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NO. 21.

#### A LESSON IN FORESTRY

Those who are trying to save the forests that clothe and protect the soil around the sources of our great water sources find their strongest arguments in the experience of European countries, where governments are striving by careful cultivation and at great cost to make good the losses caused by the recklessness, selfishness or ignorance of past generations. They are also able to argue effectively from evidence procured at home. Men who know small streams have dried up and disappeared after the removal of standing timber on comparatively small areas around their headwaters can easily understand how certain changes in the streams that are fed from the Adirondacks have been caused by the reckless cutting of forests on the Adirondack slopes. The movement for the preservation of the Hudson is supported by proofs taken directly from the history and condition of that stream as well as by the great body of evidence relating to this subject which is furnished from all parts of the world.

The engineers of the Water Department of Philadelphia have recently discovered how seriously the Schuylkill has been affected by the destruction of forests around its headwaters. For two years they have been engaged in a careful examination of all possible sources from which that city can obtain a supply of water. The stream flows through a thickly settled valley, and is in fact a great sewer. Its water is not fit to drink. The engineers desire to provide for a supply of about 210,000,000 gallons a day—the quantity that will be needed 30 or 40 years hence. They have discovered that even if the Schuylkill waters were wholesome it would be impossible to secure enough of it to supply the city in the near future, because the minimum flow is decreasing. In fact, the stream at low stage now furnishes very little more water than the city will require 30 years hence.

Sixty years ago the Schuylkill's summer flow was estimated at 500,000,000 a day. Successive measurements made from time to time within the last 60 years showed a gradual diminution, until it was determined in 1874 that the minimum flow was only 250,000,000 gallons. In the course of time, if the city's growth should not be checked and if water should be taken from no other source, Philadelphia will be pumping up the entire river during the summer months.

The remarkable diminution has been caused by cutting off the forests around the headwaters of the stream. As Colonel Ludlow, the chief engineer of the Philadelphia water department, said not long ago at a meeting of the Franklin institute: "The destruction of the forests has to a great extent deprived the river of that power of conservation which is given by wood-

land, whereby the rainfall is held back and checked, as it were, in its passage to the stream, and the flow is more nearly equalized and prevented from dashing down and passing out." The rainfall rapidly descends to the stream, causing freshets which sweep down the valley, and in time of drought the river shrinks to a very low level because there is no "sponge" around its sources to retain moisture.

These facts concerning the Schuylkill have been discovered as the result of topographical and hydrographical surveys carefully made by the engineers who have been studying a problem whose solution will be a matter of great importance to 1,000,000 of people.—*Lumberman's Gazette*.

#### THE USE OF PINE SAWDUST.

SIR.—Some enquiries have been addressed to me as to whether pine sawdust, though considered injurious to soils in general, might not be valuable as a mulch around evergreens, as its decomposition would apparently furnish the ground with the material need for the construction of the growing tree. As the question is of much interest, perhaps you will allow me a few words in reply in your columns.

By all means leave no young trees without mulching during its first years of growth, unless you adopt the equally good or better plan of stirring the soil around, wide as the branches spread, and deep as you can without hurting the small rootlets, two or three times a summer. Then, if you have been so wise as to plant some square acres, so close that the wind cannot injure their early growth, the falling leaves will stay there and form the natural manure of the tree. Do not, I beg of you, burn these; nature lights no fires under her trees. But, even if your trees are single or in rows, the leaves will blow away, and in that case, if you can, in addition to stirring or mulching, give each tree a little manure, so spread as neither to come rankly into contact with the roots, nor too strongly to infect the air with its odour, you will soon see how readily tree trunk and branch and spreading wealth of leaves will repay your care.

The tree receives its nourishment from first the roots, a nourishment which passes upward to the leaves, and is there greatly changed and added to by contact with the air. It then passes to every part of the tree, giving each its addition of growth. The woody substance—that which fire transmits to the atmosphere, leaving ashes behind comes principally from the air.

It will thus be seen that the mulching with pine sawdust cannot give the tree its woody substance, as that is supplied by the air. As to the influence of the pine sawdust on the ground, it has long been considered injurious, even when it had, by being used as bedding in

stables, been permeated with what by itself would have been a valuable manure.

It is, therefore, inadvisable to use it for mulching, though hardwood sawdust or hardwood or hardwood chips, or straw, leaves or coarse manure, are all excellent.

At this season of the year, I may state that the seeds of the hard maple, beech, oak, hickory, ash, pine and other evergreens, are ripening, and that those who mean, in a couple of years, to start plantations, might save great trouble and expense by sowing for themselves now, transplanting once when ready, and then planting out at the proper season.

R. W. PHIPPS.

Toronto, Oct. 3.

#### PURCHASES OF PINE.

The *Northwestern Lumberman* says:—Mention has before been made of the purchase of a large amount of pine in the Province of Ontario, north of Lake Huron, by an Alpena, Mich. syndicate, the design being to bring the logs to the lake, and then boat them to Alpena for sawing. The syndicate is composed of Frank W. Gilbert, Charles W. Richardson, William Johnson and Thomas Collins. They have purchased what is called the Harvey limit, on Fish river, (probably White Fish river), comprising, according to estimate, 150,000,000 feet of pine. The *Lumberman* is also informed that a second purchase of 50,000,000 feet has been made, which will give the syndicate a total of 200,000,000 feet of stumpage as a pine resource. The logs will be brought to the lake near the mouth of Spanish river, and there shipped to Alpena. The syndicate has purchased the old big ferry boat Michigan, which most travellers between east and west remember as at one time the means of transfer between Windsor and Detroit on the Great Western and Michigan Central route. This boat will be transformed into an immense log barge, and will be towed between Spanish river and Alpena. It is called "Gilchrist's yacht" at Alpena, but being a Canadian bottom, it retains the legal name of Michigan. It will carry 2,500,000 feet of logs. The loading will be done with an endless chain apparatus, carried by steam.

#### THE WHITE ANT

The animal which we are in search of, and which I venture to think equal to all the necessities of the case, is the termite or white ant. It is a small insect with a bloated yellowish white body and a somewhat large throat, oblong shaped, and coloured a disagreeable oily brown. The flabby, tallow like body makes this insect sufficiently repulsive, but it is for quite another reason that the white ant is the most abused all living vermin in warm countries. The termite lives almost exclusively

upon wood; and the moment a tree is cut or a log sawed for any economical purpose this insect is upon its track. One may never see the insect, possibly, in the flesh, for it lives underground, but its ravages confront one at every turn. You build your house, perhaps, and for a few months fancy you have pitched upon the one solitary site in the country where there are no white ants. But one day suddenly the door post totters, and lintel and rafters come down together with a crash. You look at a section of the wrecked timbers and discover that the whole inside is eaten clean away. The apparently solid logs of which the rest of the house is built are now mere cylinders of bark and through the thickness of them you could push your little finger. Furniture, tables, chairs, chests of drawers, everything made of wood is inevitably attacked, and in a single night a strong trunk is often riddled through and through and is turned into matchwood. There is no limit in fact to the depredations of these insects, and they will eat books, or leather, or cloth, or anything, and in many parts of Africa, I believe if a man lay down to sleep with a wooden leg, it would be a heap of sawdust in the morning. So much feared is the insect now, that no one in certain parts of India and Africa ever attempts to travel with such a thing as a wooden trunk. On the Tanganyika plateau I have camped on ground which was as hard as adamant, and as innocent of white ants apparently as the pavement of St. Paul's, and wakened next morning to find a stout wooden box almost gnawed to pieces. Leather portmanteaus share the same fate, and the only substances which seem to defy the marauders are iron and tin.

#### PIPING SAFETY VALVES.

The diversity of opinion which has existed among engineers in regard to piping safety valves is gradually resolving itself into a decided opinion that they should not be piped at all, but should be left free to blow directly into the boiler room. Used in this way the valve cannot blow without attracting attention; a leak will be immediately detected, and no chance will be allowed for water to stand upon the valve as when, for instance, it is piped straight up through the roof without proper trips. The effect of the is not only to impose an additional load upon the valve and to corrode the working parts, but it affords a very potent cause for explosions in winter by becoming frozen and binding the valve to its seat. In these days of pop safety valves, which preclude the necessity of a constant drizzle from the valve and render only an occasional short discharge necessary, much of the objection to open discharge into the room has disappeared and the tortuous and dangerous escape pipes, are becoming a thing of the past.—*Journal of Commerce*.

**GOVERNMENT SALE OF TIMBER.**

The sale of Ontario Government timber berths on the North shore of Lake Huron was held in the Legislative chamber, Toronto, on Oct. 22nd. The audience numbered between four and five hundred, and comprised several lumbermen from the United States as well as most of the prominent Canadian lumbermen. The sale commenced at one o'clock, and was continued without intermission until half-past three, by which time all the lots were disposed of, the total sum realized being close on half a million dollars. It is safe to say that the prices obtained were by far the best ever got at such a sale. The following were the sales effected:—

Berth No. 1, township of Springer.—A concession, lots 1, 2, 3, except four acres in north-west part 6, 7, 8, 13. B concession, lots 1, 2, 3, 4, 5, 6, 7, 9, 10, 13. C concession, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10. D concession, lot 12, 13, 14. Goulais Island in McLeod's Bay. Township of Caldwell.—A concession, lots 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12. B concession, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12. Area 27½ square miles. Bidding opened at \$25, and sold at \$250 to Hugh Macdonald, Toronto.

Berth No. 2.—The space projecting eastward in Lake Nipissing from timber berth 11, and that part of timber berth 12, situate south of West Bay. Area, 68 square miles, more or less. Opened at \$25; sold at \$1,250 to John Page, Toronto.

Berth No. 3.—Broken fronts, south of timber berths No. 11, 19, 27, and the large island in French river south of the said broken fronts. Area, 53 square miles, more or less. Opened at \$50; sold at \$250 to Arthur Hill, Saginaw, Michigan.

Berth No. 4.—Lying between timber berths Nos. 35 and 43 and the north channel of French river, and bounded on the west by Wahnapitae river. Area, 50 square miles, more or less. Opened at \$50; sold at \$65 to F. B. Maxwell, Toronto.

Berth No. 5.—Lying between timber berths No. 51 and 59 and the Wahnapitae river and the north channel of French river. Area, 59 square miles, more or less. Opened at \$50; sold at \$350 to W. H. Bennett, Midland.

Berth No. 8.—The southerly part of the Township of Humboldt, exclusive of the Indian reserve and a location at the mouth of the Mahzenazing river, 200 acres. Area, 13½ square miles, more or less. Opened at \$200; sold at \$1,200 to W. H. Bennett, Midland.

Berth No. 9.—Philip Edward Island. Area, 11 square miles, more or less. Opened at \$200; sold at \$490 to R. Jaffray, Toronto.

Berth No. 10.—Lying between timber berths, No. 82 and 90, and the Georgian bay and Collins inlet. Area, 83 square miles, more or less. Opened at \$50; sold at \$150 to John Scully, Toronto.

Berth No. 11.—Lying between timber berth No. 98 and the Georgian Bay, exclusive of White Fish River Indian Reserve, exclusive of the surveyed portion of the township of Rutherford and half a mile immediately north of sections 23, 24, in said township. Area, 28 square miles, more or less. Opened at \$500, sold at \$710 to John Waldie, Burlington.

Berth No. 12.—Lying between the township of Merritt and Georgian Bay, exclusive of White Fish River Indian Reserve, and the patented mining locations west thereof. Area 23 square miles, more or less. Opened at \$200, sold at \$710 to Mossom Boyd & Co., Bobcaygeon.

Berth No. 13.—Township of Lewis. Area, 26 square miles. Opened at \$50; sold at \$240 to John Scully, Toronto.

Township of Long.—Berth No. 14.—Area 24½ square miles. Opened at \$100; sold at \$320 to John Scully, Toronto.

Berth No. 15.—Part of Township of Cobden. Area, 15 square miles. Opened at \$80; sold at \$100 to J. A. Dollar, Midland.

Berth No. 16.—Adjoining berth No. 2, on the French River. Opened at \$60; sold at \$250 to Charles Creney, Nipissing.

Berth No. 20.—Situate in the township of Balfour, on the C. P. R. Opened at \$50; sold at \$400 to Thomas Charlton, Ottawa.

Berth No. 21.—Situate in the township of Fairbank, and intersected by Vermillion lake.

Opened at \$80; sold at \$210 to Wm. McNabb, Douglas.

Berth No. 22.—Situate in the township of Downing, and immediately north of berth 21. Opened at \$70; sold at \$250 to Charles Creney, Nipissing.

Berth No. 23.—Situate on the Laoponago lake. Opened at \$50; sold at \$200 to A. Sutherland, Belleville.

Berth No. 24.—Near the Spanish river. Opened at \$50; sold at \$380 to Conlin Bros., Thorold.

Berth No. 25.—Being timber limit No. 150. Opened at \$50; sold at \$260 to S. Lount, Barrie.

Berths Nos. 10 to 25, inclusive, are estimated at an area of 36 square miles, more or less, each.

Berth No. 27.—Situate in the township of McGiverin. Opened at \$25; sold at \$225 to S. Lount, Barrie.

Berth No. 29.—Situate in the township of Day, on the Mississauga river. Area, 7½ square miles. Opened at \$50; sold at \$320 to S. Lount, Barrie.

Berths Nos. 6, 7, 17, 18, 19, 26, and 28 were withdrawn, the reserved bid not being reached. The above prices are per square mile.

**REMARKABLE TREES.**

There is not at present in this country such an elm as was, in the year 1674, cut down in the Park of Sir Walter Bagot, in Staffordshire. The particulars recorded in the family are that two men were five days in felling it; it measured 40 yards to the top in length; the butt was 47 feet in circumference; 14 loads were broken in the fall; 48 loads were contained in the top; there were made out of it eighty pair of naves for wheels, and 8,860 feet of boards and planks. It cost, at a time when labor rated less than at present, £10 7s. for sawing and the whole substance was computed to weigh ninety-seven tons. In May, 1760, an oak was felled near Ludlow, in Shropshire, the contents of which were as follows: Thirty-six tons of timber, forty-two cords of wood, 2,000 park pales, and four and a half cords of brackets. A bough broke off before the tree was felled, which weighed seven tons and a half. Two men were employed a month in sawing it. The tree was valued at £250. In March, 1800, an ash tree was cut down at Broughton Hall, near Shipton, which contained upward of 500 feet of sound wood. The bole was 13 feet long, squared 36 feet 9 inches and contained 182 feet of wood.—*Timber*

**THE VALUE OF EXPERIENCE.**

Among our acquaintance we number several who place a great deal of stress upon the twenty to forty years of experience which they have had in certain lines, and we have found it a pretty safe rule to write a big N. G. beside the name of a man who urged such an experience as his greatest hold. Do not let us be understood as underrating at all the value of a long experience and practical contact with a subject, but it is too often the case that an engineer will unhesitatingly assert his very crude opinion upon any question connected with steam engineering, and back it up in dead opposition to recorded fact, to scientific principles, and to common sense, with the awful responsibility of his "twenty years of experience." There are plenty of men who for a dozen or more years have worked as firemen and engineers about one plant, who could not tell you, if their lives depended upon it, how many square feet of heating surface there is in their boilers, and if they know how many tubes there are in them it is only because they count them over anxiously when cleaning to see how quickly they can get through. They know nothing of steam engineering outside of their own little sphere, and do not even know whether they are doing there the best that under the circumstances could be done. Many a man of a more energetic temperament and more liberal ideas would learn more in two years of such experience than they have in their dozen or twenty, and would probably find opportunities for economy which his older colleagues would have always overlooked. Another places a great deal of stress upon his lengthy experience with the

indicator, during which he has, in fact, attained only a superficial knowledge of the instrument which is fully equalled by that of numerous engineers to whose kit the indicator is a very recent acquisition.

The value of a man's experience depends, as does his life in general, upon the manner in which he lives it. Many men attain their three score years with but little more than grey hairs and enfeebled step to note the epoch. Others load so active and so full a life that every passing year adds to their stock of knowledge and their value to their fellow men, and it is such men as these whose absolute qualification for any service may be measured by the years of experience in that line.—*Boston Journal of Commerce.*

**RHINE TIMBER RAFTS.**

The timber rafts of the Rhine are a noticeable characteristic of the river. They consist of timber felled in the mountain forests, and brought down to the Rhine by the Nekar, Main, Moselle and other rivers. The single logs are first hurled down from the heights into the mountain torrents, then a few tied together, and, as they float down the streamlet, grow like a snowball till in the Rhine itself they are made into huge floating masses, which are carefully navigated to Dordrecht and sold.

A raft often has eight or ten small houses on it, and from four to five hundred workmen, rowers and pilots. The vast pile is steered by means of immense oars, and is so constructed as to twist like a huge snake in the narrow channels. The boatmen often have their wives and families on board, and various trades are carried on, such as tailoring, dress-making, spinning and knitting. An immense supply of provisions, including pigs, poultry and other animals is carried and replenished from time to time as needful. The sale of a single raft at the end of a voyage often realizes about £30,000.—*Furniture Gazette.*

**WOOD-WORKING PATENTS.**

The following list of patents relating to the wood working interests, granted by the U. S. Patent Office, Oct. 13th, 1885, is specially reported by Franklin H. Hoogh, solicitor of American and foreign patents, 925 F. Street, N. W., Washington, D. C.:

- 328,019.—Saw—T. Fowler, Bridgeport, Conn.
- 328,164.—Saw—H. W. Wheeler, San Francisco, Cal.
- 328,423.—Saw filing machine—J. S. Mosley & T. J. Mancill, Atlanta, Miss.
- 328,094.—Saw mill, band—T. B. Walker, Minneapolis, Minn.
- 328,035.—Saw setting machine—H. F. Jonks & W. H. Butman, Pawtucket, R. I.
- 328,377.—Sawing machine, scroll—W. F. Barnes, Rockford, Ill.

**PATENTS ISSUED OCT. 20.**

- 328,649.—Bit brace—J. Chantrell, Bridgeport, Conn.
- 328,828.—Lumber transporter—W. Way, Ontario, Can.
- 328,794.—Planing and re-sawing machine—G. Lhote, New Orleans, La.
- 328,654.—Saw gummer gin—W. F. Collie, Barren Fork, Ark.
- 328,528.—Saw-sawing machine—G. F. Simonds & L. Blake, Fitchburg, Mass.
- 328,486.—Saw, trip—E. P. Hayes, Deer Lake, Mich.
- 328,771.—Sawing machine, circular—M. Garland & A. D. Catlin, Bay City, Mich.

**BLACK RIVER LIMITS.**

Auctioneer W. H. Lewis, on Oct. 29th, conducted one of the most successful sales of timber limits ever held in Ottawa. It took place in the Russell House, and nearly all the leading lumbermen of the Ottawa Valley, to the number of about 150, were present, and the bidding was very lively, so much so, in fact, that at one juncture the excitement ran high among those present. The Black river limits, which comprise 74 miles of first-class timber, were put under the hammer. They were the property of Messrs. McCashen and Fraser. It will be remembered that Mr. McCashen died suddenly in Quebec a few weeks ago, and this sale was for the purpose of settling up the affairs of the

firm. Bidding begun at \$50,000, and in the space of about fifteen minutes it had increased by one thousand dollar bids to \$100,000. Bids now dropped to \$400, but were still lively at this figure. At \$123,000 auctioneer Lewis knocked the limits down, but two parties, Mr. H. Robinson, for Hamilton Bros., and the Courcy Bros., claimed to have made that bid. The sale was of continued, and again by \$1,000 and \$500 bids the price went up to \$159,600, when the limits were knocked down to Mr. Hiram Robinson. This figure is at the rate of over two thousand dollars per mile. There is in addition to the limits, the plant, etc., the schedule price of which was about \$14,000.

Auctioneer Lewis also offered for sale a limit of 34 miles on the Opeongo branch, belonging to the same firm. This limit was also bought by Mr. Hiram Robinson, for \$65,000. The schedule price of the plant etc., on the limit was about \$8,000. Both sales aggregated over \$200,000.—*Ottawa Free Press.*

**LEGAL.**

**PETITION OF RIGHT.**—A petition of right was presented on Tuesday Oct. 27 at Osgoode hall before Mr. Justice Proudfoot. The suppliants were Mr. McArthur, of Washington Territory, and Mr. Barnett, of the county of Renfrew, petitioning her Majesty for a declaration that they are entitled to a license for fifty square miles of timber limits on the Pettawawee river, in the region of the Upper Ottawa. The Attorney-General's defence was that the plaintiffs were disentitled to a license by their own laches. His lordship gave judgement in favour of the suppliants with costs.

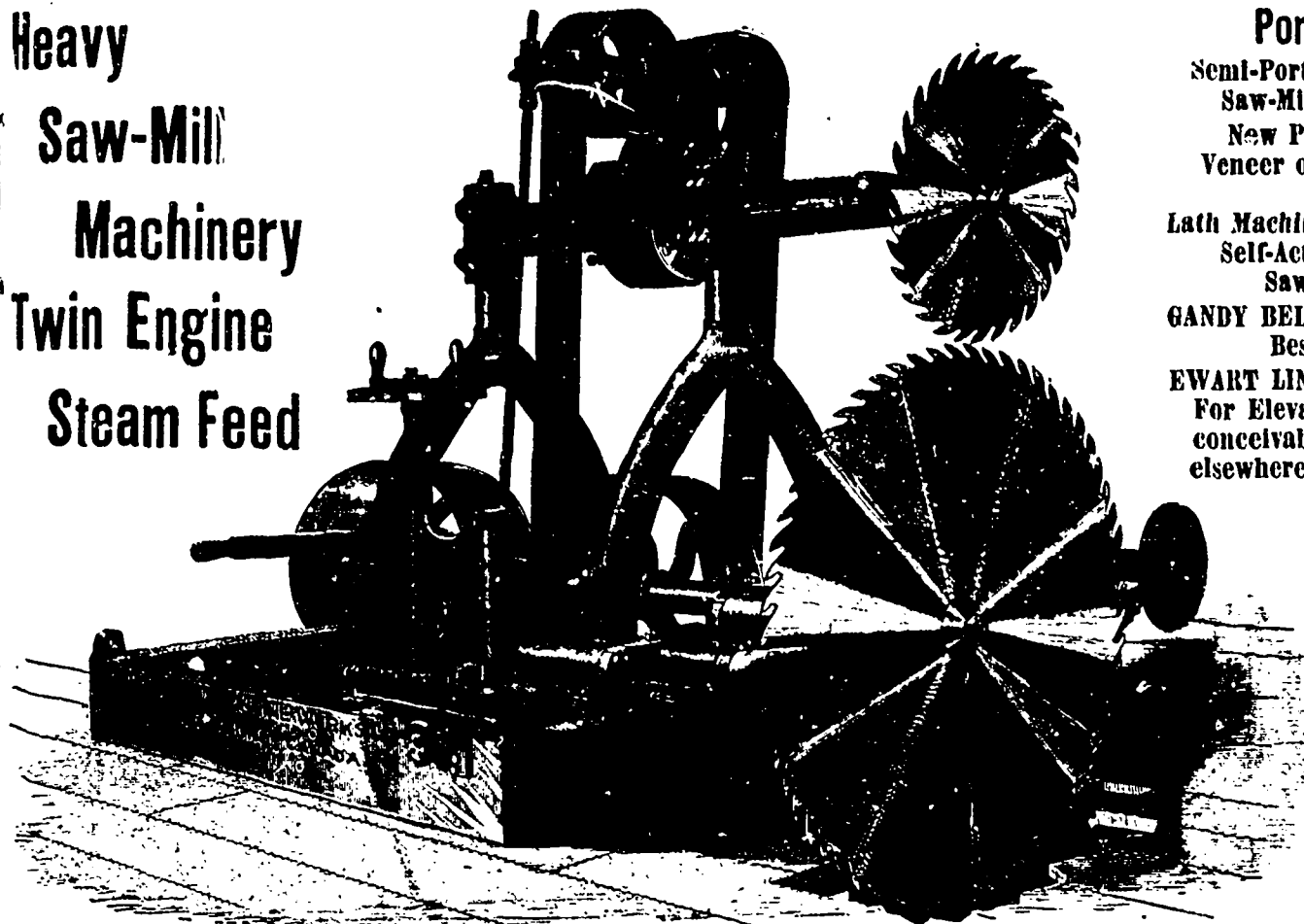
**SOLICITOR'S LIEN.**—In Can. Pac. R. W. Co. v. Grant, the plaintiff sued for freight for the carriage of timber, and the defendants counter-claimed against the plaintiffs for damage for neglect and delay in the carriage of the timber. At the trial judgement was given for the plaintiff for \$2,122 and for the defendants for \$1,420. Judge Armour endorsed in the record these words:—"The verdict will be for the plaintiffs for \$2,122 and for the defendants upon their counter-claim for \$1,420 and each party will be entitled to costs against the other, as if the statement of claim and counter claim were separate actions," etc. There was an application before the Master in Chambers to set off the two judgements, and there was an objection by the defendants' solicitors on the ground that they had a lien for their costs. Mr. Dalton gave judgement on the 27th inst., and held that there was nothing in the judgement of Mr. Justice Armour to take the case out of the operation of the general law, for the words of the judgement in respect to costs applied merely to the quantum of costs. He then stated the general law to be that where, as here, the rights depend upon one judgement given in the same action, the costs may be set off with out regard to the solicitor's lien, and he so directed. This decision will probably be appealed.

**LEITH.**

The *Timber Trades Journal* of Oct. 17th says:—"The arrivals of the past seven days have not been on a large scale, and contain few items of very special interest. They are largely made up of pit-props and mining timber from south of Norway, a few cargoes from the Baltic, one from Quebec, for steamers with assorted cargoes from Gothenburg and Christiania, and the rather unusual arrival of an entire cargo of Riga lathwood; of the latter very little being now imported, as a rule the greater part of the laths used here being either imported from Gothenburg or the wood purchased at neighboring ports. There is no change to report either in the aspect of affairs generally, as regards the amount of business being done, or of the values of any commodity. Certainly there is no improvement to chronicle, and as the season progresses, what housebuilding there was going forward is being gradually lessened, very little being now in progress as compared with this time last year.

Log timber is still very largely held, and not many orders appear to be in hand for this wood.

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**GLASGOW.**

The *Timber Trades Journal* of Oct. 17th says:—The arrivals at Clyde ports during the past week have been light, comprising at Glasgow a cargo of spruce deals from Economy, N. S., and a parcel of deals and boards from Montreal, also small parcels of staves, etc., per steam liners from New York; and at Greenock a cargo of Moulmein teak.

The imports at Grangemouth, on the east coast, have been for the week five cargoes Baltic goods, the aggregate carrying tonnage amounting to 1,465 tons. Since the beginning of this year the total of wood goods from north of Europe ports to Grangemouth is represented by a carrying tonnage aggregating 87,000 tons, and from Quebec and Pensacola to Grangemouth 100 tons. The figures for corresponding period 1884 were:—North of Europe ports 64,000 tons; Quebec and Pensacola, 7,000 tons.

The arrivals this year at Greenock and Port Glasgow from Quebec and pitch pine ports, represented by the tonnage, employed in consequence, have been 57 cargoes, total 57,203 tons, which is almost on a level with last year's import at corresponding date.

Of deals there have been imported to Clyde during this year 331,000 pieces from Quebec and Montreal, and 283,000 pieces from New Brunswick and Nova Scotia, total 669,000 pieces. The bulk have come per steamer from Quebec and Montreal, and been landed at Glasgow.

Last year's total at corresponding date was 663,000 pieces deals. Deliveries from Yorkhill Yards, Glasgow, during August and September last amounted to 147,525 pieces deals, and for same months 1884, 146,172 pieces.

**LBITH.**

The *Timber Trades Journal* of Oct. 17th says:—The importations of wood goods into this port continue on a moderate scale, one entire steamer cargo of Riga whitewood deals, and a large cargo of redwood battens by sailer from Kotka, being the most noteworthy.

There is no improvement to record in the state of trade this week. It is not known definitely yet who is the successful contractor for the erection of the Edinburgh International Exhibition, although it is announced that the designs of Messrs. Burnet and Son, of Glasgow, have been selected. The plans coming next in point of merit were those of Mr. William Hamilton Beattie, architect, Edinburgh, to whom a premium of £75 has been awarded.

Messrs. William Thomson & Co. held a public sale on Tuesday at the Sands, when they offered the entire cargo of American timber just landed ex Alagna, from Quebec, consisting of waney board yellow pine, birch, elm, oak, and yellow pine deals. The attendance of buyers was not so large as is generally seen at Messrs. Wm. Thomson & Co.'s sales when a fresh cargo of Quebec goods is to be offered,

but the trade was well represented, and although the competition was limited, almost the whole of the yellow pine was cleared out at 2s. 7d to 2s. 11d.

**ELEPHANTS AT WORK.**

In turning square timber a tusker puts his tusks under the ends, lifts upward and forward at an angle of 45 degrees, and easily throws it over; but the female, or muckna, having no tusks, has to kneel, place the base of the trunk, not the forehead, against the side of the log, and by a downward and forward pressure against the upper edge of the log push it over. In either case the work is done in less than a minute if there be no special difficulty to overcome. In the Sungam timber depot all the work of piling and arranging the logs in regular order at equal distances of their mahouts. A word of command, a silent touch of the hand or knee was enough. There was no loud bawling or angry swearing at the laborers, such as would have been absolutely necessary had they been Barbadoes or Demerara negroes, nor was there any insulting back talk or insubordination, such as those abominable

KING CHRISTIAN'S arbitrary prorogation of the Danish Rigsdag has temporarily averted the threatened revolution; but many intelligent statesmen believe that a republic will be established in Denmark before the expiry of twelve months.

**A NARROW ESCAPE**

CHICAGO, Oct. 26.—Michael P. Scanlan was swept off the deck of the schooner Belle Brown between Milwaukee and Chicago one dark night two weeks ago. His shipmates reported the loss when the schooner arrived here, and nobody doubted that he was dead. Scanlan opened his eyes in a Milwaukee hospital a day or two ago, after two weeks' unconsciousness and delirium, and told what had happened to him after he went over the rail of the Belle Brown. The schooner heaved to but could not see him, although he saw it. After floating for a time a spar came within his reach. He clung to that all night and all the following day with nothing to eat but dead fish. Boat passed near by but he could not make himself heard. When night came he gave up hope, but that his dead body might be sent to his family at Kingston, Ont., he lashed himself to the spar with his belt. Then he became insensible and knew nothing until he woke up in the hospital.

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## THE ENGLISH TIMBER SUPPLY.

The following bit of cheery information read us from Liverpool in the early part of the week; in fact, it appeared in the *Liverpool Journal of Commerce* on Monday last, and from a mercantile point of view it is worth repeating: "It may be taken as a sign of returning prosperity that on Saturday and yesterday no fewer than 50 vessels of various sizes, aggregating upwards 57,000 tons, left the Mersey. As a further indication of the improved state of things, it may be mentioned that the crews of no fewer than eleven vessels will sign articles to-day." This is very pleasant reading as regards shipping, but we are sorry to say the timber business of Liverpool seems to have derived no benefit from it, as the public sales continue to be unremunerative, and from the very circumstance that has imparted life and activity to the shipping business.

We lately noticed that there had been an excessive importation into Liverpool—in fact, the number of timber-laden ships arriving there one week exceeded the London list for the same period, and all these arrivals had to get out of port again, if they did not mean to lay up for the winter there. It is, however, a favorable symptom that it was worth their while to clear out; and it may be assumed that many of them had cargoes, or were under the charter to load elsewhere.

The wood market is not, however, by any means brightening in Liverpool. It seems unable to rally against the heavy importation of Southern pine, which at the public auctions can be bought either hewn or sawn, of fine lengths and sizes, at an average of about 14d. per foot. One solitary lot at Messrs. Dobell's sale a fortnight back, 20 to 23 in., fetched 1s. 6d. per foot, but 60 to 68 ft. long by 17 in., no piece cubing less than 120 ft. went for 1s. 0½d., and the pine deals fetched only 10d. per cub. foot, which is no more than £8 17s. 6d. per Petersburg standard, a price hitherto unheard of for that kind of goods. As to spruce deals, of which we have been taught to expect a short supply this fall, bidders would not listen to the voice of the charmer however wisely he may have urged them to seize the opportunity. Best sizes—only one lot of 3x11—went as high as £0 17s. 6d.—and 16 feet 3x9 sold at £5 15s.; nothing else fetched more than £5 10s., except a couple of lots, 3x12 to 19, good lengths, which went at £6 17s. 6d. and £5, that on a favorable market would have been thought cheap at £8. These were from Bridgewater, N. S., but another cargo, afterwards offered by Messrs. Mackay, from St. John, N. B., fared no better, as nothing fetched beyond £6 17s. 6d. The birch timber set up was also greatly neglected, and logs that even less than six months ago would have brought 2s. 4d. per foot, 17 to 23 in. deep, could not be forced higher than 9½d., and nothing of less dimensions reached within 3d. per foot of the price. A large portion of these cargoes were reserved, the selling brokers not feeling justified in making such sacrifices, especially as the influx of timber-laden ships had abated.

Our correspondent furnishes a clue to this evident disinclination to buy on the part of the dealers. Though regarding with satisfaction the subsiding of importation, he added, "there is a probability that we stand no small chance of being overstocked with nearly every description of wood goods, and it is only by restricting the supplies as far as possible that the continued downward course of the market can be arrested." The conviction on the mind of the trade is that they are powerless to control the importation, and must take their chance. The mice in council were unanimous in their resolution that they ought to "bell the cat" if they would render their lives more enjoyable. But how was it to be done? They could not get over that. In like manner they may resolve in Liverpool not to order another cargo till the present heavy importation is cleared away. The cargoes would come forward all the same, for that, if the shippers had more stock on hand than they choose to hold over the winter. In Bristol too, which is not complaining of an overburdened market, spruce deals are in no better demand than at Liverpool, for even there at Messrs. King's sale, on 23rd past, St. John spruce in no case went so high as

£7 per standard, and a cargo from Pugwash went at and under £6, which was the highest price for 8x9 and 10 regulars.

It is evident from these statistics and the report of the London market that if, as we still hope, general trade is improving, the timber section of it does not manifest much confidence in the movement. Special goods may here and there be scarce, and therefore obtain special prices, but for those in common use and to be had everywhere they are expected to go as bargains at the public sales, and too often they do so. It may be remarked, while on this topic, that if importation is somewhat diminishing on the west coast, it can hardly be pronounced so on the east coast. Hull, at all events, shows no diminution in the ratio of arrivals; and though we have recently had strong winds from the south and westward, which kept Baltic sailing ships back, the amount of timber goods delivered into Hull during the week last recorded was about 18,000 loads; and the next Board of Trade returns may tell another tale of increased importation all around. But the summer is now over, and no more sailing ships will leave this country to cross the Atlantic outward for timber lading this year. Nevertheless those already in the timber ports, and on their way out for their fall cargoes, may form a pretty considerable fleet; and a few adventurous steamers, whose owners or commanders are impatient of a long winter before them, may still strike out for another voyage to Nova Scotia or the Bay of Fundy, with the hope of getting back again quite as soon as the sailing ships which may be now more than halfway out on their second voyage. But, as grain freights are better now than they have been since last winter, there are not likely to be so many seekers for timber cargoes as usual at this time of year. The quotation for wheat from New York to London on Thursday was 4½d. per bushel, equal to 15s. 10d. per ton, or more than double what it was two months ago. But, as we have before observed, timber freights do not appear to be affected by those of grain, albeit across the same ocean; and the letter of our Stockholm correspondent last week shows that in the Baltic no advance can be established, as thus:—

"With the advent of autumn there has usually been an increase in the freight rate for wood goods from the north of Sweden, commensurate with the enhanced risk of navigating the Baltic and the Gulf of Bothnia at that season. Neither last year nor this, so far, has this occurred, but on the contrary tonnage can at this moment probably be had cheaper than at any previous period this year."

This was written within the last fortnight, and it may be taken as significant of the great levelling power of steam in ocean navigation. Though warned by the shortening days and the stormy weather lately experienced that winter is not far off, it still continues to ply from land to land in the timber trade with a vigour and perseverance that is only its own opponent. Wind-power with which the world did very well for some 6,000 years, is now nowhere in the race, and is also under the disadvantage of having its scale of reimbursement regulated by its more steadily powerful competitor.

Our aforesaid correspondent also admonishes the trade of the probabilities likely to mark the close of the season in Sweden. He coincides with the opinion which he considers to be prevalent on this side and out there, that very few cargoes on consignment will be sent to London this fall. But he qualifies his assent to this view of the situation, and limits it to bright goods, observing that "no doubt realization by auction will be resorted to for getting quit of goods that have been discoloured by the late bad weather." A very comprehensive phrase, by the by, a sort of *multum in parvo*, which is very suggestive. Can wood goods in Sweden suffer more by exposure to the weather than they do in the open at our own Surrey Commercial docks? Yet a spell of rainy days, after they give place to a fair proportion of dry ones, are no longer remembered in the auction rooms as prejudicial to the recent piles of deals which are submitted to their bidding. When we talk of goods discoloured by weather the idea that comes uppermost is that they must have been lying a year or two in some out-of-

the way corner, ill-drained and badly ventilated. They sometimes come to market, it is true, discoloured ex ship, but it is from lying long in the hold on account of detention on the voyage by accident or wreck, and "sold for the benefit of the underwriters," often very little the worse for the ordeal they have gone through, and only nominally "damaged." But as the writer says that a very great quantity of mixed and 3rd redwood has been damaged in the manner indicated between Gefle and Sundswal, we may expect that our market will yet be supplied pretty liberally from that region before the season closes. Nor must it be forgotten that the low rate of freight is a standing temptation.

But through all there is observable, if not an absolute improvement in trade, a far better spirit in its conduct, and an abatement of that nervousness which has been visible about it for many months past. The decline in prices was not all to the disadvantage of trade, for nothing has been so much in its favor as the continued cheapness of money. Nothing else saved us from a serious crisis, and now the fear of any rapid increase in the bank rate is no longer visible. It is very unusual to pass through autumn without it, but it is not apprehended now to any uncomfortable degree, and the speech of the Chancellor of the Exchequer at Salisbury will tranquilize many anxious minds about the disturbance of the European equilibrium in the East.

It would not surprise us to see an important change for the better in trade throughout the realm to take its rise from the present date; but there are many important political questions pressing for solution besides those of our foreign relations.—*Timber Trades Journal.*

## TWO OPINIONS.

The Chicago *Inter-Ocean*, taking its cue from the recent convention of the Lumbermen's Association of the Northwest, discussed in an article published shortly afterward the cause of the over-production of lumber of which the members of the association complained. The *Inter-Ocean* concludes that in no business has there been more improvement in what may be called the manufacturing processes than in the lumber business and says:—

"All the ingenuity of the inventive and practical minds in the lumber trade has been directed to the improvement of mill machinery and to the perfection of schemes looking to the transportation of logs and lumber. Wide districts of timber land have been purchased with a view to the transportation of logs from the point of growth to places where mills could be advantageously located. Timber lands have been bought on streams and rivers or on railways, and mills have been located at points within easy reach of the markets.

"In the gathering of logs all the energies have been directed to the speedy cutting and to the means of easy transportation to the mill. Lumbermen have combined to bring about a system in logging that is almost perfect. They have made the seasons to come to their aid, and have thought more of getting logs to the mill than of the future of the lumber business. They have devoted all their energies to stripping the lands of timber, and have given very little attention to the future of the lands after the timber has been taken from them. They have succeeded in reducing logging to a science; but this is only one step, the first in a business which in the Northwest is scarcely second to any other.

"In the old times the saw mills, pushed to their beat, could not supply the demand. The demand of course increased with the settlement and improvement of the country, but it has not increased as rapidly as the supply. The saw mills of the lumber regions of to-day are as much in advance of the saw mills of 30 years ago as are the perfecting presses of the day in advance of the first rotary presses. People who get their idea of the saw mill from the establishments outside of the lumber regions have little idea of the capacity of the mills in which lumber is manufactured. One of the great mills in the Michigan lumber district will handle from 1,000 to 1,500 logs every day. The mills will probably average 5,000 logs a week or 20,000 logs a month. All the ingenuity

and energy of the lumberman has been directed to the quick handling of these logs or the rapid turning of the rough material into lumber. They have so far succeeded that each mill will turn out from 80,000 to 110,000 feet of lumber every day. Every contrivance that can aid the men in handling and turning out lumber has been pushed to wonderful perfection.

"It is little wonder that with so many of these great mills tearing away every day there should be a tremendous supply of lumber. It is little wonder that when lumbermen come together they should consider means by which the supply can be regulated to suit the demand. The manufacturing capacity is, through enterprise and ingenuity and energy, going beyond the demand. The capacity will remain the same for a good many years. It will not be increased as rapidly as in the past, because there is less enthusiasm now in the matter of investment in lumbering ventures. With a fair-minded policy on the part of lumbermen the question of supply and demand will regulate itself, but the whole matter of turning pine forests into lumber will always remain one of the most interesting features in the business development of the Northwest."

What the *Inter-Ocean* says of improved methods and processes is true, but these have increased the supply of timber as well as the mills. The logging railroad has wrought a great change in the work in the woods, bringing tracts of timber that were thought unavailable, because too far from water, within reach of the improved gangs and circulars. Snow was once regarded as absolutely indispensable for lumbering operations, but now no dependence is placed upon it. In freezing weather the lumberman makes his own roads by the use of a sprinkling cart and keeps them always in the best condition, and if his haul be too long for profitable use of teams he constructs a railroad from his timber to the nearest available stream.

It is true that the lumber business had not been reduced to a science, except as the production of lumber is concerned. The business has not been reduced to the conditions of a stable and legitimate industry even, and probably will not be until the crop of timber planted by the beneficent hand of nature shall have been entirely removed and the inhabitants of the new world shall begin to cultivate and care for trees as they do other productions of the soil. The lumber business as at present conducted is to a great extent a speculative undertaking. The lumber is in the woods and if it can be got upon the market and disposed of in large enough quantities fortunes can be made almost as rapidly as in fortunate speculations in Wall street, or lucky strikes in gold mining. Men who were mill laborers ten and fifteen years ago have retired with princely fortunes or remain in the trade to become millionaires over and over. None of them has thought of creating a great industrial establishment to be handed down to his family into the third and fourth generation. The thought of obtaining vast landed estates the timber of which should be prudently harvested and made a perpetual source of revenue to the latest generations has not entered into the thought of the lumbermen. They have looked upon the trees on the land they purchased as a present available asset to be as speedily as possible converted into cash, and thousands of acres after being stripped have been allowed to revert to the state. The policy of the lumberman has been the same as that of the miner, to get out as large an amount of the precious stuff as possible, make their stake and get out of the business. There has been much competition in the business and always will be until the pine lands become so limited in extent as to fall into a comparatively few hands and a monopoly can be created. Until that time shall come a single association will not be able to dictate the amount to be cut each year.—*Lumberman's Gazette.*

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Subscribe for the CANADA LUMBERMAN.

**INGENIOUS WOOD CARVERS.**

The Swiss peasantry are the greatest wood carvers in the world. They carve out of wood, with wonderful ingenuity, anything from a simple paper knife to an elaborate piece of architecture in miniature. Aside from wood carving and some other mechanical operations, they are not good for anything, being very simple people; but they have a genius for carving, and have a natural skill for copying from nature. Their floral pieces are regarded as masterpieces, and serve as models for young sculptors. It is only necessary to furnish them with a photographic design of what is wanted. Most dealers who import Swiss carvings do this, although the peasantry themselves produce numberless things without the aid of any suggestions.

They carve out of wood almost every kind of fancy articles, such as nutcrackers, inkstands, jewellery cases, cuckoo clocks, ladies' workboxes, and a large number of other things too numerous to mention. The tools they use are very simple, the carving being done by hand. The articles they carve are ingeniously ornamented with leaves and flowers, and some of their designs are extremely odd; they are, however, always artistic. Here, for instance, is a piece of carving in the shape of nut-cracker. It is a life-like representation of a bear on its haunches. Of course, it is made more for ornament than use, but its artistic merit is worthy of careful study. The Swiss have a knack of turning the most simple article into a real work of art. Here, again, is a book rack, a very simple form of bookholder for the library table, having two side pieces on a sliding base; yet see how beautifully the side pieces are carved, showing in bold relief a double rose surrounded with a mass of leaves and vines.

One advantage the Swiss have is in the wood which they use. This is remarkably fine, and free from knots, and a tool cuts it as easily across as with the grain. The kind mostly used is known to the trade as peachwood, which closely resembles in every respect. Another kind of wood which is largely used is called tinwood.

The art of the Swiss in carving wood first attracted attention about 50 years ago. It was not, however, until years afterwards that it was turned to account in a commercial point of view, and even then the sales of Swiss carvings were restricted to tourists in the summer season, who made their purchases through the intermediary of hotel porters. Hence the trade was for a long time very small and unremunerative. But in the course of time local capitalists took the matter in hand, opened workshops, and began an export trade. The business of wood carving now finds employment for several hundred persons. In fact, in one establishment three hundred persons of both sexes are employed.

Each artizan employed in the workshops has his or her specialty, the choice of which is left to individual taste. Some have an aptitude for and excel in the modelling of groups of animals; others prefer to carve various fancy articles with floral patterns, and some build miniature chalets. The latter is one of the most popular articles of Swiss handiwork. As usually made, it is composed of different colored woods. The thatches with the ropes and the stones hold them on and the deep roof is a prominent feature. This roof is so constructed that it can be raised like a lid; the part which represents the upper stories is lined with plush, and is intended as a receptacle for beds. A movable partition divides this also into the first story, which contains a musical box. This is set going by moving the top cover. The prices of the articles range from \$5 to \$8.

Few people make a specialty of Swiss carvings, for the reason that the production is very limited, owing to inability to turn out the goods fast enough by hand. Besides, the rare art of carving are made by the peasants at their homes in the Alps, who work only in the winter season. In the summer they are occupied in tilling the soil and tending their herds on the hillsides, a pursuit they love so much that no amount of money could entice them from it.—*Timber Trades Journal.*

**YOUNG TREES FROM THE FOREST.**

To the Editor of the Canada Lumberman.

SIR.—Will you allow me to call the attention of your readers to the fact that the present time, and till the frost renders the ground too hard for digging, is the period when all deciduous trees, such as the maple, oak, elm, ash, hickory, basswood and others, may be had from the forest, or better still, if possible, from the fields adjoining, where they have grown from seed blown from the woods, and planted to best advantage. They may be taken an inch or more in thickness of stem and planted at once in their ultimate positions, or very young, and planted in garden beds, next year or the year after to be planted where they are needed. The first method is generally the most rapid of results, but the transplanting so increases the root fibres as to give great certainty of taking root and additional vigor of growth,—and one word of advice, if you take deciduous trees strip off their leaves, if any are on; if evergreens, keep their roots moist and covered till you plant. Evergreens will grow if carefully planted now, though their best time is June.

In the west, where planting is being done with a view of growing timber rapidly, they plant thousands of acres with trees in blocks of nearly a square mile, four feet apart every way leaving roads here and there. These are mostly fast growing trees, which can when mature be cut out and used, leaving the slower and more valuable timber at certain distances. Grown thus, they need only cultivating lightly for two years, to keep weeds down and the soil soft, after which the branches shade the ground, and each tree striving to get to the sun light above, a very rapid growth results, which growth is all straight trees, the branches dying off in consequence of the closeness of the planting. The quantity of wood that can be got from some acres thus planted is very great. Some idea of the advantages expected may be obtained from the fact that wood is still plenty in parts of the same states, but the cost of transportation by rail would be such as to make it much cheaper to grow the wood than haul it.

Many of our wood lots have been so tramped, gnawed, and rubbed by letting in cattle, that they will never grow one-tenth the wood the same area planted would soon furnish. The remedy is to plant some acres where it will give both wood and shelter; say on the north side of the farm. The process on prepared ground is simple; two men will plant a thousand trees, or nearly half an acre, in a day.

Yours, etc.,  
R. W. PHIPPS.

Toronto, Oct. 15th, 1885.

**THE PRODUCTION OF GOLD.**

A single mining company in California reports the production of over \$1,000,000 of gold per annum, and that its operating expenses are less than one-third the value of the product. Its dividends, it says, amount to \$50,000 per month. The product of gold in the world reaches about \$100,000,000 annually, and of this the United States produces one-third, Australia a little more than one-fourth, and Russia not quite one-fourth. The product of gold appears to be steadily decreasing in the world, as well as in the United States, while its use in manufactures is being greatly increased. Nearly one half of the gold produced in the United States is used in its manufactures. Nearly eight million dollars' worth goes into jewellery and watches, and three and a half million into watch cases. The other principal uses for it are gold leaf, plate and watch chains. The dentists make much use of gold, and yet in such small quantities that the whole amount credited to dentists in the United States is only \$37,912 in 1883. The chemists use almost as much, a large share going, no doubt, to the photographers, who use gold in toning. The statistics on this matter, however, must be approximations, for quite frequently gold coin itself is taken for use in the arts.—*Philadelphia Ledger.*

CAPT. ETHUR, of No. 8 company, 65th battalion, is organizing an association among members of his company to take over the land given them by the Government and to work it for their mutual benefit instead of taking the scrip.

**Sold.**

When Governor Cleveland visited the State camp at Newburgh, in 1883, he was attended by his staff in full rig. It was one of the few opportunities the governor's military family had enjoyed of appearing together in full uniform, and they presented a very handsome and even brilliant appearance. The Governor led the way through the private entrance to the camp closely followed by his secretary, Colonel Lamont. To the astonishment of his staff, the gate was then quickly closed and locked. As may be imagined, disgust succeeded surprise, when, in reply to vigorous remonstrances, the gatekeeper blandly remarked: "It's according to orders, gentlemen. This is the Governor's entrance. The band goes in at the other gate."

**Fire at Fredericton, N. B.**

FREDERICTON, N. B., Oct. 13.—Morrison's saw mill and two million feet of lumber were burned to-day. The loss is close upon \$100,000. There was no insurance upon the lumber, but on the mill a policy was held for \$20,000, viz., \$5,000 each in the Royal, the Commercial Union, the Liverpool and London and Globe and the Western.

BELLEVILLE, Oct. 19.—John Oakham, while hunting deer with Judge Fralick and D. R. Leavens, near Bancroft, was accidentally shot below the left shoulder blade. He was a few feet in advance of Leavens, who fell, his gun discharging its contents into Oakham's body. He is seriously wounded, but may recover.

**Blowing up Hell Gate.**

has been a laborious and costly work, but the justifies the effort. Obstructions in any important channel means disaster. Obstructions in the organs of the human body bring inevitable disease. They must be cleared away, or physical wreck will follow. Keep the liver in order and the pure blood courses through the body, conveying health, strength and life: let it become disordered and the channels are clogged with impurities, which result in disease and death. No other medicine equals Dr. Pierce's "Golden Medical Discovery" for acting upon the liver and purifying the blood.

**Catarrah—A New Treatment.**

Perhaps the most extraordinary success that has been achieved in modern science has been attained by the Dixon treatment for Catarrah. Out of 2,000 patients treated during the past six months, fully ninety per cent. have been cured of this stubborn malady. This is no less startling when it is remembered that not five per cent. of the patients presenting themselves to the regular practitioner are benefited, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adapted his cure to their extermination; this accomplished the Catarrah is practically cured, and the permanency is unquestioned, as cures effected by him four years ago are cures still. No one else has ever attempted to cure Catarrah in this manner, and no other treatment has ever cured Catarrah. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 305 King street west, Toronto, Canada, and enclose a stamp for their treatise on Catarrah.—*Montreal Star.* 1y122.

**WANTED--A LOG JOBBER**

TO CORRESPOND WITH RESPONSIBLE LOG JOBBERS, with a view of making a Contract for a series of years to stock from 100,000,000 to 200,000,000 feet of Yellow Pine, to commence operations during October, 1885. Logging road, 30-lb. steel rails, cars and locomotive all new and first-class in every particular. Deep water landing.

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**Johnston's Fluid Beef**



The nourishing, palatable and warmth giving qualities of Johnston's Fluid Beef has caused this invaluable preparation to become a favorite and fashionable beverage for the winter season. It is now obtainable on draught at the leading hotels and restaurants throughout the Dominion.

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Examine the list of "FARMS FOR SALE" AND "FARMS WANTED" in the **DAILY AND WEEKLY MAIL**. This Mail has become The Recognized Medium for Farm Advertisements. And contains more of them than all other Canadian papers combined. It has 30,000 readers of the right class. ADVERTISEMENTS of Farms for Sale and Farms Wanted, "Stock" or "Seed for Sale" or "Wanted" is sent in THE WEEKLY MAIL. Five cents per word each insertion, or twenty cents per word for five insertions, or in THE DAILY MAIL at two and a half cents per word each insertion. Address—THE MAIL Toronto, Canada.



DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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

The CANADA LUMBERMAN is filed at the Office of ASSES SAMUEL DEACON & Co., 154 Leadenhall Street, London, England, who also receive advertisements and subscriptions for this paper.

PETERBOROUGH, Ont., NOV. 2, 1886.

A FOND DU LAC toothpick factory has received an order for 2,500,000 picks to go to Australia.

W. B. HIGH, of Oconto, Wis., recently took a logging contract, for which he was offered \$10,000 before he struck a blow.

The North Shore Lumber Company, of Manistique, Mich., recently loaded a cargo of deals for Ross & Co., of Quebec, the average price of which was \$38 50 a thousand at the mill. The cargo amounted to nearly \$12,000, and was destined to England.

The new Canadian steambarge, B. W. Arnold, is said to be the largest steam craft engaged in the lumber trade of the lakes. Her capacity is 840,000 feet, and she has accommodation for 25 passengers.

S. A. CARPENTER lately returned to Chippewa Falls, Wis., from an expedition to the Hudson bay region, in the interest of a St. Paul and Minneapolis syndicate. He reports having found a country rich in minerals and pine.

An Association was organized in Peterborough recently, for the purpose of securing the purification of the waters of the River Otonabee and Little Lake by the removal of sawdust, and prevent further deposits of the same being made in those waters.

A RAFT of timber was this season towed from French River, on the north shore of Georgian Bay, Ont., through Lakes Huron and Erie, the Welland canal and Lake Ontario to Kingston. The raft was valued at \$60,000 and ultimately destined to Quebec.

BURTON BROTHERS, of Hamilton, Ont., have purchased a pine tract, near Republic, upper Michigan, and will convert what is suitable into board timber, and ship over the Marquette, Houghton & Ontonagon railroad to Marquette, and there load into vessels for Quebec. The coarser logs would be made into shingles and shipped to L'Anse.

THURBER & WALKER have sold to the export Lumber Company 3 500,000 feet of logs, to be banked at Sable Point, Lake Superior, at \$14 a thousand.

DON J. LEATHERS, of Grand Rapids, Mich., sold on Thursday of last week, for Ryerson, Hill & Co., Muskegon, to Hovey & McCracken, of the same place, 60,000,000 of pine stumpage in Nowaygo county for \$300,000.

The *Timber* advocates holding an Exhibition of Forestry in London, Eng., with which mining and colliery exhibits should be connected. Canada could fill a considerable space at such an exhibition.

LORD GEORGE HAMILTON, First Lord of the Admiralty, speaking at Ealing recently, said that the Conservatives intended to add to the navy, during the next two years, nine heavy ironclads aggregating 80,000 tons.

THE work on Gilmour & Co.'s new dam, which they are building across the Trent river, at Trenton, is progressing rapidly. The dam will, when finished, have 17 feet head, and power enough to drive an unlimited amount of machinery. The company are also building a railroad from their mills at Trenton, which will connect with the G. T. R. and C. P. R.

#### AN INVENTION

Mr. A. Hoppins, agent at Kingston for the Rathbun Company, has patented a combined planing, grooving and matching or moulding machine, by which dovetail grooves are made longitudinally in boards with the wide end of the groove downwards, so that it may be plastered without any lath, the plaster forming a clinch which prevents its coming off. This is all done with one passage of the board. The machine has been sent to the mills at Deseronto where it can be seen working successfully. The judges at the Midland Central Fair awarded Mr. Hoppins a diploma for his invention.

#### A NEW MOVE.

BRITISH shipping laws are strict, and owing to the high standard required for ships, according to those laws, the Norwegians are said to have had an advantage over Canadians. All ships not coming up to the standard are condemned as unseaworthy and are not allowed to leave British port in which they are examined. In Liverpool, and other large sea ports, numbers of wooden ships built in Britain or its Colonies are laid up. But the outlay required to qualify them to pass is greater than the owners consider advisable to expend, or is more than the vessels could earn in a reasonable time. But these laws do not apply to foreign ships sailing under other than the British flag, and foreigners invest in these condemned ships. Norwegian owners can buy up vessels that have been condemned, but which are comparatively seaworthy, and employ them in the timber trade, and the Canadian shipping is thus subjected to unequal competition. Canadian shipowners have complained of this apparent unfairness, but a Quebec syndicate appears to have found a way out of the difficulty. A despatch from that city avers that a company intends to purchase two or three large second hand ships in English market, and run them in the Quebec timber trade under the Norwegian flag. By this means it is expected that the stringent laws will be avoided, and that with these vessels, cheaply acquired; the Quebec owners will be able to compete on more even terms with the Norwegians. The benefits of the arrangement, if carried out, are obvious, the only difficulty being the danger of it encouraging the risking of cargoes and lives in unsafe crafts.

#### THE COLONIAL EXHIBITION.

It is very satisfactory to learn that great interest is felt in Canada in regard to the Colonial and Indian Exhibition to be held in London, Eng., next year. Sir Charles Tupper, during his visit to Canada, and other agents of the Government, have arranged for such an extensive display of Canadian manufactures, produce, etc., that a larger space than was at

first proposed will have to be allotted to Canada.

It is important that Canada should make a good display for various reasons. The importance of the Dominion should be demonstrated. The English users of Canadian goods should have an opportunity of seeing what the Dominion is capable of producing, and, as all other Colonies of Britain will be represented, an effort should be made to create a trade between Canada and the other parts of the Empire. A trade is already carried on with Australia in some kinds of wood and manufactured implements have been sent there from Canada. Could not the trade be extended? An additional reason why a good exhibit should be made is that an American exhibition will also be held in London next year.

#### WINNIPEG.

The *Commercial* of Oct. 20th says:—In lumber business during the past week so far as can be learned does not show much change from our report of the previous two weeks. Mills generally seem to have about closed down for the season. There are calls for finishing and other lumber, but we do not gather that there is any great activity prevailing, with prices ruling a little firmer.

#### MORE FAVORABLE.

The general condition of the lumber trade, as reported this week, says the *Northwestern Lumberman* of Oct. 24th, is more favorable than at any previous time since January 1st. The cheerful chorus has scarcely a discordant note, as to the volume of distribution, though there is still an undertone of complaint as to unprofitable prices. The demand is steady and strong, especially throughout the West, with a prospect that it will thus continue until cold weather checks consumption. The requirement is general and well diffused, there being no rush into any one state or quarter of the country, if we except Nebraska, which is probably receiving rather more than usual on the relatively low rail rate prevailing from Lake Michigan and northern, as well as river points, to Omaha. But the nature of most orders being received at wholesale points shows that the demand is still non-speculative and for immediate consumption.

A peculiarity of recent feeling among the retail dealers in the prairie provinces is that of satisfaction, because collections are easier than they were in the summer. The bountiful outcome of the corn crop has had much influence with farmers, who now think they have some resource for paying debts, and making improvements. Prices for farm products of all sorts are somewhat higher than they were in the spring and summer, which increases the farmer's revenue. General business also has a better look, which is favorable to the lumber trade. The late sag in prices of wheat came at an inopportune moment, though they will probably react as soon as the Minneapolis millers have bought in a supply, and prices may go higher than ever.

Outside of the conditions of all other business, and the prices of all other commodities, there is evidently an increase of cheerfulness among western lumbermen, based on the heavy distribution prevailing, and the fact is becoming apparent that the winter will close in with considerably less lumber on hand in the leading markets than there was last year at the season's close.

The attitude of the manufacturers is having some influence on the trade. This has lately been manifested in the advances secured for dimension on the cargo market of Chicago. Wholesale dealers who go to Michigan to purchase supplies find that the mills are not well stocked with dimension, and that if piece stuff is contracted for to be sawed, it is done at an advance on former prices. The strike at Menominee tends to give the trade of this city more confidence in their ability to realize an advance. The dry stock in the Saginaw valley is sold down to a low supply, and more than the usual amount of green lumber is changing hands and being shipped.

An important feature of this week's reports is the evidence of improved condition in the

South, especially in Kentucky, Alabama, Louisiana and Arkansas. That portion of the field of supply lying nearest Texas and Kansas is now realizing the benefit of the growing demand for yellow pine in those states. In Alabama, and probably in Mississippi and Georgia, there has lately been a brightening up of trade. Car sills are in demand at several of the southern mills. In fact, the demand for lumber in all that part of the Union lying between the Alleghany mountains on the east and the Rocky mountains at the west is now active and large. Some dealers report having all the trade they want. The only present complaint is that of too low prices for the profit of business, though there is a slight improvement in this respect, and more looked for. But the *Lumberman* is still inclined to caution dealers to not look for a sudden or important rise in the value of lumber until there is such a rise in other commodities, especially farm products. There must be a correspondence between the value of wheat, corn, oats, and other grains, cattle, hogs, etc., and lumber. If wheat should again take a turn upward and hold a price near \$1 a bushel, and corn and other grain should advance to relative prices, the entire business interest of the country would feel the effect, and the lumber interest with the rest. Judging from present appearances, the prospect is good for realizing this better condition.

The spruce and hemlock trade at the East is absorbing the stock thrown on the market with reasonable celerity, prices at New York seeming to be a little more satisfactory than at Boston. There is still a plethora of white pine in all the eastern markets, as a result of the crowding in of western shipments on the late low rail rates. A check has now been given to the eastward movement, which will, in time, relieve the pressure, which has in a measure bothered the hemlock producers of Pennsylvania, the spruce manufacturers of New England and northern New York, and the importers of Canadian pine.

#### CLOSED FOR THE SEASON.

The saw mill of the Port Arthur Lumber Company closed down on Saturday night for the season. It is their intention to continue running the planing mill. Although there is a considerable demand for lumber throughout the Northwest, the company find the difference in C. P. R. rates are so high between Rat Portage and Port Arthur to the Northwest territories, that they would not run the chances of competing with the former place, and, in consequence, decided to shut down for the season. It is highly probable that action will be taken by the American Congress during the coming season in deference to an agitation now going on throughout the United States, for a repeal of the duty on foreign lumber. If this should occur in an immense market for lumber, especially from here, will be opened up at Chicago and elsewhere. The company besides having a large amount of lumber on hand, have plenty of logs here, with three million feet already cut, and ready for removal at pine River.—*Port Arthur Herald*.

#### RAFTS ENTERED AT THE SUPERVISOR OF OULLEERS OFFICE.

Oct. 5—J. R. Crystals, elm, pine and ash, St. Michael's cove.  
Oct. 7—Flatt & Bradley, white pine deals, New London cove.  
Oct. 9.—Robert Dollar, waney white pine, Lemesaurier's cove.  
Oct. 12—Sundry persons, waney pine, Spencer cove.  
Oct. 13—J. T. Lamontagne, pine deals, Commissioners' wharf.  
Oct. 13—Wm. Little, deals and plank, Three Rivers.  
Oct. 14—D. D. Calvin & Co., elm, etc., Ring's End cove.  
A. Mercier & Co, oak and walnut, Bowen's cove, Sillery.

Joseph Ruson, Hery, writes: "I was induced to try Dr. Thomas' Electric Oil for a lameness which troubled me for three or four years, and I found it the best article I ever used. It has been a great blessing to me." Frauds may imitate Dr. Thomas' Electric Oil in appearance and name but in everything else they are dead failures.



# ST. CATHARINES SAW WORKS!

R. H. SMITH & CO.,

MANUFACTURERS OF EVERY DESCRIPTION OF

ST. CATHARINES, ONTARIO.

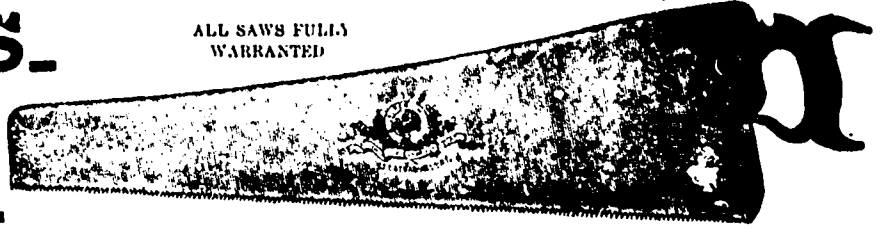
## SAWS.

ALL SAWS FULLY  
WARRANTED

Sole Manufacturers for the Dominion of  
Canada of the

### "SIMONDS" SAWS.

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



#### MILL OWNERS AND MACHINERY.

Men who conduct great business enterprises are naturally conservative and averse to innovations and experiments. And yet it is through experimental knowledge, acquired by reducing theory to practice, that all progress in the useful arts is made. But it is not the business of the purely practical man to theorize; he is concerned only with actual results, and adopts those means which he finds ready made to his hand, and which he thinks are best calculated to produce those results. The field of scientific speculation, in which the investigator reasons from cause to effect, and applies well-known principles and the laws of matter in working out those mechanical problems which relate to production and industry, belongs exclusively to the inventor. He is the manufacturer's best friend and benefactor, and yet he is sometimes regarded by the latter almost in the light of an enemy, because he is the instigator of changes and innovations, because he will not let "well enough" alone, but is continually coming forward with some new mechanical device or machine in the line of improvement, which revolutionizes the existing order of things, and which the manufacturer is compelled to adopt.

Hence there are many fossilized mill owners who dread the appearance of the inventor with his new machine, as the sick man dreads the option of physic or the surgeon's knife which is to cure his infirmities and give him a new lease of life. He would rather be let alone and plod along in the same old beaten track which leads to no progress, provided his contemporaries in the same line of business are content to do the same. Even if it can be demonstrated that the new invention is one in the interests of true economy, and will pay for itself ten times over in the course of a few months, he is reluctant to investigate its merits, and don't care to experiment with it. He can only be interested on compulsion. Especially if its adoption would involve any considerable immediate outlay, he can't see any good in it and won't touch it until compelled to do so by the action of some more enterprising and progressive rival, who knows a good thing when he sees it, and who believes that the best is the cheapest in the long run.

It is undoubtedly true that the continual improvements in machinery involve frequent changes, which are sometimes expensive and burdensome to manufacturers. But on the whole the latter, as well as the great consuming public, are large gainers by these changes, on the score of improved processes and cheapened production. In this age of progress no producer of textile, leather or metal fabrics can afford to ignore any new device or invention which secures the best results with the greatest economy of time, labor and raw material. In the race of trade competition he will be forced to take hold of these new things sooner or later, and he had better be among the first than the last to take advantage of them.

Of course we do not recommend the practical manufacturer to grab at every new patented machine which comes along regardless of merit. While open to conviction and ready to investigate, he also needs to be cautious, deliberate and discriminating in his action, in order that he may be sure to get the best, and not throw

away his money on mere pretentious and catch penny devices. There is no danger of his being deceived or imposed upon if his investigation is properly conducted. He is not called upon to take the word of any man, however well known or expert in machinery, as to the merits and capabilities of any new specialty. A mere guaranty of certain results should hardly satisfy him. It is not unreasonable for him to require the proof, the practical ocular demonstration; and the owner of any really meritorious patent will never shrink from the real test however vigorously applied. But after the demonstration is complete, and its utility is established beyond doubt or question, there should be no holding back, if terms are reasonable on the part of the buyer. A new and good thing in the machinery line, which is really wanted and needed by manufacturers, will not long go begging for customers. *Manufacturers' Gazette*

#### THE MURDEROUS SET-SCREW

Beware of set-screws when putting on belts. A set-screw is a terrible thing when running exposed. Mill owners should be made liable to a fine of a \$1,000 for each and every set-screw left sticking out of their machinery, and said fine should be rigidly enforced by payment of \$900 fine to the person who enters complaint against the owner and proves it. Unprotected belts are another source of danger, but they are as nothing beside the set-screws. Let every mechanical journal, every newspaper, and every publication in the world, raise a hue and cry against this demon of the shop. Every year it kills more people than does the smallpox, yet it still lies in wait for its victims in ten million shops, mills and factories. If we should go into all these places and see as many rattlesnakes coiled up all ready to spring whenever a man came within range, then we would get a fright that would last us to the grave. As it is, we pass as great a danger many times a day. We never think of it unless some poor fellow gets wound up or torn to pieces. Then, perhaps, we may get two or three pieces of board and nail over the man-killer, have a sigh for poor murdered Billy, and go to work until the next set-screw gets a victim.—*Jas. F. Holart.*

#### THE LUMBER TRADE.

By the census of 1880, says the *Lumberman's Gazette*, the total value of the products of sawed lumber in the United States is given at \$233,268,720. Great as these figures appear to be, says the *American Merchant*, they do not approximate the value of the material when it has passed through various stages of manufacture and has given employment to thousands of people who devote their attention to and derive a livelihood from wood working industries. The valuation above given, it will, therefore, be understood, only covers what may be called the raw material and not that converted by the multiplication of the numerous articles which enter into use and consumption.

The variety of wood of American growth gives a wide range for the operations of the handicraftsman, and has led to the development of industries of a widely-diffused character, yet largely interdependent and altogether dependent upon the forest supplies of the country. But while the timber lands of the United

States are as a resource and supply the means of great industrial development for the people of this country, they are no inconsiderable factor in helping other countries to like development, and in supplying the needs of other people. Our export of wood and its manufactures make an item of our foreign trade which deserves attention. During the fiscal year ended June 30th, 1880, the exports of this character were valued at \$25,255,128, a small amount compared with the value of the wood products of this country, as stated in the beginning, and very much more so in comparison with the results derived from the subsequent industrial reproduction.

But the sum of \$24,000,000 representing one feature of our export trade, is by no means contemptible and insignificant, and that it has been attained despite the fact that very little energy relatively has been exerted for securing such a trade, suggests that with proper effort it can be expanded to an extent which will be limited only with our ability to meet the demands which may be made upon us.

The increase of our exports of lumber and of the product of lumber should receive the careful consideration of every person who is concerned in the business, and this thought should lead to persistent and earnest endeavor to enlarge the field of our foreign trade and to secure custom.

The appended table gives some details of the lumber trade which may interest our readers.

EXPORTS OF LUMBER, ETC., DURING THE FISCAL YEAR 1884.		
	Quantities	Value.
Boards, deals and planks, ft.	414,920,000	\$ 7,070,701
Joists and scantling, ft.	12,022,000	195,048
Lath, M.	9,180,000	11,295
Pickets, palings, &c., M.	1,577,000	10,615
Shingles, M.	1,062,000	183,521
Shooks		1,713,290
Staves, &c.		2,656,473
Hoops, &c.		350,470
All other lumber		970,191
Total		\$13,208,699
Corwood, cords	2,646	9,464
Sawed timber, ft.	201,257,000	247,328
Hewn, cubic ft.	10,616,993	1,735,352
Logs and other timber		1,704,033
Total		\$5,096,800

#### MANUFACTURES OF WOOD.

Doors, sashes and blinds	\$ 574,294
Mouldings, &c.	173,661
Hhds. and abls., empty	320,184
Household furniture	2,420,831
Woodenware	406,264
All other manufactures	1,714,833
Total	\$ 5,340,730
Grand total	\$ 21,255,128

#### MACHINERY ACCIDENTS.

We dare say that more men are killed by accidents from the death traps than are killed by all the murders we read of, and where can you find even one case of this kind that has been published? Once in a while a poor fellow gets a leg torn off or an arm pulled out, and if he does not die he may, after a law suit, secure a few thousand dollars damages, but what a

contract, life and limb against a few thousand dollars. We can almost cry out for a little of the Mosaic law about the eye for eye business, and say. When a man gets caught in unprotected machinery, let the owner of said machinery be cast forthwith into the same place, and let him be killed as an example. It sounds very much like barbarism, but it is good homopathic doctrine and is not a particle more barbarous than the idea of letting these machine-owner murderers go scot free and unpunished. *Holart in Lumber World.*

#### AUCTION SALE

The New York Lumber Auction Company held its fourth auction sale on the 16th inst., the attendance being good, composed of yard dealers, commission men and manufacturers. The prices averaged were not as good as at the other sales, which was due to the average grade being lower. White pine, 1 inch selects and uppers sold at \$41 fine common 1 inch at \$29, c'lar moulding strips at \$24 to \$25, pine box 1 inch, at \$13, stock boards \$13 to \$13.50, 1 pine shelving at \$16.50. Ash sold at \$12 to \$18 for mixed lots. Oak 1 1/2 inch sold at \$11; cherry, 7,410 feet, half of it 1sts and half 2nds, sold at \$49; walnut, 1 and 1 1/2 inch, firsts and seconds, at \$66; basswood brought \$18.50 and white-wood \$16.50.

The *Calgary Herald*, commenting on the presence in that city of two Toronto dealers with the object of buying hides, discusses the question whether it will not be profitable to establish tanneries in that locality, where the raw material for the manufacture of leather is produced in such abundance. There is no doubt about a market being secured, the trouble being that in that region no hemlock is found. The problem is whether it is cheapest to move the hides to the neighborhood of the forests, or the product of the forests to the neighborhood of the hides. The *Herald* thinks the Government should cause enquiries to be made as to the capacity of the land there for the growing of hemlock trees, so that these could be planted for future use. More present needs it might be possible to supply with the extract of the bark largely produced in this province and that now finds a market in the old country or the United States.

WAGES for men in the camps, in Michigan, range from \$18 to \$26 per month.

## SNOW DRIFT

BAKING POWDER

The Peoples' Favorite.

### W. D. MATHEWS & CO.

Having made arrangements for purchasing GRAIN at Peterborough, will buy all kinds,

Wheat, Barley, Pease, Oats, Rye, Clover Seed and Wool,

At Stevenson's Storehouse, North End



**LUMBER AT PUBLIC AUCTION.**

Time-honored customs and prejudices are features of a market which are difficult to successfully overcome, and when anything in the nature of an innovation is sprung upon the community it is very apt to create comment not always of a favorable nature. When it was first rumored that a lumber auction company was to be established in New York city the matter was looked upon as of no serious nature, and those who thought enough of it to express an opinion generally predicted it would prove a failure. When the announcement was made that a company had actually been organized, and a date was set for the first sale, curiosity became rampant, comment was heard on all sides, and on the day of the sale a motley crowd of dealers, commission men, manufacturers, and a few producers were attracted to the company's yard. It is not our object to comment upon the probable success or failure attending the venture. Auction sales of horses, tea, molasses, and other commodities are not uncommon, and across the big pond the regular auction sales of lumber in the leading markets are a prominent and successful feature of mercantile life. With this in view the inquiry is pertinent: Why cannot lumber be sold at auction in this country, and the results prove satisfactory?

The leading objection in New York city emanates from the commission dealers, who claim that consumers are brought in direct contact with the manufacturers, and consequently their business, and likewise that of their customers, is injured. Suppose, for the sake of argument, that we grant such a claim to be true, why is it that manufacturers, with the prestige of auction prices, as the term is generally used, consent to ship lumber to be sold in such a way? No doubt it will be claimed that the shippers are coerced by misrepresentation, and would never ship a second lot; others will say that shippers have an idea that, by being brought in direct contact with an open market, in which all users of lumber are placed on a common level, they will be able to obtain a better price for their lumber, and still others will say that no mill man will ever consign good lumber to be sold in that way. All such opinions are worthy of a certain amount of consideration, but the fact stares us in the face that since the New York company started we have heard reports of the intended formation of similar companies in several other of the larger cities, and we are inclined to think that possibly in the near future a radical change in the methods of conducting the lumber business will be brought about, should selling the product of the mills by auction prove a success.

The causes which have led to such radical departures are many, and it is not at all likely that the mill men and the eastern seller will ever view the situation from a common standpoint, as the former judge the situation wholly by the results of consignments, while the latter take the general surroundings and the good will of the trade into consideration, and having, in addition to that their own welfare and the possible interests of their principals at stake, they may sometimes make a costly mistake, which the shipper, having all the money interests in the matter, may be obliged to pay for. It will be interesting for lumber dealers generally to follow the progress of auction sales, as the gradual developments of the new business will be liable to suggest many valuable ideas that can be put to a practical test with profit.—*Northwestern Lumberman.*

**ABOUT WATER-WHEELS.**

Where are all the water-wheels? Everybody tells about his steam engine, how it bothered him, and how he fixed it, but we don't hear from a water-wheel once in two years.

They are not idle, even if they are not heard from; and the millwright, machinist, or M. E., who has to crawl into a wheel-pit on some December Sunday, makes noise enough to supply the deficiency.

The old overshot wheels have almost entirely disappeared, and peace be to their remains. They were awful good wheels to economize water, and awful poor wheels to keep in repair. They were the only wheels that gave good

results with a partial gate. Take the best turbine in the market, even one that develops 85 per cent. of the power of the water, and when you want to run one or two machines and save water by using a partial gate, then you get left right off. The 85 per cent. doesn't come along at half gate, and neither does the 50 per cent., and often 40 per cent. stays away with them.

There is just one way by which we can overcome this trouble and get good results from a little water with a turbine wheel. We must put in small wheels and connect to the machines to be driven. A few years since most M. E.'s got in the notion of connecting all the machinery in a mill to one big shaft, and then driving said shaft by one or two big water-wheels or steam-engines. The M. E.'s are afflicted with fashions just exactly as the ladies are, and we will admit that the former's fashions are much more costly.

When a new idea comes up, then everybody must use that idea for everything. He must ride the hobby to death before he finds out just what it is really good for, and after he has done a thing, seen it fail, and then reconstructed it according to common sense, then that chap knows what his fashionable idea was good for.

The one-water-wheel fashion was fast playing out, and the one-steam-engine idea is going out with it. Everybody will want a water-wheel or an engine for each separate machine in the future. It is probable that this division of motive-power will be carried to the same ridiculous extreme that the consolidation scheme attained, but for small and variable water-power this method is the best known to practice. When a man gets to figuring up the per cent. of his water-power which is actually converted into work, and finds the same way down to the lower edge of the twenties, then he is apt to get thinking about the hundred tons of 5", 6" and 7" shafting that he is driving day after day.

When something happens to his water-wheel, and his whole mill stands still two days for repairs, then he wishes that his three hundred horse-power water-wheel was broken up into ten smaller ones. He might have ten times as many breaks, but they would delay only one-tenth of his plant.

The steam-engine men have found it out too. We will not have another monstrous engine built to drive all the machinery of a centennial exhibition. Instead of one, there will be dozens of small ones employed to do the same work.

When a man buys a water-wheel, he should buy the best one in the market, and when he selects that one, then he has done a thing which we don't know how to do.

Just advertise for the best water-wheel made, and you are answered by 392 men, each and every one ready to take oath that their wheel is the one which you want. You are confronted with wheels that are almost too simple in their construction, while other wheels are so complex and complicated that the water must be filtered, and almost needs steaming and bending, to enable it to get through the intricate passages.

Wheels with scroll cases are shown you and they are good ones, generally speaking, but the man who sells another kind of a wheel says the scroll-case wheel "will wear its step down stream." It will too, if it is not balanced, and put up true upon a straight shaft. Perhaps Tom turned the shaft too small, or bored the wheel a trifle large, then the wheels will not run true. Perhaps he sprung the shaft when he keyed on the wheel. This made a crank of the water-wheel shaft, and the up-stream side of that step has to stand the music.

When this crank business occurs in a wheel which takes water through chutes all around its circumference, then the step must go just as surely, but it goes from all sides at once, and wears out very much faster than with the scroll case.

Sometimes a wheel is set in a decked flume, and then condemned because it doesn't come up to the expectations of the purchaser. More than once this has happened, and the trouble has all been found in the flume. The shaft passed out through a stuffing box which was bolted firmly to the deck timbers and planking. The wheel didn't give 50 per cent. of the power

expected. An investigation disclosed the fact that one corner of the flume settled when it was filled with water, and the shaft was drawn out of line 2 1/2" thereby.

We don't want any of our water-wheels placed in a 4'x6' box. We want them where we can get them when they need repairs. Give us a water wheel in a nice cast-iron case outside of the flume, and then it can be overhauled without much trouble.

The old frame flume is a thing of the past. We will have none of it. It takes up lots of room, and when it gets to leaking, it is worse than ten leaky roofs. Give us an old boiler for a penstock. That is what all old boilers are fit for, with one exception, and that exception is to use the boilers for piers under buildings or bridges.

Patch up an old boiler so it will be water-tight, then place it on end in position under building or bridge. Now go to work and fill with cobble-stones, brick-bats, or any stone that will go into it. Pour in thin cement as you fill up. When the concern gets solid you will, if it is properly anchored top and bottom, have a pier which will stand much trouble. Fifty or sixty feet can be easily covered by uniting together a number of old shells not less than 48 inches in diameter.

These old shells make splendid penstocks; they are pretty safe there for they seldom are troubled with low water when used for this purpose, and the fireman never gets a shadow of an excuse to swear he had two gauges of water when the plates "melted" out.

A technical journal illustrated recently this use for old boilers, but one-half the things possible in this line have not been told. Keep the flume out of the mill. Run the old boiler to the canal or river and do away with the nasty rotten homely flumes.—*J. F. Hobart in American Machinist.*

**STEAM BOILERS.**

In our contact with engineers, users of steam, and dealers in steam goods, we have often heard very positive preference expressed for one or another form of engine or boiler. Some would swear by a horizontal return tubular, others would have nothing but a fire-box boiler of the locomotive type, while others, comparatively few but as a class quite numerous, preferred the vertical tubular. Some have tied up "for keeps" to a water tube boiler, others will hear of nothing but a fire tube; some prefer the tubes numerous and small, others are contented with a smaller number, but must have them larger; some will have a boiler fired internally, some externally, and some even advocate removing the furnace from all contact with the boiler.

When we are questioned as to our preference in the boiler line we always require to know how, where, and for what the boiler is to be used. A boiler which will furnish steam with the least expense for fuel and repairs in a New England cotton mill might be the most inconvenient and expensive that could be used in a portion of the country less favored as to water. A boiler which would furnish admirably the low

pressure and quantity of steam required for heating purposes might be entirely at a loss under the higher pressure, and the more intense combustion requisite as a source of power. The locomotive power is particularly adapted to its special work. It gives us the maximum of power in the smallest space and with the lightest weight, yet it would hardly be the most economical boiler, all things considered, for most stationary plants. When a man talks one boiler straight, through thick and thin, for all purpose, and in all conditions, it is safe to conclude either that he has an interest in that boiler or does not know what he is talking about.—*Boston Journal of Commerce.*

**BOARD OF TRADE RETURNS.**

The following are the returns issued by the Board of Trade, for the month of Sept. 1885, and also for the 8 months ending Sept., 1885:

MONTH ENDING 30TH SEPT. 1885.		
	Quantity Loads.	Value.
<b>Timber (Hewn).</b>		
Russia .....	38,822	65,605
Sweden and Norway.....	43,688	62,959
Germany.....	21,686	50,215
United States.....	7,658	26,734
British India.....	3,204	43,576
British North America.....	61,094	274,965
Other Countries.....	36,149	54,191
Total.....	212,901	684,618
<b>Timber (Sawn or Split, Planed or Dressed).</b>		
Russia .....	194,731	451,009
Sweden and Norway.....	191,525	401,700
British North America.....	230,975	546,894
Other Countries.....	32,853	94,177
Total.....	650,044	1,492,780
Staves, (all sizes).....	14,332	53,427
Mahogany (tons).....	3,119	60,312
Total of Hewn and Sawn.....	862,345	2,077,392

NINE MONTHS ENDING SEPT. 30TH 1885.		
<b>Timber (Hewn).</b>		
Russia .....	307,054	372,156
Sweden and Norway.....	419,001	538,095
Germany.....	245,404	567,777
United States.....	120,675	403,939
British India.....	23,019	287,962
British North America.....	188,254	830,602
Other Countries.....	312,147	443,273
Total.....	1,521,145	3,593,804
<b>Timber (Sawn or Split, Planed or Dressed).</b>		
Russia.....	842,760	1,817,484
Sweden and Norway .....	1,317,787	2,773,644
British North America.....	683,798	1,674,846
Other Countries.....	277,968	826,119
Total.....	3,122,273	7,092,093
Staves (all sizes).....	90,345	376,312
Mahogany (tons).....	45,671	400,076
Total of Hewn and Sawn.....	4,613,418	10,683,897

The prospects for the lumbering camps in the Lake Superior district, says the *Lumberman's Gazette*, are that the cut will be about the same as last winter. Pine lands have been in good demand for the past spring and summer, and a good deal of stumpage has changed hands. This will not effect the present cut, as investors have purchased to hold lands for a few years, the prospect being that in three years the pine will increase 50 per cent. in value.

**LIVERPOOL STOCKS.**

We take from the *Timber Trades Journal* the following Comparative Table showing Stock of Timber and Deals in Liverpool on Oct. 1st 1884 and 1885, and also the Consumption for the month of Sept. 1884 and 1885:—

	Stock, Oct. 1st 1884.	Stock, Oct. 1st 1885.	Consumption for the month of Sept. 1884.	Consumption for the month of Sept. 1885.
Quebec Square Pine.....	392,000 ft.	344,000 ft.	304,000 ft.	302,000 ft.
Wancy Board.....	500,000 "	596,000 "	29,000 "	00,000 "
St. John Pine.....	63,000 "	33,000 "	8,000 "	3,000 "
Other Ports Pine .....	61,000 "	70,000 "	7,000 "	0,000 "
Red Pine.....	59,000 "	33,000 "	48,000 "	75,000 "
Pitch Pine, hewn.....	606,000 "	568,000 "	62,000 "	245,000 "
Sawn.....	510,000 "	855,000 "	25,000 "	49,000 "
Planks.....	67,000 "	100,000 "	8,000 "	12,000 "
Dantzig, & Fir.....	67,000 "	51,000 "	8,000 "	2,000 "
Sweden and Norway Fir.....	109,000 "	67,000 "	104,000 "	106,000 "
Oak, Canadian and American.....	310,000 "	421,000 "	67,000 "	50,000 "
Planks.....	179,000 "	184,000 "	0,000 "	0,000 "
Baltic.....	9,000 "	5,000 "	17,000 "	20,000 "
Elm.....	43,000 "	68,000 "	35,000 "	11,000 "
Ash.....	46,000 "	35,000 "	41,000 "	68,000 "
Birch.....	102,000 "	213,000 "	6,000 "	5,000 "
East India Teak.....	71,000 "	112,000 "	18,000 "	6,000 "
Greenheart.....	25,000 "	119,000 "	20,961 stds.	11,451 stds.
N. B. & N. S. Spruce Deals.....	25,770 stds.	250 "	2,368 "	2,897 "
Quebec Pine & Spruce Deals.....	1,082 "	250 "	742 "	700 "
Baltic Red Deals, &c.....	2,362 "	4,806 "	67 "	127 "
Baltic Boards.....	67 "	254 "	842 "	988 "
prepared Flooring.....	2,172 "	3,361 "		

# Chips.

The Minnesota & Ontario Lumber Company is building a planing mill at Rat Portage, Ont.

The incorporation is noted at East Saginaw, Mich., of the Standard Lumber Company, with a capital stock of \$40,000.

Commerce through the Sault Ste. Marie canal between Lake Superior and Huron for the past year exceeded that of the Suez Canal by 30,000 tons.

The rafting operations of the Tittabawassee boom company this year lasted 89 days, during which 2 855 821 pieces were rafted, scaling upwards of \$25,000,000 feet.

E. A. Bradshaw, lumber merchant and saw mill proprietor, was recently killed at Stouffville, Ont., by being struck by a train. He died in two hours after the accident and before his family arrived.

It is reported that one of the heaviest manufacturers on the river heretofore has not let any contracts for logging and will not have any logs put in this winter. And another firm whose operations are usually large have said they would put in only a few million feet.

A LARGE number of diminutive rolling pins are being manufactured at Bellaire, Mich., factory. They are used by ladies, who paint them fantastically and thus make parlour ornaments of them. There almost countless ways of using wood, and the number still increases.

THURSDAY in Brigham & Mussell's camp, near Sterling, Mich., John McFadden, of Seaford, Ont., was instantly killed. He was working on a log road and was struck on the head by a rebounding limb while felling a tree. His skull was fractured and his neck broken. Deceased was unmarried and 35 years of age.

The Saginaw Courier is informed that S. H. Webster, of East Saginaw, sold a tract of pine to L. D. Sanborn, 120 acres, at \$10,000. Salling, Hanson, & Co., of Grayling, sold 700 acres to Sanborn & Hill for \$21,000; 600 acres for \$19,000, and 1,150 acres to the same parties for \$65,000, all at an average of \$4.50 to \$5.00 stumpage. This timber is mostly all in Crawford County.

The Big Mill of the Rathbun Company, at Deseronto, the Tribune says, cut 4,433,703 feet of lumber during the month of September. When we consider that the mill does not run at night this must be acknowledged to be splendid work. It beats the record, the quantity cut being far in excess of any previous month in the history of the establishment.

## THE WEIGHT OF AN AXE.

I well remember my first axe and my early experience with. It weighed 4½ pounds, being the heaviest one I could find at the time. I was fresh from school—fresh from a class in natural philosophy, one of my favourite studies.

I knew all about inertia, and had learned something of the force of gravity and the laws of falling bodies; had rightly guessed that chopping wood might be hard work, and determined that my knowledge of physics should help me out.

I would have a heavy axe, a long handle—would move slowly, and take strokes that would count when they fell. My axe handle was 34 inches in length, the longest one in the store. I had hired a tough little French Canadian, weighing about 120 pound, to help me at this work. When he came he brought an axe—a mere toy I called it. I think it weighed 2½ pounds, with a handle only 26 inches long. I told him I had a fair-sized job for him, and thought it would pay him to buy a full grown axe. He smiled and said he guessed he would do. I tried to explain to him the beauties of a heavy axe and the wonderful advantage of a long handle. But it was all in vain: I was only wasting time; he could not understand it.

"Poor fellow," I thought, "he knows nothing of the beautiful science of physics. It is too bad that he should thus waste his strength

through ignorance, and be unwilling to listen to the voice of wisdom."

We went to the wood lot and began work. I had decided that we would work separately during the first day or two, in order that I might show him what I could do.

As I began to swing my axe I felt proud of its ponderous blows that rang through the woods, and rather pitied the poor fellow who was drumming away with his little axe, taking about two blows to my one.

Presently I had to stop to rest, and then again, and still again; but Joe, my man, kept pecking away quietly, steadily and easily.

Every few minutes I would stop to take breath; but Joe seemed perfectly able to do all necessary breathing without stopping his work for the purpose.

When night came, we piled up our wood and measured it. Joe's pile measured 1½ cords; mine ¾ of a cord.

During the early part of the day I had planned giving Joe another lesson in the evening, to see if I could not make him understand the philosophical requirements of an axe.

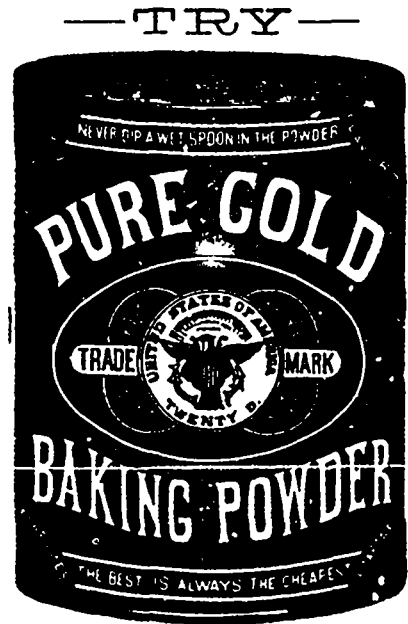
But when night came I decided that perhaps it would be as well to let him go on in ignorance, and thereafter remained silent on the subject.

The next day I felt lame, and stayed at home. Joe put his cord and a half as usual.

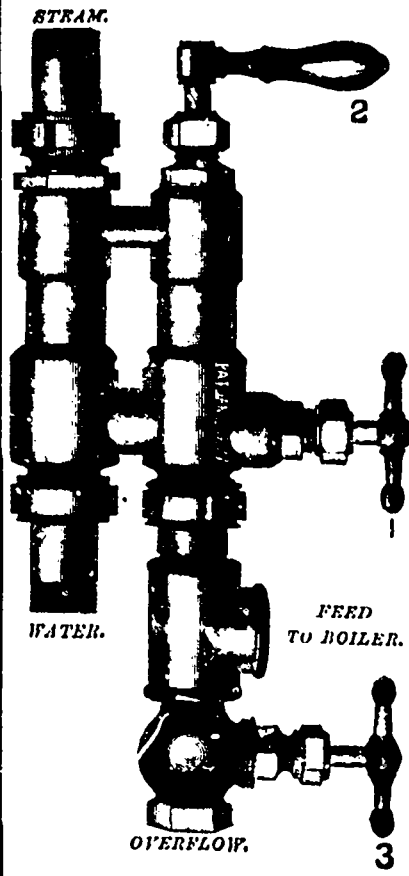
When I went to the woods again, Joe and I worked together. Not many days passed before I found an excuse for buying a lighter axe and a shorter handle. And every axe and handle that I have bought since then has been lighter and shorter than its predecessor.

Whenever I use an axe now I select one very much like Joe's, both in weight and length of handle. I can use this without getting at all out of breath, and can hit twice in the same place. The result is, I can do more and better work, and save a vast amount of strength. —Timber Trades Journal.

**The Proper Study of Mankind is Man,** says the illustrious Pope. If he included woman in the list, he would have been nearer the truth if not so poetical. Dr. R. V. Pierce has made them both a life study, especially woman, and the peculiar derangements to which her delicate system is liable. Many women in the land who are acquainted with Dr. Pierce's "Favorite Prescription," bless him with all their hearts, for he has brought them the panacea for all those chronic ailments peculiar to their sex; such as leucorrhoea, prolapsus and other displacements, ulceration, internal fever, bloating, tenacity to internal cancer, and other ailments. Price reduced to one dollar. By druggists.



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Both inlaid and overlaid steels, 10 patterns, from \$7.00 upwards per dozen.

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Both inlaid and overlaid steels, eight patterns, from \$10.00 upwards per dozen.

**SILVER STEEL LANCE TOOTH CROSS-CUT SAWS.**  
Warranted to be good temper or will be replaced. Special three square and extra fine cut flat files for these saws.

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Of extra shape and quality. Samples of axes and saws sent to any address on approval and for selection.

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Your Money on Buying new, when the old ones will do. We pay Freight one way.  
**SHIP THEM TO-DAY**

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120 FRONT STREET, EAST, TORONTO. Agents Wanted Everywhere. 1912

Market Reports.

TORONTO.

From Our Own Correspondent.

Oct. 23—Since my last letter to the LUMBERMAN trade has been quite brisk, although all the retail men do not admit that such has been the case with them. One thing is certain, however, that the N & N. W. R. R. Company have not been able to meet the demand for flat cars and all kind of cars, have been pressed into service, and the cry is still we want more. The closing up of shipments from Oswego have naturally created part of the demand, all who have anything to ship being naturally anxious to get it away to save the difference in the freight rates over the lake, which, owing to the large amount of grain now moving, and the consequent advance in the rate of sailors' wages, always advance at this season of the year.

Some of the grades of 1 1/2 in. and 2 in. plank, hitherto scarce on our market, are now coming in more plentifully; owing to shippers having now got through most of their inspection of uppers for shipment, leaving the cut up to come on afterward. There will, however, be less lumber of all grades, excepting mill culls, left at the mills at the close of the season, than for several years past. This is acknowledged by all who are well posted in lumber matters, and if we can judge by the success attending the sale of timber limits held here yesterday, lumbermen have full faith in what the future has in store for them, the amount realized for the limits being in excess of the most sanguine expectations.

None of our retail yards are carrying large stocks. New yards are still opening in various directions and the largest number of wholesale men ever engaged in the lumber trade here are now operating in this city, but prices have about found their level and but little cutting in figures is now being done, bottom has been reached and no more room is left for cutting. The quantity shipped over our docks during the last two weeks is largely in excess of the same period during any part of the season, and a large portion of it has been good lumber.

The quantity of lath coming in by rail is small in amount, but arrivals by water from eastern points keep prices stationary. Shingles are coming in rapidly most of which are passing over rapidly.

Table with 2 columns: Item description and Price. Includes Mill cull boards and scantling, Shipping cull boards, Scantling and joist, Cutting up planks to dry, and Board dressing stocks.

Table with 2 columns: Item description and Price. Includes Three uppers, Am. Inspection, and Culls.

Table with 2 columns: Item description and Price. Includes 1 1/2 inch flooring, 1 inch flooring, Beaded Sheeting, Clapboarding, XXX sawn shingles, Sawn Lath, Red oak, White, Ramwood, Cherry, White ash, and Black ash.

MONTREAL.

From Our Own Correspondent.

Oct. 24.—There is plenty of lumber arriving both by rail and canal as the winter supply is being laid in, and to all appearances it is going to be heavy, although there is little prospect of a good demand. Business continues to be very slack, but good hopes are entertained that higher prices will prevail in spring, as both in the United States and in the West better prices are now ruling. Prices in this market are fairly steady, and standard quotations at the yards are as follows:—

Table with 2 columns: Lumber grade and Price. Includes Pine, Spruce, Hemlock, Ash, Oak, Walnut, Cherry, Butternut, Birch, Hard Maple, Lath, and Shingles.

SHIPPING.

Business is now pretty slack, except in deals. The South American vessels are now nearly all loaded, there being only three on the berth for that destination. A good many engagements are reported for deals, and the following vessels have been taken up for London at 50s. since our last report, viz.: SS Saltburn, Maharajah, Newcastle City, Roamina, Mirva. The following have also been engaged for Buenos Ayres: BK New Brunswick at \$12; SS Polynesian, \$10.50. The following are the last two weeks: SS Lake Nipegon, for Liverpool, 2,645 deals and 12,427 boards; BK Republic, for Buenos Ayres, 662,273 feet pine lumber; SS Ocean King, for London, 20,788 deals, 8,047 battens, and 8,310 boards; SS Henrique, for Liverpool, 2,108 deal ends, 32,641 deals, 3,411 boards and 5,866 feet lumber; SS Texas, for Bristol, 3,745 deals; SS Brooklyn, for Liverpool, 5,806 pcs lumber, 3,553 deals and 10,820 boards; BK Dora, for Buenos Ayres, 743,155 feet pine lumber; BK James Ketchen, for Buenos Ayres, 416,224 feet pine lumber; SS Grecian, for Glasgow, 7,341 deals; BK Anna, for Buenos Ayres, 551,119 feet pine lumber; SS Lake Huron, for Liverpool, 10,030 deal and 1,437 boards; BK Jeans, for Buenos Ayres, 384,105 feet pine lumber; SS Oregon, for Liverpool, 6,122 deals, 8,701 strips and boards and 3,631 boards; SS Oxenholme, for Liverpool, 16,588 deals and 896 deal ends; SS Concordia, for Glasgow, 12,894 boards and 3,330 deals; SS Cynthia, for Glasgow, 9,974 deals and 1,460 boards; SS Glenmath, for London, 1,742 deal ends; SS Barcelona, for Bristol, 7,942 deals; BK Petescotiac, for Buenos Ayres, 582,000 feet pine lumber; Carthagena, for Liverpool, 240 pcs. deals.

COBDWOOD.

Wood is selling slowly and in small quantities, there is a fair supply both at the railway and river wharves, and a large number of barges are just coming into the wharf loaded with good long wood. Prices are on the whole well maintained ex cargo as follows:

Table with 2 columns: Lumber grade and Price. Includes Long Maple, Long Birch, Long Beech, and Tamarack.

TONAWANDA.

Table with 2 columns: Item description and Price. Includes Three uppers, Common, and Culls.

BUFFALO.

Table with 2 columns: Item description and Price. Includes Three uppers, Common, and Culls.

CHICAGO.

BY THE CARGO.

The Northwestern Lumberman of Oct. 24th says:—The port list shows 144 arrivals of lumber laden vessels for the week ending Wednesday, a number considerably under the average for the season. The cargo market has been meagerly supplied, though a few loads have been landed each day. Inch lumber has predominated, though the inquiry is mainly for piece stuff, which is wanted exceedingly and wanted right away. The result of the inquiry for piece stuff is to give the price another hitch upward. Good average short green dimension has been sold this week at \$9.50 a thousand and that is where the commission men say that it must stay until the time when it takes another lift. Predictions are now common that green piece stuff will go to \$10 a thousand before navigation closes.

Inch lumber is selling very well, is a little firmer in price, though not fully sympathizing with dimension. The general impression is that there is enough inch lumber to be had at about

prevailing figures. Cargoes with a large percentage of strips sell for strong prices, because strips are wanted in the yard with considerable urgency.

Shingles are in better request at prices as quoted.

Quotations on lumber and shingles are as follows:—

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

AT THE YARDS.

Visible indications are favorable to trade. The volume of current shipments is evidently large. There have been two days of severe rainstorm this week, as there were last, which tended to check business, so that the continuance of a heavy movement is rather more than could reasonably be counted on; the fact that the volume of shipment is well maintained is certainly encouraging.

Thus far this month, it is doubtful if there has been relatively as much lumber forwarded from the yards in this city as there was during a corresponding time in September. The movement during the first half of September was not as great as it was during the last half. The current shipment corresponds very nearly with that of the first two weeks in September. From October 16 to 21 there were forwarded from the Twenty-second street district, north of south branch, 892 car loads, which was about the same number as was sent out for a corresponding portion of the week before. If the same ratio is continued through the month it is probable that shipments for October will not aggregate as much as they did in September. But since the storm the movement has been increasingly brisk, and from now to the close of the month the volume, may so rise as to make the month's aggregate equal that of September.

Dealers who have a large business in Nebraska—and there are a few—are profiting by the low rate now prevailing to Omaha, namely, 13 cents a hundred. It is confidently asserted that this rate is cut to 10 cents for Omaha dealers, who buy in this city, at prices here, and settle their own rates at the other end of the route. But nobody here will acknowledge to getting lower than a 13-cent rate. The dealers who ship heavily to Kansas City and common points are looking anxiously for the decision of the committee of three in regard to differentials to Missouri river points, hoping that it will be for lower rates. It is said that the Alton wants a 12-cent rate, and the result will probably be a compromise on a 15-cent rate. The fact that the Omaha lines are giving a 10-cent rate from northern points to Omaha has a tendency to nettles Lake Michigan shippers and bring a pressure to bear on the general agents to induce them to reduce rates from this city and other Lake Michigan markets.

The assertion is made by the dealers this week that a stronger feeling has lately been developed in regard to prices. It is claimed that fencing, piece stuff and 12-inch boards are selling at firmer prices. It is said that No. 1 fencing is now quick at \$13 a thousand, whereas hitherto it had been sold at \$12.50; these figures pertaining to dealings between yards. Piece stuff is selling on teams at figures 25 to 50 cents a thousand better than heretofore, it is said, the range now being from \$10.50 to \$11.50. It is to be hoped that the claim to firmer, and in some instances higher, prices, is well founded, the Lumberman is willing to give the trade the benefit of the claim without serious question this once, so that dealers can, if they will, infuse a little strength into values. The stoppage of the Menominee mills will, some think, have a tendency to strengthen prices, as it will cause a shortage in several of the larger Menominee yards, and oblige them to sort up liberally from other yards. But it is not certain that the mills on the Menominee will long remain at rest. Negotiations are now pending looking to such an adjustment of the difference between the employees and the mill owners as will secure the running of the mill the remainder of the season.

Receipts of lumber, shingles, etc., from

Jan. 1st to Oct. 22nd as reported from the Lumberman's Exchange:—

Table with 2 columns: Year and Receipts. Includes 1885 and 1884 with Lumber and Shingles receipts.

Table with 2 columns: Year and Receipts. Includes 1885 and 1884 with Lumber and Shingles receipts.

Decrease..... 138,148,000 112,810,000

LAKE RECEIPTS FROM JAN. 1 TO OCT. 1.

Table with 2 columns: Lumber grade and Price. Includes Lumber, Shingles, Lath, Wood, cords, Posts, Railroad ties, Slabs, corls, Bark, corls, Poles, Splices.

STOCK ON HAND OCT. 1.

Table with 2 columns: Year and Stock. Includes 1885 and 1884 with Lumber & timber, Shingles, Lath, Pickets, Cedar posts.

EASTERN FREIGHT RATES.

FROM CHICAGO AND COMMON PO (ON CAR LOAD LOTS OF HARD AND SOFT LUMBER.

IN EFFECT OCT. 1.

Table with 2 columns: Destination and Rate. Includes To New York, Boston, Philadelphia, Baltimore, Washington, Albany, Troy, Buffalo and Pittsburgh, Shereclady, Wheeling, Suspension Bridge, Salamanca, Black Rock, Dunkirk, Erie, Toronto.

THE Temiscamingue and Kippewa timber limits, consisting of 465 square miles, which is part of the British and Canadian Lumbering Co.'s limits formerly worked by Allen Grant, have been purchased by Messrs. Gillies Bros., of Carleton Place, from Mr. Cockburn, who bought them at auction recently.

ALBANY.

Quotations at the yards are as follows:—

Table with 2 columns: Lumber grade and Price. Includes Pine, clear, Pine, fourths, Pine, select, Pine, good box, Pine, common box, Pine, 10-in. plank, Pine, 10-in. plank, culls, Pine boards, 10-in., Pine, 10-in. boards, culls, Pine, 10-in. boards, 16 ft., Pine, 12-in. boards, 16 ft., Pine, 12-in. boards, 13 ft., Pine, 1 1/2 in. siding, select, Pine, 1 1/2 in. siding, common, Pine, 1-in. siding, select, Pine, 1-in. siding, common, Spruce, boards, each, Spruce, plank, 1 1/2-in., each, Spruce, plank, 2-in., each, Spruce, wall strips, each, Hemlock, boards, each, Hemlock, joist, 4x8, each, Hemlock, joist, 2x4, each, Hemlock, wall strips, 2x4, each, Black walnut, gork, Black walnut, 1 inch, Black walnut, 1/2 inch, Scymore, 1-inch, Scymore, 1 1/2-inch, White wood, 1-inch and thicker, White wood, 1-inch, Ash, good, Ash, second quality, Cherry, good, Cherry, common, Oak, good, Oak, second quality, Basswood, Hickory, Maple, Canada, Maple, American, per M., Chestnut, Shingles, shaved, pine, 2nd quality, extra, sawed, pine, clear, cedar, mixed, cedar, XXX, hemlock, Lath, spruce.

LIVERPOOL.

The Timber Trades Journal of Oct 17th says:—The diminished import still continues, and the market is thus, for a time, relieved from that pressure which always arises from a desire to make sales from the ship side, in order to save the heavy charges consequent upon storing. Further there has also been a cessation from the numerous and rapidly recurring public sales, so prominent in the trade a few weeks back, which will tend to steady the market in the meantime, by mitigating the large consumption created by these forced sales. The complaints of the difficulty—that is in

doing business in the manufacturing districts— are as prominent as ever, and though, at the time of writing, there were hopeful signs of the termination of the strike in Oldham and neighboring districts at no remote date, yet we cannot expect it to have any immediate effect upon the timber market.

Another contingency may also be taken into consideration which will probably prevent any advance in prices during the remainder of the season, and that is the approaching municipal and parliamentary elections, which will, no doubt, have considerable influence in retarding business whilst the excitement lasts.

A requisition for 30,000 feet hewn pitch pine, and 6,000 feet red pine, has been issued by the Mersey Docks and Harbor Board, and put before the trade by their brokers, Duncan, Ewing & Co., and this will infuse some moderate degree of life into the trade here. At Thursday's public sale of spruce deals, Messrs Farnworth & Jardine offered part of a cargo now landing ex John E. Sayre, from St. John, N. B. The cargo was of good quality, and contained not only a large proportion of 11 inch, but the average length was much beyond the customary range, hence the strong prices obtained for these dimensions.

Spruce deals ex John E. Sayre, from St. John		Per	Net.	Stds.
		£	s.	d.
25 ft. & up	3x11	8	5	0
12 to 24 "	3x11	8	17	6
9 "	11 " 3x11	6	5	0
12 "	15 " 3x9	6	7	6
9 "	18 " & up 3x7	5	15	0
12 "	15 " 3x7	5	12	6
9 "	11 " 3x7	5	7	6
9 "	& up 2 1/2 x7	5	15	0
Broad deals—				
9 ft. & up	3x12 and up	0	0	0
10 in. deals—				
9 ft and up	3x10	5	17	6
8 in. deals—				
9 ft and up	4x7 and up	5	7	6
4 in. deals—				
9 ft and up	4x7 and up	7	5	0
Deal ends		4	12	6

LONDON.

The *Timber Trades Journal* Oct. 17th says: Things were a bit more active at Messrs. Churchill & Sim's sale on Wednesday, buyers mustering in strong force; in fact we think the attendance was fully equal to any that have been recorded, both the room itself and the avenues leading to it being thronged with members of the trade. The chief attraction on the first day was, of course, the large parcel of timber, over 2,000 loads, in which was included the balance of Danzig remaining in the brokers' hands, and, considering the dull market they came upon we reckon the whole of it very well sold. Not only the East country timber, but the Quebec waney, as well as the elm and ash, all seemed to fetch fair prices, while a little lot of eight pieces of square yellow pine, of special dimensions, at 105s., was particularly favored. The pitch pine particularised on a supplementary sheet of the catalogue went cheap, the timber offered being a very good parcel; but with the demand so slack and stocks plentiful any other result was hardly to be expected. There must have been a very heavy loss reckoning the first cost and dock expenses. Sometime earlier in the season a floating cargo or two were mentioned to us as being offered about the market at 45s., and if something like this had been a common rate, the sale price of that disposed of on Wednesday may not be so bad as it seems. Although stocks of this description are not heavier than last year, taking the average of the past four seasons, we have to deal with a very big supply at a time when the goods are least required. Let us hope that the turn of the tide, so long expected, is at hand to help the trade to clear off some of those large stocks before fresh additions are made to them.

The great scarcity of tonnage reported in the beginning of the year at the pitch pine ports and the long drought in the logging districts have not been able to prevent us experiencing a big stock in the docks at the back end of the season.

The time was not badly chosen by the brokers for clearing the East country timber they held, no sale of the kind having taken place for some time past, and that was on a much more moder-

ate scale. Still prices might have been a trifle better if half the quantity had been submitted, which would have come within the compass of leading firms to clear; but there was not sufficient inducement under present circumstances to lay in stock a description that at the best of times has only a quiet sale.

The Quebec red pine was mostly under-sized, and at 40s. probably realized its full value, there being very little inquiry for this kind of wood in the log; it has, after all, to be converted, and the market has been pretty well supplied with deals, etc., of a similar class.

Canadian red pine many years ago represented a considerable trade, but the large influx of logs from Sweden some twenty years ago drove the Canadian wood out of the market. The high price of Quebec yellow pine, and the consequent shortness of stocks, has stimulated the trade in other descriptions, and red pine, both deal and timber, has been a feature of the present year. Several of the reserved lots changed hands, but chiefly in the higher qualities. Some 14 ft. 1st bright 3x12 to 21 met with a buyer at £29 10s., which seems a lot of money for a standard of deals in these hard times, but we believe better prices even than these are being obtained outside the saleroom.

OSWEGO, N.Y.

From Our Own Correspondent

No change in price; not much arriving.

Three uppers.....	412	00	46	00
Poking.....	32	00	35	00
Cutting up.....	24	00	26	00
Fine Common.....	22	00	25	00
Common.....	14	00	13	00
Culls.....	11	00	14	00
Mill run lots.....	16	00	22	00
Mill run, 1 1/2 in.....	30	00	35	00
Sidings, selected, 1 1/2 in.....	32	00	36	00
Mill run, 1x10, 15 to 16 ft.....	16	00	21	00
Selected.....	21	00	24	00
Shippers.....	14	00	16	00
Mill run, 1 1/2x10.....	17	00	20	00
Selected.....	21	00	30	00
Shippers.....	14	00	16	00
Mill run, 1 & 1 1/2 in, strips.....	15	00	18	00
Selected.....	22	00	30	00
Culls.....	11	00	13	00
1x7 selected for clapboards.....	25	00	35	00
Shingles, XXX, 18 in. pine.....	3	50	4	00
XXX Cedar.....	3	00	3	00
Lath 1 1/2, No 1.....	1	00	1	00
No 2.....	1	00	1	25

QUEBEC.

The *Chronicle* of Oct. 23rd says.—The stock of white pine timber to winter will be very small, and is principally held by manufacturers. Shippers are not disposed to purchase at the very high prices asked. The only transaction that has lately taken place is a fine raft from Nipissing, consisting of about 80,000 feet of waney board, and 100,000 feet of square white pine, at about 31 cents all around. In hardwood a sale of Michigan oak of ordinary quality and make was made at 40 cents per foot. The following transactions in ocean freight are reported this week: Quebec to Greenock, timber 17 S.; Belfast, timber 18 S. The number of arrivals in port from the sea up to yesterday was 559; clearances to the same date 530.

QUEBEC CULLERS' OFFICE.

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

	1883.	1884.	1885.
Waney White Pine	3,369,019	2,193,453	2,706,756
White Pine	7,124,161	3,636,744	2,634,957
Red Pine	475,061	327,735	69,767
Oak	1,551,024	772,042	1,405,568
Elm	309,261	635,812	1,010,179
Ash	237,023	410,458	278,015
Basewood	2,244	4,544	95
Butternut	1,023	1,260	3,033
Tamarac	7,409	19,713	3,622
Birch & Maple	133,503	201,259	181,015
Masts & Bowsprits	— pcs	— pcs	— pcs
Spars	— pcs	41 pcs	17 pcs
Std. Staves	677.3 0.15	93.6 1 12	76.6 0.17
W. I. Staves	619.2 3.20	260.8 0.19	155.9 3.16
Bri. Staves	1163.0 0.16	9.7 1.0	195.9 3.25

JAMES PATTON,

Supervisor of Cullers.

The Quebec Graving Dock.

QUEBEC, Oct. 22.—The graving dock at Indian cove is virtually completed, the last stone having been laid on Tuesday 20th inst. The coffer dams have still to be removed and a small portion of the wing walls outside the entrance to be built, which can be done at any time without interfering with the use for which the dock is intended.

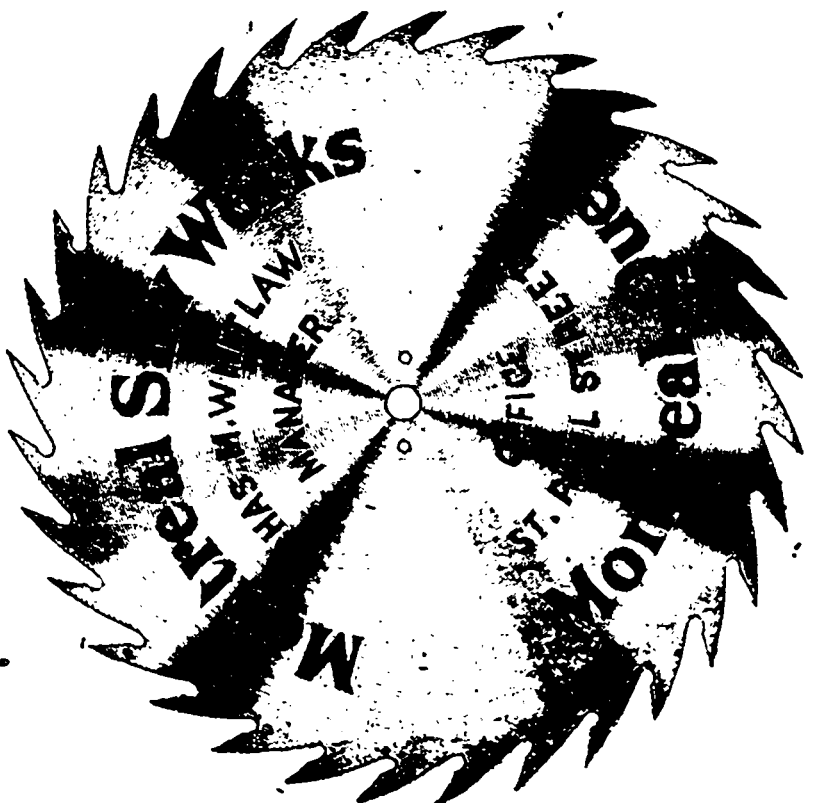
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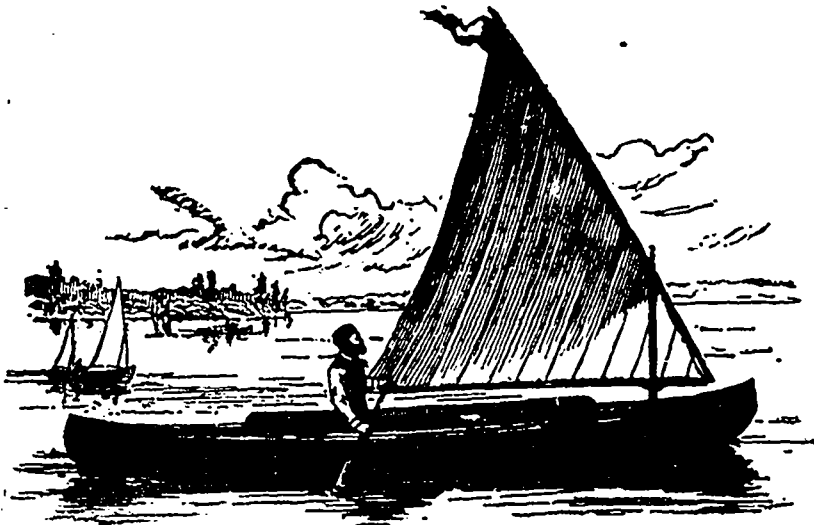
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## CANOEES

Patent Cedar Rib Canoes, Patent Longitudinal Rib Canoes, Basswood Canoes, Folding Canoes, Paddles, Oars, Tents, and all Canoe Fittings.



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Canoes for Lumbermen, designed to carry any amount of goods and chattels and strongly built, made to order on short notice.

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MANUFACTURER OF

KNIGHT'S PATENT "EXCELSIOR"

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These Mills I guarantee to give satisfaction in every case. They will hold a frozen log as well as a soft one, for cutting Siding, Square Timber, &c. These Dogs cannot be excelled, all them all on their own merits, give ten or fifteen days trial, if then, if not satisfactory, return them to my order, as I have agents on the road this year, I will sell them at a reduced price. Send for Circular and price list.



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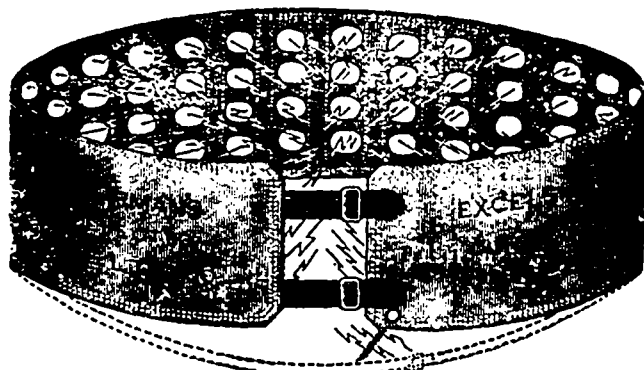
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TO ADVERTISERS.

It has a circulation among saw mill owners, manufacturers, lumber and timber dealers and all classes connected with the timber business.

Examine the field, count the cost, and you will at once decide that the CANADA LUMBERMAN is the

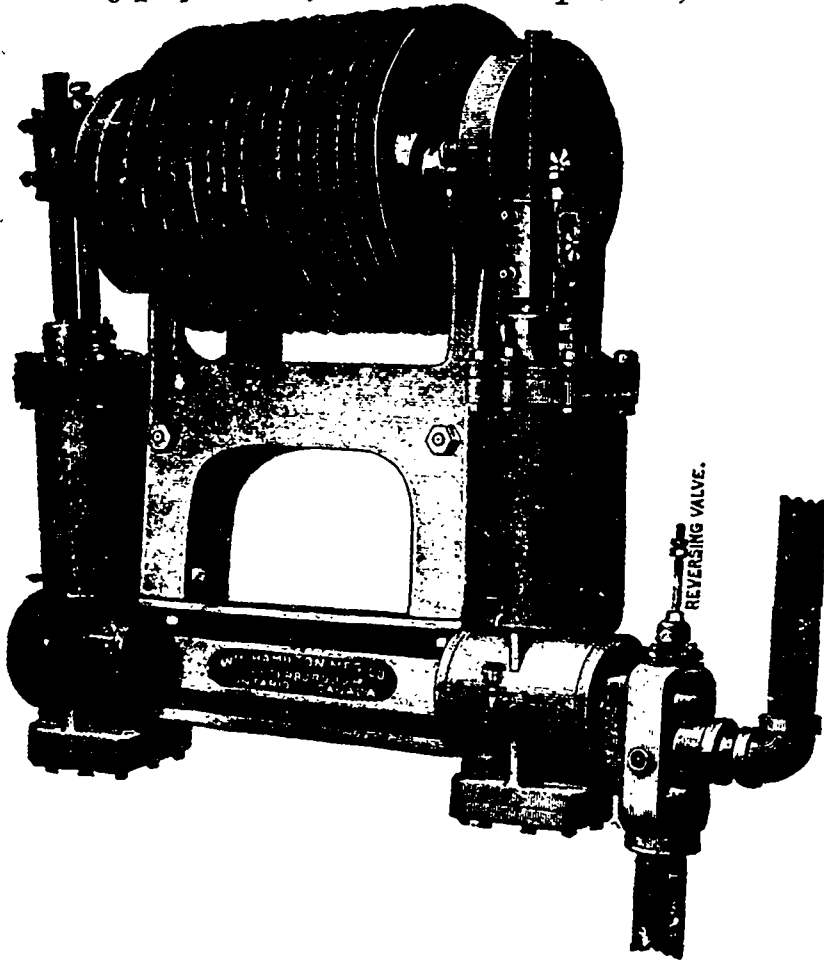
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# CUNNINGHAM'S PATENT OSCILLATING TWIN ENGINE

FOR STEAM FEED IN CIRCULAR MILLS WITH RACK OR ROPE.

*This Engine has practically but two moving parts, aside from cranks and shafts. The whole array of eccentrics, valves, valve rods, connecting rods, cross heads, slides, levers, rock shafts, bell cranks, etc., is done away with, and the very perfection of simplicity, compactness, durability and cheapness attained.*



The above engraving illustrates the Twin Engine, 10x16, for Rope Feed, for Saw Mill Carriages. The spool is 27 in. diameter, 30 in. face, is grooved 2 in. pitch for 1½ in. rope. The shaft is steel, 4½ in. diameter, with disk cranks. No connecting rods, eccentrics or valve rods to get loose and out of order. The ports are in the trunions, and worked by an oscillation of the cylinders, and are held in their place in the downward motion by a steam cushion below. The sawyer's valve is a perfect balance, and by moving this valve the engine can be reversed, stopped or started almost instantaneously if necessary, as the sawyer has perfect control of it by his lever either to go fast or slow. Should the sawyer let go of his lever either by mistake or any other cause, it is balanced so that the valve will come to the centre and cut the steam off both cylinders and stop the feed. When standing, the lever is locked or fastened, so that it is impossible for it to start off itself. The engine stands upright below the carriage, and bolted to two upright beams, placed on the mill for the purpose. When a rack is preferred in place of the rope, we put on a steel wheel 30 in. in diameter, and the engine placed high enough to work into the rack on carriage bar, or if the beams come in the way, an idler wheel can be used between engine and rack segs; or, the engine can be placed at a distance and have a shaft

from it to the carriage; or it can be placed in the engine room, where it is under the control of the engineer for oiling, thence by shaft and pinion to carriage rack bars. These engines are well adapted for cutting long logs, or where the logs are mixed, the advantage of this feed will be apparent to mill men. When the carriages are used in two or more sections, the coupling and uncoupling of each section is quick and simple.

There were two of these feeds working this summer and giving the best of satisfaction, one with rope feed at James Playfair & Co's Mill, Sturgeon Bay, near Waubesa, and one at the new mill furnished by us to Francis Carswell & Co., at Calabogie Lake, on the Kingston and Pembroke R. R. This mill is working with the Rack and Pinion feed, and drops from fifteen to seventeen stock boards per minute. We have also sent one to the Rathbun Company, Deseronto, to put in to feed their heavy Circular Mills. They will also commend themselves for various other cases, especially for running Elevators, hoisting Engines, and wherever a simple and easily reversible motion is required.

## We would also call attention to our Improved Band Saw-Mill for cutting logs

*We guarantee this to be the best Mill of its kind got up, and would ask any one wanting a good Band Saw-Mill to communicate with us. We would also call the attention of Mill Men to our new IRON GANGS, CIRCULAR MILLS and MILL MACHINERY. For further information, prices, &c., address the Manufacturers,*

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*Our Combined Boiler Feed and Fire Pumps are a NECESSITY IN EVERY WELL ORDERED STEAM MILL or FACTORY.*

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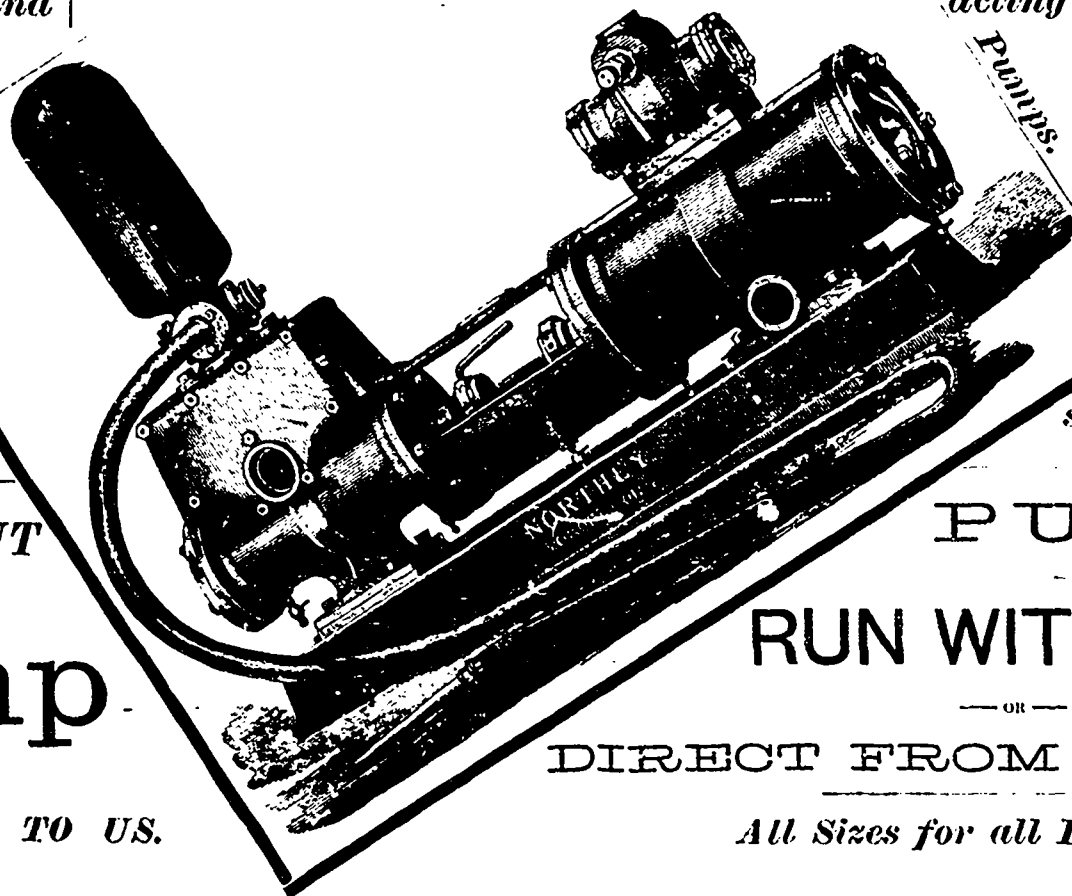
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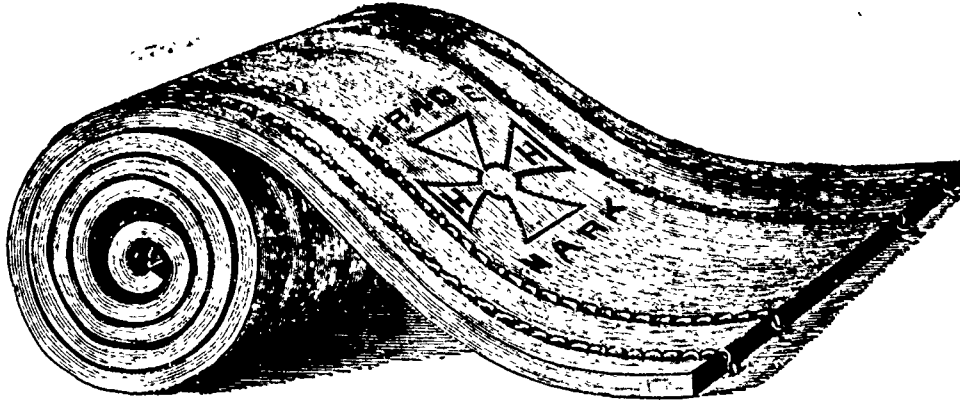


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 Yours, respectfully,  
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