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# THE CANADA LUMBERMAN.

VOLUME VIII. }  
NUMBER 5. }

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## THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER.

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### TERMS OF SUBSCRIPTION:

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

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

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

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

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

THE total number of boiler explosions occurring during the year 1887 is given by the *Locomotive* as 187 killing 254 persons and wounding 314. It is interesting to observe that, as stated to have been "invariably the case," the greatest number of explosions has been supplied by saw-mill boilers, 24.3 per cent. of the whole number being in this class.

MILL OWNERS in Nova Scotia are hoping for improved prices this season, principally owing to the fact of the more favorable outlook for the timber trade in England. It is said that there is little hope of a market for Nova Scotia lumber in the eastern states even with a reduction of duty, as west India and South America shipments pay more than present prices even without any duty. The best American market available is in Maine and New Hampshire, Boston and New York. A new river has lately been opened, known as Gold river, in Lunenburg county, and will this year contribute several million feet for the first time to the markets of the Atlantic.

THE Chaudiere lumbermen and the Dominion Government are mutually concerned at the present time over the question of water rents at the Chaudiere. It appears that the lumbermen are a long way in arrears in the payment of these rents, but have a considerable offset in the shape of expenditure for improvements made by them on these water powers to enable them to be utilized properly. At a meeting of the Banking and Commercial Committee of the House of Commons recently held, Hon. John Costigan, Minister of Inland Revenue, by whose department these rents were collected, explained that he did not want to enter into the claim of the lumbermen to the offset of expenditure for improvements and intimated that it was the intention of the Government to raise the rents as soon as the lease to the lumber firms expired, as the present rents were not nearly adequate considering the value of the water power.

A CHICAGO lumber journal has made the discovery that during a period of ten years the lumber trade of that city has paid out in premiums for fire insurance, a sum estimated but little, if any, short of \$3,000,000. The losses during the same time, including yards, planing mills and box factories, have been inside of \$500,000, or 16 2/3 per cent. of the premiums. It is claimed that the rate paid by lumbermen heretofore has been exorbitant, so much so that steps are now being taken to organize a Mutual Insurance Company, having for its object lumber yard insurance throughout the United States.

NEW railroad projects are becoming as numerous just now as new patents for "the best car coupler extant," the number of which can only be guessed at by those who are familiar with the patent office returns. There seems to be more time taken up by committees in the consideration of railroad projects than anything else, and although they usually pass through successfully, seldom become more than paper charters. It is high time that the Government should exact some substantial guarantee of ability and good intention with each application for a charter before being taken up in committee. The public has to pay too dearly for the consideration of such wild-cat schemes.

FROM all accounts there is an ever-increasing flow of capital from the pockets of northern lumbermen to the southern timber regions, and likewise a migration to the latter point which will have its effect in the different north-western states. As an indication of the decline of the lumber industry in the Wolverine State, it is said that large lumber companies are being formed with timber possessions entirely in the South and with their projected operations there as well. The old feud which so long existed between the North and South is rapidly dying out, and a relationship is rapidly springing up which will result in making the hitherto divisional line, socially and politically, a thing of the past.

If what is being published can be credited, there appears to be a considerable falling off of late in the receipts of the Grand Trunk Railway Co., so much so, it is said, that every possible expense is being curtailed, and the staff of employees considerably reduced. The Hamilton correspondent of the *Toronto Mail* in a recent letter to that paper said: "There is rumor among the railway employees here that 25 per cent. of the 580 men employed in the Grand Trunk shops are to be discharged on next pay day. The reason alleged is the heavy decreases in the receipts of the road during the past few weeks, said to amount to over \$100,000 since the middle of March, which necessitates the reduction of expenses. The officers of the company here are very reticent regarding the truth of the rumor and refused to say whether it is correct or not."

ON various occasions THE LUMBERMAN has advocated the opening up of more extensive trade relations between the Dominion and the British West India Islands, but the Conservative members from the Provinces by the sea are going one better by pressing the question of annexation on the attention of the Dominion Government. The question of more intimate trade relations with those Islands has ever been an alternative one in the Maritime Provinces, and just at this juncture, when these provinces are withering for want of nourishment, it is thought that the strivings of the Nova Scotians and New Brunswickers for increased trade with their neighbors, may be turned into a new channel by working out the plan, not only for closer trade relations, but also for some form of intimate political connection. What we, as Canadians, want is intercourse of commodities with the people that are most convenient to us, who want to trade with us, and whom nature points out as our natural customers, instead of looking across seas to find a market for our products, and form unnatural political alliances in order that we may do so. It does not appear that the Government has yet shown a disposition to take the matter up; but a heavy influence, it is said, will be brought to bear to induce them to do so. The Government's dreams of peaceful conquest may wax wider than the mere proposal to annex Newfoundland would indicate.

PROMPTED by the withdrawal from business in Chicago of a large number of dealers in lumber, the daily papers of that city have recently devoted considerable space to the subject of the future of Chicago as a lumber market. They seem to perceive a decline in the importance of the Northwest metropolis as the great white pine distributing market of the country. The primary reason why Chicago is losing her grip on the lumber trade seems to be the fact that manufacturers find it more profitable to ship by rail direct to the consumer than to Chicago, to go into the hands of the middle men, and be subjected to the necessary charges for dockage and handling. Even the low lake freights do not compensate for these unnecessary expenses. The change in the conditions surrounding the handling of lumber in the West can be traced to the rapid increase in the railroad facilities in all the white pine producing region. Mr. Van Schaick, a well known authority, is reported as saying that in Chicago's palmiest days as a lumber market, Michigan was the great lumber producing State. The consumptive demand was, as it is still, in a large measure westward. The lumber found its way to Chicago because it was in the track of the movement from the stump to the market. The streams brought the logs to the lakes, and the lakes afforded the means of transportation. But as the timber nearest to the streams was cut off, the logging railroads were built and brought into service, and these have in many cases been incorporated into the railroad system of the State. It has become possible, in consequence, to move lumber from the mill to the market cheaper than by the old method.

At last the question of railway disallowance in Manitoba, which has been the all absorbing topic for so many months, seems to have finally been settled in favor of the people of the Canadian North-west. It is understood that, according to the arrangement for the abandonment by the Canadian Pacific railway company of its monopoly right in the North west, the Government will guarantee \$15,000,000 of land grant bonds to be issued by the company, the bonds to run for fifty years and bear 3 1/2 per cent. interest. As security the company pledges the unsold portion of its lands, some 14,000,000 acres, and its earnings from postal subsidies and transportation of militia stores, etc. The interest on the bonds is to be made a charge on the surplus earnings of the company after paying its fixed charges, thus ranking ahead of the ordinary shareholders. The company is pledged to devote the whole of the proceeds of the bonds to the purposes of the railway. It is understood that about \$3,000,000 will be employed in extinguishing the floating liabilities and debts, and \$5,500,000 will be spent in equipment, the construction of elevators, and otherwise increasing the facilities and earning power of the property, and the balance will go to such other improvements as are necessary and to raising the standard of the road bed, so as to enable it to bear a maximum of traffic at a minimum of cost. Through this arrangement Manitoba is now open to the reception of as many railways as wish to cross the boundary and come into the province. The result of this will be that within the next few months both the Northern Pacific and the M. & M. will have independent lines running into Winnipeg. Both the Canadian Pacific Railway Co., the Government, and the people of Manitoba are to be congratulated on such a reasonable adjustment of a much vexed question.

MR. ROBERTSON of Joggins, N. B., certainly cannot be accused of want of pluck or enterprise. The first failure of his big raft, when it refused to leave the ways and had to be taken to pieces, did not deter him. Stronger ways having been constructed, a still larger raft was successfully launched. Then came the catastrophe of the two ropes parting in a storm, the destruction of the huge raft, and the scattering of the logs far and wide over the ocean beyond the possibility of recovery. All this expense, heavy loss, trouble and disappointment would have deterred many men, but it seems only to have spurred Mr. Robertson on to further efforts. He has now nearly completed a still stronger raft or craft. This time it is piling for the New York market, not saw logs with which he is experimenting. Neither is this new marine monster to depend upon tugs, but to have motion power of its own in the

shape of six masts and their sails, and will carry a crew of twenty men. It will in fact be a solid ship with no hold, or all hold and all cargo if that view is preferred. Twenty-five thousand spruce trees and innumerable smaller pieces of piling are to form a mass 600 feet long, 54 feet wide, and 38 feet deep. Whether she will make her voyage in safety remains to be seen, but the trial is to be made in the early summer. She will not have many prayers for her success from the schooners which are in the business of carrying piling to market. A question has been raised, whether the spruce trees are not saw logs and thus liable to export duties, but Mr Robertson claims that they are really piling and thus exempt from duty and he says that the custom authorities at Joggins agree in his view.

THE committee of the Senate of Canada, which is now conducting an enquiry into the capabilities of the Mackenzie River basin, is obtaining much interesting and valuable information as to that enormous water system and the extensive district which it drains. Some of the witnesses have spoken particularly of the timber to be found in the region. As might be expected from its northerly situation there are a few timber trees for a long distance from the mouth of the river. Further south on the main river and its affluents on this side of the Rocky Mountains there seem to be rather extensive forests but chiefly of a nature that makes them of comparatively little commercial importance though they would be amply sufficient to supply local requirements. On the large rivers that run into the Mackenzie from the westward breaking through the Rocky Mountains the case is different. There are on their banks fine forest of the character of those on the Pacific coast and the excellent timber they can supply could be conveyed great distances by this gigantic water system to the settlers of the district. But that concerns a distant future.

THE statutory power that is asked by the Dominion Administration of rescinding by order in council the export duty on saw logs and shingle bolts, is in addition to the power they previously had of removing or reducing our import duty on lumber, if the United States would consent to reciprocate in this manner. The new power is to facilitate such a bargain for the benefit of both countries. It is indeed of considerable practical importance as congress has been asked if it removes the lumber duty to make it apply only to countries which do not impose an export duty on saw logs. If legislation in the United States takes this shape we will be prepared for it.

In the United States Congress Mr. Mills' tariff bill has been exposed to the influence of the procrastinating methods in vogue on the eve of a Presidential election, and a discussion of it has been avoided in the House, though not in the press. It is indeed very doubtful what its fate may be even if any action is taken in regard to it. The whole tariff question is indeed full of pitfalls for the politicians. They treat the subject very cautiously and are very likely to postpone any decision. But though there may be a pause till after a President is elected, there is evidently a growing desire for a reduction or repeal of some of the duties which are yielding a revenue that is positively embarrassing from its magnitude. As in Mr. Mills' bill lumber is in most of these propositions one of the articles to be placed on the free list, and there is far less opposition now to the suggestion than there was a few years ago. There is every probability that before very long the United States import duty on Canadian lumber will be totally removed.

In the last number of this journal reference was made to the trouble then existing between the Builders' Exchange and the Bricklayers' Union, of Hamilton, which for a time almost entirely put a stop to building operations throughout the city. The history of the affair has been furnished THE LUMBERMAN by a thoroughly reliable correspondent, which is as follows: "Mr. W. Hancock owns a quarry in which union laborers were employed, but they refused to work ten hours a day and he discharged them and employed non-union men. The other union laborers in the city then refused to handle his stone, although all the other quarries in the city were non-union, and then Mr. Hancock set about organizing the Builders' Exchange, which when in running order fell in line with his wishes, and without hearing from the other side at all, proclaimed a lock-out of all trades until the laborers agreed to handle the stone. This a good many consider was very unjust, as the laborers, as was afterwards ascertained, were not supported by the other unions until after this action, and even then only by the Bricklayers' Union. The whole matter was eventually settled a week ago by the contractors again following Hancock's lead

and giving an advance of wages to almost every trade in the city. The workmen may be said to have gained substantially everything that they asked, and most of their demands were merely vague and would not have come to anything, or could have been settled by arbitrators had the exchange not taken the stand they did. The settlement arrived at has undoubtedly lowered its prestige and will make it much harder to settle matters next year unless some of the more level-headed of the contractors take matters into their own hands and go about it in a business like way and leave out the bulldozing. The general impression among the more sensible builders is that they will in future steer clear of the private quarrels of any of their members, as it turned out on looking deeper into the matter, that the aggrieved quarryman had actually made money by the whole business, and in fact, with the assistance of the hot-headed ones of the party, carried matters pretty much as he pleased for a while. There are no changes to speak of in lumber here. There are still prospects of a fair year's building, but nothing like what would have been but for the trouble above referred to."

#### LUMBER TAXATION.

REFERRING to our remarks in a late issue of THE LUMBERMAN, anent lumber taxation in the province of New Brunswick, and in reply to our enquiry for further information, the Miramichi Advertiser, usually well informed on such matters, replies as follows:

"The Crown Land policy of the New Brunswick Government is complained of because it has directly affected those actually engaged in the lumber business, mill owners being the chief sufferers. As we understand the matter in the upper provinces the crown lands are held in perpetuity. That is, the lessee holds his limits indefinitely, so long as he complies with the regulations of the Department. That being so, a large interest in these lands is acquired by third parties—capitalists—who make advances to the limit-holders, their security being the latter's tenure of the lands, and, therefore dependent on the stability of the Government regulations. The Government of Quebec and—we believe—that of Ontario, also, have increased the mileage and stumpage charges, which, of course, lessens the value of these lands to those who have treated them as a security for moneys advanced to the operators.

"Capitalists who make investments in connection with the trade in this section of New Brunswick do not secure themselves in the lands held by lessees, for the tenure of the latter is for a fixed period—ten years—at the end of which the 'limits' are open to general competition. The capital invested is, therefore, in mills, booms, facilities for moving lumber, such as steamers, barges, scows and other plant connected with the business. The cause of complaint with us is that the time when our largest permanent investments were made in these facilities for carrying on the business, there was no reason to believe that the Government tax on Crown Land lumber would be even one half what it is at the present time. Not only so, but the utterances of members of the Government at that time, in the legislature, were calculated to create the belief that the then existing rates would be decreased rather than increased. We refer to a period about fifteen years ago when an annual allowance of \$150,000 a year was arranged for between the Dominion and local governments, to be paid by the latter to the former, in consideration of New Brunswick relinquishing her right to levy export duty. That arrangement relieved the trade of the provincial export tax of twenty cents per thousand sup. feet on all merchantable lumber, and the Government of the day claimed great credit for the 'boon' it had secured for the lumbermen. They showed that they had gained for the public treasury some \$75,000 a year more than the province had realized from the export duty and could afford to make things easier than formerly for the lumber industry.

"New Brunswick was, under these circumstances, a promising field for lumber operations on Crown Lands. There was no stumpage tax, the only charge being \$6 per square mile for the land, which was held from year to year, only, subject to annual public sale.

"Unfortunately, however, for those whose operations were on Crown Lands, as those of the Northern Counties of New Brunswick were, and are still, immense blocks of the best lumber lands of the province had been granted, absolutely, to land and railway companies, as well as to private individuals, either for about fifty cents per acre, or as subsidies for the construction of certain railways. To show the relative positions of the Northern and Southern sections of the province in respect of their lands, we group the four Northern Counties together and also the four largest Southern Counties for the sake of comparison—not from the statistics of fifteen years ago, as we would like to do, but those of 1877, which are the only ones we have at hand—and we find the following:

	Total Acres	Granted	Crown Land
Restigouche	7,372,885	2,174,774	5,198,111
Gloucester			
Northum'd			
Kent			
York	4,922,460	3,196,298	1,726,172
Carleton			
Victoria			
Charlotte			

"The greater part of the acres granted in the second or southern group were in the hands of land and railway companies or pledged to them in 1873, and as these lands had been selected by the owners because they were the best lumber lands of the province, it was natural that the government should be encouraged by the representatives of those counties to increase the taxation on Crown lands lumber, in order that the value of that on the private lands might be enhanced. And we may say that the rest of the province is practically against the four northern counties in this matter, for the seven counties not included in the above groups, although their aggregate acreage is only 5,052,010, had but 1,705,118 of it remaining in possession of the Crown in 1877. Increased provincial expenditure was soon made a plea for increasing the taxation on lumber, and it will not, therefore, be wondered at that the ten representatives of the four northern counties could do little to prevent what was urged in the interest of the counties which sent thirty-one representatives to the legislature.

"The record of the advancing steps by which the New Brunswick lumber dues have reached their present industry-crushing figures is briefly told—

"From the charge of \$6 per sq. mile in 1873 they were advanced, in 1874, to \$8 per sq. mile and a stumpage tax of 60c per M. on spruce and pine logs cut anywhere on the North Shore and 80c. elsewhere in the province. Mileage dues, however, were refunded to operators who paid sufficient stumpage to cover the amount they had contributed on that account. This arrangement lasted until 1877, with some slight alterations in items of small lumber.

"In 1877 the mileage was continued at \$8 but the stumpage tax on merchantable saw logs was made 80c. all over the province, the drawback of mileage being still allowed on payment of stumpage. This arrangement lasted for six years, the leases being renewable for five years and an extension of a year being practically allowed. In 1883 the mileage rate was continued at \$8, but the stumpage tax was raised to \$1 per thousand sup. feet for spruce and pine saw logs with no drawbacks on account of mileage. Leases were made renewable for ten years at an annual charge of \$4 per sq. mile and stumpage dues at \$1.25 per thousand sup. feet for spruce and pine saw logs. These are the rates now taxed upon the lumbermen. In addition to this great increase in stumpage on logs, and the retention of mileage fees, the rates on timber have been increased and many items of small lumber, such as boom-poles, etc., which were not taxed before, are made to contribute to the revenue of the province.

"The Government, having set the example, the private land holders have not been slow to imitate and even better it. It will, therefore, be readily understood that the effect of the government's policy has been to place the New Brunswick trade at a great disadvantage. It is well known that mill-owners with large capital invested can neither suspend operations nor realise anything near cost on their properties. They are, therefore, obliged to go on. Many have done so for the past two or three years at a loss. Some of our best known concerns have been squeezed out of the business, as so many idle mills testify. Should prices improve across the Atlantic the best prepared—those who have any capital left—may make both ends meet. If they can do so and pay \$1.25 per M., Government stumpage on spruce, it follows that the Quebec lumbermen who pay only 60 cents will make what is a handsome profit in these times. And that is why we expressed the view that the Government of Quebec, which charges \$3 for mileage and 60c. per M. stumpage for spruce is merciful, compared with that at New Brunswick which exacts \$8 mileage the first year, \$4 for subsequent years, and \$1.25 stumpage."

#### New York City.

New York April 27.—The market drags. Dealers evince little disposition to buy, unless they can secure a snap trade and such opportunities are scarce, because sellers look forward to a general thawing out of business. When sales will be more numerous and prices better. Many factories are running with small crews, and have but little work on hand. Certain dealers go so far as to say that business in certain directions has been overdone, and if care and sound judgment are not used, a crash of more or less severity will follow. Weakness, if any exists, is among consumers, and yard dealers are hesitating about piling their yards with stock which may not be saleable. A month ago trade was fully as strong as it is now, and at that time the dealers looked forward to a decided improvement in the time which has intervened.

LONDON BOARD OF TRADE RETURNS.

With this issue, says the *Timber Trades Journal*, we publish the timber portion of the Board of Trade returns for March and the past three months, which are rather later in appearance than usual, the Government report not being issued to the public till the afternoon of the 9th inst. Extending our remarks beyond that portion confined to wood, we observe that, although the business of the country continues favorable, it works upward very slowly from a national point of view. The general character of the returns is very much in keeping with the accounts we receive from the provinces; there is certainly an increase of business, and in some places trade may be even rather brisk; but there is no "boom" yet to inspire that confidence in commercial circles which is the customary forerunner of advancing prosperity. People rather think there is a good time coming, but they do not depend on it, and those who try to persuade themselves that the good time has actually arrived, as they see more business doing, wonder that so small a share of it reaches themselves. Last year the Board of Trade returns for March, in the export department, surpassed those of the March previous (1886) by £492,011, and in our imports for the same month there was an increase of £1,303,993, but we did not improve on those figures to a like extent in the March just passed.

All we have to the good in the comparison is £45,224 in the export trade, while our imports show a small deficiency amounting to £204,109. In other words, our oversea trade as a whole has fallen back in the month of March as compared with March last year by £158,885. This may not be altogether unfavorable, but it shows that we are not doing any great things in the way of regaining our former foreign trade. All the same there is something for from discouraging in the figures the Government have just put before us if we look carefully into them. There is an item of £187,196 less of manufactured articles. We are surely able to do without these, and will hardly regret the deficiency; and as food and drink are cheap and plentiful with us, we can very well dispense with the £1,974,965 worth of eatables and drinkables duty free, which we did not receive this March, but did the corresponding month last year. On the three months including March we have gained on the trade of last year for the same period, say—

On the import side.....£4,589,039  
On the export side.....2,557,450

Total increase during the 3 months, £7,146,489

If our export trade holds its own we shall be sure to have plenty of imports.

So much for the general trade, which it is always desirable to take a glance at before going into that branch, which more nearly interests ourselves, as every section must assimilate to the whole mass. Timber importations at this early period is seldom a trustworthy index to that which is to follow, the foreign trade being very desultory, but we all like to see the season open quietly. It disheartens the most sanguine to see cargoes coming forward early one on top of the other as it were, to be thrown into the public sales as fast as they are unloaded, which has been the case for the past four or five years.

If it be admitted (which some will not allow) that the import season for timber has begun, it must also be allowed that it has commenced with great moderation. Last year at this time we had to record an excess of import over 1886 up to 31st March amounting to within a fraction of 100,000 loads (see No. 554, Vol. 22, page 413), but this year tells a very different tale. The import of timber goods in March just passed is 60,982 loads in arrears of March, 1887, and, instead of the first quarter of the year showing an increase on the previous year's import up to that date, it is, according to the Board of Trade returns, 41,703 loads behind it. We are admonished of large east coast contracts gone out, and of steamer with heavy cargoes on board on their way home, and that the great thaw will be followed by a very considerable fleet of timber-laden vessels for this country. But, if so, that is nothing unusual when the spring trade begins, and in the meanwhile we have the important fact before us that, instead of being supplied with 100,000 loads more than last year as was the case in 1887, we are 41,000 loads deficient, in the comparison, up to the present date, with stocks generally very much below what they stood at then. Our readers can substantiate these figures for themselves from the subjoined timber returns of the Board of Trade, which may be considered very satisfactory as far as they go.

The following are the official returns for the month of March, 1887 and 1888, compared, and also for the three-months ending March 31st, 1887 and 1888, compared:—

	QUANTITY.		VALUE.	
	1887	1888	1887	1888
TIMBER (Hewn).	Loads.	Loads.	£	£
Russia .....	1,681	574	9,949	2,438
Sweden and Norway.	63,103	21,515	83,203	29,599
Germany.....	6,793	1,005	18,121	1,560
United States .....	3,701	9,475	14,650	40,357
British E. Indies .....	2,659	1,654	26,571	19,420
Brit. North America .....	280	692	1,100	2,406
Other Countries.....	42,668	50,565	38,585	53,427
Total .....	120,885	85,480	192,179	149,207

	QUANTITY.		VALUE.	
	1887	1888	1887	1888
TIMBER (Sawn or split, Planed or Dressed).				
Russia .....	1,643	15	1,919	21
Sweden and Norway.	62,149	24,258	129,523	51,473
United States.....	14,222	28,159	37,122	76,357
Brit. North America .....	7,223	8,277	13,786	16,147
Other Countries .....	2,632	1,625	9,881	6,889
Total .....	87,869	62,292	192,231	150,887
Staves (all sizes) .....	8,877	3,126	53,051	2,117
Mahogany (tons) .....	2,107	4,896	17,297	41,734
Total of Hewn & Sawn .....	208,754	147,772	384,410	300,194

	QUANTITY.		VALUE.	
	1887	1888	1887	1888
TIMBER (Hewn).	Loads.	Loads.	£	£
Russia .....	4,421	3,687	14,513	7,898
Sweden and Norway.	110,327	66,912	149,218	88,029
Germany.....	12,147	8,842	33,182	14,578
United States.....	8,991	19,597	39,076	83,701
British E. Indies .....	4,268	5,060	42,910	60,053
Brit. North America .....	492	1,012	1,674	3,366
Other Countries.....	116,438	137,896	106,933	132,480
Total .....	257,081	243,006	387,506	390,105

	QUANTITY.		VALUE.	
	1887	1888	1887	1888
TIMBER (Sawn or Split, Planed or Dressed).				
Russia .....	24,794	6,233	38,592	12,150
Sweden and Norway.	105,443	73,485	220,593	155,557
United States.....	31,628	44,426	86,755	121,602
Brit. North America .....	11,914	19,893	23,198	38,584
Other Countries.....	7,235	9,349	24,292	30,084
Total .....	181,014	153,386	393,430	357,977
Staves (all sizes) .....	17,323	13,908	102,307	89,099
Mahogany (tons) .....	11,256	9,722	92,510	84,499
Total of Hewn & Sawn .....	438,095	396,392	780,936	748,082

PERSONAL.

The Ottawa papers report Mr. R. Nagle, the well-known lumberman, as improving though still very ill.

The return of Mr. D. B. Meigs, a well-known lumberman, for Missisquoi, as member of the House of Commons, has been announced in the *Canada Gazette*.

Mr. Tucker David, has vacated the editorial chair of the *New York Lumber Trade Journal* and transferred his interest in the same to his late partner, Mr. J. D. Cray. We wish the new management every success.

One of Nova Scotia's pioneer lumbermen, N. L. Jodd, of St. Margaret's Bay, will be missed this season by his company, having died suddenly last winter. The mill will run as usual, the past winter proving very favorable for the taking out of logs.

M. M. Boyd & Co., the enterprising lumbermen of Bobcaygeon are working on the system of tramways throughout their property, intended to greatly facilitate handling the immense cut of lumber to be cut during the season, which will amount to from ten to twelve million feet.

BUSINESS NOTICES.

The Gutta Percha and Rubber Manufacturing Company, of Toronto, have recently supplied about 3,000 feet of the larger sizes of Monarch rubber belting to Messrs. Hurdman & Co., Ottawa, for their saw mills at that place.

Attention is directed to the announcement in this issue of the Ball Electric Light Co., manufacturers of Electric Light Apparatus, Toronto. Mill owners contemplating introducing electric light into their mills will do well to correspond with the above firm.

As per announcement in our advertising columns, tenders are being asked up to the 30th June next, for the purchase of the estate of George Baptist, Son & Co., Insolvents, of the city of Three Rivers, lumber merchants. As this is a very valuable property there well in all probability be a brisk competition among prospective purchasers.

The Napanee Cement Co., Napanee, Ont., are Manufacturers of hydraulic cement of a superior quality, which they say is specially adapted to the construction of bridges, sewers, cellars, culverts, cisterns, foundations, etc. They also manufacture quicklime of special grade suitable for paper manufacturers, gas purifying, strong masonry and fine finishing work.

The Rathbun Co., of Deseronto, Ont., are calling attention in our advertising columns to the terra cotta manufactured by them, specially intended for rendering fireproof both new and old buildings. It is endorsed by leading architects as the most suitable material in the market for the construction of mills, factories, etc. Terra Cotta is a fireproof, material capable of withstanding the severest test. It is being used in the construction of some of the finest buildings on the continent, and is giving the most universal satisfaction.

We take pleasure in drawing the attention of our readers to the announcement in this issue of the well-known firm of Goldie & McCullach, Galt, Ont., manufacturers of flour mill machinery, wood working machinery, safes, vault doors, etc. This old established firm are too well known to need any introduction from us, and their manufacture can be classed as second to none on the continent. Parties visiting the Queen City would do well to call at the company's warerooms, next to the *Mail* office, where their courteous manager, Mr. Bostwick, will be pleased to show them as fine a sample of safes as can be found in the Dominion.

NEWS NOTES.

—The North Hastings Lumber Co., capital \$20,000, has been incorporated.

—Another man gone wrong: Aldermen Patterson, of Cadillac, Mich., employed at Haynes Bros.' planing mill, thinks he has discovered perpetual motion, and has a machine going which he proposes to let alone for 30 days, to demonstrate his belief.

—Pacific coast capitalists are said to have made arrangements with the Maine Compress Company, of Bangor, to introduce its sawdust baling machine on the coast, which presses a ton of wet sawdust into three bales, each 24x24x36 inches, a reduction in bulk of 75 per cent. One coast concern agrees to bale 20 tons of sawdust daily.

—The *Toronto Empire* says: The wholesale men want the freight agents to see the necessity of constructing a general lumber depot in this city in connection with the Northern railway at the sole expense of the railways. Naturally enough the retail men are kicking against this, as it would deprive them of the earnings of their yards, or at all events it would do so to a great extent. The lumbermen of the Board of Trade went about their object very quietly and pretty successfully represented their story to the public. When, however, they met the railway freight agents the majority of them had not made up their minds as to what they did want, and railway representatives express no opinion whatever on the scheme. A committee was then appointed of the wholesale lumbermen to draw up some definite plan which they will submit to the railways in a few days. There is pretty sure to be some hard kicking on the side of the retailers, and the railway companies, if the matter should be submitted to them by their agents, are certain to consider it in a serious spirit. Though no expression of opinion has so far been given the fact of great piles of lumber being placed in even comparatively close proximity to the engine-house and other railway sheds will have to be well considered. At any rate it is well that the public should know what the proposition is and give every side a show.

—The *Miramichi Advance*, in speaking on the stumpage question, "sits down" on the members of the Provincial parliament in the following unique but forcible manner: "The lumber trade, from Kent to Restigouche, has begged, by petition, for some relief from the oppressive stumpage, which is helping to close down mills and drive those formerly employed in them from the country. The Government pleads its revenue necessities for several years and says that but for these it would give the relief asked. When the exchequer is full and it has thousands to spare it spends the money for a third railway between Fredericton and Woodstock, for an additional public building at Fredericton, etc, and it hopes to make us forget its Punic faith by throwing this paltry \$5,000 grant at us in the form of an item in the Supplementary estimates, ostensibly in the lumber interest but, really, to build a road to the Salmon waters owned chiefly in official circles at Fredericton, and which it is said to be now determined not to spend after all. At least, it does not seem to have been voted and we cannot see, therefore how it can be 'appropriated.' Who asked for this \$5,000 to be spent for a substitute for the promised stumpage reduction? Were there any petitions, or requests for it from the lumbermen of the Miramichi as a body? Moreover, this idea of improving the lumber lands, is only a step in the direction already taken by the railway land corporation, which gives a drawback on stumpage at times to lumbermen who make such improvements. Even if the government spent \$5,000 in a bona fide way it would not be doing more than its duty and the appropriation would be in its own interest, rather than that of the lumbermen."



## NAVIGATING THE OTTAWA.

On the Upper Ottawa, from Lake Temiscamingue to the Chaudiere, things are beginning to look lively, says a local paper. The ice has all passed out of the river, and the different boat companies are preparing their fleets to receive and transport the logs, which formed the lumbermen's cut in the forest ranges of that country during the past winter months.

Mr. Alex. Lumsden, of New Edinburgh, has the contract from year to year to drive all the logs on the Ottawa River from the Long Sault Rapids, which is above the points where the logs are driven into the main Ottawa, except those cut on Lake Temiscamingue which are driven separately, to Des Joachims. This is the first part of the drive and the logs are driven loosely by a large gang of men, the volume of logs increasing as the mouth of each stream is passed and the logs are collected in the drive.

Arriving at Des Joachims the logs are taken over by the Upper Ottawa Improvement Co. and the Upper Ottawa Towing Co. They are boomed out and towed by the steamers H. F. Bronson and H. Robinson to Fort William where they are again let loose and driven loose through Fort William boom, after which they are boomed out and towed to the head of Allumette Rapids by the steamer Dolphus. Here they are again turned loose and driven to Mellon's Chenail boom where they are boomed out and towed to the head of Calumet Chenail by the steamer G. B. Pattee. The same process is repeated and the logs driven into Chenail boom, where they are boomed out and towed to the head of Chats Rapids by the steamer Pembroke, again they go loose over the Chats Rapids and into the Quo boom where the logs for mill owners on the North or Quebec side are sorted from the logs on the south or Ontario side. This done, the logs are boomed out once more and towed by the steamer Baldwin and a new steamer put on this year to replace one burned last year, to the head of the Deschenes Lake.

Here the Upper Ottawa Improvement Co., and the Upper Ottawa Towing Co. hand the logs over to Capt. Goulet with his steamers the Castor and Chaudiere, and the Upper Ottawa Steamboat Company with their steamer the Monitor and they are towed by them to the head of the Deschenes Rapids, where the logs belonging to Messrs. Ferley and Pattee, J. R. Booth, Bronson & Weston, Pierce & Co. and Mason are turned into the south shore snie and run into Thompson's Bay where they are held in reserve, sorted and supplied to the various mill ponds as required.

The logs belonging to Messrs. E. B. Eddy, Hurdman Bros., Hamilton Bros., McClymont, McLaren, Conroy, W. C. Edwards and Rathbun & Co., are turned into the north shore snie and sorted at Eddy's gap, Messrs. Hamilton Bros. and W. C. Edwards' logs running through Eddy's canal into the lower Ottawa and towed to their mills at Hawkesbury and Rockland. The other logs are distributed into the ponds of their owners as on the south shore. All the boats used in this work on the Upper Ottawa are of the most powerful character, large paddle wheel steamers capable of standing a heavy sea.

This brings the logs to the mills from the limits. At the mills they are converted into lumber with wonderful rapidity, piled in the yards and piling grounds, and when dried shipped by boat and rail to Montreal and Quebec and re-shipped in American bottoms for Burlington and the Eastern States, and deals to England, or shipped direct from Ottawa in Canadian and American bottoms direct to Burlington via the Chamby Canal and Lake Richelieu.

The firms who will be engaged in this sawn lumber carrying from the Chaudiere this summer are:

J. B. Blanchard & Co., with the steamers Dolphin, E. B. Eddy and Owens, and fifty-five barges.

D. Murphy & Co., with the steamers Ivy, J. R. Booth, Angus Mahan, Dandy, Elin, John Young, Silver Spray, Hope, Vernon and about sixty barges.

Messrs. Bangs & Kirby, with the steamer Allan Gilmour and six barges.

Mr. Geo. Harris, with the steamer Geo. A. Harris and ten barges.

Mr. J. Parks, with the steamer Rigaud and four barges.

Mr. Ogilvy, with steamer Ada and two barges.

The work of shipping the remains of last year's cut to the New England market actually began on Saturday. The canals at Calumet and the lower Ottawa will be open in a week's time, when the work will be started in earnest, and continued until the ice forms next fall.

The freight and passenger business on the Ottawa River, from Ottawa River to Montreal will be done by the Ottawa River Navigation Company's steamers. The passenger steamer Express, which has been newly fitted up in luxurious style, will run from Ottawa to Grenville, and a new boat just completed in Montreal by the company between Grenville and Montreal. The freight business will be conducted by the steamers Maud, Olive, Welshman, Gaudreau and a few other steam barges.

## NEWS NOTES.

—The mills in the Northwest are commencing their season's operations.

—All the saw mills in Winnipeg will be running this summer, all three having been closed down last year.

—Machinery has arrived at Macleod, Alberta, for a new mill which will be established there by Jas. McLaren.

—M. B. McAulay, and A. Mercier took out from two to three million feet of lumber on the Victoria River the past winter.

—Mr. Mathison's saw mill, at Havelock, Ont, which was burned some time ago, has been rebuilt and is now in good running order.

—The stop-logs in the timber slide at the Chaudiere have been removed, and all Government works opened for navigation and the running of logs.

—Mr. Robt. Dollar, of Marquette, Mich., who is considerably interested in Canadian and Michigan lumber operations, has invested in California lumber during the past winter.

—C. Beck & Co., of Penetanguishene, Ont., has taken a contract to saw ten million feet of lumber this season for an American firm. This will be the largest cut ever turned out in this mill.

—R. Balfour, inspector of bridges on the Canadian Pacific Railway, has lately written a letter in which he speaks very highly of the value of British Columbia lumber for bridging and similar purposes.

—The report is confirmed that James McLaren, the Ottawa Lumberman, will build a mill at some point on the Pacific coast this season. He declares it will be a model mill and will cut for both export and local trade.

—The cut this season by the Chaudiere firms, Messrs. Booth, Perley & Pattee, Bronson & Weston, Hurdman & Co., Pierce & Co. and the E. B. Eddy Manufacturing Company, is estimated by the lumbermen at about 375,000,000 feet, if no delay occurs in the fall from low water.

—The returns of the government timber inspector shows that 1,400,000 feet of lumber and 875,000 shingles were cut in the far northwestern district of Edmonton last year, 1,000 miles northwest of Winnipeg. The cut was made by five mills, these being mostly moveable affairs.

—Saw log driving has become brisk on the Madawaska and other streams. No mber driving has, however, yet begun on the streams of the Upper Ottawa on the north side. The ice on the lakes is, in many places it is said, of a winter solidness. The season in respect to driving is two weeks behind the ordinary one.

—The lumbermen are a little anxious about the lowness of the water in the Ottawa River this spring, and it is feared that trouble may be experienced in the fall from that cause. It is very important that no delay occurs to the log drive, as the reserve of logs from last season is very small and may not be sufficient to keep the mills busy till the drive logs arrive at the Chaudiere.

—Harbor improvements at Penetanguishene will be carried on this year on an extensive scale. The Dominion Government has placed \$20,000 in the estimates for that purpose, which is being supplemented by the town to the extent of \$10,000, and a like sum by the Grand Trunk railway. Forty thousand dollars should make Penetang harbor one of the best on our northern lakes.

—It is stated that Messrs. J. Burstall & Co., of Quebec and London, have sold a large quantity—between 1,800 and 2,300 standards—of the lower grades of a well known and favored Ottawa pine stock wintering in Canada, to be shipped to the London market. Prices have not transpired, but the current quotations for 4th pine deals range from £7 12s. 6d. to £7 15s. according to specification, including cost, insurance and freight.

—The partnership heretofore existing between Mr. J. D. LeBel and Mr. McCausland lumbermen of London, Ont., has lately been dissolved. Mr. LeBel will continue the business alone in the future. He has secured for this year's shipments some 3,000,000 feet of the different kinds of hardwoods, such as black ash, hard maple, basswood, cherry, birch, etc. He reports trade as gradually improving with every prospect for a still further increase when the season fairly opens, his business being largely with firms in Boston and New York.

—A correspondent writing from Madawaska, N. B., says. We are having cold, dry weather for this season of the year, which is not any too favorable for logging operations so far as floating is concerned. It looks very much at the time of writing as if the rivers and small streams would be very short of water at the time when the same is most required. From reports received there is nearly double the output of logs there was last year. On the American side some of the mills have been running some time manufacturing Provincial cedar.

—William Smith, while working in a saw mill, in the county of Bruce, met with a fearful accident one day recently. He was attending the engine, and was alone; how the accident happened is therefore only surmised. The mill was running, and a fellow workman was at work upstairs, when he noticed something wrong with Smith and immediately ran to his assistance. He found the poor man had been carried round the shaft, and is thought he was adjusting the belt. All his ribs on one side were broken, and other severe injuries sustained, causing the poor man's death.

—A correspondent writing to the *Winnipeg Free Press* from Carbery, Man., says: Matters are getting interesting in the timber permit business here. There are three inspectors around and they are making things lively for delinquents. Not only are they attending to the business of the present winter, but it is said they are raking up the business for a year or two back. It is somewhat peculiar they did not settle some of this before the last general election. Most people consider the permit system unobnoxious and better adapted to fill the pockets of a few Government officials than any good it does to the Dominion Treasury.

The following official list of saw mills in Manitoba and the district of Keewatin has been published:

Name of Owner or Owner and Assignee.	Where Situated.	Capacity per 12 hours. Feet.
Boyd & Crone.....	Fisher River.....	30,000
G. I. Brouse & Co.....	Bad Throat River.....	7,000
Brown, Rutherford & Nelson.....	Fisher Bay.....	10,000
F. T. Bulmer & Co.....	Keewatin.....	50,000
A. Cameron.....	Minnedosa.....	6,000
Dick & Banning.....	Keewatin.....	60,000
Federal Bank of Canada.....	Ebb and Flow Lake.....	20,000
Hudson's Bay Company.....	Riding Mountain House.....	.....
Jermyn & Bolton.....	Minnedosa.....	15,000
Stgr. Johnson.....	Bad Throat River.....	12,000
Keewatin Lumbering and Manf. Co., Limited.....	Keewatin.....	120,000
J. Likely.....	Fort Alexander.....	8,000
Manitoba and Northwest Rail- way Co.....	Ebb and Flow Lake.....	4,000
Miller and Patton.....	Eird Tall Creek.....	20,000
D. McFayden.....	Sec. 19, Tp. 17, R. 16, W. 1st.....	3,000
H. B. Mitchell.....	Millwood.....	30,000
G. Morton.....	Turtle Mountain.....	12,000
Northwest Timber Co.....	Bull Head Bay.....	10,000
Rainy Lake Lumber Co.....	Rat Portage.....	60,000
.....	Fort Francis.....	.....
D. Ross.....	Whitemouth.....	10,000
S. Smith.....	Turtle Mountain.....	3,500
D. Sprague.....	Winnipeg.....	20,000
J. Stewart.....	Fort Ellice.....	3,000
A. Watts.....	Norquay.....	3,000
Wells Bros.....	Balmoral.....	2,500
Williams & Harrison.....	Wakopa.....	3,000
Welmster & Kyall.....	Strathclair.....	6,000

## CORRESPONDENCE.

150 MILE HOUSE, B.C., April 2nd, 1888.

Editor *Canada Lumberman*.

DEAR SIR,—In one of the first numbers of the CANADA LUMBERMAN you sent me I observed a mistake which I wished long ago to rectify, but delayed till now. In dealing with the timber of B.C. you mention the timber called the Douglas Pine and state that it was named after Governor Douglas, this is entirely wrong—it was named after its discoverer, viz: Douglas the great Botanist, who was killed on one of his floral expeditions in the Sandwich Islands by falling into a pit, along side of a wild bull who was in at the time.

Yours truly,

GAVIN HAMILTON.

## GALT ITEMS.

From an Occasional Correspondent.

Building operations which have been very brisk in Galt for the past few years, still continue, the most important present project in this line being a general hospital, for which a by-law is being submitted to the ratepayers.

Mr. Peter Hay, of the Galt Machine Knife Works, an establishment well known to readers of THE LUMBERMAN, is building a new grinding shop, 48x24 feet, to meet increased business, and will add a 40-h. p. Wheelock engine, to the present plant, from the well-known firm of Goldie & McCulloch of this town.

The new Opera House is fast nearing completion, only a few of the interior details being unfinished.

Of the seventeen new stores erected last year and now occupied except one or two in the new opera block.

Trade among the several lumbermen operating here appears to be brisk, and a full average cut is anticipated the present season.

## THE NEWS.

—The season for stripping tan bark is near at hand.

—M. Wilson has opened a lumber yard at Newdale, Man.

—Mr. Spencer, Ursa, Ont., is about to erect a saw mill on Bear Lake.

—Lumbering operations at Victoria Harbor have been brisk during the past winter.

—Mr. Geo. B. Gordon has bought the saw mill property of Mr. Angus Millan, Sunderland.

—The first carload of square timber from Lake St. John has arrived at the Palace depot.

—Mr. C. G. Fox has got out 3,000,000 feet of logs for G. Jerspersen's mill at Rodney, Ont.

—Mr. S. D. Bryan has lately purchased saw mills at Keewauw and has taken up his residence there.

—It is now believed that the lumber business will be good on the Saginaw river during the season of 1888.

—The *Midian Free Press* says that the saw mills of that berg will have all they can do the coming summer.

—Isaiah Feir's shingle mill, Feirville, Ont., was burned on March 31st, with 50,000 shingles. Insurance, \$500.

—An Ogemaw lumberman by the name of Anderson has shipped to Canada, leaving about \$5,000 unpaid debts.

—Not less than ten thousand to twelve thousand feet of lumber per day has been cut during the past season at Jordan, Ont.

—Mr. H. H. Cook, of Kinmount, Ont., while operating a circular saw, on Good Friday, lost two fingers from his left hand.

—The capacity of G. Y. Slate's shingle mill at False Creek, Vancouver, B. C. has been increased from 30,000 to 100,000 per day.

—The Kootenay Valley Co. are cutting material in their saw mill for the construction of a navigable canal between Kootenay and Columbia rivers.

—Mr. Tait, of the Bird Tail Creek limits, (Man.) reports over 3,000,000 feet of timber cut and on the bank ready for rolling into the water.

—About 3,000,000 feet of logs have been taken out in the Kiding Mountains to be cut at Vait's mill at Birtle, Man. The timber is a fine sample of spruce.

—Mr. Wm. Thompson, Orillia, Ont., intends having a large burner erected on the Esplanade for the disposal of sawdust and other refuse from his shingle mill.

—J. McLaren & Co., Ottawa, Ont., will saw from 25,000,000 to 30,000,000 feet of logs this season, and employ 250 men at their mill. They have been in the trade for 30 years.

—It is said that the lumbering firms of McLarens, of Perth, Ont., and Ross, of Quebec, will erect a model saw and lumbering manufacturing mill at New Westminster, B. C. this summer.

—Wm. Dunn, of Atwood, Ont., has got in over one million feet of logs this season for the manufacture of cheese boxes, about 23,000 of which are turned out in this establishment every season.

—The proposed sale of the Hastings saw mill at Vancouver, B. C., for \$175,000, has not yet been completed and it is stated that negotiations for the transfer are not likely to be carried through.

—Adam G. Clark, a native of Truro, N. S., and lately in the employ of the Elk River Mill & Lumber Co., of Humboldt Co., Cal., has been missing since March 6, when he was last seen at a Eureka restaurant.

—Building operations will be very brisk in Ottawa this summer. It is said that contracts footing up to half a million dollars have already been made. Ottawa people haven't got to import their lumber anyhow.

—An official report shows that the lake receipts of lumber at the port of Oswego, N. Y., were 145,799,067 feet for 1887, as compared with 148,710,367 feet for 1886, 169,814,279 feet for 1885, and 189,515,335 feet for 1884.

—Along the line of the Grand Trunk railroad, in Ontario, the chief source of employment for the farmers during the winter is the tie demand, which has been large enough to keep many of them busy the season through.

—Henry Gilchrist, tail-sawyer in Maxwell's mill, near Owen Sound, while swinging a slab around from the edge, was thrown across the circular saw and instantly killed. The poor fellow was completely sawed through below the breast.

—The total output for 1887 of one sawmill at Moodyville, Burrard Inlet, B. C., was 30,513,808 feet of lumber, 23,337 bundles of latb, and 23,926 lineal feet of piles. The product was shipped to Australia, China, South America and California.

—February was a fiery month. In the United States and Canada the total loss by fire was about \$11,250,000, over \$4,000,000 above the average February loss for thirteen years. Wood-working industries contributed about \$525,000 to the total for the month.

—The Restigouche Boom Company have deposited with the Minister of Public Works a plan and description of the site of certain booms constructed by the company across the Restigouche river, and have made application to the Governor and Council for approval of the same.

—Mr. James Brown, of Acton, Ont., writes us that he has about 600 M. feet of logs at his mill, principally hemlock, basswood and cedar, and has already commenced to cut. Acton, he says, is growing rapidly, manufacturing industries forming the nucleus of a thrifty town.

—The men employed in Messrs. Gillies Bros' shanty on White Lake recently presented Rev. Mr. Sirrell, Baptist minister at White Lake, with a handsome set of Buffalo robes, valued at \$34 as a mark of their appreciation of his kindness in ministering to their spiritual needs.

—It is estimated that Michigan railways alone consumed three and three quarter million ties last year. Thereupon the *Manitoulin Expositor* remarks: People on the Manitoulin should not be too free in parting with their cedar. It will yet be worth a good deal more than it is to-day.

—Mr. James McLaren, millionaire lumberman of Buckingham, Que., is at present in Victoria, B. C., where, it is understood, he is having explored a limit recently purchased by him. It is said Mr. McLaren intends erecting saw mills with a capacity of fifty million feet annually at Victoria.

—About 200,000 logs, part of last season's drive, which were abandoned on account of low water and boomed above O'Brien's Bridge, Belleville, have broken loose and are now jammed against Fairfield Bridge, four miles further down the stream, and it is said will probably carry the bridge away.

—William Train, lumber merchant and real estate agent, Toronto, has assigned, not only his personal estate but also the partnership business in which his son is interested with him at Burk's Falls. The Dominion Bank is largely interested but fully secured. A meeting of the creditors has been called.

—A Leslie correspondent of the *Pontiac Advance* says: "Great excitement prevails among the jobbers, because one man has been detected sawing off the marked ends of the logs and getting them remeasured as fresh logs. He is supposed to have treated 100 logs in this way. It is a very serious offence."

—S. D. Ryan, who succeeded W. J. McCaulay in the management of the Minnesota and Ontario Lumber Co., is now at Rat Portage getting things in shape to commence the season's operations. He is just now actively opposing the proposal to grant a license for the sale of liquors in the vicinity of the mill.

—Mr. John Irwin, of Irwin, Ont., delivered recently a monster Balm of Gilead log at the mill yard of Mr. D. H. Vanallen. It was fourteen feet in length, five feet six inches in diameter, at the larger and five feet at the smaller end, and when measured at the mill was found to contain over 2,200 feet of lumber.

—Several parties are operating on the Port Medway river, in Queen's county, N. S., and this old lumber river will this season have over 10,000,000 feet to ship, should all the drives get to the mills. Davison & Sons have bought largely of the stock, and will supply their customers from Bridgewater, Port Medway and Liverpool.

—Mr. J. B. Charleston, timber limit inspector for the County of Ottawa, has recently returned from the Gatineau shanties. He reports the work done during the season as good, the cut being considerably more than last year. The road from the Desert to Ottawa is in a terrible condition and travelling in some places is dangerous.

—A movement is on foot among the employes of the Lake of the Woods mills to have the hours of labor reduced. Eleven hours each day is now the established usage, and the men are agitating to have the time reduced to ten hours. They are forming themselves into a Knights of Labor organization in order to facilitate the movement.

—We learn from the *Ottawa Journal* that Mr. Geo. H. Millan, mechanical manager of the E. B. Eddy Manufacturing Co., has gone to New York for the purpose of making inquiries and obtaining information respecting a number of small yard locomotives which will be used in the extensive lumber yards of the firm at Hull for hauling lumber. The firm have come to the conclusion that much more and better work can be done with locomotives than with the horses used at present. The introduction of locomotives will, however, necessitate the laying of new rails in all parts of the yard, which work will take a considerable part of the summer to complete.

—The proposed bridge across the Gatineau river at Gatineau point is expected to be constructed before next fall. The Quebec Government will contribute \$10,000, the Dominion Government \$5,000, the city of Hull \$5,000. The remaining \$8,000 will be made up by bonuses from the municipalities of Gatineau point, Templeton, Buckingham and L'Ange Gardien. The bridge will be of iron and will cost \$28,000.

—A Petitcodiac, N. B., correspondent writes, "There is considerable activity in the lumber business this season. D. McLaughlin's mills will cut about six million superficial feet. Humphrey & Taites will cut between three and four million feet of various kinds of lumber. Wilson & McLaughlin will cut about two million feet. The mill belonging to the Sir Albert J. Smith estate will cut about one and one half million feet, and John Found will cut about one million.

—Messrs. Hurdman & Co. intend, as soon as the ice leaves the Ottawa river and the water has reached its ordinary level, to begin the construction of docks and crib wharfing about the shores of the small island in the centre of the river, opposite Blythe's Point. The wharfing will be built sufficiently high to prevent the water from reaching the piles of lumber which the firm intend piling upon the island. This will be one of the best piling grounds at the Chaudiere.

—The *Ottawa Journal* says that the smaller dealers in lumber are troubled to get supplied at reasonable prices, the claim being that in Ontario the prices have advanced 15 per cent. all round during the past eight months. Stocks left over and the prospective cut are said to have been contracted for, chiefly by Dobell, of Quebec, the Export Lumber Company and New York firms. Three-inch deals have risen from \$7 to \$9.50. The lumber producers are therefore said to be enjoying prosperity.

—The St. John N. B., *Sun* would like to know whether the Government proposes to let the Goggins raft go to New York without paying duty, and if so why? "It is not a raft of piling or other small stuff, but contains some of the heaviest timber that is grown in the Cumberland forests. There is an export duty on such timber when sent abroad in the rough. The duty is a proper one, and the *Sun* thinks it is a bad thing for the country to send logs away to be manufactured into lumber abroad instead of at home."

—During the last season the firms operating on the Labare river in the vicinity of Bridgewater, N. S., have sold out their lands and mills to E. D. Davidson & Sons, who are thus enabled to continue their regular output of from 8,000,000 to 12,000,000 feet yearly. The last season being very dry there are about 6,000,000 feet of logs left over, and there will be about 7,000,000 feet of new stock, consequently the mills will have their usual supply. Additional branches of the river have been improved, and now logs will come to the mill drouth or no drouth.

—The Longford Lumber Co. of Longford Mills, Ont., in renewing their subscription to THE LUMBERMAN write: The winter just closed has been admirably adapted to our saw-log operations, every day being suitable for work in the woods. We have taken out our usual stock and have now our men at work driving the Black River. From the present outlook our usually active community will this season be more alive than ever, as the quality of logs coming into Lake St. John and over the portage will be much larger than the usual. Mills will commence running about May 1st.

—Preparations are already being made for the rafting of timber on a large scale at Belleville. The probability is—so favorable has been the experience of those who have rafted their timber here—that more timber will be brought to Belleville by rail for rafting than was ever heretofore brought to the bay. The industry is a highly important one, as it involves the expenditure in the city and in the surrounding county of a large sum for labor and material; and it is only in its infancy, as when the Grand Trunk complete their line to the Sault, Belleville will become the greatest timber rafting port in Ontario.

—Orilliaites are highly elated over their success in securing what is likely to prove one of the largest wooden-ware factories in Ontario. The extensive buildings, which are estimated to cost in the neighborhood of \$40,000, are under construction, and will be pushed to completion at the earliest possible date. The manufacture will consist of tubs, pails, butter firkins, oyster pails, lard tubs, jam jars, preserve jars, washboards, clothes pins, and the hundred and one other things that only a wooden ware factory on an extensive scale can turn out. The wood to be used in the manufacture of these articles will partly consist of the refuse from the company's shingle mill at Orillia, and their lumber mills at Longford, thereby entailing a very slight expense for the raw material. They will also use a considerable quantity of different kinds of wood principally white birch and spruce, of which there is any amount in the vicinity. The new company is under the management of Mr. Geo. Thompson, and the mechanical responsibility rests on Mr. D. A. Lundy, late of the Cane Manufacturing Co. of Newmarket.

NEWS NOTES.

-C. Caron, sash and door maker, Arnprior, Ont. has assigned.
-The large Cedar Mill at Deseronto is expected to commence operations shortly.
-Mr. C. H. Dooce has erected a new planing mill at Campbellford, which will be put in operation shortly.
-The Georgian Bay Lumber Company have the largest number of logs ever cut in Matchedash.
-The Canada Lumber Cutting Machine Co. has made satisfactory trials of their machinery at Belleville.
-The Deseronto Tribune says there is going to be a great building boom in that town this summer.
-The lumber cut in the upper St. John this winter is estimated at 130,000,000 feet; about the same as last year.
-The cut of logs on Moosehead Lake and tributaries, in Maine is figured at 35,000,000 to 45,000,000 feet. There have been 900 men employed in the work.

-Lumbermen in the Peterboro' district apprehend considerable difficulty this year in floating their logs to the mills, owing to low water in the rivers and streams.
-It is said that a good deal of lumber will be exported from Quebec to Melbourne, Australia, during the coming season.
-At Petitcodiac, N. B., April 12th, D. J. McLaughlin's large lumber mill was totally destroyed by fire. Loss 10,000 insurance 6,000.

-Messrs. J. & B. Bear's carriage factory, at Doon, Ont., with their sawmill adjoining, were totally destroyed by fire April the 9th. Loss about \$20,000.
-Mr. Alfred Attridge, Schomberg, Ont, is building a large lumber and planing factory for manufacturing sash, blinds, doors, moldings, etc. It will be equipped with a full outfit of the best machinery, embodying all the latest improvements.

-A lumber stacking machine which takes the place of fifteen men has been invented and successful use. The lumber is carried on chains from the trimmer and dropped on the cars in better shape than by the men who formerly did the work. But one man is necessary to manipulate the machine.
-Mr. Marshall's lumber and shingle mill, at Washago, Ont., was destroyed by fire the latter end of March. About 300,000 shingles was piled close to the mill, part of which were removed and the balance saved by the constant application of water. The mill was insured. Mr. John Waldron's mill and Messrs. Brady & Hartley's, both situated in this village, are running, the latter likely to run double tour in a short time.

-Lumbermen sometimes seem to vie with each other as to who can "get on" the largest load of logs. We have published reports of several of the "largest loads on record," and now from the Longford Lumber Co's camp comes the following; "At No 1 camp Longford township one team of horses actually drew for one mile on bush road, on sleighs at one time, seventy-five pcs., of sawlogs, with 22 men on the top of the same, and another load contained 5500 feet board measure." What a "whalloper" that must have been. Next!
-Fesserton, a smart little village in northern Ontario, is rapidly coming to the front as a lumber producing point. We learn that Mr. E. W. Wiffen has the past winter got out about 3,500,000 feet of pine stock, all of which he intends cutting at his mill this season. Brissley & Wood are building a dock on their water front, 100 feet square to facilitate the shipment of their lumber by water. The same firm are removing and fixing up their old shingle mill for future use as a planing mill. Through such additions as these Fesserton will likely be a busy town the coming season.

-A shipment from a sawmill at Burrard Inlet, B. C., was recently made to Japan which will give some idea of British Columbia timber. The cargo consisted of 1 1/2 million feet of timber 36x36 inches square, ninety feet long. A very common order for mills on the Gulf of Georgia, for the Japan and China trade in cargo lots comprises 3x24 and 3x36-60 and 90 feet long; intermediate lengths are practically unknown. A saw-log in this region is understood to be twenty-four feet long, unless otherwise specified; anything less than twenty-four feet would be cut only on special contract.

-There appears to be quite a "boom" working up in the lumbering interests of the Pacific coast of British Columbia. A short time ago it was announced that a large mill would be established at Port Moody, Burrard Inlet. A New Brunswick lumber corporation has since sent an agent to the Pacific coast with a view to selecting a site for an extensive export mill, and it is said that a location will probably be selected at Westminster. James MacTary, a famous Ottawa lumberman, is now on the coast looking for a location for a mill, having in connection with other eastern parties secured valuable timber limits in British Columbia.

-Messrs. W. J. Trenouth & Bros., Fawkham, Ont., write the LUMBERMAN: The first of the drive on Black River has reached the canal here and men have commenced to sort. Each company will employ about thirty hands from now until the middle of June. We have something over a million feet this year, and expect to start our shingle mill about the first of May, in which we will cut about 4,000,000 shingles.

-The Alberta Lumber company recently held its annual meeting at Winnipeg, the head office of the company. W. W. Huntington and Henry B. Beard, of Minneapolis, and J. B. McArthur, J. S. McEwan and Hugh J. MacDonald were elected directors. The property of this company is in the Red Deer country, Alberta Territory, about 1,000 miles west of Winnipeg and north of Calgary. The company secured valuable timber limits there some time ago, and some machinery was taken in last fall with the intention of erecting a mill. The work, however, appears to have been delayed. At the meeting an issue of \$150,000 in bonds was authorized, for the purpose of building the mill and developing the territory. The district is said to be one of the finest for settlement in the northwest, but owing to its isolated position it has not yet received much attention. The company will make an effort to induce settlement. Now that railway monopoly has been done away with, it is probable that the the district will shortly be opened up by railway communication. A charter for a railway through the territory is now being asked for.

TRADE REVIEW.

Toronto, Ont.

TORONTO, April 27th, 1888.

With the opening of spring orders and enquiries for lumber are coming in more freely. On a whole business so far this season is ahead of that of last year. Prospects for local as well as outside trade are very fair, although not in excess of past years. Money seems a little easier and more confidence in general business noticeable. Prices remain about the same, as follows:

CAR OR CARGO LOTS.

Table listing lumber prices for car or cargo lots, including items like 1 1/2 and thicker clear picks, American inspection, etc.

YARD QUOTATIONS.

Table listing yard quotations for various lumber products, including mill cull boards, shipping cull boards, etc.

Goderich, Ont.

GODERICH, April 27th, 1888.

There is nothing interesting to report from this point. Business is very quiet. There is the customary spring demand for lumber. Vesselmen are fitting out their craft, and we hear of several lumber charters already being made to this and other ports. Navigation will be late in opening this season, very little water to be seen here yet. A few changes in prices have taken place principally in clear and picks and lath.

PRICES IN CAR LOTS.

Table listing prices in car lots for various lumber products, including 1 inch Mill Culls, 1x6-8-10 & 12, common, etc.

Mon'treal, Que.

MONTREAL, April 30th, 1888.

Table listing lumber prices for Montreal, Quebec, including Pine, 1st quality, Pine, 2nd, Pine, shipping culls, etc.

Ottawa, Ont.

OTTAWA, April 30th, 1888.

The busy season among the lumbermen has arrived and the prospects for this year are good. The mills are all getting in readiness to commence cutting, and at an early date the hum of the saw will be heard in all the old as well as in new quarters. Prices are firm with few changes.

Dimensions, Inches.

Per M.

Table listing dimensions and prices per M for various lumber products, including Mill culls, Cull strips, Mill cut outs, Scantling, Laths, Stock shorts, etc.

Hamilton, Ont.

HAMILTON, April 27th, 1888.

Table listing lumber prices for Hamilton, Ontario, including Mill cull boards and scantlings, Shipping cull boards, etc.

Philadelphia, Pa.

PHILADELPHIA, April 28th 1888.

Table listing lumber prices for Philadelphia, Pennsylvania, including Mich. uppers, 1 to 2, in. dry, etc.

Cargo Lots.

Table listing cargo lot prices for Yellow pine edge bds, Heart face boards, etc.

Hemlock Boards and Scantling.

Table listing hemlock board and scantling prices for Edge boards, 12 in. stock, etc.

Shingles and Posts.

Table listing shingle and post prices for Cypress shingles, Cedar shingles, etc.

HARDWOOD.

Walnut.

Table listing walnut prices for Nos. 1 & 2, 1 in., good, etc.

Poplar.

Table listing poplar prices for Nos. 1 & 2, 1 1/2 in. & wide, Indiana, etc.

Oak.

Table listing oak prices for Nos. 1 & 2, 1 in., good western, straight, etc.

Ash.

Table listing ash prices for Nos. 1 & 2, 1 in., good western, etc.

Yellow Pine-Yard and Wholesale.

Table listing yellow pine prices for Sc'ling, 2x4 to 12x14, etc.

St John, N. B.

St. JOHN, April 27th, 1888.

Table listing lumber prices for St. John, N.B., including Spruce deals, Pine, Deal ends, Scantling, Shingles, Clapboards, Flooring, Dressed, and Miscellaneous.

Burlington, Vt.

BURLINGTON, April 28th, 1888.

Table listing lumber prices for Burlington, Vt., including Canada Pine Sidings, Canada Pine Stacks, Canada Pine Stock, Canada Pine Sheathing, and Canada (Quebec) Spruce.

Saginaw, Mich.

SAGINAW, April 28th, 1888.

Senator Palmer is credited with the statement "That Michigan alone has standing pine sufficient to build a fence around the globe eight feet high of twelve feet boards." If this statement is correct the Saginaw district will soon make a healthy hole in it at the present rate of operations.

The cargo market has not developed astonishing activity as yet, neither is the yard trade booming, but a good healthy seasonable trade is reported.

Following are the ruling prices:

CARGO LOTS.

Table listing cargo lot prices for Uppers, Common, Shipping Culls, and Mill Culls.

YARD QUOTATIONS-CAR LOTS DRY.

Table listing yard quotations for Drop Siding, Flooring and Siding, Finishing Lumber, Joist, Scantling and Timber, Wide Select and Common, and Lath, Shingles and Pickets.

New York City.

NEW YORK, April 28th, 1888.

Table listing lumber prices for New York City, including Black Walnut, Poplar, Dressed Poplar, Cherry, and Miscellaneous.

Buffalo and Tonawanda, N. Y.

BUFFALO, April 27th, 1888.

Spring has arrived, the river is open, and vessels are being moved from winter quarters to loading docks. Building operations will be brisk this summer which naturally makes a good home market for lumber.

Norway Pine-Rough.

Table listing Norway Pine prices for No. 1, 2, and 3 in various sizes.

White Pine-Rough.

Table listing White Pine prices for Uppers, Selects, and Cuts in various sizes.

Dressed Lumber.

Table listing Dressed Lumber prices for Base and Casing, Flooring, Ceiling, and Novelty Siding.

Shingles and Lath.

Table listing Shingles and Lath prices for No. 1, 2, and 3 in various sizes.

Detroit, Mich.

DETROIT, April 28th, 1888.

Table listing lumber prices for Detroit, Mich., including Uppers, Selects, Shop, Flooring, Siding, Ceiling, Bill Stuff and Culls, and Shingles and Lath.

Albany, N.Y.

ALBANY, April 28th, 1888.

The season of 1888 which has just opened promises well. Navigation is open; enquiries are plenty and prices are firm. There was wintered throughout the city about one hundred million feet of lumber, which, if no set-backs occur from high water, will in all probability be disposed of before the arrival of new stock.

Boston, Mass.

BOSTON, April 22nd, 1888.

The lumber business is gathering momentum and strength with the advance of spring. City business is active, and the same is true of the trade in surrounding towns. There is an improved demand for spruce, with manufacturers all asking \$15 on yard orders, but at the same time, the yard men are many of them still buying at \$14.50.

Western Pine-by car load.

Table listing Western Pine prices for Uppers, Selects, Moulding boards, and Fine common.

Eastern Pine-Cargo or Car Load.

Table listing Eastern Pine prices for Nos. 1, 2 & 3, Ship's bds & coarse, and West'n pine clapbds.

Spruce-by Cargo.

Table listing Spruce prices for Scantling and plank, Yard orders, and Frames to order.

Lath.

Table listing Lath prices for Spruce and Pine.

Oswego, N. Y.

OSWEGO, April 28th, 1888.

Table listing lumber prices for Oswego, N.Y., including Pine, Brown Ash, Basswood, Shingles, and Lath.



### A LUMBERMAN'S VIEWS ON RECIPROCITY.

Speaking upon business principles, says the *Journal*, "Not as a politician, but as a lumberman of long standing," Ottawa's senior member, W. G. Perley, made a valuable contribution to the debate on the unrestricted reciprocity resolution in the small hours on Saturday morning. The speech was not too lengthy, occupying only about forty-five minutes in delivering, but it was brimful of information bearing upon the point at issue as it affects the lumbermen, for whom, perhaps no one is better qualified to speak than is Mr. Perley. Notwithstanding the unreasonable hour at which by force of circumstances he had to speak, the practical common sense of his remarks and his strict adherence to the subject, won for the speech fair attention. This is more than could be said for any other speech delivered during the riotous closing hours of the debate.

To show how uncalled for had been the sympathy expressed for the duty-burdened lumberman or—exporter of lumber—during this debate, Mr. Perley pointed out that all the products of the forest that have been subject to duty on entering the States since the abrogation of the treaty of 1854, are for the future to be admitted free without any such sacrifice as Canada is asking to make, as a bill with that object is now before congress, with every likelihood of becoming law. And he conclusively showed in addition that even now the duty on lumber is paid not by the Canadian producer, but by the United States purchaser. These were his words:

#### WHO PAID THE DUTY?

I do not know that there is any settled principle; but the dealers in lumber and manufacturers in the United States, without any exception, contend that they pay the duty. They come here and buy lumber free on board and pay the duty on it. I do not intend to argue the question, but I will state my experience in the application of the treaty of 1854, and leave the hon. members to draw their own conclusion as to which contention is right. Notice for the abrogation of the treaty of 1854 was given in 1864, and the abrogation took place on the 1st of July, 1866, when a duty of 20 per cent. was imposed on pine lumber. At that time my firm was engaged in the sawing of lumber, and at the time this resolution was introduced my impression was that we did not experience any difference in the price of our lumber from the imposition of that duty. But to verify my impression I had an examination made of the books of my firm, and I found that from 1864 to 1867 there was no perceptible change in the price of our products. If anything, the prices increased in the latter year to some extent. But this instance goes to show conclusively that at that time we certainly did not pay the duty that was imposed on lumber by the United States."

#### ONE POSSIBLE RECIPROCITY BOON.

While showing the fallacy of the opposition contentions as to the benefits to be derived by the lumbermen, Mr. Perley on the other hand pointed out a benefit not touched upon in this debate which they would receive by the removal of the duties, however brought about. He said "the only advantage, I contend, which we can obtain by the removal of those duties, is to enable us to cut and saw an inferior quality of logs, and perhaps, in many cases, trees that have been burnt and killed a long time ago might be cut and used for boxes, and so on, which might be worked here and exported to the United States, if there were no duties to pay." He pointed out that the mere earnings of the laboring classes and the payment of Crown dues, with even only a small profit to the millmen, would be a great boon for the country to get from such timber. The advantages thus in store for the lumbermen Mr. Perley claimed had been offset by the action of the Government of Ontario and Quebec in materially increasing lately the Crown dues upon timber. He contended that they were unwarranted in making such a large increase, and that so far as trade was concerned in the Ottawa valley, there was no reason for increasing the Crown charges as they have done, except in anticipation of the removal of the duties upon the products of the forests going into the United States. According to the conditions of the lumber trade in the Ottawa valley, those charges could not be paid by the lumbermen at the present time, otherwise it being a well-known fact to all practical lumbermen and sawmill men, that a low grade of lumber as produced now cannot be exported to the United States under that system of duties, without a loss to the men who saw the logs.

#### EFFECT OF THE N. P.

Not only did Mr. Perley contend that no such scheme as unrestricted reciprocity was called for in the interest of the lumber trade, but he illustrated how that trade had been built up by the National Policy which it was now sought to supplant. "At the inauguration of our present fiscal policy," he said, "it was contended on what we considered reasonable grounds, that that trade would have to suffer, under the National Policy, for the benefit of other industries. It was contended by some members of my own firm and by my neigh-

bors that we would have to pay increased prices for the different articles from our own manufacturers at rates fully as low as those we would have to pay the foreign manufacturer. What was the fact? The articles of clothing and the vast amount of goods that enter into shanty supplies were never advanced in price, and to-day we can get them cheaper than ever we could get them before.

"An enormous increase in the home consumption had taken place, he said, since 1850. As a sample he cited statistics gathered in Montreal, where in 1857 the lumber consumed amounted to 20% of the cut of all the mills in Ottawa and its immediate neighborhood. In that city," he said, "the estimated local consumption for 1880 was from 45,000,000 to 50,000,000 feet, while in 1857 it ran up to 120,500,000 feet. I look upon this as one of the important elements of the prosperity and success which this National Policy so-called, has given to this country. And if we were able to obtain the statistics of other cities, I am sure we would be able to show the people and hon. gentlemen opposite, who are contending that we should throw overboard everything we have achieved, that upon that basis we have developed our trade and given our own people employment in the manufacturing interest."

#### A PARTING MORAL.

Before concluding, he administered a rebuke to the "murky-fingered painters of blackness and despair," as Mr. Foster calls the pessimists on the Opposition side. "I think," said Mr. Perley, "that if we can get over this attempt to disturb the progress and development of this country, and if the hon. gentlemen in this House would take some other means of criticising the action of the governing party, we would do far better and get along more successfully in developing the resources of the country. It seems to me that this feeling of enmity against the successful party and this complaining that has been going on since I have known anything about Parliament, and this raising of the cry that we are going to ruin, are calculated to retard the progress of the country, and to embarrass the Government from carrying on measures for its welfare. I may be criticised for expressing my views on this point, being a young member of the House, but I may say that I consider this resolution uncalled for in any sense of the word, so far as the lumber trade is concerned, and I can see no ground upon which they can justify themselves in introducing a resolution of that kind."

The whole speech was terse and practical, and made a marked impression on the members of the House who heard it.

#### Purchasing Belts.

We find the following in a treatise on belting recently issued by the Page Belting Co.: Having properly arranged the machinery for the reception of the belts, the next thing to be determined is the length and width of the belts.

When it is not convenient to measure with the tape line the following rule will be found of service: Add the diameters of the pulleys together, divide the result by two, and multiply the quotient by  $3\frac{1}{2}$ . Add the product to twice the distance between the centres of the shafts, and you have the length required, substantially.

The width of the belt needed depends on three conditions: 1st, the tension of the belt; 2nd the size of the smaller pulley and the proportion of the surface touched by the belt; 3rd, the speed of the belt.

The average strain under which leather will break has been found by many experiments with various good tannages to be 3,200 pounds per square inch of cross section. A very nice quality of leather will sustain a somewhat greater strain. In use on the pulleys, belts should not be subjected to a greater strain than one-eleventh their tensile strength, or about 290 pounds to the square inch of cross section. This will be 55 pounds average strain for every inch in width of single belt three-sixteenths inch thick. The strain allowed for all widths of belting—single, light, double and heavy double—is in direct proportion to the thickness of the belt. This is the safe limit; for, if a greater strain is attempted, the belt is liable to be overworked, in which case the result will be an undue amount of stretching, tearing out at the lace or hook holes and damage to the joints.

When the belt is in motion the strain on the working side will be greater than on the slack side; and the average strain will be one-half the aggregate of both sides.

The working adhesion of a belt to the pulley will be in proportion both to the number of square inches of belt contact with the surface of the smaller pulley, also to the arc of the circumference of the pulley touched by the belt. This adhesion forms the basis of all right calculation in ascertaining the width of the belt necessary to transmit a given horse-power. A single belt, three-sixteenths inch thick, subjected to the strain we have given as a safe rule—55 pound per square inch in width—when touching one-half of the circumference of a turned iron pulley, will adhere one-half pound per square inch of the surface contact; while if it be a leather covered pulley, the belt will adhere two-

thirds of a pound per square inch of contact. If the belt touches but one quarter of the circumference of the pulley, the adhesion is only one quarter pound to the square inch of contact with the iron pulley, and one-third pound per square inch on the leather covered pulley.

The adhesion one inch in width if the belt has on the pulley is the number of pounds which each inch in width of belt is capable of raising or transmitting. Multiplying this by the velocity of the belt in feet per minute will give the total number of pounds each inch in width will raise to transmit one foot per minute. Now multiply 33,000, the number of pounds raised by one-horse power one foot per minute, by the horse power to be transmitted, and divide this product by the number of pounds which one inch in width will raise or transmit one foot per minute, and the quotient will be the width of the belt required.

#### A Log Runner's Appeal.

As illustrative of the kind hearts that beat beneath a rough exterior, says a Michigan paper, let us relate a little incident that occurred on the Grand Rapids and Indiana railroad last Monday. At Grand Rapids there got on the train going north a typical lumberman or log runner. He was clad in a checkered costume so familiar to us all, and was filled to overflowing with Valley City bug juice. On the train his offensive familiarity and ribald songs and jokes made him a nuisance to all in the same car. The train men, however, succeeded in curbing his frolicsome spirits until Big Rapids was reached. Arriving at the latter place, a young fellow boarded the car whose appearance at once excited the sympathy of all. His face, at one time handsome, was thin and haggard, his form, once robust was sadly emaciated, and where his strong right arm should have been was an empty sleeve.

Immediately upon entering the car door, our friend, the lumberman, saw him and jumping to his feet, he rushed at him with, "Zhay, Jimmie, zat you? Where you been?" and looking at Jimmie's empty sleeve, big tears gathered in his eyes and began to trickle down his cheek as he mournfully ejaculated, "too bad; too bad." Then, hastily drawing the back of his hand over his eyes, as if ashamed of a little honest emotion, he grasped the back of a car seat to steady himself, and turning to a car full of passengers said:

"Say, boys, I am nothing but a poor devil of a lumberman, and I am pretty drunk, but here is a poor fellow who is worse off. He lost his arm while breaking a jam on the Muskegon river, he has been in the hospital for six weeks. He has an aged mother, God bless her, who is entirely depending on him for support. When I went to Grand Rapids last week I had \$140 in my pocket, now I have only \$6, but here goes a 'V,' and he dropped a shining gold piece into his hat. His example was infectious, and after taking a tour through the car his hat must have contained nearly \$100. This he turned over to his friend, who returned a few broken words of thanks, and together they left the train at Upper Big Rapids.

A passenger of a suspicious turn of mind thought the business looked a little fishy, and followed the pair from the train and around a lumber pile, where, unseen himself, he saw the one-armed man take off his coat and vest and from a sack made on purpose withdrew his lost arm, and then two of the slickest confidence men in Michigan meandered down town chuckling over the gullibility of the human race.

#### The Toothpick Business.

"Are you aware of the extent of the toothpick business in Maine?" Mr. J. C. Bridgman, who represents the National Toothpick Association, asked a representative of the *Portland Press* the other day. "That seems to be a pretty big name for small business, I suppose you think," he continued. "But you will be surprised when I tell you that our association have contracted for enough toothpicks to be made in Maine the coming year to load a train of fifty cars with nothing but toothpicks. We shall take out of Maine before next June five thousand million toothpicks. A pretty fair sized wood lot, you see will be slit up to go into the mouths and vest pockets of millions of Americans. Maine furnishes the larger portion of all the toothpicks used in the country. Our association controls the trade. It is something like the Standard Oil Trust, the Cotton Seed Oil Trust, and the lately formed Rubber Trust. It regulates the price and output of toothpicks as the big trusts regulate the price and output of oil or rubber goods. We have not adopted the name of Toothpick Trust yet, however. We have a mill at Belmont, N.Y., Harbor Springs, Mich., and Fond du Lac, Wis. Besides these, all our mills are in Maine; one at Strong, one at Farmington, one at Canton and two at Dixfield. There is a small mill at Mechanic Falls, also, but it has not joined our association. In Massachusetts, also, there is one small mill not in the association. So you see Maine is the great centre of the industry of toothpick making."

**700,000,000 FEET THE PAST WINTER'S CUT OF LUMBER.**

The season for making logs and timber on the Upper Ottawa and the great forest limits of the Ottawa valley has concluded, and the lumbering firms are busy drawing their logs and timber to the nearest waters.

This year's cutting season opened very unfavorably. To begin with, the lumbering firms had no reserve logs on hand from last season's cut. Then, in the first few weeks of the winter season, no logs could be cut at all owing to the want of snow. This feature, though a drawback in one sense, was a great assistance to the lumbermen in the end, as the hard frost previous to the fall of snow made an excellent bottom on all the roads, and froze lakes and rivers solid when the snow came and work was commenced about Christmas; it was continued without interruption until a few weeks ago.

Speaking of the Chaudiere lumbermen a *Journal* reporter learned that the season, although short, had been one of the most favorable and busiest the lumbermen have had for a number of years. The cut of logs with few exceptions are quite up to what was estimated in the fall of the year, and are on the whole about one-quarter larger than the cut of the previous season.

**A GROUNDLESS APPREHENSION.**

A fear has been expressed by some of the lumbermen that a great many of the logs cut on limits back from the Ottawa river front would be hung up, as many of the small creeks through which this timber is taken to the main Ottawa are frozen to the bottom, and there is a danger of the spring freshet, upon which the lumbermen rely to carry out their logs, passing out over the ice, leaving the logs in the shallow creeks, where they would then remain until the following spring. Mr. G. B. Green, manager of the Upper Ottawa Improvement Company, who has had an extensive experience in superintending the work of getting out timber and driving it down the Ottawa, speaking of this difficulty said that more or less every year the lumbermen have cause of fear from this source, but the appearance of affairs this spring is not a particle worse than it has been during years past, and there is little trouble anticipated by the lumbermen.

**THE PRINCIPAL CUTS.**

The following is a carefully prepared estimate obtained from most reliable sources, of the cuts this season of the principal firms on the Upper Ottawa and its tributaries. The French River, Parry Sound, South River and the Whanapitac and the Sturgeon River.

Firm.	Feet.
Canada Lumber Co.....	80,000,000
Bronson & Weston Co.....	60,000,000
Gilmour & Co.....	60,000,000
J. R. Booth.....	70,000,000
McLaughlin Bros (Arnprior).....	75,000,000
Pierce & Co. (formerly J. & B. Grier).....	30,000,000
Richard White.....	7,000,000
Booth & Gordon.....	10,000,000
Hurdman Bros.....	50,000,000
Hamilton Bros.....	20,000,000
Perley & Patteé.....	60,000,000
E. B. Eddy Co.....	60,000,000
Alex. Fraser.....	15,000,000
A. Bernet (square timber).....	200,000
Carswell, Mackey & Thistle (square timber).....	150,000
<i>French River.</i>	
J. McLean.....	4,000,000
Ontario Lumber Co.....	7,000,000
New York & Tonawanda Lumber Co.....	7,000,000
<i>Parry Sound, South River and Whanapitac.</i>	
J. Jackson.....	3,000,000
Bick & Bates.....	4,500,000
J. R. Booth.....	6,000,000
Alex. Fraser.....	2,500,000
S. McKay.....	4,000,000
Emery Bros.....	5,000,000
Coburn & Fraser.....	2,000,000
Timmins & Gordon (sq timber).....	100,000
W. Mackey.....	3,000,000
<i>Sturgeon River.</i>	
J. R. Booth.....	5,000,000
Booth & Hale.....	3,000,000
J. R. Booth (Duchesnes Creek).....	1,000,000
Ed. & Chas. Moore.....	6,000,000
Thos. Mackie.....	1,000,000

This calculation shows that the cut of the principal firms taking out lumber on the Ottawa River and its tributaries is about 635,000,000 feet of lumber and about 350,000 feet of square timber.

On the French river the cut is about 18,000,000 feet of lumber.

On the Parry Sound, South River and Whanapitac districts, about 29,000,000 feet of lumber and 130,000 feet of square timber, and on the Sturgeon River about 150,000,000 feet of lumber.

All this immense quantity of lumber—over 700,000,000 feet is taken out by the Ottawa River, with the exception of the cut on the Whanapitac, which is taken out by the waterway to the Georgian Bay and shipped by the C.P.R.

About two thirds of this immense cut from the forests of the Ottawa valley is cut at the Chaudiere saw mills and the remainder on the Upper Ottawa between Lake Temisamingue and the Chaudiere. Messrs. Hamilton Bros. will of course, cut their timber at Hawkesbury. In addition to the 20,000,000 cut by Messrs. Hamilton Bros. on the Dumoine that firm having taken out about 20,000,000 feet more on their Gatineau limits. Messrs. Gilmour and Co. and James McLaren have also taken out large cuts on the Gatineau river.

**THE FALLING FORESTS.**

"About how much forest land cleared would the cutting of seven hundred millions of feet of lumber mean?" asked the reporter of a lumberman.

"Well," he replied, "that's a difficult question. But let us figure on it and see. Seven hundred millions feet of lumber represents say 3,500,000, an average standard of 200 feet of sawn lumber from each tree. Now in a good forest a tree that you can get 200 feet of lumber out of will take up from 250 to 400 square feet of ground—that is round 15 or 20 feet square. Take the average to be 300 square feet, and add another couple of hundred feet for the waste and cutting necessary to get the logs to the rollways—this would give 500 square feet of land cleared for every standard log that comes to the Chaudiere. If there are 3,500,000 standard logs cut, the territory cleared of pine will be about 1,750,000,000 square feet in area, or about sixty five square miles.

"Of course this means sixty-five square miles of uniform thick pine forest, but as you never find a stretch like that—there are barrens, and hills, and swamps and creeks—the annual cut probably clears twice or three times that area of all its available lumber. But this is rough guess-work anyway. —Ottawa Journal.

**EXCHANGE ECHOES.**

Mississippi Valley Lumberman.

It is gradually beginning to dawn upon lumbermen all over the country that a pretty generous supply of logs has been got in—all that it was intended should be put in, and more than it was hoped would be secured. If the break up had come early in March instead of actually about the first of April, all the logs would have been secured that the mills will be able to turn into lumber this season. It is now certain that quite as many logs will be carried over on nearly all the streams and at the different manufacturing centres, as were carried over last winter and possibly more. Under all these circumstances it will require an exceedingly active spring trade to prevent the market for lumber sagging along about July or August. All the dry lumber now in pile will undoubtedly find a ready market at fair values, but the disposition will be to cut prices in anticipation of an overstock by and by. All the logs put in this winter have been secured at a greater cost than usual, and this is about the only influence now present calculated to sustain values during all the summer. Should there be a full and bounteous harvest, as there may be, with a lively fall trade in its wake, it is possible the weakness which manufacturers are already beginning to prophecy may be averted. It is clear now that the mill men at almost every point are preparing for a season of exceptional activity, and are determined—because it is possible—to run their mills to their full capacity, and to restore the stocks of lumber at least to the normal condition. The present supply of white pine lumber in the northwest is undoubtedly below what is justified by an ordinary active demand.

Lumber, Chicago.

The report that eastern buyers of lumber are delaying their purchases, and otherwise greatly disturbing themselves, because of the possibility that the market will be flooded with cheap Canadian lumber, admitted duty free, is one that is to be taken with a grain of allowance. They no doubt fully recognize the fact that even if the bill placing lumber among the untaxed articles is passed, the immediate effect of it is not likely to be startling. It takes time to bring lumber into market, and it is now an imminent danger that the distributing points on the lakes will be flooded with Dominion lumber within a few hours after the removal of the duty. Manufacturers on the other side, in order to enter into effective competition with Michigan and Wisconsin producers, will need a chance to prepare for the business they propose to do. It is not likely they will accumulate a stock of lumber and keep it piled up for shipment waiting for the change to come. They are entirely too shrewd to bank so heavily on what is only a

possibility at best, and many think a rather remote one. At the earliest there will be an addition to the offerings of Canadian lumber great enough to materially affect prices before next season, and it is questionable whether then the output of mills on the other side will be sufficiently increased to produce a decline in values. If eastern buyers are keeping away from Saginaw, which is not a fact beyond dispute, it must be for some other reason than because they are afraid of Canadian lumber.

Canadian Mining Review

It is becoming obvious, even to the modified intelligence of the statesmen at Quebec, that the mighty forests of the Laurentian country are rapidly disappearing before the axe of the settler and lumberman and frequent destructive forest fires. Recently a disposition has been manifested to check this criminal waste of a rapid diminishing source of revenue but so far with little practical effect. In the sale of mining lands, for instance, the Government reserve the timber for three years. During that time the lumberman who owns the limit in which the lands are situated has the privilege of removing such timber as he may want. Very frequently this timber would be of considerable value to the miner in the construction of his works and buildings, but having no direct interest in the timber, and having every interest in learning the character of the rocks beneath it, his first step after taking possession is usually to start a forest fire to burn the moss, forest growth and debris from the rocks. But with them goes valuable timber. It is lost to the owner of the land, to the limit holder, and to the Province. What is wanted is an amendment to the Mineral Act which will give the proprietor of the land the ownership of the timber upon it from the day of purchase, thus making it his interest to exercise himself to save such portions of the forest as do not interfere directly with his operations.

**PUBLICATIONS.**

Something entirely new in class publications, the first number of which is before us, is known as "Science of Photography, at Home and Abroad," published by James W. Queen & Co., 924 Chestnut street, Philadelphia, Pa. It is gotten up in a neat pamphlet form, handsomely printed and illustrated, and treats on all subjects pertaining to the photographic art. It is promised that every issue will contain a number of original articles from the pens of writers well known in photographic circles, together with a few pages of carefully selected matter of value to the trade in any country. The price of subscription is \$1 per year.

Novel in name, form, purpose and method is *The Novelist*, Alden's new weekly magazine of American fiction. It undertakes to give the worthiest fiction that American authors can be tempted to produce. Foreign authors not admitted. It is handy in form, and low in price; well suited in all respects to meet the wants of the intelligent millions who are capable of appreciating "the best." Terms, \$1 a year, at which rate it will give over 2,500 pages, equal to from eight or twelve ordinary American dollar novels. The stories will follow successively, one at a time, a novel of ordinary length thus being completed in from four to eight weeks. For a ten-cent subscription (if you don't wish to enter for all at \$1.00), you will receive the first chapters of every story published during the year, which you can then order separately, if you wish. A specimen copy of *The Novelist* will be sent free on request. Address, John B. Alden, Publisher, 393 Pearl St., New York; P.O. Box 1227.

We have received Vol. 1, No. 1 of *America*, a weekly paper devoted to the advancement of distinctively American ideas, and the strengthening and preserving of American institutions. It is a handsomely printed 20-page paper about the same size as the *Lumberman* and is well fitted with original and interesting matter. It has among its list of contributors some of the best writers in the United States, and if it retains the excellence of its initial number it is deserving of a large measure of success. *America* is issued by the American Publishing Co., 180 Monroe Street, Chicago, and the subscription price is \$3.50 per year.

Our esteemed contemporary, the *Canadian Trade Review*, of Montreal, has appeared in a new dress of type, and presents a healthy appearance.

We are in receipt of a neat little pamphlet, from the office of the *Northwestern Lumberman*, containing figures of the production of white pine lumber and shingles in the Northwestern States in 1887, by mills and districts, with comparisons for each year since 1873. The lumber trade generally will find in this handy little reference book much interesting information.

—An Ottawa paper says that some two hundred and fifty shantymen have left that city already this spring for the western Ontario lumber district.

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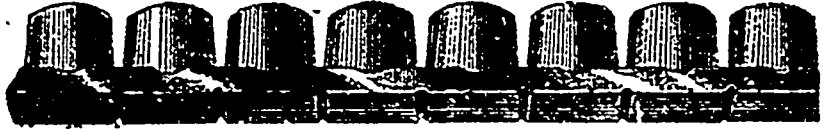
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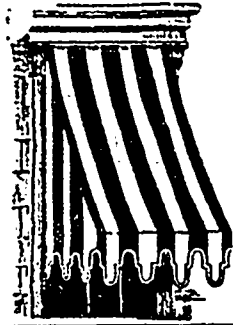
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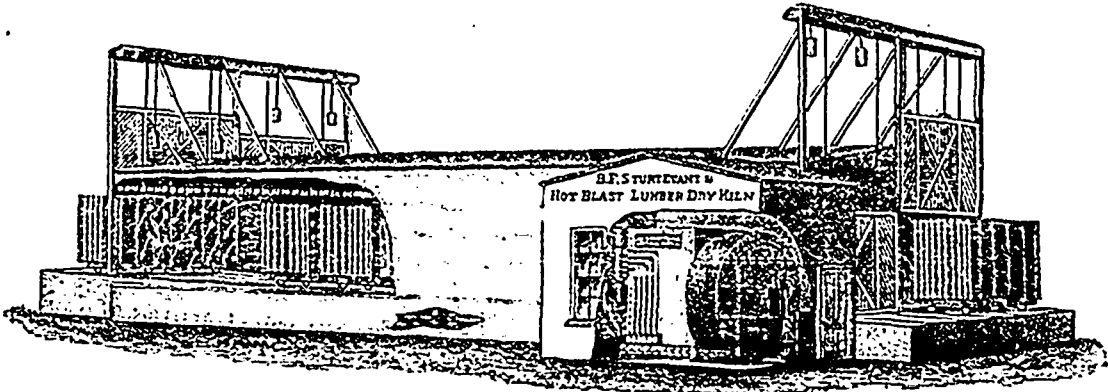
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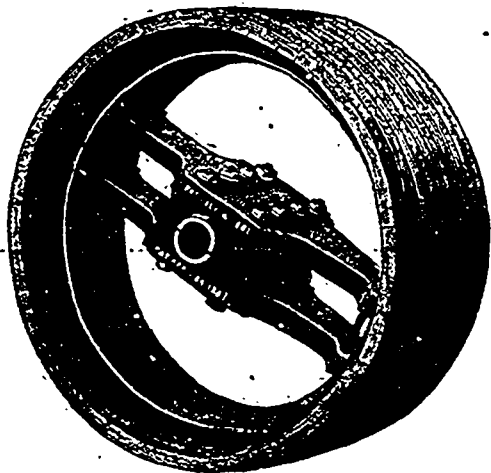


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As a material for pulleys wood is better than iron from the fact that it holds a belt much better. Most good mechanics are aware of this fact, but it may not be generally known how great is the difference, and for the benefit of our readers we give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

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

Morin.—Appleton's Encyclopedia of Mechanical Arts. Haswell.—Engineers' and Mechanics' Pocket Book.

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

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

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

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

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

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

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

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Millmen requiring Oils of uniform quality and high grade should write us. Sole makers of Crown Lubricant and Crown Crank Pin Grease, the greatest thing in existence for Shafting and Engines, cups supplied. Note our address:

**BOWDEN & CO., 59 Adelaide Street, East, Toronto, Ont.**

IN THE MATTER OF
GEORGE BAPTIST, SON & CO.,
OF THE
CITY OF THREE RIVERS
LUMBER MERCHANTS,

INSOLVENTS.

TENDERS will be received by the undersigned JOINT CURATOR until

SATURDAY, 30th JUNE, 1888,
AT NOON.

for the purchase of the following ASSETS belonging to above Estate. Tenders may offer for the whole en bloc or for each lot separately.

1. TIMBER LIMITS

Table listing timber limits with columns for lot numbers and miles. Includes lots 1-12 West St. Maurice, 1-3 North, etc.

2. ISLAND MILL PROPERTY

This property includes Islands at mouth of St. Maurice River, known as Baptist Island, Isle Margot and one-third of Isle aux Cochons...

3. THE GRAIS PROPERTY,

comprising the "Poste de Les Grils," with Saw Mill, Stores, Workshop, Stables, Dwellings, Barns, etc., containing in all 731 8/9 acres of land more or less.

4. RAT RIVER FARM,

at the junction of the Rat and Wessonneau Rivers, in the Township of Turcotte, in the County of Portneuf, containing 5,110 acres, more or less, with Store, Dwelling Houses, Barns, Stables and other buildings thereon erected.

5. IMPROVEMENTS AT MATTAWIN RIVER

Buildings erected on South Bank of the Mattawin River at its confluence with the St. Maurice River.

6. PROPERTY IN CITY OF THREE RIVERS

- (1)-Lot No. 2, 191 St. Ursule Ward, fronting on Notre Dame street, known as "Old Fuel Yard," containing 14,175 feet.
(2)-Lot 2, 195 St. Ursule Ward, fronting on Notre Dame street, known as "Office Property," with brick office and other buildings thereon erected, containing 33,235 square feet.
(3)-Saw and Planing Mill, and Sash and Door Factory, on corner of Notre Dame and Rene streets, known as lot 498, St. Philippe Ward.
(4)-Beach Lot and Wharf, known as "Dean's Wharf," with store and other buildings thereon erected, Lot No. 397, St. Philippe Ward.
(5)-Two-storey Wooden House and Lot No. 10 St. Julie street, No. 1,439, Notre Dame Ward.
(6)-Wooden House and Lot, N.E. side of Gervais street, No. 754, St. Philippe Ward.
(7)-Wooden House on Notre Dame street, known as Lot 548, St. Philippe Ward.

7. FARM LOTS, ETC.

- 71.-Lots 150 and 160 in the Parish of Mont Carmel, Rang les Gres.
72.-Lots 77, 78 and 15 in the 1st Range of Township of St. Maurice, known as "The Gabelle Property."
73.-Lots 132, 134, 135, 136 S.W. part 137, 138 and part lot 139, Parish of Mont Carmel.
74.-Lot 148 in the Parish of Cap de la Madeleine.
75.-Lots 2, 3 and 4 in the Township of Caxton, Parish of St. Mathieu; 300 acres.

8. SHIPPING

Steamer "Arthur," 9 Batteau, 1 Cordwood Chaland, and 2 Jolly boats.

9. LIVE STOCK

Thirty three Horses, 41 head of Cattle, and 25 sheep.

10. WAGGONS, SLEIGHS, SHANTY OUT-FITS, FARM IMPLEMENTS, ETC.

A large quantity of Waggon, Sleighs, Boats and Bark Canoes, Chains, Ropes, Threshing and Mowing Machines, Blacksmith's Tools, Two Patent Hay Presses, Sets of Harness, etc., etc.

A deposit of Ten per cent, on amount of Tender by accepted cheque, to order of Joint Curator, must be made with each Tender, which will be forfeited should successful Tenderer not complete his purchase. Inventories may be seen at the office of the undersigned, Standard Building, 117 St. James street, Montreal, or at the office of George Baptist, Son & Co., Three Rivers.

Plans showing location of Timber Limits may be had on application to the undersigned. The lowest or any Tender not necessarily accepted. Further terms and conditions and all other information can be obtained by applying at our Office. JOHN MACINTOSH, } Joint Curator. GEORGE HYDE, }

MACHINERY FOR SALE

H. W. PETRIE'S LIST OF STEAM ENGINES, Brantford.

- 225 H. P., PAIR CONDENSING ENGINES.
80 H. P. CONDENSING ENGINE, WATEROUS make.
75 H. P. TWIN ENGINES, McDUGAL make.
75 H. P. VERTICAL, GIBSON & FOLLETT.
60 H. P. HORIZONTAL, SPALDING make, Lockport, N.Y.
50 H. P. STATIONARY, GOLDIE & McCULLOCH.
45 H. P. STATIONARY, BECKETT.
40 H. P. HORIZONTAL, WATEROUS make.
40 H. P. HORIZONTAL, WILSON builder.
35 H. P. HORIZONTAL, STATIONERY, Northy.
30 H. P. JAS. MARTIN STATIONARY Engine.
25 H. P. SAW MILL ENGINE, WATEROUS make.
25 H. P. PLAIN SLIDE VALVE, McDUGAL builder.
25 H. P. SLIDE VALVE, HORIZONTAL, American build.
25 H. P. STATIONARY, BECKETT.
20 H. P. CLIPPER, WATEROUS MAKE.
20 H. P. STATIONARY, BECKETT.
20 H. P. CUT OFF VALVE, WATEROUS.
20 H. P. STATIONARY, CENTRE Crank, Dickey Neil.
20 H. P. SLIDE VALVE, GOLDIE & McCULLOCH.
20 H. P. STATIONARY HORIZONTAL, Corbett & Sons.
18 H. P. PLAIN SLIDE VALVE, GOLDIE & McCULLOCH.
18 H. P. HORIZONTAL, SPALDING make, Lockport.
18 H. P. HORIZONTAL, TIFFT & SONS, Buffalo, N.Y.
18 H. P. STATIONARY ENGINE, AMERICAN build.
18 H. P. STATIONARY ENGINE, NORTHY.
18 H. P. UPRIGHT ENGINE, WATEROUS.
15 H. P. STATIONARY, HORIZONTAL, Goldie & McCulloch.
15 H. P. HORIZONTAL, BECKETT.
12 H. P. STATIONARY, KILLEY & Co. builders.
12 H. P. UPRIGHT ENGINE, AMERICAN build.
12 H. P. STATIONARY, HORIZONTAL, Syracuse, N.Y. make.
10 H. P. HORIZONTAL STATIONARY, Leonard & Sons.
10 H. P. VERTICAL ENGINE, SWAN-SCOTT Machine Co. build, U. S. A.
8 H. P. OSCILLATING ENGINE, WITH Link motion.
8 H. P. SLIDE VALVE, HORIZONTAL, Leonard & Sons.
6 H. P. STATIONARY HORIZONTAL, Leonard & Sons.
5 H. P. UPRIGHT ENGINE, AMERICAN make.
5 H. P. STATIONARY, HORIZONTAL, Slide Valve, Reed & Barr.
5 H. P. THREE CYLINDER ENGINE, English make.
4 H. P. SLIDE VALVE HORIZONTAL, Beckett.
3 H. P. HORIZONTAL ENGINE, USED Six Months.
3 H. P. HORIZONTAL MARINE ENGINE, with Link Motion, Geo. Meakins.
2 H. P. STATIONARY ENGINE, IN A 1 order.
THREE 1 H. P. ENGINES FOR LIGHT work.
1/2 H. P. ENGINE, HORIZONTAL, SLIDE Valve.

SEND FOR DESCRIPTIVE LIST 13 and 14 Address, H. W. PETRIE, Brantford, Ont.

CHARLES A. BRAMBLE, D. L. S. Fredericton, New Brunswick.

SURVEYS AND REPORTS UPON TIMBER Lands in any section. Can effect sale of properties occasionally if desired. References from former employers.

J. K. POST & Co., LUMBER MERCHANTS And Shipping Agents. OSWEGO, N. Y.

THE RATHBUN COMPY, DESERONTO, ONT.,

MANUFACTURERS OF

TERRA COTTA FIRE-PROOFING

For Use in Old and New Buildings.

Endorsed by Leading Architects. Absolutely Fire-proof. About as Cheap as Wood or Brick. Weight One-Third that of Brick. Does not Crack on application of Heat or Water. Deadens Noise. Gives Warmth in Winter; Coolness in Summer.

MACHINERY FOR SALE

JOSEPH HALL MACHINE WORKS, OSHAWA

- Circular Saw Tables; Wood Turning Lathes; Morticing Machines.
Car Morticing Machine; Wood Benches; Wood Shapers.
Large Surface and General Purpose Wood Planing Machines.
Graining Machines; Tenoning Machine; Sand Belt Machine.
Swing Sawing Machine. Testing Machines for Threshing Machines.
Horizontal Boring Machines; Upright Boring Machines; Facing Machines.
Iron Turning Lathes; Iron Column Drilling Machines.
Iron Punching Machine; Punching and Shearing Machine.
Key Seat Cutting Machines; Cutting and Shearing Machines.
22 Spindle Gang Drilling Machine; Power Shears.
Large Iron Shaper, English Make, Milling Machine.
Schlenker Patent Bolt Cutting Machine.
No. 6 Northey Steam Pump; Large Heavy Tumbling Barrels.
Steam Heater, 51x72 inches.
Bradley Cushioned Trip Hammer; Iron Boring Lathe.
Foundry 3 Legged Drop, 35 feet High 1,100 pound Drop, 37 inch Gear Wheel.
Steel Boiler, 68x168 inches.
Horizontal Engine, Cylinder 18x36.
Turret Head, Brown & Sharpe, Mill Screw Machine.
Lefsel Water Wheels; Portable Engines.
Fairbank's Platform Scales; Steam Pipe and Fittings.
Fire Extinguishers; Sand Blast for sharpening and cleaning Files.
Belting, Shafting, Hangers, Pulleys, Couplings.
Wrought Iron Heater for Glue and Wood; Circular saws.

JOSEPH HALL MACHINE WORKS, OSHAWA. JOHN LIVINGSTONE, Trustee.



J. L. JONES WOOD ENGRAVER 10 KING ST. EAST TORONTO SEND FOR PRICES

Our readers will confer a favor by mentioning this Journal when writing to Advertisers.

WANTED AND FOR SALE.

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

WANTED-A quantity of red oak and black ash, Nos. 1 and 2. Would contract for green or dry stock. MANHARD & COMPANY, Cape Vincent, N.Y.

TIMBER LIMITS FOR SALE, IN ONTARIO, Quebec and Manitoba. W. J. FENTON & Co., 50 Adelaide Street, East, Toronto.

FOR SALE CHEAP. WATERPOWER CIRCULAR SAW AND Shingle Mill with ten acres of cleared land, log house and stable situated on South river, about 4 1/2 miles from Trout Creek Station on the Northern Pacific Junction R. R., convenient to School, Church and Post Office and a large settlement in Hainsworth. Also about 30,000 feet of dry Hardwood lumber, cut and piled about two years, and about 50,000 feet of Hardwood sawlogs, principally Birch. If not sold sooner, will cut to order this coming summer. For information apply to THOMAS CORKERY, Barre, Ont.

SAW MILL FOR SALE. FOR SALE, IN THE VILLAGE OF BELMORE, Sawmill in first-class running order. Will be sold with or without stock. For terms, apply to H. R. PERKINS, Belmore, Ont.

PINE TIMBER LIMITS FOR SALE.

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

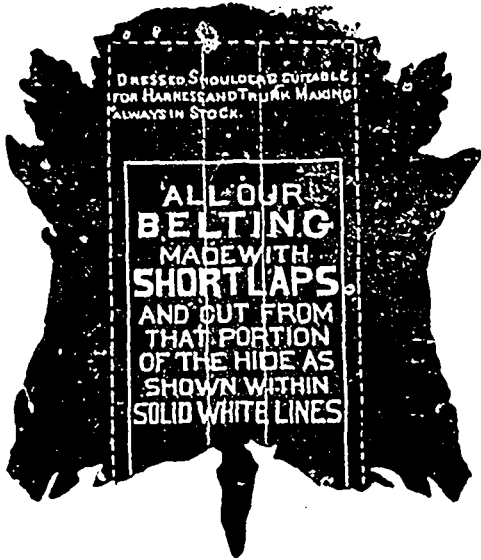
TO LUMBERMEN. Young man, (26) married, would accept permanent engagement. First-class penman, accountant and correspondent. Thorough practical knowledge of every department in the trade-the woods, the mill, the yard and the office. Good salary expected. Unquestionable character and references. "BETA." Care of CANADA LUMBERMAN.

NOTICE.

The Select Committee to examine into etc., combinations said to exist with reference to the purchase and sale, or manufacture and sale in Canada, of any Foreign or Canadian Products, hereby invite all parties aggrieved by such combinations to correspond at once with the undersigned, giving the names of witnesses who are likely to give material evidence on the subject, and to furnish such information and data as may enable the Committee to judge of the testimony offered. Address N. C. WALLACE, M.P. (Chairman Com.) House of Commons, 6th March, 1888. House of Commons, Ottawa.

Notice to Contractors.

Sealed Tenders, addressed to the undersigned, and endorsed, "Tender for Iron Work of Parliament Buildings," will be received at this Department until noon of Thursday, the 17th day of May, for sundry wrought and cast iron work required for the new Parliament Buildings. Printed specifications and forms of tender can be obtained at this department. All blanks in form of tender are to be properly filled up; and tenders must, as to form, sureties and otherwise comply with the terms set forth in the specifications. An accepted bank cheque for the amount of Fifteen hundred dollars and payable to the order of the undersigned, must be submitted to and upon the conditions mentioned in the specifications, accompany each tender. Security for the fulfilment of any contract entered into is to be given as stipulated in specifications; but the Department will not be bound to accept the lowest or any tender. C. F. FRASER, Commissioner, &c. Department of Public Works for Ontario, TORONTO; 30th April, 1888.



Cotton and Rubber  
**BELTING**

All Sizes Kept in Stock.

ORDERS PROMPTLY FILLED.



# ROBIN & SADLER,

MANUFACTURERS OF

**LEATHER \* BELTING,**

SEND FOR  
PRICE LISTS AND DISCOUNTS.

**LACE \* LEATHER.**

SEND FOR  
PRICE LISTS AND DISCOUNTS.

129 Bay Street,  
**TORONTO.**

2518, 2520 & 2522 Notre Dame St.,  
**MONTREAL.**

LETTER HEADS

The Lumberman Job Dept.

\* ENVELOPES \*

## LUMBERMEN'S

BILL HEADS

First-class work at Low Prices.

STATEMENTS

# DOMINION SAW WORKS!

**JAS. ROBERTSON & CO. JAMES ROBERTSON**

253 to 267 King Street West,

Dalhousie and William Streets,

Toronto, - - Ontario. Montreal, - - Que.

MANUFACTURERS OF **SAWS**

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

**Thurber's Royal  
ANTI-FRICTION \* BABBIT \* METAL.**

Importers and Dealers in

Band Saws, Emery Wheels, Saw Sets,  
Saw Swages, Rubber Belting, Iron Pipe,  
Saw Gummars, Leather Belting, Files, &c.



EVERY SAW FULLY WARRANTED.  
Prices on Application.





# The Gutta Percha and Rubber Manufacturing Company of Toronto.

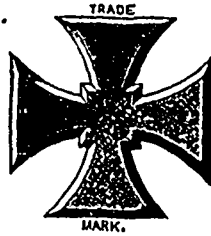
Offices : 43 YONGE STREET, TORONTO.

Factories : PARKDALE, ONT.

Sole Manufacturers of "Monarch,"

"Red Strip," and "Lion" Brands of

## RUBBER



## BELTING

Particular attention given to special Belts for Lumber Mills.

Our celebrated "Maltese Cross" Rubber; "Baker Fabric" and Ajax Cotton; "Giant" and Light Linen, and Fire Hose constantly in stock.

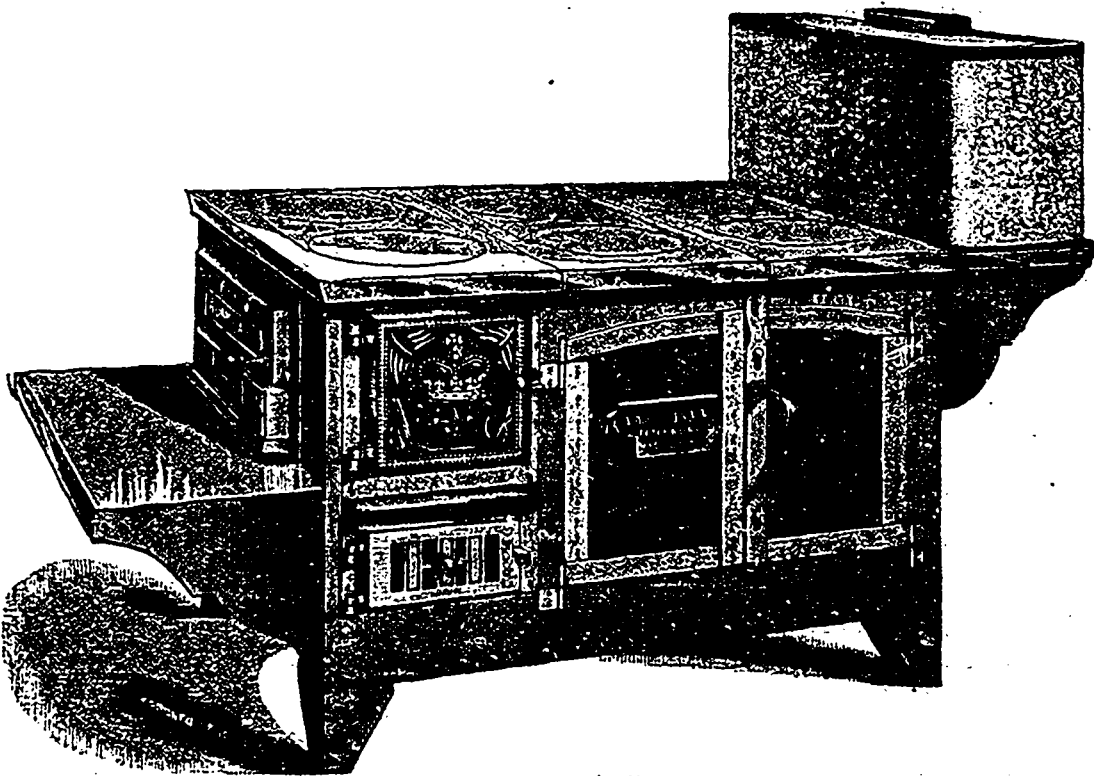
**LUMBERMEN'S HEAVY RUBBER CLOTHING, OUR OWN MANUFACTURE.**

Address all Communications to **THE GUTTA PERCHA & RUBBER MFG. CO. OF TORONTO, 43 Yonge St.**

### LUMBERMEN'S PRINTING.

We wish to call the attention of LUMBERMAN readers to the facilities which we possess for doing all kinds of Printing for the lumber trade. Having equipped our office with the very latest designs in type and presses, we are prepared to furnish at the lowest price for first-class work, all kinds of stationery used in connection with the lumber business. Letter and Bill Heads, Cards, Statements, Envelopes, Blanks of all kinds, Stock Books, Day Books, Ledgers, Price Lists, Etc. Write for Estimates.

### THE LUMBERMAN JOB DEPT.



### WROUGHT IRON SHANTY COOK STOVES

The BEST ARTICLE Ever Offered to the Trade.

I have much pleasure in drawing attention to my Wrought Iron Cooking Stove, for Shanty, Hotel and Boarding House use. These stoves are made of heavy sheet iron, the top and lining of the fire box being of heavy cast metal, and all the connecting parts of heavy wrought iron work. The dimensions of these Stoves are as follows:—Top surface contains six 10-inch holes, fire-box 28 inches long, and one oven 28x24x16.

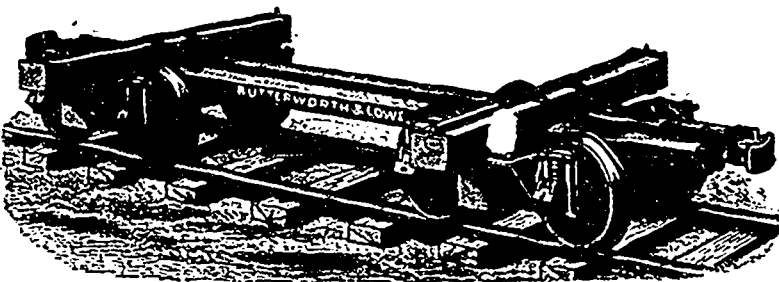
**EVERY STOVE GUARANTEED.**

All the necessary TINWARE and CUTLERY for Shanties supplied at the Lowest Prices.

**Adam Hall, Peterboro'.**

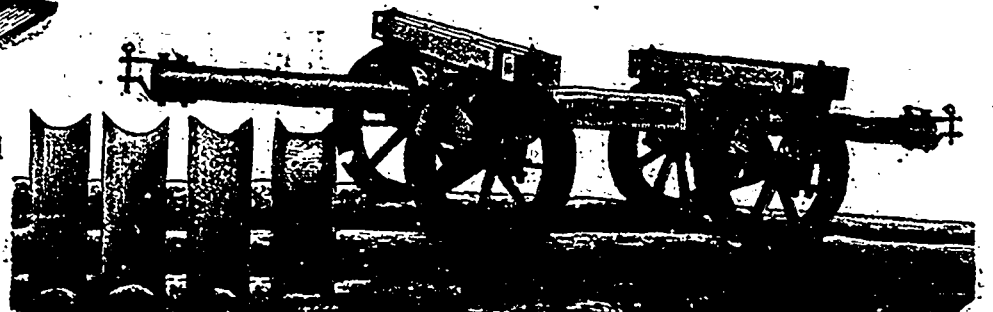
### BUTTERWORTH & LOWE,

Grand Rapids, Mich., U.S



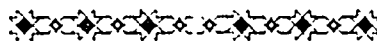
MANUFACTURERS OF

Logging Cars, Logging Trucks, Pole Road Cars, Wheels Chilled and Unchilled, Flat Faced and Concave, for every Description of Logging Road.



Send for Circulars and Mention this Paper.

# IMPORTANT NOTICE TO THE PUBLIC.



*I am patentee and owner of Canada patent, No. 42,357—Improvement in Band Saw Mills—which covers a Band Mill with two columns. I am also patentee and owner of Canada patent, No. 42,377—Improvement in Band Saw Guides—which covers wheel guides for a Band Saw. I am informed that a Band Mill is being offered to mill men in the Dominion, containing two columns which is an infringement of the above patent. The public is hereby warned against purchasing such Band Mill, as I shall hold the purchaser responsible for the infringement of my said patents, and for all damages which I may have, or may hereafter sustain, on account of any unlawful use of said patents.*

*The W.M. HAMILTON MANUFACTURING CO., Peterborough, Ont., is authorized to build and sell Band Mills under my patents.*

[ A TRUE COPY. ]

FRANK W. WHEELER,  
SHIP BUILDER,  
Specifications and Estimates  
Furnished on application.

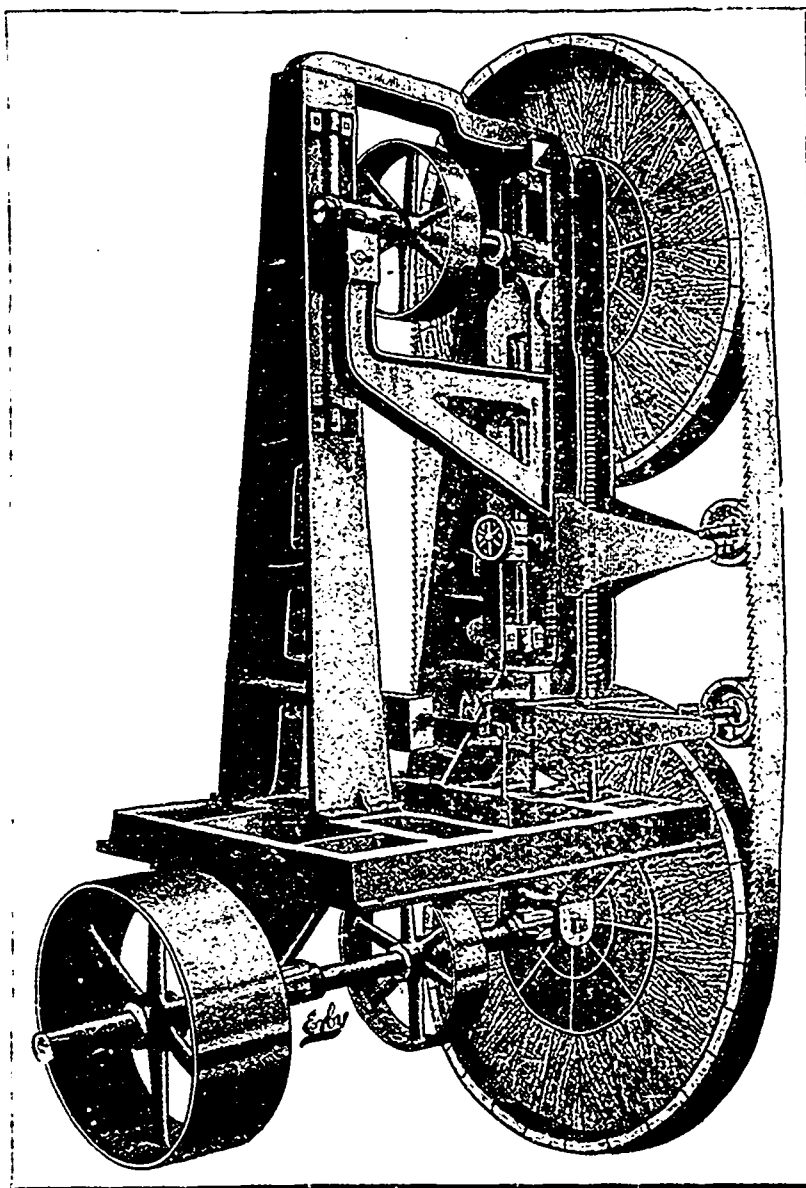
WEST BAY CITY, Mich., June 26th 1886.

Mr. D. K. Allington, East Saginaw, Mich.

I have been running your Pat. Band Saw Mill in my new ship yard mill for over one month, squaring up large and long hewn oak timber which has been hewn a sufficient time to be dry and hard on the surface, and sawing long plank from same kind of timber. The timber, or Keeison's squared, was laid up in a vessel, one on top of the other, and fitted as well as could be done by hand, it being square straight and out of wind. I have had a large amount of this plank and timber sawn, and have not yet found a bad cut. I have squared timber where the saw here and there barely cut the thickness of the saw kerf, yet the saw did not deviate the least from a straight line. From the nature of my work I cannot give any idea of the amount cut in a given time, but the speed of cut should be satisfactory to any one. The most difficult part of my work is in sawing tamarac ship knees, yet the machine has given me entire satisfaction in this respect, sawing a root having a cut of from 2 to 4 feet, making in every case a true cut.

I do not believe that a saw has been put on the machine in good order, as I have not a sufficient number of saws to give time to dress them well and keep the mill running, yet there has not been one broken or disabled, in fact, a saw must be in bad order that will not run in a straight line when run over your guide wheels.

Yours, truly,  
F. W. WHEELER.



[ A TRUE COPY. ]

F. W. WHEELER'S SHIP YARD. }  
WEST BAY CITY, Mich., June 25th, 1886. }  
Mr. D. K. Allington, East Saginaw, Mich.

DEAR SIR:—I have been engaged in running band saws for the past five years, and I never before found anything equal to the Band Mill built by you, that I am now filing for. I must say that it is almost impossible to make a bad line if the saw is in any kind of order. We are cutting hardwood, principally long oak, and on account of being scarce of saws we have run our saws for five hours and cut as fast as we could conveniently handle, without making any perceptible variation in the cut. I have run various kinds of mills, but never before saw anything to equal it. There has been quite a number of millmen examining it, and all give it up to be the best and truest cutting mill they ever saw.

Respectfully yours,  
JOHN A. GREGG.

[ A TRUE COPY. ]

BAY CITY, Mich., Nov. 15th, 1887.  
Mr. D. K. Allington, Saginaw, Mich.

DEAR SIR:—Having had considerable experience with Band Mills, I consider myself competent to judge the merits of the same. I started and run one of your Band Mills at Victoria Harbor, Ontario, which was manufactured by the Wm. Hamilton Manufacturing Co., of Peterborough, Ont. I also started and run your two Band Mills in William Peters' mill, at Bay City, Mich., and must confess they are superior to any Band Mill I ever seen, for quality and quantity of lumber produced.

Respectfully yours,  
W. A. McCLENATHAN, Filer.

[ A TRUE COPY. ]

F. W. WHEELER'S SHIP YARD. }  
WEST BAY CITY, Mich., June 24th, 1886. }  
Mr. D. K. Allington, East Saginaw, Mich.

DEAR SIR:—I have been sawing on your Band Saw Mill for the last month, making plank from long square oak timber, partially seasoned, and being short of saws, do not have time to have them put in in the best of order, and have to run them five hours without changing, yet I have not broken a saw or made a bad cut, the machine running smoothly, and not having cause to stop for any reason but to change saws, and cutting as fast as other band saws I have run.

Yours truly,  
THOMAS GRAHAM.

## D. K. ALLINGTON,

# MANUFACTURER OF IMPROVED BAND SAW MILLS

No. 24 Hoyt Block, East Saginaw, Mich., U. S.

# THE \* MONTREAL \* SAW \* WORKS.

CHAS. M. WHITLAW,  
Manager.

## MONTREAL.

Office: 452 St. Paul St. P.O. Box, 1167.

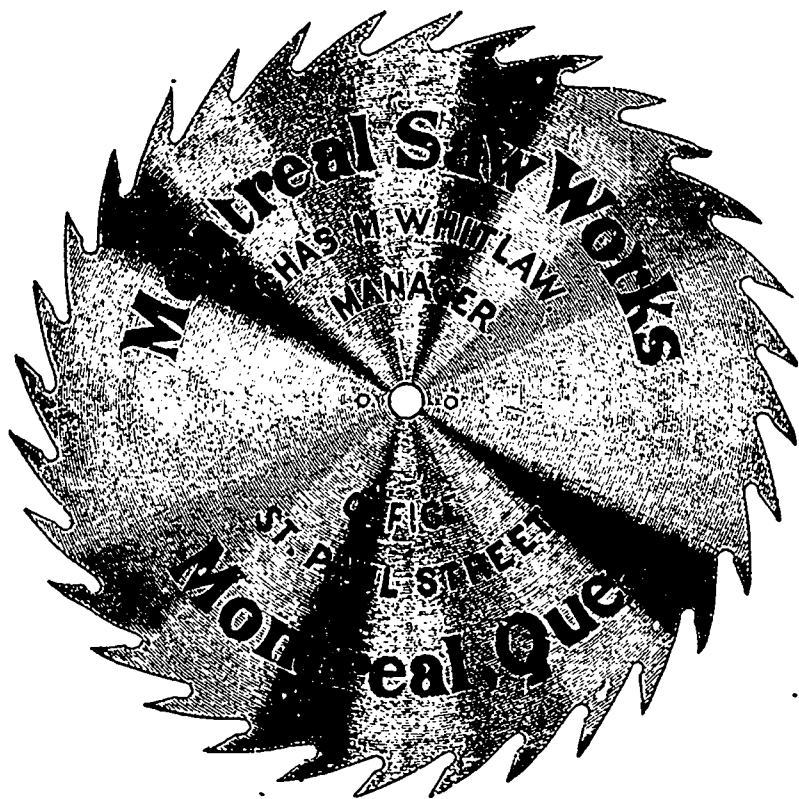
MANUFACTURERS OF

*Circular, Gang, Shingle, Concave, Grooving,  
Top, Drag, Cross-cut and Billet Web,  
Pit, Ice and one man Cross-cut*

## \* SAWS \*

*and dealers in  
Band Saws, Saw Swages,  
Barrel and Heading Saws, Emery  
Wheels, Rubber and Leather Belting,  
Gummers and Cutters Files, Saw Sets, Etc.*

\* CATALOGUES \* AND \* PRICE \* LISTS \* FURNISHED \* ON \* APPLICATION. \*



# POLSON IRON WORKS CO.

LIMITED.

*(Successors to Wm. Polson & Co., Toronto, and Thos. Worswick & Co., Guelph.)*

Wm. POLSON, President and General Manager.

J. F. MACKLEM, Vice-President.

F. B. POLSON, Secretary-Treasurer.

MANUFACTURERS OF THE

## *Brown and Allan Automatic Engines*

### Marine Engines

AND BOILERS.

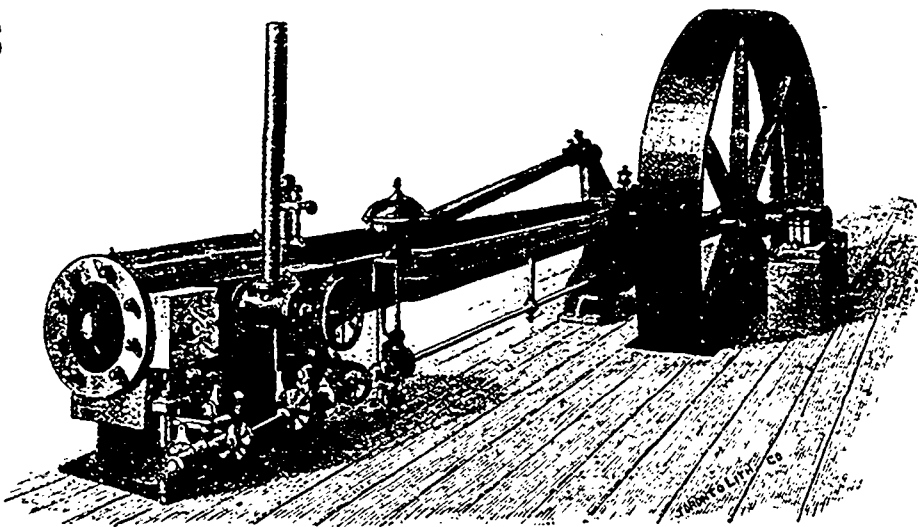
### \* HOISTING \* ENGINES \*

AND BOILERS.

### STATIONARY AND VERTICAL ENGINES.

### BOILERS

Of Every Description.



BUILDERS OF  
*STEAM*  
YACHTS  
Launches  
and Tugs.

GENERAL  
MACHINERY  
DEALERS.

OFFICE AND WORKS: ESPLANADE STREET EAST, (FOOT OF SHERBOURNE STREET),

## Toronto, Ontario.