and why may not our forests be kept alive by the same process? It is a matter of self preservation and should be of as much, if not greater, interest to those directly engaged in the business of lumbering as to the general public." A writer in the *New York Journal of Commerce* calls attention to the manner in which the lumbermen are destroying the forests in the White Mountains. Por-

table saw mills are moved up and down the slopes, and the work of slaughter is carried on without the slightest regard either to economy of the rich but not inexhaustible stores, or the effects upon the climate, fertility and beauty of the country. The same agency has wrought great havoc in the forests of the New England States, and is doing a large amount of damage in New Brunswick and Nova Scotia. These portable saw mills are simply forest killers, when used recklessly. Young and half-grown trees are sawn up as well as those of full growth, involving fatal results to the future. It is a common thing for the owners of these mills to pay so much for the timber on a given area of land, and then they strip it bare of every stick, large or small, that can find a market for any purpose whatever. If no check is put upon this sort of thing, before this generation passes away there will hardly be a decent stick of timber left in Nova Scotia. In some localities in that province a few years ago, timber was plenty, and now there is scarcely enough left to build pig pens with. The local legislature passed a law a few years ago for the purpose of preserving the forests from destruction by fires, as far as it is possible to do so. There would be difference of opinion about regulating the use of portable saw mills, or doing anything else that would interfere with those engaged in lumbering, but it does not follow that the subject should not be dealt with. It is a very important one and demands thoughtful consideration.

#### NOVA SCOTIA TIMBER LAND.

A Nova Scotian correspondent of the *New York Lumber Trade Journal* says that the successful arrival of the great raft of Spruce logs from Nova Scotia at the port of New York will, no doubt, give increased value to the lands situated on the shores of the Bay of Fundy, the timber from which can be delivered cheaply at the seaboard in such a position as will admit of the construction of similar rafts. From \$1 to \$2 per acre has been about the value of ordinary Nova Scotia timber lands which were prized merely for the wood which grew upon them.

The Spruce which grows in Nova Scotia is of a very strong and lasting character. It is Black Spruce, and for all purposes where strength and durability are concerned, is much superior to the White Spruce of the Upper St. John. Nova Scotia Hemlock, which is an abundant wood there and of which little has yet been exported, is of excellent quality. This is especially true of the long, clean and smooth White Hemlock which are found growing near the banks of the rivers there. I have such trees in that province holding their size as well as any Spruce which I have ever seen, and attaining an equal height in proportion to the diameter at the base.

That part of Nova Scotia which is productive of timber has commonly a soil of little value for farming purposes, being often but a mass of small boulders which have from time to time, in prehistoric ages, been carried down from the granite belt which, running in a northeasterly direction, extends through the whole length of that province, forming a sort of back bone upon which the ancient gold bearing states of Nova Scotia, which form an area of 3,000 square miles, rest. The little soil which covers these states is ordinarily poor, and fire has destroyed much of the timber which grew upon this district which had been remarkable for the quantity which covered it.

Should the transportation of logs from the provinces to the United States become a permanent business, there is no reason why the excellent Hemlock of Nova Scotia should not be transported there in the same way. The same will apply to pulp wood of any kind.

Hardwood of various kinds and of excellent quality are found in great abundance in various parts of Nova Scotia contiguous to the sea, and there is also no reason why rafts of Spruce should not have a proportion of hardwood built up in them, so that the specific gravity of the latter wood should be counterbalanced by that of the much lighter Spruce.

The lumbermen who now bring rafts of Birch timber down the St. John take care to secure to the rafts a sufficient quantity of soft wood logs or timber so as to render the whole raft so buoyant that it is easily transported at the mouth of the river.

#### THE UNITED STATES FORESTRY REPORT.

Mr. Fernow, chief of the forestry division of the United States department of Agriculture, has issued his second annual report which not only contains a brief account of forest conditions and interests in each State, but some advice on the pursuance of practical forestry. Among other things he says that the lumbermen in the States are using up the natural wood crop at a greater rate than it replaces itself. Even the "lumberman's" papers, which had ridiculed the very idea of a possible diminution of supplies, have begun to change their tone and, with the exception of some reckless advocates of a policy of extermination, begin to realize that the interest of the great lumbering industry would be subserved by a more careful and

more rational utilization of the material at hand and by greater regard to the production of a future crop.

Referring to the mooted withdrawal of the import duty on manufactured lumber, he states that from an inspection of the import statistics it appears that the import duty laid upon manufactured lumber in 1872 had the effect at first of decreasing importations from Canada by from fifty to sixty per cent. in 1876 or 1877, when again an upward tendency of imports began. Comparing the importations of the last three years with those of the preceding three, however, there is noticeable again a decline in all classes of forest products from the amounts to which the same had gradually increased up to 1884, when the importation of manufactured lumber reached nearly the same amount that was imported in 1872.

For the decrease in unmanufactured wood the Canadian export duty of \$2 on logs may serve as explanation, but other causes must have worked to effect the reduction in manufactured lumber in the face of decided enhancement of value of the pine product. Difficulty of access and increased distance from the market is probably the explanation.

This decline in importations appears as follows:

Importation.	1882-'84.	1885-'87.	Per cent. Decline.
Manufactured lumber.....	\$21,510,765	\$19,185,504	10.8
Wood, unmanufactured.....	10,404,474	8,522,165	18.3
Manufactures of wood.....	5,653,050	4,801,404	15
Fire-wood, hop-poles, railroad ties (no duty).....	3,005,945	2,099,415	32.5

That the existence of the tariff would have had any other effect upon our forest resources than to hasten to their depletion could not very well be expected. It is also reasonably certain that the larger margin created by the import duty and the consequent stimulated home competition have induced a more wasteful utilization of the standing supplies, while competition of foreign raw material might have necessitated a closer working or delayed the opening of distant forest areas.

At the present stage of development, however, it seems, so far as the saving of standing supplies is concerned, there need be no fear nor hope from foreign competition, for 'the quantity of standing pine in the United States and Canada is reduced to a condition of absolute control; it is held in strong hands on both sides and will not be lightly frittered away.' The stumpage price, which has lately advanced as never before, will necessitate the upholding of present values of manufactured lumber, and an advance of prices is as certain as a decrease of supplies. He concludes that an unbiased weighing of the arguments advanced on both sides leads to the conclusion that the removal of the tariff on lumber would have no appreciable effect upon the price to the consumer, not be detrimental to the lumberman's or saw-mill business, nor in the least affect the laboring man; but at the same time no appreciable benefit towards preservation of forest and forest supplies need be expected at this date from such removal. Possibly positive local advantages may be gained, if by such competition local manufactures were encouraged and the shipping of raw material made less profitable.

OUR WOODS AND FORESTS.

The report of the Ontario Commissioner of Crown Lands for the year 1887, under the heading "Woods and Forests," contains some very interesting information.

The total amount collected from this department for 1887 was \$990,855.43, or, excluding the sum paid on account of the sale held in December, \$590,897.07, as the revenue from timber dues, ground rents, etc. This sum was considerably less than the estimated amount, and the shortage is attributed to the quantity of logs "hung up" in the streams, owing to the lowness of the water consequent upon the exceedingly dry season. Besides, a good deal of the winter's cut was left in the woods, owing to the extraordinary depth of snow, which rendered hauling difficult and expensive. For these reasons many mills were obliged to shut down early in the season.

The lumber trade of the year was, on the whole, satisfactory; there was no period of inaction, and sales were brisk. The early part of the season proved dull for waney and white pine, and prices were unsatisfactory, but later prices stiffened and a healthier feeling prevailed.

Certain districts on the Muskoka and Petewawa waters having become dangerously exposed to fires, on account of settlements taking place upon and contiguous to them, a sale was held of the more exposed portions, aggregating 459 square miles. This sale was attended by representative lumbermen from all parts of Ontario and the United States, and the prices obtained were satisfactory, being much in advance of any previously obtained. The sum of \$1,313,750.50 was realized for the 459 miles, giving an average of \$2,859 per square mile.

The tariff of dues upon timber was raised from 75 cents to \$1 upon sawlogs, and upon square or waney timber, from 1 1/2

to 2 cents per cubic foot. These changes came into effect on the 1st of May.

The employment of Fire Rangers cost \$15,000, a much larger sum than either of the two previous years, which is accounted for by the drouth. As the licensees pay one-half the cost of the service, the net cost to the Department was only \$7,500. From the reports received it is estimated that by 110 distinct fires 200 millions of feet, board measure, of pine were badly damaged, and the total loss was placed at \$70,000. There is no doubt, says the report, that the presence of the Rangers, and the prompt and active measures taken by them, materially prevented and substantially reduced the losses.

Not only so, but the licensees were supplied with reliable information as to the quantity of timber damaged, its situation and the force necessary to handle it this season before the grubs had time to seriously damage it, by which an enormous sum was saved the province and the licensees.

The principal causes of fires are stated to be carelessness of settlers clearing land, river drivers making fires for cooking, smudges, etc., careless hunters, fishermen, tourists and explorers, and, in one or two instances, sparks from locomotives. The Commissioner urges the necessity for reducing the danger from these sources to a minimum, as "the careless throwing down of a match might cause millions of dollars' worth of the timber wealth of the province to vanish in smoke," and is of opinion that timber berths should be sold by government as soon as danger is threatened by the advance of settlement, as by such a sale a bonus is at any rate obtained and a closer supervision exercised. No serious fires were reported in the unsettled regions of Algoma, Thunder Bay, or Rainy River districts.

ARTISTS IN THE LUMBER TRADE.

They have interesting methods for working the lumber business down in Surveyor General Mitchell's County and its vicinity. A Calais, Me., despatch to the *Bangor Commercial* reports on it as follows:—

Down the St. Croix river are annually floated immense quantities of logs from the logging camps along its course. The mills at which these logs are converted into lumber are located at Fredericton, Edmundston, Woodstock, Benton, Deer Lake and Magagudavic in New Brunswick, and at other points nearer the mouth of the river. The proprietors of these mills are also owners of wharves at St. Stephen, on the New Brunswick side, and in Calais on this, to which they transport the lumber as fast as manufactured. From St. Stephen this lumber is floated in rafts or scows across the river to Calais, and then stored for future sale or immediately loaded upon American schooners, owned by these lumbermen, for transportation to other American ports. On the face of this, all is legitimate.

Lumber, the product of American forests, is admitted free of duty, while upon foreign lumber, the product of foreign forests, various rates of duty are imposed. Rough logs are also duty free. Hence an American mill owner may import Canadian trees and convert them into American lumber and pay no duty. The Canadian mill owner may import American trees and export the product to America duty free. During the investigation it has been learned that the mills at Deer Lake, Benton, Magagudavic and Edmundston, N.B., are stocked entirely with Canadian logs, while those at Woodstock, and Fredericton and others near Calais, are partially stocked with American logs, many of them, only approachable from Canadian territory, and have always been regarded as located in Canada. Yet it is asserted by those well acquainted with the matter here that these mills have for years been operated as American mills and their products admitted free.

In order to evade the duty these properties have been denationalized and practically annexed to the United States. This business began some 20 years ago and was practiced as lately as two years ago.

Until the abrogation of the reciprocity treaty the mills at "Upper Mills," opposite Baring, Me., were Canadian mills, and located in Canada. Since the expiration of that treaty these mills have become American and the ground they stand upon a portion of United States territory.

To such an extent has the practice of changing nationality of real estate and entering lumber by false declaration obtained that it is believed here that the total amount of which the government has been defrauded will reach millions. For example at this port alone, in the last quarter of the fiscal year ending June 30, 1886, over 6,000,000 feet of lumber and laths were entered. Of this amount over 3,000,000 were admitted free; as original product of the State of Maine. Under this provision, the entire timber product of the Dominion could be admitted to free entry. The lumber-kings of this vicinity have not been slow to take advantage of their opportunities. They are mill owners in Canada and log owners in Maine.

One tree looks like another of the same species. They are shippers in Canada and consignees in the United States, and when, as often happens, to antagonize them is to destroy local interest, there is but slight check upon the efforts to defraud. Treasury regulations provide for a verification of the timber cut in Maine and manufactured in New Brunswick by special instruction. This has been found to be impossible, however, and now practically the only voucher for the American origination of the lumber is a statement of the survey usually by a Canadian, in the employ of the logger.

To this the *Miramachi Advance* adds: "The far-seeing operators of the St. Croix lumber regions bought up the Crown Lands on which they operate, years ago, and it is their influence, together with that of the other private owners—such as Mr. Gibson, The New Brunswick Railway company and the Nova Scotia Land company—that prevents the New Brunswick government from relieving the Crown Lands operators in other parts of the province of the excessive stumpage tax which is still levied upon them."

WINTER SHIPMENT OF LUMBER.

At a recent meeting of the St. John Board of Trade the matter of railway freight on lumber was brought up, and the statement was made that if lumber was carried from the North Shore to St. John in the winter at the same low rates that coal was carried to the upper provinces that a great deal of lumber would be sent to St. John for shipment instead of being held over till the opening of navigation in the spring.

Hon. Pugsley, says the *Miramachi Advance*, said that in conversation with a large lumber merchant from the North Shore he had learned that after the ports of the North Shore are closed it is necessary for the operators to hold their lumber over until the following spring. The gentleman to whom he had spoken thought it of greatest importance to the port of St. John that the government should cheapen the freight on lumber to St. John. By this means from \$50,000 to \$60,000 of additional business would be done in St. John during the winter season. The arrangement would benefit both railways and the city. He moved seconded by Mr. McCready, as follows:

*Resolved*, That the Intercolonial railway authorities be urged to take into their favorable consideration the matter of fixing special reduced rates with a view of enabling shipments from points on the North Shore to be made through the port of St. John, and that a similar request be made to the New Brunswick Railway Company and the Northern and North-Western Railway, with a view to encouraging the bringing of lumber over those railways to this port for shipment. Carried.

When it Pays to Advertise.

In this time of dullness and depression in business it becomes every good, solid, and far-sighted business man to advertise freely and largely in the trade journals. When such time as these come buyers are anxiously and carefully scrutinizing their pages to find the best places to purchase. In flush times with money plenty, they don't care so much, but now when all the corners are cut, and every dollar expended carefully and economically, those firms who advertise get the full benefit of their advertising. Go into any city and you will find that the only firms whose order books are filled are those who advertise liberally and persistently. It is this, and not occasional and spasmodic, that pays. Fairbanks used to say that he advertised all the time, and as much when his books were full as when demand was dull; that he maintained his business at an even, steady flow by keeping his goods and name constantly before the public, never allowing them to be forgotten, and his success justified his course. An even and steady demand caused by constant and regular advertising, a demand that can be counted on, and preparation made for it, is much better and more profitable than the same amount of orders received in an irregular and uneven manner, sometimes running overhanded, and sometimes shorthanded, taking and discharging workmen according to business.—*Southern Lumberman*.

THE LONGFORD MILLS.

On Thursday, Aug 30th, the Longford mills were inspected by the president of the Grand Trunk Railway, Sir Henry Tyler, and party. Sir Henry Tyler, Jos. Hickson, Esq., General Manager, S. Barker, Esq., and Mr. Sargent, General Traffic Supt. of the Grand Trunk walked through the mills and were astonished at the magnificent display of well manufactured lumber in the beautifully put up piles that grace the two yards—one of the finest displays they have had the pleasure of witnessing. Sir Henry and party expressed themselves highly delighted, and were very pleased to think that the very large output of this gigantic enterprise all passed over their system of railways.

### ABOUT FORESTRY.

In writing on forestry, says the Cincinnati *Commercial Gazette*, Gen. James S. Brisbin, U. S. A., not only presents the features of his theme, but describes the use of each American tree. While 8,000,000 trees are cut every year only 1,000,000 are planted. To reproduce the forests that have been cut away it would take forty generations. Of course no one desires to turn the country into a wilderness again, but there is a danger line in forest destruction that has already been passed in many localities in America as in whole regions, now the scene of desolation in Europe.

When Gen. Brisbin turned forester the subject had made no public impression. Few journals could be induced to give him a hearing. One of the first to aid him with his pen was William Cullen Bryant. The progress that has been made is not insignificant. Nebraska once called the treeless state, is covered with young forests and will soon be as well timbered as an eastern state. For several years past from 15,000,000 to 20,000,000 trees have been set annually in that state. Its arbor day is an annual holiday. The governor of Nebraska offers a large reward to the family that will set out the greatest number of forest trees. "When I was there," the general writes, "It was \$500 for the first premium, \$400 for the second, and so on down to \$25. Even the women and children could earn premiums, medals and diplomas and great was the competition for these rewards of the state.

Patches of timber have sprung up everywhere, and where a few years ago only the naked plain could be seen now waves a goodly forest." Trees 10 and 12 years old are 30 feet high and 8 to 10 inches in diameter. Forest trees well cared for grow with great rapidity in the west. Sage brush when irrigated will produce from twenty-five to fifty bushels of wheat per acre. The general gives many instances of the remarkably rapid growth of young forests planted in Nebraska. He has no doubt that all the plains between the Missouri river and the Rocky mountains can be covered with trees if the friends of forestry persevere.

The Island of Santa Cruz, in the West Indies, which twenty-five or thirty years ago was a garden, is now almost a desert in consequence of cutting away the forests. Owing to the same cause many of our American rivers have lost half their usefulness. The Connecticut is hardly navigable, and the Kennebec and Merrimac have shrunk one fourth. The Potomac has lost nearly one-fourth of its volume and the Hudson has declined one-sixth. The recent almost instantaneous and very destructive July flood in the Monongahela river is calculated to make the people of the Ohio valley more thoughtful on the subject of disappearing forests. The loss of millions and the sweeping away of hundreds of comfortable homes and industrial improvements as the result of a single hard rain is a heavy tax to pay for neglect to prevent the waste of trees.

New York has taken hold of the forestry question with considerable earnestness. Over 200 fire wardens have been appointed throughout the state to prevent forest fires. The New York forest commission has twenty-five foresters in its employ, located in the eleven northern counties. Trespassers have been compelled to reimburse the state on account of timber taken. Timber thieving and the spoliation of forests have been stopped. The New York forest commission was appointed to preserve the forests for the following objects:

First—For the value of the timber, both present and future.

Second—For the value of forests as sanitariums—health resorts for invalids, summer breathing places for all.

Third—For the conservation of the sources of water supply. Both science and observation agree that forests are the great reservoirs that hoard the rainfall to feed brooks and rivers. The streams of Europe have shrunk as the forests have been cut away. Our own streams have been following on in the same track.

Fourth—For the increase of rainfall. Cautious scientific men are not yet ready to assert that forests increase the rainfall, but the theory has many supporters and the belief is fast growing that forests are such an important factor in supplying moisture that it is a most dangerous policy to strip the country of its trees.

Fifth—For the climatic and sanitary influence of forests. There can be little doubt that forests are great equalizers of temperature, render the surrounding country less liable to violent winds, absorb malarial and noxious vapors, and act in many ways beneficially to human health.

A remarkable illustration of the fact that the clearing of hilly countries is likely to result in the complete failing of springs is given by Mr. Ney, who states that in Provence, France, after all the olive forests, which had been frozen, were cut down, a great number of springs failed totally. In the city of Orleans, after the surrounding heights had been thus cleared, nearly all the wells dried up, and it became necessary to go to the headwaters of the Little Loire for a water supply.

The state of New York is fortunate in still owning the most

of the Adirondack region, covered with the primitive forests. It has also a forest preserve of 46,000 acres in the Catskill region.

### Planing Lumber "On the Log."

S. N. Berry, of Meridian, Miss., has applied for a patent on an invention which he says makes possible "the planing of plank on the log before it reaches the saw." The *Meridian News* says:

This interesting device is a marvel of simplicity, and, as is generally the case with all useful inventions, the greatest wonder about the whole thing is why somebody did not discover it long ago. The lumber planed by this machine is now being used in the construction of several buildings in this city, and has every appearance of being as smoothly planed as lumber dressed by the regular planing mills. It is believed, as before stated, that every saw mill in the country will be compelled, in order to compete successfully in the sale of lumber, to use one of these cheap and comparatively inexpensive machines, and in this way deliver their lumber in a dressed condition to their customers, instead of in the rough as heretofore. It will be remembered, in connection with this statement, that the planed lumber is worth \$5 per M more than the undressed lumber. There is no question as to the usefulness and practical working of this novel device, and when the probable increase of \$5 per thousand in the value of the lumber is considered, it becomes at once apparent that the saw mills will find it to their interest to adopt them. The crude and original machine as started by Capt. Berry, is working successfully at his mills, four miles west of the city, and the lumber referred to in building here shows how well it has done its work. Improvements are being made by the parties having this matter in charge, and they feel pretty sure that they have made a most valuable discovery. As soon as the models are complete and the patents secured, the Messrs. Berry propose to manufacture these machines in this city.

### A Pine Tree.

A handful of moss from the woodside,

Dappled with gold and brown,  
I borrowed to gladden my chamber  
In the heart of the dusky town;  
And there, in the flickering shadows  
Traced by my window vine,  
It has nursed into life and freshness  
The germ of a giant pine.

I turn from the cool-blossomed lilies,  
Dewy the whole day through,  
From the flaunting torches of tulips,  
Flame-like in form and hue—  
From the gorgeous geranium's glory,  
From the trellis where roses twine  
To welcome the sturdy stranger,  
This poor little alien pine.

Out of this feeble seedling  
What wonders the years may bring:  
Its stems may defy the tempests  
Its limbs in the whirlwind swing.  
For age which to men comes laden  
With weakness and sure decline,  
Will add only strength and beauty  
And growth to this tiny pine.

Hark! is it an airy fancy?  
The roar of its storm-wrung limbs,  
Then the sigh of its tender tassels  
To the twilight's zephyr hymns:  
The rain on its thick, soft greenness,  
When the spring skies weep and shine:  
O, many and mighty the voices  
Haunting this tiny pine.

I will take it again to the woodside,  
That safe with its kindred there,  
Its evergreen arms may broaden  
Yearly more strong and fair:  
And long after weeds and brambles  
From o'er this head of mine,  
The wild birds will build and warble  
In the boughs of my grateful pine.

### A Use for Tree Tops.

The tops of pine and spruce trees are now utilized in Maine in the manufacture of paper pulp, a fact which it is argued has more than a local or mere industrial significance. The fires which do such immense injury in the coniferous forests can generally be traced to the tops and branches of trees, left by lumbermen behind them in the woods. These by the middle of the following summer become thoroughly dry and afford the very best material to start a great fire with, in case a careless hunter or tramp or berry-picker drops a lighted match or a spark from his pipe into it. In Europe there is a demand always for such minor products of the forest; and the material itself pays for cost of producing up every part of the trees which lumbermen cannot make use of, to say nothing of the increased safety this gives to the forest, and to the priceless surface coating of decay-

ing vegetable mould which fires consume. No one in this country has wanted the tops and branches of trees, and lumbermen have preferred to take the chance of almost inevitable fire rather than pay the cost of having the woods cleaned up behind their operations. The upper part of the main trunk as well as all the branches and chips and all unsound logs, the whole amounting generally to a third of the whole bulk of the tree, has been left in the woods to burn or rot; while in the case of hemlock it is within a comparatively recent time that any use of the tree except the bark has paid. In some districts in Maine now, however, the tops and large branches are gathered, and the wood, from which the knots and sap-wood is first removed, is thoroughly steamed to extract all resinous matter and then ground into dry pulp. If it is profitable in Maine to do this, it will doubtless prove profitable in other parts; and one of the principal causes of forest fires may perhaps in time be eliminated in this way.—*Ex.*

### From Worn-out Saws.

A wagon, heavily laden with a nondescript assortment of old saws in every stage of decrepitude, was slowly wending its way along Greenwich avenue the other day. The curious collection caught the eye of a reporter who, hailing the driver, inquired whither he was going with his unique load. "Jump aboard and I will show you."

The reporter clambered to the lofty seat and there obtained a closer view of what appeared to be the most valueless sort of rubbish imaginable. There were hundreds of saws in the load of every kind and description, from the long and broad two-handled instrument of the lumber camp to the delicate scroll saw of the cabinetmaker, and there was not a whole one in the wagon.

Proceeding slowly to the neighboring street, the driver turned into a yard of a large factory, where the broken and rusty relics were dumped upon the ground to be sorted into separate piles according to their worth. "You will be surprised," said one of the proprietors of the establishment, "when you learn the use to which the old saws are put after they leave our hands."

Then leading the way into the exhibition room of the place, the reporter's attention was called to a show case containing a collection of engineering and surgical instruments of delicate make and exquisite finish, including rules, sextants, quadrants, compasses and lancets, and knives of the finest manufacture and all highly polished.

"Every one of these scientific instruments," continued the proprietor, "is made from the same stock which you saw dumped upon the ground a few moments ago. We make a regular business of buying up used-up saws from carpenters, cabinetmakers and others all over the city, which we transform into these delicate tools, and they are the very best materials for our purpose. It is not generally known that saws are made of the finest and best-tempered steel, but it is a fact, and, therefore, as we get them at prices usually paid for junk, you see it is much cheaper than manufacturing our own product."—*New York Mail and Express.*

### A Big Lumber Mill.

Mr. J. E. Parker, of Ottawa, who has just returned from an extensive tour throughout Washington Territory, gives an interesting account of what is said to be the largest saw mill in the world. The mill is situated at Port Bleckly, near Seattle Wash., Territory, and is 404 feet by 101. It cost \$200,000, and has to drive the machinery, twelve boilers and eleven more are being put in and two five-hundred-horse power engines. One hundred and fifty men are now employed, and when the mill is completed, three hundred men will be employed in the mill proper. The largest trees cut turn out about 15,000 feet each and the largest logs cut are 160 feet in length. The amount of lumber used in the construction of the mill was 3,000,000,000 feet. The principal of the mill is a blind man, and the manager a young lady who, Mr. Parker says, can talk lumber with any person.

### The Rage for Red Oak.

The lovers of the beautiful, not only those of really æsthetic tastes, but the plebeians patricians alike, says a lumber trade journal, have only begun to realize the true beauty of red oak and are in danger of satiating themselves. Red oak at the present time overshadows all other woods together in this city for the interior finish of the better class of buildings. The furniture manufacturers say that no other wood, either American or foreign, ever had such a run as oak is enjoying today; there is a greater demand for oak furniture, in every section for that of all other woods combined, and the consequence is the red oak men are reaping a rich harvest, which bids fair to continue—well at least until popular fancy skeddaddles in some other direction.—*The Wood-worker.*

## THE NEWS.

## ONTARIO.

—Parry Sound Lumber Co's mill has shut down for want of water.

—Vessel men complain of the time taken to load lumber at Parry Sound.

—This promises to be one of the busiest lumbering seasons ever seen in Algoma.

—The water in the Ottawa is rising rapidly owing to the recent heavy rains.

—The Canadian Lumber Cutting Company, of Belleville, employs twenty-five men.

—The Rainy Lake mill, at Rat Portage is now running in earnest, the water in the lake having subsided.

—Lumbering operations in the vicinity of Sudbury will be carried on to about the same extent as last season.

—Large quantities of oak timber are being shipped through Owen Sound for the C.P.R. elevator at Fort William.

The Canadian steam barge Kincardine, lumber laden, is sunk at French River, Georgian Bay, insured for \$4,000.

—The cedar block pavement laid down in the Deseronto dry-kiln yard six years ago is as good as the day it was put down.

—The Rathbun Company, of Deseronto, have opened a lumber office in Mr. W. C. Bang's new block on Elgin street, Ottawa.

—Ottawa lumber forwarders expect a busy time till the close of navigation, as several large shipments have been contracted for.

—Between low water and sawdust the Chaudiere lumbermen are experiencing a great deal of trouble in loading barges at their docks.

—Mr. S. A. Smith is putting up a large addition to his saw mill at Port Sydney. He intends cutting about two millions next season.

—The Ontario Lumber Company, Thomson & Baker, the Muskoka Mill and Lumber Co., and several other firms have started their winter operations.

—The American tug "Gladiator" was seized at Algoma Mills by Special Customs Officer Watters, for towing a raft of logs in Canadian waters without the necessary permission.

—Mr. William Mills, of Torbolton, is about concluding the sale of the old O'Meara limit on the Ottawa and Pette-wawa rivers to the C.P.R. but the figure has not transpired.

—Jas. Dollar's shingle mill in the township of Brunell, Muskoka, shut down a week ago, having cut 5,911,000 feet in 215 days. It will be started up again in November if not sooner disposed of.

—Among other little nick knacks the government dredge has yanked out of the canal at Hamilton a huge oak beam, 40 feet long and 2 feet thick, which has been there for 30 years.

—Bush fires have done great damage on many of the beautiful islands in the Parry Sound Archipelago. Both Indians and white campers are blamed for causing the destruction by carelessness.

—The Conger Lumber Co's mill at Parry Sound was run time and a quarter in the early part of the month in order to fill a large order for the construction of new bridges on the C.P.R. main line.

—The Saginaw Lumber and Salt company have purchased 20,000,000 of pine situated on Fitz Williams Island in the Georgian Bay district. The purchase was made for spot cash. The timber is to be cut at once.

—J. R. Booth & Co. have purchased the Moore timber limits on lake Nipissing for \$46,000. The limits are 88 square miles in extent and belonged to Mr. E. D. Moore of Ottawa. They are considered the best in the Nipissing country and have only been worked for square timber.

—Mr. James Findlay, ex-M.P. for North Renfrew proposed some time ago selling his timber limits on the Ottawa river by auction at the Grand Union in October but has withdrawn the sale. The limits are situated near the Ottawa river on the line of the C.P.R. a little west of Bass lake.

—It is reported that Mr. Sandford Fleming will present his report on the examination of the sawdust question as affecting the Ottawa river, about the 15th inst. The report, it is said, will go to show that the bays along the shores of the river, especially those in the vicinity of the city were being gradually filled up with sawdust, but that it will be shown that it does not lodge in the channel of the river, except perhaps a little towards the fall season when the current is not strong.

—To facilitate the passage of their drive down the Mississippi, Messrs. McLaren & Edwards built a dam which raised the water four feet. When the water was let out it raised the river two feet between Playfairville and Ferguson's Falls, damaging the hay, and the farmers are claiming damages.

—The work of rafting the timber floated down the Moira to Belleville was completed early in September. The amount rafted was 13 drams, averaging 35,000 feet each, making a total of 455,000 feet. This work employed a considerable number of men and caused the expenditure of a large sum for switches, etc.

—Edwards & Co's great saw mills at Rockland, Ottawa County, have a great run this season, and yet there are an immense number of logs to be cut before winter sets in. New and improved machinery has been introduced in the shape of great hand saws about 60 feet long, and are run off on 8 feet wheels.

—Three hundred and sixty-one square miles of pine timber limits on the Ottawa and tributaries, the property of Mr. R. White, of Pembroke, and others were offered for sale at auction at the Russell House, Ottawa, on September 13th, but in no case was the reserve price reached and the whole were withdrawn.

—The Georgian Bay Lumber Company had Mr. George Caswell, of Coldwater, before G. J. Booth, Esq., J.P., charged with appropriating their logs, found floating in the Georgian Bay, but bearing the Company's mark. A *prima facie* case being made out, the defendant was committed for trial, bail being accepted for his appearance.

—Mr. Beck has put in the New Keene Mills, Penetang., the machinery and frame work for a large hand saw, which is now in running order. The saw is 50 feet in length, containing 480 teeth, and running on two cast-iron fly-wheels 8 feet in diameter. This will be a great addition to the working capacity of the mill and will make the lumber fly in earnest.

—The outlook for the lumber trade in the Ottawa valley is unusually encouraging, and the operations of the coming season will be largely in excess of last year. In square timber the increase will be greatly felt, at least double last year's cut will be made. Every day large gangs are leaving for the woods and in all firms great activity is being shown.

—An American fleet of five vessels took from Parry Sound about 1,700,000 feet of lumber early in September. The *Star* says the crews complained of the length of time occupied in loading a vessel and of the absence of professional dock hands. If they would pay the wages per hour usually received by dock hands, they would secure the class of men and the amount of activity they desire. A man doesn't throw himself for \$1.25 per day.

—The lumber yards at the Chaudiere are congested at present. The shipping carrying lumber from Montreal and Quebec is quite inadequate to the quantity of lumber going to the English market. From Ottawa alone nearly ninety million feet of lumber are shipped to that market. The stoppage of this outflow from the Chaudiere yards is rapidly filling them up, and work will have to be stopped if the movement of lumber be checked much longer.

—At Ottawa the Canada Atlantic railway company have at last got their Chaudiere extension into working order. On Saturday, September 8th, the first shipment of lumber was made over the new extension. The shipment consisted of thirty-two cars of lumber from Messrs. J. R. Booth's yards consigned to Messrs. Shepherd and Morse, of Burlington. The company have men laying down platforms between the four terminating switches of the line where lumber from the yards will be loaded. The idea of extending the tracks across Bridge street into Booth's lumber yards and also across on to Victoria island into Messrs. Bronson & Weston's yards has been abandoned till next spring and for the present the lumber for shipment will be loaded at the Crown acre station.

—Messrs. Gilmour & Co's big mill at Trenton, has, it is said, had one of the most successful runs known in the history of that institution. The cut will average over 500,000 feet per day, or in the neighborhood of 78,000,000 feet for the season, which will end about November 8th. The shingle mill belonging to this company has in addition turned out over 240,000 per day, which will make the total output over 35,000,000. This is fully one-half more than last year, and has been accomplished with the same number of men. Preparations are now being made for the starting of a cedar mill to cut ties, posts, and cedar shingles. The new mill will start operations about Oct. 1st, and will give employment to from twelve to fifteen men.

—The Michael's Bay Lumber Company, of 9 Victoria street, Toronto, and Michael's Bay on the North Shore, composed of representatives of several large lumbering con-

cerns, have intimated their inability to meet their engagements, and asked for an extension. The principal members of the firm are Alexander, R. Christie, of Christie, Kerr & Co., who is the president, R. A. Lyons and C. H. Wilson. The company dealt with the now defunct Central Bank, and before the smash they made arrangements with Cashier Allen for accommodation when it should be required. With the suspension of the bank the main support of the company, was removed. The advances made by the bank are secured by mortgages on the company's property and the payment of these mortgages have fallen due. The scarcity of funds compelled the firm to suspend and seek an extension. Liquidator Lye said that the company would be granted whatever extension was required, while the manager of a bank intimated his willingness to advance any amount of money the company might require to get them out of their present difficulty on the security which they have heretofore given. An effort is being made by the company to dispose of their property on which they expect to realize sufficient to pay off their entire indebtedness. The present difficulty will have no effect upon the firms of the members of the joint stock company.

From the *Journal* we learn that the recent timber limit sale at the Russel House, Ottawa, was a slow affair, very little interest being manifested, in fact lumbermen who were present fighting shy of bidding at all. Four blocks of timber lands, owned by Mr. Richard White, of Pembroke, and containing about 241 square miles, were put up, the auctioneer, Mr. Tackaberry, beginning with the second block of 50 square miles on the Coloungue river. Bidding on this started at \$20,000 and slowly crept up to \$34,700 and then ceased. Mr. White then withdrew the limit. The next to be put up was 101 square miles on the Black river. The auctioneer took the Crown Lands Department style in getting this off by offering it by the mile for the whole block. Bidding started at \$200 and meandered slowly up to \$540, and as bidding stopped at that figure, the block was withdrawn. Similarly block 3, containing 70 square miles on the Coloungue river and 20 miles on the Ottawa was put up and after lingering for a short time, was withdrawn. Then Mr. Tackaberry tried 100 square miles of white pine on the Jean de Terre but as only \$11,000 was offered for it that sale also stopped. The Hiban limit on the Coloungue was then set up and after some dulatory bidding withdrawn at \$7,800. This limit had an area of 21 miles. The chief reason attributed for the want of sale was the lateness of the season, the lumbermen having their plans for their winter operations completed. It is understood that Mr. White's reserve bid on the whole four blocks was \$200,000.

## QUEBEC.

—The Henderson Lumber Co., of Montreal, are interested to the extent of \$3,415 in the recent failure of Dame Flora Smith, cigar manufacturer, of the same place.

—Mr. G. B. Green, manager of the Upper Ottawa Improvement company has returned from the Quio where he was inspecting the company's works. The tail of the Upper Ottawa drive arrived at Des Joachims about the 15th instant. The water in the river is low but few logs were reported stuck.

—Application for incorporation is made by the Ross McLaren Lumber Company, with a capital of half a million dollars, for the purpose of manufacturing, shipping and dealing in lumber. The applicants are Hon. James Ross, of Quebec; Jas. McLaren, Buckingham; Leonard Greenham, Little Montreal; William Henry Higgins, New Westminster, and Charles David Rand, of Vancouver. The chief point of operations will be at New Westminster, and that it is proposed to ship to the Australian, Japanese and South American markets.

—There is a slight improvement noticeable in the Montreal market and values continue firm. At the mills the manufacturers have increased their prices, but so far there has been no augmentation. Dealers not being able to buy at former rates, are by no means urgent sellers, and in consequence, the tendency has been to discourage business. The contractors are beginning to make their season's inquiries, but have as yet made no purchase of importance. At the mills there is considerable activity in the fulfillment of orders already on hand, which it is said will take some time to work off, the available supply outside of that being very limited.

—The saw mills of the E. B. Eddy Manufacturing Company at Hull have suspended operations for want of logs. The Eddy Company have lost considerable time during the past season owing to their logs not having reached the Chaudiere as early as usual. This difficulty will be done away with next season as the company intend putting on an unusually large number of men into their new Magnissippi limits, and will cut sufficient logs to keep them running night and day watch during the whole of next season. The transfer of Messrs. Hurdman &

Co.'s Magnissipi limits to the Eddy Manufacturing Company was made on the 17th Sept. The price paid, as stated in the deed of transfer was \$325,000. The general impression among the lumbermen is that the Eddy company have secured one of the best pieces of pine country in the Ottawa Valley. The company intend only working their new limit for logs. No square timber will be taken out.

—As will be seen from the following comparative statement of timber measured through the supervisor's office at Quebec, the quantity of white and red pine falls very much short of that of 1886 and 1887, made up to the same date in each year, viz., September 5th. The figures are for cubic feet.

	1886.	1887.	1888.
Waney White Pine Square	2,465,398	1,526,243	1,220,025
Red " "	2,172,835	946,082	863,997
Oak	243,312	460,092	484,875
Elm	229,677	413,846	730,658
Basswood	378,541	179,872	166,000
Butternut	218	515	717
Tamarack	192	1,079	419
Birch and Maple	2,459	5,107	2,130
	160,611	116,694	156,647

—McLaren and Ross, of Quebec, the former being connected with the Saginaw Lumber and Salt company, have purchased 1,500,000,000 feet of pine timber in British Columbia where they will erect and equip two large mills for its manufacture into lumber. The Saginaw Lumber and Salt Company has given a contract to Barrie, Ont., parties to cut 10,000,000 feet of timber from their tract on Fitzwilliam Island, in Georgian Bay, to be rafted to Saginaw. The Emery Lumber Company will this winter cut 14,000,000 feet on the waters of Georgian Bay, to be manufactured at Midland, Ont. The lumber market is active and prices up to the top notch.

—Rev. Father Paradis, whose name was prominently brought before the public some months ago in connection with a misunderstanding between him on the one side and the Gilmour lumber merchants of the Upper Gatineau, Hon. J. J. Ross and Rev. Father Augier, on the other, has arrived in Montreal from Buffalo, whence he was spirited away some months ago, on his way to Quebec, and thence to Rome. The object of the reverend gentleman's trip to Canada has not been made known, but it is asserted on excellent authority that he goes to the Eternal City upon the advice of Bishop Ryan, of Buffalo, for the express purpose of protesting against his recent expulsion from the Oblat Order. Exactly why Father Paradis has been expelled from the order has not yet leaked out, but it is stated that the sole cause of his misfortune is the fact that he persistently refused to sign a retraction of the damaging statement he had made against Hon. Mr. Ross and allow the whole discussion thereon to drop.

—Quite a commotion was created at Eastman's Springs, on the Canada Atlantic railway, a short time ago, by the disappearance of two brothers John and Robert Stewart, who for several years have been doing a lumbering business in a small way at that place. The brothers left saying they were going on a trip instructing their clerks to sell lumber as usual and forward receipts to them. Mr. Neil Stewart, father of the young men upon learning of their departure, seized the mill upon which he had a mortgage of \$1,200. A Mr. Baker of North Tower also hearing of the departure of the Stewart brothers visited Eastman's Springs and again seized the mill upon a first mortgage for \$1,500. Mr. John Kyle, a grocer at the Springs, was victimized to the extent of \$400, having signed the firm's paper to that extent before hearing the true state of affairs. Another man named Morgan had bought some logs to be cut at the mill before the departure of the brothers and after their departure came to get his lumber. He was told that he could have no lumber unless he paid for it. Morgan grew indignant took away a pile of lumber made from his logs and a few days afterwards had to pay \$18 for his own lumber on the order of the district magistrate before whom the case came up. The affairs of the firm are in a bad condition and claims are coming in thick and fast. The Stewart brothers have not since been heard of.

—A Quebec city despatch of September 13th said: "Not a stick of square white pine remains unsold in the hands of lumbermen. The whole stock in port, as well as this year's make to arrive, has passed into the hands of shippers, this being a condition of things that never happened in the port before, besides which there is only 30,000 feet of waney board pine unsold to arrive, all this year's manufacture and what is now in port, with the above small exception having been bought by the timber merchants. The latest purchases were A. Fraser's Nipissing raft to arrive, bought by Messrs. W. & J. Sharples, and A. Fraser's Operongo rafts, and Caldwell's rafts in port. These two latter were bought by Messrs. J. S. Murphy & Co., these purchases by the latter firm amounting to over three quarters of a million feet. The stock of white pine timber to winter here will be unprecedentedly small and the question has repeatedly been asked: 'How are we going to load next spring's fleet?' Fortunately, with

their utmost efforts, were they unwise enough to attempt it, the lumbermen could not overstock the market for two years to come, but with the few lumbermen owning the timber bearing lands in Canada they are not likely to attempt to overstock the market as they have done in recent years to their cost, because the enormous prices which timber lands brought at the last public sales have given lumbermen a keen appreciation of the value of standing timber.

#### NEW BRUNSWICK.

—There has been considerable activity about the wharves and lumber yards at Richibucto loading the vessels in port.

—The long-talked-of steam saw mill to be erected in Richibucto is to be a sure thing. The place selected is what is known as the Yellow House Point at the north-east extremity of the town.

—T. H. Ramsay, of Newcastle, has bought the Redbank Mills, Miramichi, from J. B. Snowball, and enters into possession at once. He intends to add steam power for the manufacture of shingles and other small lumber.

—There is a great jam of logs in the St. John at the Grand Falls. It fills the river for a distance of from 1,500 to 2,000 feet and is 30 to 100 feet deep. Lumbermen estimate the quantity to be from twelve to fifteen million feet. An attempt to start it with dynamite was to have been made but on examination it was considered useless. Probably nothing but the spring freshet will move it.

—It is estimated by experienced lumbermen that there has been cut on the Penobscot river the past year fully 150,000,000 feet of logs, an amount which is said to be equal to that cut years ago during the palmiest days of lumbering. Tracts that have been cut over thirty years ago have been gone over twice since and the growth about keeps pace with the demand for lumber.

#### MANITOBA AND THE NORTHWEST.

—At Brandon, Mr. Christie, has been working his mill night and day on logs from Riding Mountains.

—The harvesting operations lessened the demand for lumber and enabled the mills to get ahead of orders.

—Jonasson, Frederickson & Walkely forwarders and lumber dealers, Selkirk, Man., are organizing a joint stock company.

—Upwards of one hundred men were employed at Selkirk last week unloading lumber at the docks, and lumbermen complain of lack of men.

—The Rainy Lake Lumber Company has been purchased by the Western Lumber Company, of which Mr. McRae, of Quebec, is president.

—Christie's drive of logs from the Bird Tail have all reached Brandon. The mill is working night and day, with a staff of about fifteen men.

—Thos. White and another prominent Michigan lumberman are exploring the timber limits to the north of Calgary. Their visit has also something to do with development.

—Mr. Tat is engaged with a number of men in improving the Bird Tail river between Birtle and Riding Mountains, Manitoba. The object is to make the stream more suitable for the passing of saw logs from the mountains. It is expected that 5,000,000 feet will be taken out this winter.

—Lake Winnipeg mill men are pushing to get the lumber herald out before the closing of navigation and all the craft on the lake are employed carrying the cut to Selkirk, the head of deep water navigation on the Red River, and the nearest railway point to the mills.

—J. A. Christie's logs from the Bird Tail river are first class, some of them measuring over two feet through. It is the intention to cut them into dimension lumber. About half of them will be cut this season in the old mill at Brandon, Man., and the balance will be cut in the new mill which he will build next spring.

The lumber trade throughout Manitoba is reported in a satisfactory condition. Orders can now be filled in a reasonable time, and customs are not subject to any serious delay. Mills look forward to upwards of a month more of activity, and are reporting very favorable as to the season's business as a whole. Prices remain about the same.

#### BRITISH COLUMBIA.

—A new saw mill is in course of construction for Dunsmuir & Sons, at the Union Coal Mines, Comox district, B. C.

—A stick of timber was cut the other day at the Hastings Mill which was 106 feet long and 24 inches square. There were sawed out of the log 12,000 feet of cedar lumber weighing 30 tons.

—The barque Jan Baas has sailed for Melbourne with 509,412 feet of rough lumber and 15,205 bundles of pickets from the Moodyville mill. It is said that the captain of the barque has been fined \$400 for not clearing at customs.

—A portion of the C. P. R. wharf at Vancouver has sunk considerably owing to the heavy traffic being done on it at the present time, and the depredations of the terredo. A large surface of the City Wharf has also sunk several feet from similar causes.

—There is a hitch in the arrangements regarding the proposed establishment of the mammoth mill at Westminster, B. C., by Ross & McLaren, of Ontario. The trouble is over the timber lands which the projectors are endeavoring to secure from the Provincial Government.

—The first vessel of the two chartered by the Royal City Planing Mills is the barque Nanaimo which was built in the black diamond city of that name some six years ago. When loaded she will carry fully 800,000 feet of lumber and her destination will be Melbourne, Australia.

—New Westminster is naturally anxious to have the saw mill of Ross & McLaren, eastern lumbermen, who propose to carry on extensive operations in British Columbia, located there. The capacity of the proposed mill will be over half a million feet per day, or larger than the capacity of all other mills in the province.

—The enterprising and wealthy firm of A. Broder & Co., of Morrisburg, Ont., have purchased a large tract of land on Alberni canal, and will proceed at once to erect a small saw mill preparatory to the construction of a larger one, having a capacity for 100,000 feet per day. The firm named is well known in the county of Russel, Ont., for which constituency Mr. Broder was at one time a representative in the Ontario Legislature.

—The Vancouver Herald says:—The Moodyville mills are kept busy night and day at present loading the vessels at the wharves, of which there are five: the Jan Baas, the Edward O'Brien, the W. J. Rotch, the Balaklava and the Pactolus. The three former are now almost loaded and will proceed to sea shortly. The barque India and the ship Earl Granville are both anchored in the stream waiting for berths at the wharves.

—The Moodyville saw mill is running night and day to its full capacity. A recent report says that there were six vessels at the dock—most of which are loading—which will take away 6,200,000 feet of lumber. The Balaklava takes 1,100,000 feet to South America, The Pactolus 9,000 feet to China the India 900,000 feet to South America, the Earle of Granville 1,000,000 to Australia, the Edward O'Brien 1,400,000 to Australia, and the Jan Baas takes 900,000 feet to Valparaiso, South America. The mill is supplied with logs from the various camps along the coast, some of which are distant about 200 miles.

—The owners and managers of the various saw mills of Vancouver who cut for the local trade, have agreed upon a new schedule of prices which has come into effect and contains a considerable advance in the price of the principal sorts of lumber. The following extracts from the list will give an idea of the prices now asked: Bridge and wharf plank and lumber from \$12 to \$16 per M feet, B. M., according to length. Flooring from \$17.50 to \$27.50, according to the size and quality. Rustic from \$17.50 to \$22.50, according to quality. Boards, S. S. \$20 to \$22.50. Laths and shingles \$2. The demand for lumber is very good, all the mills being kept busy supplying it. The number of men employed among the various mills and yards in the city is continually increasing and the business generally assuming large proportions.

—Pacific Coast lumbermen in British Columbia, continue to find an active demand. At Burrard Inlet the mills are working night and day on export orders, and latest reports stated that several ships were anchored waiting their turn to load. The Westminster mills are busy with local and eastern orders. The Royal City mill at that place has an order from a car building company, of Dayton, Ohio, for square timber for car sills. The timber is required to be 60 to 70 feet in length and perfectly sound. During August seven ships cleared from the two Burrard Inlet mills for Australia, with lumber, lath and pickets. Two ships cleared from the Royal City mill at Westminster, taking the first exports of lumber ever made direct from Fraser river mills, the river having only recently been made navigable for ocean craft.

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AMERICAN.

The Frost Lumber company, of Detroit, has failed.  
 A forestry convention is to be held in Cincinnati this fall. The exact date has not yet been settled.  
 The New Jersey Lumber Company, Jersey City, N. J., has been incorporated under the same name.  
 The daily capacity of the St. Paul & Tacoma Lumber Company's new sawmill at Tacoma is estimated at 630,000 feet.  
 Extensive forest fires have been raging near Bay City, Mich., and an incalculable amount of damage has been done.  
 Maine lumbermen are beginning to send men, horses and supplies into the woods in preparation for the winter campaign.  
 The August shipments from Muskegon, Mich., footed up to 66,616,000 feet of lumber, 23,000,000 shingles, 1,500,000 lath, 4,194 cords of slabs and 240 tons of sawdust.

Robinson & Lacey, the well known pine land dealers of Grand Rapids, Mich., have associated with themselves in their Canadian timber business R. A. Haire, formerly an extensive lumberman on Grand River, but for the past two years an explorer of Canada limits.

It is very dull in the coasting trade now. About half the coasting fleet are laid up, and the present rate of freight, \$3.50 per M, hardly pays running expenses, to say nothing of leaving any profit to the owners.

OUR TIMBER EXPORTS TO BRITAIN.

Since our last issue the following cargoes of Canadian wood have been reported entered at the various United Kingdom ports:—

AT ABERYSTWITH.—Huldin from Bathurst, 11,177 deals.  
 BARROW.—Jens Willsen, Halifax, 5,021 deals and ends, 1,200 palls. Oscar II., St. John, 18,916 deals. Sheffield, Parsboro, 25,109 deals. Oscar, Halifax, 11,660 deals and ends.  
 BEAUMARIS.—Harbet, Halifax, 8,428 deals, 637 spruce boards, 59 birch logs.  
 BELFAST.—Drammenseren, Three Rivers, 39,413 deals. Oscar, Quebec, 26,378 pcs sawn fir. Aren, Quebec, 16,732 pcs sawn fir. Atlas, Miramichi, 19,829 deals and ends. Norman, Miramichi, 27,275 deals and ends, 16,500 palls.  
 BRISTOL.—Drapner, Sackville, N.B., 11,133 deals, 137 scantling, 1,100 ends, 333 bundles palls. Skien, Halifax, 29,915 deals, ends and battens. James L. Harway, Montreal, 23,261 deals and ends. Ontario, Montreal, 6,241 boards, 1,072 pine deals, 415 spruce deals. Texas (s), Montreal, 6,218 spruce deals.  
 CARDIFF.—Ingleside, St. John, 27,415 deals. Parmatta, Quebec, 249 pcs hewn oak, 1,223 hewn fir, 78 elm, 3,464 deals, 2,400 oak staves. Senator Weber, Quebec, 347 pcs oak, 497 hewn fir, 5,327 deals, 1,034 pcs sawn fir.  
 CARNARVON.—Dover, Economy Point, 7,897 deals, 1,542 spruce boards, 939 deal ends.  
 CHESTER.—Corns, Richibucto, 5,028 deals, 1,837 boards, 1,123 deal ends.  
 CORK.—Pacific, Quebec, 18,654 deals, 1,147 deals and ends, 6,000 palls. George Peake, Quebec, 15,978 deals, 1,097 deals and ends. Reform, Pentecost, 14,033 deals, 1,541 deals and ends. Douglas, St. John, 16,536 deals, 2,436 deal ends. Endrick, St. John, 12,257 deals, battens and ends. Syringa, St. John, 17,535 deals and battens, 2,159 ends. Maggie M., St. John, 12,764 deals.  
 DOUGLAS (ISLE OF MAN).—Peterel, Halifax, 3,878 spruce deals.  
 FLEETWOOD.—Queen, Miramichi, 49,424 deals, 17,655 sawn fir. Alexandra, West Bay, N.S., 15,943 deals. Anna, West Bay, 16,625 deals. Halden, Miramichi, 28,641 deals, Stella, Halifax, 18,321 deals. St. Joseph, Quebec, 919 pcs hewn fir, 69 pcs hewn oak, 30 pcs hewn ash, 9,903 deals. Panama (s), Quebec, 2,278 deals, 137 logs hewn oak, 71 pcs elm, 1,200 pcs hewn fir, 16,780 deals.  
 GLASGOW.—Grecian, Montreal, 11,396 deals. Circe, Montreal, 653 deals, 662 pcs oak lumber. Corean, Quebec, 117 pcs timber, 7,261 deals. Vigo, Weymouth, N.S., 283 pcs birch, 9,426 spruce deals, 800 spruce deal ends, 325 deals, 55 deal ends. Collina, Montreal, 4,321 deals, 231 oak planks, 1,222 deals. Louise, Halifax, 13,167 deals, 1,137 ends. Carthaginian, Montreal and Quebec, 175 logs birch, 24 logs maple, 2,490 deck planks, 3,873 deals, 599 deal ends. Norwegian, Quebec, 7,370 deals, 2,658 bundles spoolwood Concordia, Quebec, 289 logs ash, 307 pcs oak lumber, 12,491 deals.  
 GLOUCESTER.—King Carl, Bathurst, 19,875 deals. Maria, Bathurst, 36,440 deals. Ebba, Campbelton, 23,021 deals. Uranos, Halifax, 550 lb. sawn fir.  
 GREENOCK.—Prince Eugene, Quebec, 2,652 pine deals, 955 pine pine deal ends, 1,914 pcs spruce, 437 ash, 91 elm, 167 red pine, 522 waney white pine, 298 waney boards. Terzo, Quebec, 135 pcs waney pine, 1,411 spruce deals, 495 pcs waney white pine, 23 square do., 153 oak, 11 hickory, 222 red pine. Skibladner, Quebec, 183 spruce deals, 29,558 bundles spoolwood, 243 birch planks, 2,359 spruce deals. Europa, Bathurst, 16,346 deals, 1,466 deal ends. Enterprise, Quebec, 200 pcs elm, 102 pcs ash, 1,343 pcs white pine, 4,643 deals, 159 pcs oak, 56 pcs red pine.  
 HARTLEPOOL, WEST.—Antoinette, Quebec, 80 pcs oak, 56 pcs elm, 22 pcs walnut, 559 pcs hewn fir, 3,184 deals. Flora, Quebec, 46 pcs hewn oak, 33 pcs ash, 120 pcs birch, 250 pcs hewn fir, 21,450 deal ends.  
 HULL.—Bishop Brun, Quebec, 123 pcs elm, 663 pine, 3,450 deals. INVERNESS.—Elizabeth, Quebec, 130 pcs hewn oak, 2 pcs hickory, 5 pcs elm, 80 pcs hewn pine, 3,553 deals.

LANCASTER.—Minerva, West Bay, 11,959 deals, 1,208 birch planks.  
 LIVERPOOL.—Lake Superior, Montreal, 3,959 deals, 4,322 box, 15 Circassian, Montreal, 9,839 deals, 98 pcs timber, from Quebec, 4,515 pine deals. Oregon, Montreal, 18,800 deals. Niceto, St. John, 4,257 birch planks, 843 birch ends, 1,594 scantlings, 47,331 deals, 12,942 ends. President Harbutz, Bay Verte, 21,100 deals. Glenola, Halifax, 112 spruce ends, 1,247 spruce deals, 150 birch ends, 1,368 birch deals, 321 pcs juniper. Pettcodiac, Hillsborough, N.B., 669,856 superficial feet deals, 827 feet scantling, 6,580 feet ends. Excelsior, St. John, 449 pcs timber, 17,114 deals and battens, 690 scantlings, 6,131 deal ends, 1,244 boards. Magnificent, Quebec, 39 pcs oak, 291 birch, 111 elm, 84 ash, 945 white pine, 4,993 spruce deals, 1,177 spruce ends. Bueneventura, St. John, 29,245 deals, 1,624 scantling, 7,542 deal ends, 5,049 boards, 1,744 birch planks. Boromo, Richibucto, 27,478 fir deals and ends. King Oscar II., West Bay, 22,475 deals and battens, 215 scantlings, 1,490 deal ends. Nathanall, Bay Verte, 513 battens, 17,082 deals and battens, 1,827 deal ends. City of Liverpool, Quebec, 211 pcs oak, 140 elm, 34 red pine, 1,039 white pine, 120 pine deals, 2,689 pine boards, 81 pcs ash, 1,132 pine deal ends. Lake Nepigon, Montreal, 9,245 deals, 7,242 pine and spruce boards, 130 studs deals. Europa, Halifax, 16,822 deals and battens, 691 deal ends, 1,692 boards and scantlings. Polyneesian, Montreal, 5,043 pine deals, Quebec, 1,296 pine deals, 13,960 birch scantlings. Anglo America, Quebec, 300 pcs red pine, 1,901 spruce deals, 549 pcs white pine, 222 logs birch, 170 pcs oak, 48 elm, 76 ash, 118 square white pine, 254 waney white pine, 2,034 pine ends, 4,850 staves. Okenholme, Montreal, 12,924 staves, 14,315 deals, 6,457 ends, 424 pcs lumber. Lake Huron, Montreal, 8,566 deals, 9,233 boards, 2,711 spruce boards. Vancouver, Montreal, 19,014 bds, 3,270 red deals, 10,854 deals and ends. Sarmatian, Montreal, 1,782 spruce deals.  
 LONDON.—Nicolet, Quebec, 16,866 deals, 467 pieces pine, 167 fms. elm, 788 staves, 26 walnut, 154 oak. Bothal, Montreal, 13,443 deal ends, 40,000 deals. Neslane, Montreal, 20 pks boards. Hermianos Pentecost, 13,075 deals, 12,505 planks, 2,083 ends. Murelano, Montreal, 8,405 pieces lumber: Quebec, 6,393 deals, 350 pcs birch, 251 ash, 600 bundles box shooks. Fremona, Montreal, 1,075 pieces lumber, 23 birch, 6,907 walnut, 10,600 deals, 75 ash. Chateau Leoville, St. John, 37,017 fms deals, 2,396 ends. Grey Collin, Montreal, 61,617 fms deals, 7,081 ends. Hovding (s), Quebec, 44,068 deals, 3,768 ends, 13,091 staves. Damara (s), St. John, 14,557 deals, 153 scantlings, 3,153 ends.  
 Lack of space forbids an extended report being continued, but up to September 13th the following additional timber imports from Canada were entered at the various ports of the United Kingdom: Pine and spruce deals and ends 207,794, sawn and hewn fir 52,054, birch and spruce planks 9,687, boards 7,455 and oak, ash, walnut, pine, cherry, &c., logs and hewn or square timber 27,263 pcs.

OUR ADVERTISERS.

No better indication of the rapidly increasing popularity of the CANADA LUMBERMAN as an advertising medium can be found than the large number of new announcements which are from month to month finding a place in its columns. The list of new names appearing in the current issue is unusually large, and we take pleasure in appending a brief notice concerning each:  
 The well-known firm of Patterson & Hall, of Toronto and Midland, have done what every lumberman in the country should do—inserted their business card in THE LUMBERMAN.  
 The Geo. Bishop Engraving Co., of Montreal, lithographers, engravers and printers, is one of the largest firms of the kind in the Dominion. Their work speaks their worth, and a perusal of their advertisement will doubtless prove of interest.  
 Recognizing the fact that lumbermen are large consumers of the necessities of life, the enterprising firm of J. W. Lang & Co., wholesale grocers and importers, of Toronto, make use of our columns to advertise their business.  
 The attention of shippers to South America is called to the notice of Mr. D. M. Rennie, of Beaunos Ayres, who is prepared to accept agencies for the Argentine Republic and Uruguay, from the manufacturers and shippers of Canada.  
 Reynolds & Kellond have been so long in Toronto and Montreal, as solicitors of patents and experts in patent cases that a simple announcement of their business is all that is necessary to command attention. We would direct attention to their card.  
 The Department of Public Works call for tenders for the replacing of the present roadway to the Suspension Bridge across the Ottawa river, at the city of Ottawa, with an iron truss bridge. Tenders are to be received up to noon on the 5th inst.  
 Mr J. J. Turner, the extensively patronized manufacturer of tents and awnings and lumbermen's supplies, Peterborough, Ont., has again inserted his card in these columns. Mr. Turner's manufacture is highly spoken of wherever used, and as a result his business is rapidly assuming large proportions.  
 Our Amherst N. S. Correspondent writes that A. Robb & Sons sent out of this siding one day lately, two Hercules engines with Monarch boilers and smoke stack complete both going to Kings Co N. B. and also one of their Shingle Machines to Newfoundland this makes four Shingle Machines this firm have shipped within a month or two.  
 By reference to the space occupied by him, it will be observed that Mr. James Leslie, one of the oldest mem-

bers of the trade in Montreal, is again pushing his trade in English Oak Tanned Leather Belting, and is in a position to supply all users of belting with complete or partial outfits promptly and at prices which will compare favorably with those of any other house.

It is always pleasing to notice evidences of improvement and prosperity among the manufacturers, and the Wm. Hamilton Manufacturing Co., of Peterborough, gratify that feeling very frequently. They are now forced, by the pressure of increasing business, to enlarge their premises by the erection of an addition to their workshop. The new building will be 160x34 feet and two stories high.

We have received a very handsomely gotten up circular from Lewis Bros. & Co., Montreal, wholesale dealers in hardware and lumbermen's supplies. These gentlemen, realizing the importance and extent of the great lumber industry, have contracted with THE LUMBERMAN for advertising space. We would recommend our readers to keep a careful lookout for the changes in the space controlled by this firm as they bundle many articles of interest to the lumber trade.

Mr. Geo. Brush, the veteran proprietor of the Eagle Foundry, King and Queen Streets, Montreal, makes a modest display on another page. If we have been rightly informed this is about the oldest foundry and machine shop in the city of Montreal, and the many years of liberal patronage bestowed upon it, never seems to wane. As usual a speciality is made of saw mill machinery, engines and boilers, etc., which for quality and price would be difficult to surpass.

The Royal Electric Light Co., with headquarters in Montreal, have contracted for a respectable space to advertise their rapidly increasing business as manufacturers of dynamo machines, lamps, motors, etc., and as contractors and builders of electric light plants. Mr. Chas. W. Hagar, the manager of the company, is a thoroughly qualified electrician and in every way competent to give intending users of electric light apparatus the best of satisfaction.

The J. C. McLaren Beiting Co., of Montreal, one of the oldest belting houses in the Dominion, again present their claims for patronage to the lumber and allied trades. They have now something entirely new to offer, an illustration and particulars of which appear in their advertisement elsewhere. Since the sudden and lamentable decease of the head of this firm some months ago, extensive improvements have been made in their mode of manufacture, and the onward progress of the firm has been creditable to the new and enterprising management.

W. A. Carr & Co., rubber stamp manufacturers, of Peterborough, although a comparatively new firm, have already opened out a very creditable connection among the business public of Eastern Ontario. The facilities they have at their command for doing the very best work are equal to that possessed by much older houses. As young men of business push and integrity we would recommend them with confidence and any of our readers requiring anything in the line of rubber stamps would do well to send this firm their orders. Their card appears in another column.

In another column will be found the announcement of an important sale by public auction of pine timber limits, situated in the Keepawa territory, Upper Ottawa agency, in the province of Quebec. They are virgin limits, and the owners, Messrs. John Ross and Co., have had them explored. They are well timbered, and the pine is of the very best quality. Water is plenty, all the rivers and creeks being suitable for driving. The facilities for taking timber and logs made on limits in the Keepawa territory to Ottawa makes these limits much more valuable now than they would have been a few years ago. Doubtless the competition at the sale on the 3rd inst. will be keen.

There are some special lines of manufacturing in Montreal that have not only carried the fame of that city throughout North America, but over the entire civilized world. The specialities of Tees & Co. are the manufacture of railroad, bank and other desks, revolving book cases, wood carpet, parquet and inlaid floors. In desks they make over 200 different varieties, most of which are covered by patents owned by this firm. They range through all styles and shapes of roll and cylinder, office, library and parlor desks. They are manufactured in all kinds of wood, chiefly in black walnut, ash, oak and cherry, also to order from satin, teak, maple, mahogany, and any of the fine imported woods. They were among the most prominent exhibitors at the Colonial and Indian Exhibition at London, England, not only securing first awards, but received orders from all parts of Great Britain, France and Germany, also from Ceylon, Canary Islands and other parts of the Eastern Hemisphere. In all departments of their trade they take the lead in Canada not only in character of work but in the reasonable prices at which their wares are offered.



TRADE REVIEW.

Toronto, Ont.

TORONTO, Sept. 29th, 1888.

CAR OR CARGO LOTS.

Table listing various lumber products and their prices in Toronto, Ontario, including items like 1 1/2 inch clear pick, 1 1/2 inch thicker, etc.

YARD QUOTATIONS

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

Ottawa, Ont.

OTTAWA, Sept. 28th, 1888.

Dimensions, In

Table listing dimensions and prices for various lumber products in Ottawa, Ontario, including mill culls, cull strips, and shingles.

Hamilton, Ont.

HAMILTON, Sept. 29th, 1888.

Table listing various lumber products and their prices in Hamilton, Ontario, including mill cull boards, shipping cull boards, and shingles.

St. John, N. B.

St. JOHN, Sept. 29th, 1888.

Deals, Boards, Scantling, etc.

Table listing deals, boards, and scantling prices in St. John, New Brunswick.

Shingles.

Table listing shingles prices in St. John, New Brunswick.

Clapboards

Table listing clapboard prices in St. John, New Brunswick.

Flooring, Dressed.

Table listing flooring prices in St. John, New Brunswick.

Miscellaneous.

Table listing miscellaneous lumber products and prices in St. John, New Brunswick.

Goderich, Ont.

GODERICH, Sept. 28th, 1888.

PRICES IN CAR LOTS.

Table listing prices in car lots for various lumber products in Goderich, Ontario.

Montreal, Que.

MONTREAL, Sept. 29th, 1888.

Table listing various lumber products and their prices in Montreal, Quebec.

Saginaw, Mich.

SAGINAW, Sept. 28th, 1888.

CARGO LOTS.

Table listing cargo lots for various lumber products in Saginaw, Michigan.

YARD QUOTATIONS-CAR LOTS DRY.

Table listing yard quotations for car lots in Saginaw, Michigan.

Draft Siding.

Table listing draft siding prices in Saginaw, Michigan.

Flooring and Siding-Dressed.

Table listing flooring and siding prices in Saginaw, Michigan.

Finishing Lumber-Rough.

Table listing finishing lumber prices in Saginaw, Michigan.

Joist, Scantling and Timber.

Table listing joist, scantling, and timber prices in Saginaw, Michigan.

Plank and timber, 12 inches wide, \$1 extra.

Table listing plank and timber prices in Saginaw, Michigan.

Lath, Shingles and Pickets.

Table listing lath, shingles, and pickets prices in Saginaw, Michigan.

Philadelphia, Pa.

PHILADELPHIA, Sept. 29th 1888.

White Pine.

Table listing white pine prices in Philadelphia, Pennsylvania.

Cargo Lots.

Table listing cargo lots prices in Philadelphia, Pennsylvania.

Hemlock Boards and Scantling

Table listing hemlock boards and scantling prices in Philadelphia, Pennsylvania.

Shingles and Posts.

Table listing shingles and posts prices in Philadelphia, Pennsylvania.

HARDWOOD.

Walnut.

Table listing walnut prices in Philadelphia, Pennsylvania.

Poplar.

Table listing poplar prices in Philadelphia, Pennsylvania.

Oak.

Table listing oak prices in Philadelphia, Pennsylvania.

Ash.

Table listing ash prices in Philadelphia, Pennsylvania.

Yellow Pine-Yard and Wholesale.

Table listing yellow pine prices in Philadelphia, Pennsylvania.

New York City.

NEW YORK, Sept. 28th, 1888.

Black Walnut.

Table listing black walnut prices in New York City.

Poplar, or White Wood.

Table listing poplar or white wood prices in New York City.

Dressed Poplar.

Table listing dressed poplar prices in New York City.

Ash.

Table listing ash prices in New York City.

Oak.

Table listing oak prices in New York City.

Cherry

Table listing cherry prices in New York City.

Miscellaneous.

Table listing miscellaneous lumber prices in New York City.

Boston, Mass.

BOSTON, Sept. 29th, 1888.

Western Pine-by car load.

Table listing western pine prices in Boston, Massachusetts.

Eastern Pine-Cargo or Car Load.

Table listing eastern pine prices in Boston, Massachusetts.

Spruce-by Cargo.

Table listing spruce prices in Boston, Massachusetts.

Lath.

Table listing lath prices in Boston, Massachusetts.

Shingles.

Table listing shingles prices in Boston, Massachusetts.

Oswego, N. Y.

OSWEGO, Sept. 29th, 1888.

Pine.

Table listing pine prices in Oswego, New York.

Brown Ash.

Table listing brown ash prices in Oswego, New York.

Basewood.

Table listing basewood prices in Oswego, New York.

Shingles.

Table listing shingles prices in Oswego, New York.

Lath.

Table listing lath prices in Oswego, New York.

Buffalo and Tonawanda, N. Y.

BUFFALO, Sept. 27th, 1888.

Table listing lumber prices for Buffalo and Tonawanda, N. Y. Includes categories like Norway Pine-Rough, White Pine-Rough, and Dressed Lumber.

Dressed Lumber.

Table listing prices for Dressed Lumber, including Base and Casing, Flooring, Ceiling, and various types of siding.

Shingles and Lath.

Table listing prices for Shingles and Lath, including Shingles in XXX and Lath in No. 1 and No. 2.

Burlington, Vt.

BURLINGTON, Sept. 28th, 1888.

Table listing lumber prices for Burlington, Vt. Includes categories like Canada Pine Siding, Canada Pine Stock, and Canada Pine Sheathing.

Detroit, Mich.

DETROIT, Sept. 28th, 1888.

Table listing lumber prices for Detroit, Mich. Includes categories like Uppers, Selects, Stocks, etc., Flooring, Siding, Ceiling, etc., and Bill Stuff and Culls.

RAILWAY MATTERS.

The Red River railway is now open for passenger traffic. The cost of the C. P. R. to Westminster was: Railway bonus, \$75,000; Right of way, \$35,000; Land granted, \$20,000; or a total cost to the city of \$130,000 or \$16,200 per mile.

miles. The total funded debt at the end of 1887 was \$147,590,011, which is a decrease of \$8,257,416 since June 30, 1884. The aggregate earnings of 4,764 miles in 1887 reached \$28,557,776. The net earnings per mile of the whole system were \$2,355.72.

A project is on foot to build a line of railway from the coal fields on the Souris northward through Carlisle and Cannington, thence to Moosomin, crossing the C. P. R. continuing northward, crossing the line of the G. N. W. Central and the M. & N. W. railway, terminating in the Riding Mountains, where there are large quantities of timber which would make traffic for the road, which with the coal traffic would form alone a sufficient amount of business to make the line a paying investment.

A company has been formed by a number of the leading citizens of Victoria, B. C., with the object of building a railway from that city to a point at or near Shoal Harbor at the north end of the Saanich peninsula and connecting this point with the mainland at or near the mouth of the Fraser river by a ferry, thence carrying a branch to Westminster city and extending a line from the mouth of the Fraser to connect with the American system of railways at or near Mud Bay. It is expected by the promoters that a trip from Victoria to the mouth of the Fraser river by the proposed line will be made inside of three hours, reaching Westminster 15 minutes later.

EXCHANGE ECHOES.

Chicago Timberman. It pays better to ship the goods manufactured than the raw material. Canadian Trade Review. A manufacturer who wants to succeed in business must make money not only in selling his goods but in buying his material. New York Lumber Trade Journal. We are sorry to see by a perusal of some of our contemporaries that the Association has a leaky member. Winnipeg Commercial. Canada has more miles of railway per capita than any country in the world, and in shipping she stands second among the countries of the world as to the number of tons per capita.

American Exchange. Contrary to the opinion expressed in some directions the great majority of lumber manufacturers are not in favor of free lumber. Occasionally there is an exception to the rule, and naturally enough this exception is much talked about in free trade journals. It will generally be found if a manufacturer argues for a removal of the tariff on Canadian Lumber he is interested in Canadian stumpage.

Southern Lumberman. To the business man the advertising pages of a journal are as valuable and interesting as the reading ones, and the man who receives a trade journal and throws it in the waste-basket without at least glancing over it carefully, even if he does not read it attentively, is extremely unwise, not to put it stronger. Some of the best houses in the country subscribe for such journals for the advertising alone, in order to keep up to the state of the market and the changes of trade.

Chicago Timberman. If those people who have gone into ecstasies over the fact that the big Joggins raft, which contained but 3,000,000 feet of logs could see some of the "Whalers" that are coming into Bay City at this time they would open their eyes still wider. A big Lake Superior raft, containing 6,000,000 feet arrived last Thursday night, and it is announced that the Reed Towing and Wrecking Company will bring in their patent boom one containing 8,000,000 feet about the middle of September. Lumber Trade Journal. Several Eastern lumbermen have contracted the "Cuba fever," which means that they have grown strong in the faith that investments in Cuban timber lands will result in large and speedy returns, the forests of the island being rich in mahogany and other valuable woods, easily accessible, and

convenient to all the leading lumber marts of the world as regards cheap freights. The timber lands are low in value and are estimated at about 20,000 square miles in extent, the entire area being practically a virgin forest. One investor several years ago is reported to have paid \$50,000 for 30,000 acres of forest lands which have enhanced in estimated valuation to \$5,000,000. He has begun developing his property on an extensive scale; having at the present time 500 men and 300 yoke of cattle engaged in logging. The timber area of the island at the present time is estimated at about 13,000,000 acres and valued at \$40,000,000, or only a trifle over \$3 per acre.

ITEMS OF INTEREST.

The proverbial two blades of grass where one grew before could hardly be more profitable than two trees where there is now but one.

It is said that a fir is standing in the Kamech valley, Nevada, which measures fifty-eight feet in diameter seven feet from the ground.

In Germany a substitute for lignum vite in certain mechanical uses has been found by impregnating soft wood with oil and subjecting it to pressure to increase its density. Thus prepared, the artificial is said to have all the properties of good lignum vite.

An exchange tells that a lock of a girl's red hair was found deeply imbedded in a large tree by some men who were cutting timber, at Fredericksburg, O., the other day. It nestled inside 51 growths of the tree, showing that there was nothing youthful about the relic. This part of the story may do, but when it is said that the workmen immediately fell to work cutting down trees in the neighborhood, expecting to find a white horse imbedded in one of them, it is asking too much of the readers' credulity.

PERSONAL.

Mr. James Dollar, of Bracebridge, intends disposing of his mill and limits and going with his brother, J. M. Dollar, to California.

Mr. John Brennan, manager Ontario Lumber Company at French River has resigned, and is going to California.

It is reported that Mr. Angus McLeod, local manager for the Victoria Harbor Lumber Company at Bracebridge, has sent in his resignation.

Mr. G. B. Partee, of the firm of Perley & Partee, lumbermen, Ottawa has "struck it rich" in Arizona, being the owner of one of the richest silver mines in the territory. The ore taken from the mine pans out at \$562 per ton.

We had the pleasure of a visit from Mr John W. Coy, vice-president and general manager of the St. Catharines Saw Works. By some inadvertance in last issue a mistake was made in his name, which the typo made "John A. Cox."

FIRE RECORD.

Bush fires have devastated East Tawas and other parts of Michigan.

A recent fire in a lumber yard at Victoria Harbor nearly caused a disastrous conflagration. As it was but little damage was done.

Cadenhead's shingle mill at Midland was burned on Friday morning, August 31st. The fire was supposed to be of incendiary origin.

In the upper Tenton county, Montana, disastrous fires have raged. Ranches were burned off for an area of sixty miles and the fire could not be kept under control.

On Wednesday morning, Sept. 11th, the steam sawmill, machinery and buildings adjoining situated at Hazely's Bay, near Pembroke, was burned to the ground. The mill was in operation about five years. The loss is about \$10,000 partly insured.

The largest fire which ever occurred at Thessalon, Ont., took place about the middle of September, resulting in the entire destruction of N. Dymont's large steam sawmill. Fortunately a large stock of lumber and slabs occupying an adjacent lot were saved through the heroic efforts of the citizens. The total loss has not come to hand, but it will be heavy. It is not known whether Mr. Dymont will rebuild or not, but it is probable that he will.

A most disastrous fire has taken place at St. Jerome, a thriving little town in Terrebonne county, situated about thirty miles from Montreal. It broke out at one o'clock in the morning and before it was got under control the woollen mills of Beauchemin & Co., a sawmill and furniture factory belonging Ald. Villeneuve of Montreal, and Chapleau & Geldert's saw mill were entirely destroyed, together with contents. The loss is placed at \$60,000. No fatalities are reported.

**SAW-MILL REFUSE.**

The safe disposal of saw-mill refuse is literally a burning question, and one which in many places is really a serious one, and involves the expenditure of large sums of money. After the sawdust has been burned under the boilers in steam mills, and all that can be cut up into laths thus disposed of, there still remains a large amount of material which in one way or another must be got rid of. In earlier times the common way was by open fires maintained at a presumably safe distance from the mill, and to which the refuse had to be conveyed, often at considerable expense.

In more recent times furnaces have been specially designed, into which, by the action of machinery, the refuse is constantly discharged as fast as produced in the mill. For a large mill the furnace must be very large, and is very costly. In one case in Ontario the burner is over thirty feet in diameter, and has a total height of over 120 feet. The lower part has suitable openings for air, and for entrance for repairs when necessary. It is really an iron casing, made of wrought iron plates, and lined with brick. This is about sixty feet high, and then tapers until it is about fourteen feet in diameter, and thus is continued another fifty feet, and is crowned with a spark arrester.

The refuse is carried up about fifty feet, and is there discharged by a suitably-shaped mouth-piece, so as to scatter the refuse over the bottom of the burner. The burner cost several thousands of dollars, and has been in use for several years with great success. The spark arresting frame is made of wrought iron piping with the ends open, so that the air circulates through it, and keeps it cool. This is covered with heavy wire netting, the meshes being about one-fourth inch square.

This kind of burner is only well adapted for large mills, as it must be of considerable height to insure safety, and the height necessitates a large diameter. The two things necessary in a successful burner are: First, the prevention of the escape of burning pieces or sparks of size sufficient to cause a fire, and secondly, some means by which the heat generated may be dissipated without injury to the furnace itself, so that it might last for a reasonable time.

These ends can be attained by building a brick furnace covered in with an arch. The wall and arch should be double, with considerable space between, or have a number of flues in them. These flues should be open at the bottom, and be carried up higher than the crown of the arch, in the form of short chimneys. By this means the currents of air will carry off the heat. The flue from the furnace itself should be carried horizontally for some convenient distance, and if near water, it would be advantageous to carry it out over the water, so that any burning pieces carried by the draught might drop into the water, and thus be prevented from escaping by the chimneys.

The chimney should not be at the end of the flue, but at least four or five feet nearer the furnace. The entrance to the chimney should be as square and abrupt as possible. The object of this, while giving free vent to the escape of the smoke or heated air, anything more solid, such as pieces of burning wood, cannot turn the abrupt corner leading into the chimney but pass into the space beyond. Locomotives are now frequently constructed on this principle, having a smoke box extension beyond the smoke pipe, and into this sparks and grit from the furnace collect, instead of being driven out through the chimney, and scattering over the train, as used to be the case.

The chimney from the burner should be arranged to give ample draught, but by making the flue of same length, and by one or two bends in it, or bridge walls, the velocity of the current may be checked, and so prevent the chimney becoming too hot, and in this way an ordinary smoke-pipe may be used. Should it be necessary to put a spark arrester up, it will be found of great advantage to make the frame of it of pipe with ends all open, so that the air may freely

pass through, and so prevent the iron from becoming too hot.

The bottom of the furnace may be made with several low parallel fire brick walls to take the place of grate-bars, and doors should be provided for getting in to repair or clean, either by having heavy iron frames built in, or a better way is to form openings into the brick wall with an arch top, and built up in such a manner that the openings can be made at any time without injury to the wall.

It seems a pity that so much material, which it has taken years to produce, should be wasted, as is often done in saw-mills, and yet what else to do with refuse than burn it, involves questions not easily solved.

**CASUALTIES.**

A boiler in a saw mill at Springfield, Ill., exploded Aug. 30th, killing three persons. William Gookum, the third victim, died the following Saturday.

A young man named Joseph Elliott met his death near Thessalon, Ont., a fortnight ago, while engaged on the drives.

A young man named Vannasse who was employed in Mr. Booth's mill at the Chaudiere, was at work near the circular saw when he accidentally put his hand too near the saw and had two of his fingers cut off.

At Ste. Anne De LaPrade, Que., Mr. Louis Barbeau, a farmer had just commenced work in a saw mill, when he was struck by a piece of wood from the saw with such violence as to kill him.

A lad of 14 named Latowier, engaged in Gilmour's mill, Trenton, was caught by the chain used for carrying the saw dust to the furnace and almost completely torn to pieces.

**CORRESPONDENCE.**

PRESCOTT, Sept 10th, 1888.

Editor Canada Lumberman.

DEAR SIR,—Is there a mill in the continent of America whose capacity is double that of the Gilmour mill at Trenton. An early reply will oblige.

Your truly,

A. S. WHITING, MFG. CO.

Will some of our readers undertake to answer this query and give particulars?—Ed. LUMBERMAN.

—Taking effect September 5th, the lumber freight rate from Chicago to East St. Louis, Ill., has been advanced from 8 to 10 cents, and, in harmony with this move, rates from Chicago to various Illinois points, the rates of which are governed by the East St. Louis rate, have been advanced from 1 to 2 cents. Rates to these latter points have also been similarly adjusted with reference to points affected by the Chicago rate.

—Forest fires are reported in old cuttings in Northern Michigan and Wisconsin but we can learn of no damage as yet in standing pine. Apprehensions have been felt for the safety of a large jam of logs consisting of 100,000,000 feet or more in the upper limits of the Menominee boom, which are high and dry, will fire in the surrounding marches, but as yet no damage is reported. Great complaint is made at the carelessness of railroad surveying parties traversing the Northern country, and whose camp fires are left to work havoc.

**PATTERSON & HALL,**  
Lumber Dealers  
Manufacturers of Dressed Lumber,  
MIDLAND, - - - ONT.

**T. H. GRAHAM & Co.,**  
MANUFACTURERS OF  
**FILES**  
YORK STREET, TORONTO, ONT.

**AUCTION SALE**

—OF—

**VALUABLE PINE TIMBER LIMITS.**

The undersigned has received instructions from MESSRS. J. BELL FORSYTH & Co., of Quebec, to Sell by Public Auction, at the RUSSELL HOUSE, OTTAWA,

On Wednesday, Oct. 3rd., 1888,

Three Hundred Miles of Valuable Pine Timber Limits, situated on the Upper Ottawa River. These limits were selected by J. Bell Forsyth & Co. about fifteen years ago, and have never yet been worked. Terms and conditions made known on day of sale.

Plan of the limits can be seen and further information obtained on application to the owners, or

**I. B. TACKABERRY,**  
Auctioneer.

79 Sparks St., Ottawa.

**Valuable Pine Timber Limits FOR SALE BY AUCTION.**

The following valuable Pine Timber Limits situated in the Keepawa Territory, Province of Quebec, will be sold by Public Auction at the Russell House in the City of Ottawa, at 2.30 p.m., Wednesday the third day of October, 1888.

Berth No.	sq. mls.	Berth No.	sq. mls.
176	30	186	30
177	30	187	30
178	30	188	30
179	30	189	30
180	30	190	30
181	30	191	30
182	30	192	30
183	30	193	30
184	30	194	30

Total area 720 square miles more or less. As per licenses of 1887-88.

These Limits have never been worked on, are well timbered, and the pine is of the very best quality.

Terms and conditions made known on day of sale.

Plan of the Limits can be seen and further information obtained on application to

**JOHN ROSS & Co.,** Quebec.  
or **I. B. TACKABERRY,** Auctioneer,  
79 Sparks Street, Ottawa.

This Space belongs to the

**GEO. BISHOP ENGRAVING & PRINTING CO.**  
MONTREAL, - - QUE.  
Watch for their Advertisement next month.

**IMPORTANT TO LUMBERMEN.**

IN THE ESTATE OF

**Brown & Mahood, of Utterson, Ont.**

Tenders are invited for the Assets of this Estate, consisting in part of about

20 Million Feet of Standing Pine; Logs Floating in Mary's and Long's Lakes, valued at about \$10,000; Shingle Mill at Port Sydney in Operation; Lumbering Utensils in Large Variety; Freehold Land and Village Property; Stock in General Store at Utterson.

Tenders will be received up to the 15th of OCTOBER NEXT for the whole interest of the undersigned in the estate, or any part thereof.

Full particulars as to the location of the timber, etc., etc., can be had on application to

**ROBERT H. GRAY,**  
Trustee.

24 and 26 Wellington St. West, Toronto.

**Notice to Iron Bridge Builders.**

Sealed Tenders, addressed to the undersigned, and endorsed "Tender for Chaudiere Bridge," will be received at this office until Friday, the 5th day of October next, for replacing the present roadway of the Suspension Bridge across the Ottawa, at the City of Ottawa, with an Iron Truss Bridge, in accordance with a specification incorporated in and forming part of a form of tender, a copy of which, together with a plan of the present structure, will be supplied to Iron Bridge Builders only, on application to the Chief Engineer.

Tenders must be accompanied by plans, specification and strain sheets of the structure proposed to be constructed, and also a description in detail of the mode or manner in which it is to be erected and put in place, as no interference with the present bridge or the traffic across the same will be permitted, except as stated in the specification, and they—the tenders—will not be considered unless made on the forms supplied, and signed with the actual signatures of the tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to five per cent of amount of tender must accompany each tender. This cheque will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,  
**A. GOBEIL,**  
Department of Public Works,  
Ottawa, 10th Sept., 1888. Secretary.



Sealed Tenders, addressed to the undersigned and endorsed "Tender for Port Arthur Work," will be received at this office until Friday, 19th October next, for the construction of a further length of Breakwater at Port Arthur, Ontario, in accordance with plans and a specification to be seen at the Department of Public Works, Ottawa, and on application to William Murdoch, Esq., Resident Engineer, Port Arthur.

Tenders will not be considered unless made on the form supplied and signed with the actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to five per cent of amount of tender, must accompany each tender. This check will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,  
**A. GOBEIL,**  
Secretary.

Department of Public Works,  
Ottawa, 17th Sept., 1888.

**J. J. TURNER,**  
Sail, Tent and Awning Maker,  
251 GEORGE AND 154 KING STREETS,  
PETERBOROUGH.  
Canoe, Yacht and Boat Sails made to order.  
Perfect Fits guaranteed.  
Every description of Lumbermen's Supplies and Waterproof Clothing.



Sealed Tenders, addressed to the undersigned and endorsed "Tender for Penetanguishene Work," will be received at this office until Friday, 19th October next, for the construction of work at Penetanguishene, Ontario, in accordance with a plan and specification to be seen at the Department of Public Works, Ottawa, and on application to H. H. Thompson, Esq., Mayor of Penetanguishene.

Tenders will not be considered unless made on the form supplied and signed with the actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to five per cent of amount of tender, must accompany each tender. This cheque will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,  
**A. GOBEIL,**  
Secretary.

Department of Public Works,  
Ottawa, 13th Sept., 1888.

When writing to advertisers please state that you saw their advertisement in this journal.

**MACHINERY FOR SALE**

H. W. PETRIE'S list of Sawmills and general wood-working machinery for sale.  
 ONE new 2 or 3 block sawmill, with 6-inch saw.  
 ONE sawmill, with timber limit in Parry Sound  
 ONE 2-block mill, Butterfield build.  
 ONE 2-block mill, small portable size.  
 ONE automatic sawing machine, Bayley make  
 ONE 66-inch inserted and 64 inch solid saws  
 TWO stave cutters with parts-6t.  
 ONE gang lath mill, new.  
 ONE Waterous self-feed grist mill and bolter.  
 ONE Goldie & McCulloch Hall self-acting shingle machine.  
 ONE self-acting shingle machine, Green Bros. make.  
 ONE Waterous self-acting shingle mill and jointer.  
 ONE Eureka self-acting shingle machine and jointer, I. Frenchette, maker, St. Hyacinthe, P. Q.  
 TWO Doherty hand swing machines.  
 ONE upright swing, with 40-inch saw.  
 EIGHT wheel jointers, various makers.  
 THREE drag saw machines.  
 ONE heavy 24-inch planer and matcher, Rogers' make.  
 ONE new eclipse planer, matcher and moulder, Galt make.  
 ONE 24-inch planer and matcher, Picton make.  
 TWENTY-inch planer and matcher.  
 EIGHTEEN-inch planer and matcher.  
 LITTLE Giant pony planer and matcher.  
 NEW Economist 24-inch planer and matcher.  
 ONE 27-inch revolving bed double surfacer, Galt make.  
 ONE 24-inch surfacer, McKechnie & Bertram.  
 ONE 24-inch pony planer, Frank & Co. build  
 ONE 20-inch pony planer, Frank & Co. build.  
 TWENTY-four-inch surfacer, Kennedy's make.  
 TWENTY-four-inch surfacer, hardwood bed.  
 TWENTY-two-inch surfacer, wood bed.  
 EIGHTEEN-inch surfacer, all iron and steel.  
 SIXTEEN-inch buzz planer, Galt make.  
 THREE-side moulder, all brass heads, Rogers' make.  
 THREE-side moulder No. 2, Cant, Gourlay make.  
 TWO one-side moulders, McKechnie & Bertram make.  
 ONE one-side moulder, wood frame.  
 NEW 3-side moulder, Cant Bros. make, Galt  
 TENONING machine, double cope, Goldie & McCulloch.  
 ONE J. A. Fay tenoner, small size.  
 TWO Ross tenoners.  
 ONE double cope tenoner, McKechnie & Bertram.  
 BLIND slat tenoner, Cowan build.  
 POWER mortiser, Goldie & McCulloch make.  
 TWO power mortisers for heavy work  
 LARGE stock of foot mortisers, new at \$15 each.  
 UPRIGHT boring machine with column.  
 SIX power scroll saws, various makes  
 ONE 34-inch band saw, Hamilton Tool Co.  
 TWO new band saws, Galt make.  
 NEW 34-inch pedestal and 24-inch bracket band saws.  
 ONE upright Goldie & McCulloch shaper.  
 NEW iron Top shaper, Cowan make.  
 SHAPER, heavy iron column, Cant Bros. make, Galt.  
 ONE wood frame shaper and counter shaft.  
 ONE velocipede foot power shaper, Hornes.  
 ONE automatic handle lathe, Sheldon Bros.  
 ONE handle or gauge lathe, Bailey.  
 ONE axe handle or spoke lathe, new.  
 ONE Blanchard spoke lathe, Fay make.  
 ONE broom handle lathe, wood frame.  
 NEW wood splits machine. Send for photo.  
 BOBBIN lathe with cutters for cotton and woolen mills.  
 SET of hoop machines, Goderich make.  
 SET match machinery for round matches.  
 LOT of lumber and log cars for sawmill use.  
 FOUR pole road cars, 7 feet, 19 inches gauge  
 SANDPAPERER, new Galt make.  
 FOOT mitering machine, Cant Bros. make.  
 SIX saw benches, cut off and ripping  
 TWO new wood turning lathes with rests, &c.  
 LOT of moulding and matcher cutter heads.  
 ONE iron bowl machine, American make.

ONE choir mortising and boring machine.  
 ONE set spoke machines, Fay make, Cincinnati.  
 ONE knife grinder, Galt make.  
 ONE hand wiring machine.  
 ONE heading and moulding attachment for planer and matcher.  
 SEND for lists 13 and 14, and mention want-Address H. W. PETRIE, Brantford, and No. 9 York street, Toronto, opposite Union Station.

THE  
**Trade Review.**

DEVOTED TO KEEPING A COMPREHENSIVE RECORD OF THE TRANSACTIONS OF THE MONETARY, MERCANTILE AND MANUFACTURING INTERESTS OF CANADA.

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The TRADE REVIEW will be mailed to any address in Canada, United States or Great Britain at \$2 50 a year in advance.

The TRADE REVIEW is circulated extensively amongst Wholesale and Retail Merchants, Jobbers, Bankers, Brokers, Manufacturers, Hotel Keepers, Insurance and Loan Agencies throughout the Dominion of Canada, United States and England.

HENRY HARVEY.

PUBLISHER AND PROPRIETOR.

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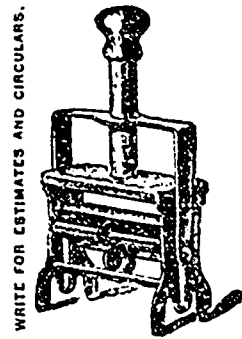
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 The 70 horse power can be taken over thorough and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines,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

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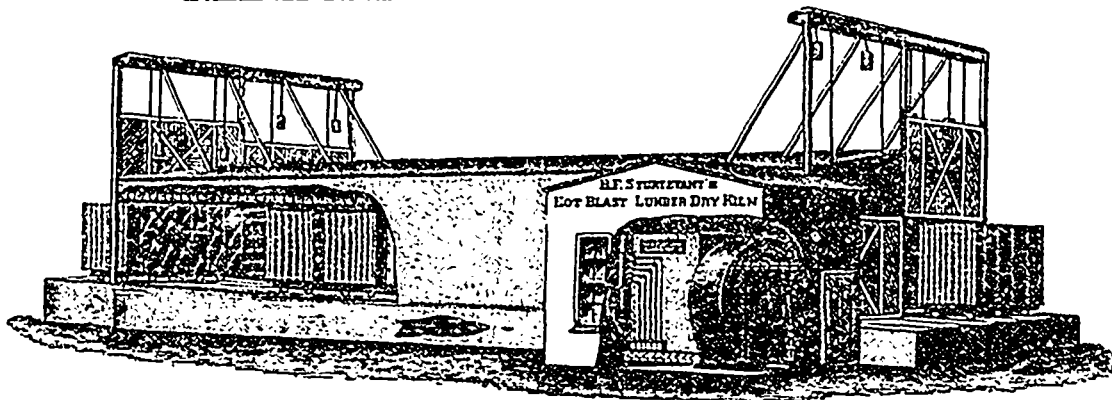
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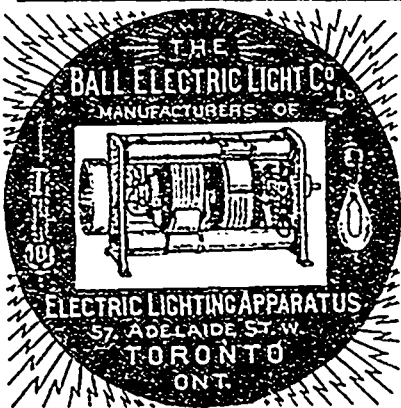
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or A. G. MORTIMER, Peterboro', Ont.



Sealed Tenders addressed to the undersigned, and endorsed "Tender for Post Office, Goderich, Ont.," will be received at this office until Monday, 15th October, 1888, for the several works required in the erection of Post Office, &c., at Goderich, Ont.

Specifications and drawings can be seen at the Department of Public Works, Ottawa, and at the office of the Town Clerk, Goderich, Ont., on and after Wednesday, 5th September, and tenders will not be considered unless made on the form supplied and signed with actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to five per cent of amount of tender must accompany each tender. This cheque will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,  
A. GOBEIL,  
Department of Public Works,  
Ottawa, 31st August, 1888.

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FOR SALE.—One-Half or Two-Thirds Interest in a SAW MILL, BRITISH COLUMBIA, to a party or parties willing to purchase and to operate same, on shares, by the thousand, or otherwise, as may be agreed upon. Good Harbour and Shipping Facilities.

Address S. W.,  
Office of CANADA LUMBERMAN,  
Peterborough.



Sealed Tenders, addressed to the undersigned, and endorsed "Tender for Post Office at Brampton, Ont.," will be received at this office until Tuesday, 9th October, for the several works required in the erection of Post Office at Brampton, Ont.

Specifications can be seen at the Department of Public Works, Ottawa, and at the offices of Messrs. Beynon and Manning, Brampton, on and after Tuesday, 15th September, and tenders will not be considered unless made on the form supplied and signed with actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to five per cent of the amount of tender, must accompany each tender. This cheque will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,  
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Department of Public Works,  
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PROVINCE OF QUEBEC.

Department of Crown Lands.

WOODS AND FORESTS.

Quebec, 9th August, 1888.

Notice is hereby given that, conformably to the clauses of the Act 36 Victoria, chapter 9, the following timber limits will be offered for sale at public auction in the sale room of the Department of Crown Lands, in this City, on Wednesday, the 17th October next, at 10.30 A.M., subject to the conditions mentioned below, namely:

Upper Ottawa Agency.

Limit No. 7, 1st range Block A	16 1/2 Sq. miles.
" 8, "	16 "
" 9, "	29 1/2 "
" 11, "	40 "
" 12, "	37 1/2 "
" 10, 2nd range	50 "
" 11, "	50 "
" 12, "	50 "
" 2, 3rd range	50 "
" 3, "	50 "
" 4, "	50 "
" 5, "	50 "
" 6, "	50 "
" 7, "	50 "
" 8, "	50 "
" 9, "	50 "
" 10, 3rd range Block A	50 "
" 11, "	50 "
" 12, "	50 "
" 502, River Coulonge	3 "
" Rear, River Gatineau	58 "
" Calumet Island	3 3/4 "
<b>Total</b>	<b>904 3/4 "</b>

Lower Ottawa Agency.

Limit L River Rouge	25 Sq. miles.
Limit Township Beresford	6 1/2 "
Limit Township Chertsey	9 1/2 "
<b>Total</b>	<b>40 5/6</b>

Chaudiere Agency.

Limit Township Langevin No. 2	38 Sq. miles.
" No. 3	29 "
<b>Total</b>	<b>67</b>

Montmagny Agency.

Limit Township of Bellechasse	9 3/4 Sq. miles.
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Saint Maurice Agency.

Limit Batiscan No. 7 East	24 Sq. miles.
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Rimouski Agency.

Limit Rear River Humqui	8 Sq. miles.
" Nemtaye No. 2	48 1/2 "
" Rear Awautijish	38 "
" River Causapsul No. 1 north	6 "
" Township Saint Denis	15 "
<b>Total</b>	<b>105 1/2</b>

Lake St. John Agency.

Limit River Petite Peribonka No. 120.	25 Sq. miles.
" River Petite Peribonka No. 121.	50 "
" River Petite Peribonka No. 122.	50 "
" River Petite Peribonka No. 123.	50 "
" River Petite Peribonka No. 124.	50 "
" River Peribonka No. 125.	40 "
" " No. 126.	42 "
" " No. 127.	50 "
" River Mistassini No. 128.	2 "
" River aux Iroquois No. 129.	15 "
" River Ha! Ha! No. 130.	10 "
" River Shipshaw No. 61.	9 "
" Ouatchouan East No. 131.	12 "
" " No. 132.	13 "
" " Ouest No. 133.	13 "
" " No. 134.	8 1/2 "
" Rear " No. 135.	9 "
" " No. 136.	20 "
" Lac des Commissaires South East No. 137.	50 "
" Rear Lac des Commissaires South East No. 138.	20 "
" Lac des Commissaires South West No. 139.	24 "
" Rear Commissaires South West No. 140.	20 "
" Metabetchouan No. 141.	37 "
" Metabetchouan No. 142.	25 "
" Lake Kiskisuiik No. 143.	18 "
" Metabetchouan No. 144.	40 "

" Lake Kamamintigoune No. 145.	36 Sq. miles.
" N. E. branch of river Ste. Marguerite No. 146.	79 "
" N. E. of river Ste. Marguerite No. 147.	89 "
" Township Ducreux No. 148.	53 1/2 "
" Township Dequen No. 149.	12 1/2 "
" Township Dequen No. 150.	23 "
" Township Dequen No. 151.	23 "
" River Pikauba No. 152.	18 1/2 "
" Rear River Peribonka East No. 153.	34 "
" Township Boileau No. 154.	32 1/2 "
" Township Boileau No. 155.	13 "
" Township L'Allemand No. 156.	16 "
" Township Ferland No. 157.	4 1/2 "
" Township Ferland No. 158.	13 "
<b>Total</b>	<b>1,146 1/2</b>

Granville Agency.

Limit No. 1, 1st range East Lake Temiscouata	36 Sq. miles.
" Township of Parke No. 1	24 "
" Township Raudot	6 2/3 "
" Township Demers A	6 2/3 "
" Township Demers B	18 "
" Township Armand	19 "
" No. 45 River St. Francis	14 "
" No. 46 River St. Francis	16 1/2 "
" No. 47 Black River	38 "
<b>Total</b>	<b>178 5/6</b>

Bonaventure Agency.

Limit Tom Ferguson's Brook	16 Sq. miles.
" River Escuminac	9 "
" Glen Brook	2 "
" Marchall Brook	3 1/4 "
" River Andre	4 1/3 "
" Township of Carleton	1 "
" Township of Hope South	7 "
" River Nouvelle No. 2	50 "
" " No. 3	24 "
" " West Branch	30 "
" Rear River Nouvelle West	10 "
" " East	16 "
" River Maun East	25 "
" " West	25 "
<b>Total</b>	<b>220 7/12</b>

Saguenay Agency.

Limit Rear Cailliere	18 Sq. miles.
" Township Sagard	31 1/3 "
" North East of the N.E. Branch of River St. Marguerite	15 "
" Tadousac East	5 "
" River Manitou No. 1 East	30 "
" River Manitou No. 2 East	30 "
" River Manitou No. 3 East	30 "
" River Manitou No. 1 West	30 "
" River Manitou No. 2 West	30 "
" River Manitou No. 3 West	30 "
" Township Saguenay East	32 "
" River Grande Trinite No. 1 East	50 "
" River Grande Trinite No. 2 East	50 "
" River Grande Trinite No. 1 West	50 "
" River Grande Trinite No. 2 West	50 "
" Petite Trinite No. 1 East	14 "
" Petite Trinite No. 2 East	14 "
" Petite Trinite No. 1 West	14 "
" Petite Trinite No. 2 West	14 "
" River Calumet No. 1 East	25 "
" River Calumet No. 1 West	25 "
" Township Lafeteche	18 "
" No. 86 Petite Bergeronne West	7 "
" No. 1 East Petite Bergeronne	4 "
<b>Total</b>	<b>614 1/3</b>

Gaspe Agency.

" Gaspe Bay South	11 Sq. miles.
" Gaspe Bay North	12 1/4 "
" Township Blanchet	9 "
" River York North	3 "
" River York South	6 "
" Sydenham South	22 "
" Township Rameau	21 1/2 "
" Township Malbaie South	4 "
" River St. John n° 1 South	12 "
" River St. John n° 2 South	10 "
" River St. John North	14 "
" River Dartmouth South	24 "
" River Dartmouth North	19 1/2 "
" Rear River Dartmouth North	32 "
<b>Total</b>	<b>200 5/12</b>

CONDITIONS OF SALE.

The above timber limits at their estimated

area, more or less, to be offered at an upset price to be made known on the day of sale. The timber limits to be adjudged to the party bidding the highest amount of bonus. The bonus and first year's ground rent per square mile, to be paid in each case immediately after the sale. These timber locations to be subject to the provisions of all timber regulations now in force and which may be enacted hereafter. Plans of these timber locations will be open for inspection, in the Department of Crown Lands, in this city, and at the offices of the local Agents, up to the day of sale.

E. F. TACHE,  
Assistant commissioner  
of Crown Lands.

N.B. - According to law, no newspaper other than those named by Order in Council, are authorized to publish this notice.

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of ten cents per line, each insertion, payable in advance. For three or more consecutive insertions of the same advertisement a discount of 25 per cent. will be allowed. Eight words should be counted as one line.

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Two choice Timber Limits in Northwest Territory, Canada, 100 square miles each; great bargains. Also, limits in Georgian Bay, Algoma and Muskoka districts for sale. JOHN SCULLY, Toronto, dealer in Pine Lands and Lumbermen's plant and supplies. Light iron and steel rails in stock.

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Manitoba.

Deck Lumber Wanted—Seasoned.

30 M 4 x 3 1/2 inch NORWAY PINE.  
2 1/2 M 4 x 3 1/2 inch WHITE PIN  
35 M 4 x 2 1/2 inch WHITE PINE.  
in 30 to 40 ft. lengths, free from sap, shakes and black knots.

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AXES made of Norway Iron and best English Steel.  
\$14.00 per dozen.

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AXES made of all Steel.  
\$15.00 per dozen.

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AXES made specially to stand Hemlock.  
Single Bitt.  
\$16.00 per dozen.

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GOOD, SOUND, FINE FLAVOURED TEA  
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- ONE Iron Key Seating Machine.
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- ONE 56-in. second hand Leffel Turbine.
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- TWO 26 1/2-in. second hand Leffel Turbines.
- ONE 23-in. second hand Leffel Turbine.
- ONE 15 1/2-in. second hand Leffel Turbine.
- ONE 10-in. second hand Leffel Turbine.
- ONE 30 1/2-in. second hand Vulcan Turbine.
- ONE 17 1/2-in. second hand Vulcan Turbine.

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AND ALL WHO ARE USING

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*Which will Run Straight on the Pulleys,  
Which is Thoroughly Well Stretched,  
Which will not Tear at the Lace Holes,  
Which will give Complete Satisfaction.*

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The Only Perfect Belt Dressing.

All our Belting is sold at the Canadian price list. Please compare before purchasing. Send for Discounts and our Pamphlet on Belting.

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Is prepared to accept Agencies for the Argentine Republic and Uruguay from the Manufacturers and Shippers of Canada. Particulars as to Customs Tariff, Shipment of Samples, etc., may be obtained at the office of NICOL KINGSMILL, ESQ., Toronto, Consul for the Argentine Republic.

REFERENCES BY PERMISSION.—Simeon Jones, Dominion Commissioner to the Argentine Republic, St. John N.B.; Nicol Kingsmill Consul to the Argentine Republic, Toronto; W. B. Hamilton (of W. B. Hamilton, Son & Co.), Hon. Frank Smith (of Frank Smith & Co.), W. R. Brock & Co. Wyld, Grasett & Darling; Smith & Keighley; Eby, Blain & Co., Toronto; Hon. James Turner (of James Turner & Co.), Lieut.-Col. J. M. Gibson, M.P.P., Hamilton; Wm. Darling & Co., Montreal.

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PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Cellars, etc.

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



Full directions for Setting and Filing are etched on every Saw.

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

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

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\* \* A. \* GOOBY, \* Manager. \* \*

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

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

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

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

Yours very truly,

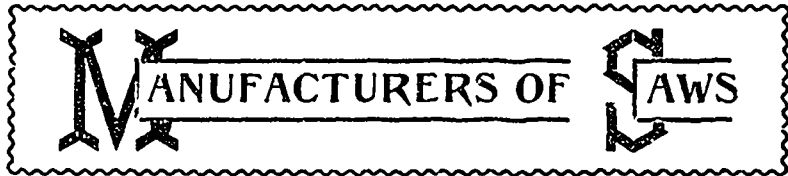
ONTARIO OIL CO.  
ARTHUR GOOBY, Manager.



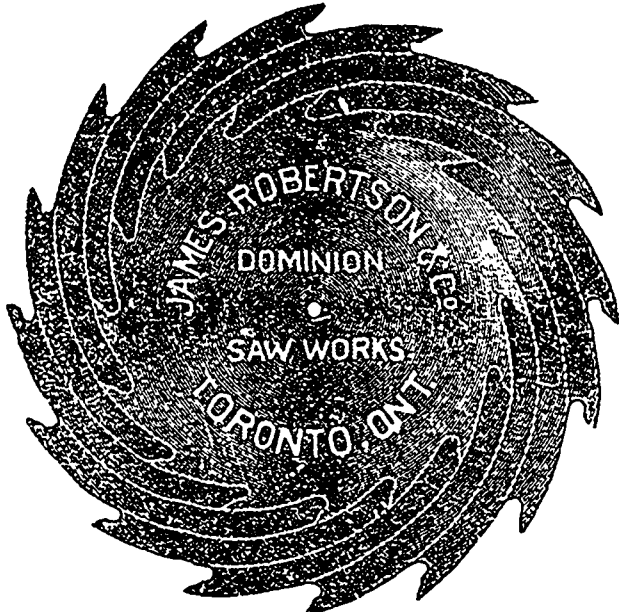
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Circular. Shingle Gang. Cross Cut. Concave. Mulay. Drag. Grooving.



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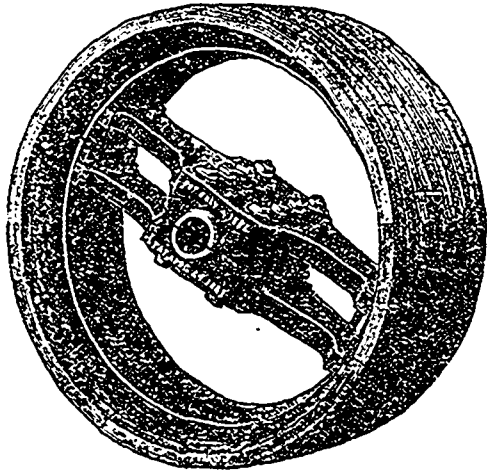
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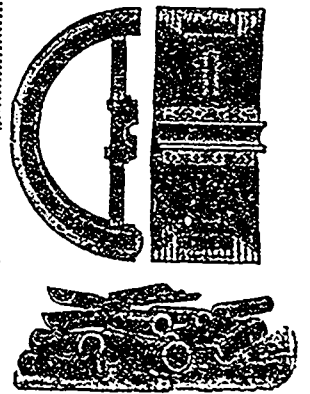
## DODGE PATENT WOOD SEPARABLE OR SPLIT PULLEYS.



BEST BELT SURFACE, LIGHTEST, STRONGEST, BEST BALANCED AND MOST CONVENIENT PULLEY IN THE WORLD.

With our Patent Bushing System

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



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

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

Martin - Appleton's Encyclopedia Haswell - Engineers' and Mechanics' Pocket Book

A Dodge Patent Wood Pulley is better than iron from the

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

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

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

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

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

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

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

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

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

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

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