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PUBLISHED
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The only Newspaper devoted to the Lumber and Timber Industries published in Canada

SUBSCRIPTION
\$2.00 PER ANNUM

VOL. 5.

PETERBOROUGH, ONT., AUGUST 1, 1885.

NO. 15.

THE TORONTO TRADE.

To the Editor of the Canada Lumberman.

DEAR SIR,—When your paper comes to hand we always turn to your Toronto reports first, and I am led to say that, if the price list therein is not stereotyped, you should change it. For months you have given us the same thing. This would not be so bad were the whole thing not utterly misleading. I have been led to wonder who the prices were for. I take it very few consumers of lumber ever see your paper. In fact I understand it to be a lumberman's paper, patronized by the manufacturers and dealers in lumber. From issue to issue the price of mill culls, boards and scantling is put in at \$10.00. Now if this information is for the mill man he must fancy the retail man get a good round profit. On the other hand every builder in this city knows he can get all the culls he requires at from \$8.00 to \$8.50, and the other figures in the price list are just as misleading so far as the trade is concerned, as in the instance cited above.

Now, what should we say if we found our Toronto papers affording such reports of the pork and flour trade? Why they would not be tolerated the second week. Is the lumber trade so scabby that it has to be treated so? True, according to your Toronto correspondent it must be in a bad way, for on May 16th he says it is "pitiful indeed," following along down to your last issue we are led to believe it could not be worse.

What with young men of no experience, and too many in the retail yards, and last, though not least, things have gone utterly to the dogs. Now, Mr. Editor, I beg to say the youngest man in the wholesale trade was to the manner born, is now of age, and is making it known, and that there are no more retail yards now than there were last year, and they are all fairly healthy. Doubtless the strike among the laborers has hurt the trade and business generally. But I hold, and am satisfied, that the lumber trade is in as good condition, both here and throughout Ontario, as any other line of trade. If business is a little slow with us, is that not the case in every line, and I may say everywhere? What to-day is the outlook for pork dealers, wheat growers, and cotton or sugar makers or growers? The fact is we appear to have come upon an era, shall I say an age, of low prices and small profits—it would look so. But with regard to our trade in Toronto, the worse phase, the most unbusinesslike and senseless, is, the turning of the railway yards into ventable scab, retail lumber yards. This is wrong every way we look at it, and should not be tolerated either by the railways or by the trade. What would become of the flour trade, or the iron trade, or the pork trade, if men were to bring in car lots and then hawk it about to the consumers under the admission that it is on the cars, and must be sold. This is what ails

the trade in Toronto and the men who incepted and perpetuate this kind of trade will reap the natural harvest of such a mode of doing business sure and certain.

However, the yards are taking it easy and will ultimately triumph over this way of doing trade. Relying on the careful selection from the mills or from the wholesale dumping ground here, of such only as they require.

Truly yours,

N.

Toronto, July 15th, 1885.

THE CEDAR BUSINESS.

The getting out and marketing of white cedar for the consumptive demand of the Northwest is an immense industry, and yet less is definitely known of it, among those not directly interested, than of any other forest product. The demand for cedar railroad ties, telegraph poles and paving blocks calls for the great bulk of cedar. It is true that there is a large amount of this wood used for posts in the rural districts, but this requirement, altogether, would not cut much of a figure in comparison to the demand for the other commanding purposes named. Throughout the Northwest there is nothing that can compete with white cedar for railroad ties. This is partly on account of its abundance in contiguity to the navigable waters of the great lakes, which makes transportation to market easy and cheap, partly on account of its durability, and partly because it is a light wood, easily handled. Like white pine, its very quality, adaptability and handiness to regions of consumption brought it to the fore in the first place, and will keep it there until the supply is exhausted. For telegraph poles, fence posts and paving blocks it will always distance competitors while it can be had. The question of future supply will therefore be one of vital and growing importance.

The cedar trade of the city dates back to the time when the prairie West began to be settled up, and has run an even course with the lumber business. It is, however, quite differently conducted. As has been said, the bulk of the cedar arriving at this port is for railroad, telegraph and paving purposes. For this reason the most of it is contracted for before it is cut. There are several firms here, with offices on South Water street, in the vicinity of the lumber market, who make a specialty of acting as the intermediaries between the swamp on the one hand, and the railroad and telegraph companies and the street contractors on the other. In this manner cedar is handled from the stump to the consumer, and by the method as stated following:

In the first place, the cedar dealers secure contracts to furnish railroad and telegraph companies, cities, towns, street contractors or yard dealers, certain quantities of product. They then hunt up the necessary supply. As a gen-

eral thing this is found in the hands of landowners of various grades, lumbermen, jobbers, speculators or farmers. But the larger number of cedar operators are men without means to carry on a heavy stroke of business unaided by the city dealers. Hence it is common to furnish the jobbers with means to go into camp with an outfit in the shape of advances. This, of course, involves a stipulated price for the cedar delivered on the lake shore or river bank.

The briskness and profit of the cedar trade each season depends mainly on the railroad demand for ties. If that is active, business is good, for it supplements the constant requirement for street paving purposes, that does not vary so much from year to year as the railroad call, though it is gradually increasing as the cities grow. As a general thing the demand for telegraph poles is influenced by the amount of new railway construction going forward. This year, as has been true of the years since the decline in railroad building in 1881-82, the requirement from the railroads has been comparatively meager. As a consequence the cedar trade has been dull. The chief representatives of the business here do not consider that the depression prevailing is caused by any marked increase in production. They think that if the demand for railroad ties were large the trade would be in a healthy condition. This conclusion is reached because the call for street paving purposes is heavy, and it is more likely to increase in the near future than to decrease. Indeed, a dealer remarked this week that the street requirement had this year been the salvation of the cedar trade. Yet the smallness and sluggishness of the railroad and telegraph demand has had a depressing influence on prices, and a decline within the year of probably 10 per cent. has been suffered. Since 1881-82 railway ties have dropped from 36 to 38 cents each to 28 cents. The amount of decline in the value of poles is not easily ascertained, as each inch in size and the differences in length cause a wide range in values that nobody but a practical cedar man could fully appreciate. Lake freight rates are low and weak, which tends to demoralize prices of cedar.

What has been said in regard to the cedar trade of this city, and prices, pertains wholly to cargoes as passed from the woods to the consuming corporations or contractors, and has no reference to sales on the bank of lake or steam or stream or to the yard trade. The latter has its price list, which is firm or weak in sympathy with lumber and other commodities. The cargo dealers here are rather close mouthed, and are averse to stating as to what they pay for cedar on the bank. Of course values at different points differ, according to distance from market, ease of loading, cost of freights, etc. In order to learn the value of cedar at the various points of production, one would have to address inquiry

to each, and the result would be of no general consequence.

One leading cargo hauler of cedar in the city diverges in his view of this year's trade some what from his compeers, especially as respect to the demand for ties. He reports it very good, in his own experience, and that he has had a fair demand for ties. All the other dealers assert that cedar is dull, some even going so far as to say that it is utterly flat.

The question of cedar supply is one that is being seriously considered by men who handle this product. When operations began for the supply of this market, the Green bay country was the main resource, though considerable was from the east shore of the lake. The larger portion of the cedar along the shores of Green bay and the lake in Door county, Wis., has been cut off, and operators have to go further back for timber. For this reason some think that the cedar supply of the Green bay country is nearly exhausted; but one dealer declares it his opinion that there is enough cedar on the Menominee and its tributaries to supply this market for 30 years. But that view is probably rather strong. It is certain, too, that the cedar of the back country in Wisconsin and the upper peninsula of Michigan will largely go west and southwest by rail, and will not come to this market at all. The paving cedar of Kansas City, Omaha and other western cities now goes directly from the woods to points of consumption by rail.

The diminishing of the supply that is handy to water has induced operators to go farther for cedar than they once did. The shores of Lake Huron and Georgian bay, and the islands in those waters, furnish a large amount of the cedar that reaches this market. Drummond island, Bois Blanc island, the Great Manitowlin island, and the numerous smaller ones that cluster around it, are all important producers of cedar. Much comes from the mainland of Canada; and it is a noteworthy fact that no duty is required on Canadian cedar, even when it is formed into ties. This encourages the shipment of cedar from that country to western markets. A large amount of cedar also comes from the Huron shore of Michigan. Altogether the sources of cedar supply are many and wide spread, and it is not likely that there will be any lack for many years.—Northwestern Lumberman.

The new consul of the United States at St. John's N. B., is Mr. James Murray who was a member of the lumber firm of Holyoke & Murray, New York. He is chiefly remembered in St. John as the shipper of a large quantity of piling from St. John to New York two years ago, in rafts, or rather cribs, the first attempt at shipping lumber in this way; many prophesied that the rafts would never reach New York, but they did.

THE TORPEDO SHIP HECLA.

One of the most interesting ships of the British navy is the Hecla. She is not so much a fighting ship as a depot for fighting ships. She was originally a merchant vessel, and was purchased by the Government and converted into a torpedo ship. She is a torpedo ship in a very special sense. She has her own ports for the despatch of Whiteheads on her own account, she has extensive workshops for the repair of all kinds of torpedo mechanism and appliances, and she has on board of her a large flotilla of swift, second class torpedo boats—torpedo boats that is, that are not capable of maintaining an independent existence at sea, but are necessarily attached to some larger vessel. In any naval engagement the Hecla could not only on occasion hurl out her own deadly missiles, but could send out a whole brood of the ugly ducklings, who have every capability of independent action while afloat, but who, having done their spiteful work, would make for the parent ship and be hauled on board. These are second class torpedo boats as distinct from first-class, which are small sea going vessels that may, on a pinch, make long voyages by themselves. One of them a short time since went to Australia by itself. Of the second class torpedo launches the Hecla has several, and what with these and her own boats this fine ship has the appearance of being quite a fleet in herself. She is among the longest ships in the British navy, her length being over 300 feet, and from end to end she is full of deadly stores for the supply of the fleet to which she is attached, or of deadly engines for her own independent use. Apart from her torpedoes, however, her armament is nothing very great in these times. She has five of six 64 pounders, beautiful looking guns, bright as new pins as, indeed everything is about the ship but of no great power. Among the curiosities of defence is the protection of her cylinders and boilers by her coal bunker, packed full of coal, with thin iron plates intervening. This is an ingenious adaptation of her merchantman structure to purposes of defence. Engines and boilers in all fighting ships built for fighting are placed low down, out of the way. The Hecla, on the contrary, are high up in the ship. The hull of the vessels is divided into seven water-tight compartments, so that it would probably take several holes in her bottom to sink her, and she has the further protection of a torpedo net extending around her at the end of the booms. She is an iron ship and has two iron decks.—*Lumberman's Gazette.*

AUSTRALIAN TIMBER.

For constructive purposes in dockyards, piers, bridges, house carpentry, coachmakers' and wheelwrights' work, railway building, fencing and piles, nearly the whole of the Myrtacea, of which New South Wales possesses something like 50 varieties, are extremely valuable, and certain of them incomparably so. For the uses of the cabinet maker and the house decorator, the timber familiarly known as the black apple, the Moreton Bay pine, the red cedar, coach wood, Clarence light yellow wood, turpentine myrtle, cypress pine and others, is capable of being worked up into furniture and paneling, beautiful in grain, rich in color, and susceptible of a high polish. The timber of the prickly leaved tree is said to be incapable of decay; that of the white tree it is said to be imperishable under ground; that of the turpentine tree resists the attacks of the Teredo navalis in salt water; and that of the brush bastard or white box has been known to preserve its soundness, when employed in building the ribs of a ship, for a period of thirty years. To the carver and wood engraver the cork wood, the rose wood and the pito-porum commend themselves as serviceable substitute for European box; while the cooper finds in the native ash the silky oak the stave wood, the green and silver wattle, and the swamp oak, excellent material for staves. Other kinds of timber are especially adapted for cars, spokes, navos, tool handles, telegraph poles and turners' work.

What can be more disagreeable, more disgusting, than to sit in a room with a person who is troubled with catarrh, and has to keep coughing and clearing his or her throat of the mucus which drops into it? Such persons are always to be pitied if they try to cure themselves and fail. But if they get Dr. Sago's Catarrh Remedy there need be no failure.

TIMBER IN ALASKA.

So little is known by our lumbermen generally of the nature, extent and value of the forestry of Alaska, that we give place to the following descriptive extract from the pen of Fred'k Schwatka, whose researches in that distant country render his observations worthy of attention: "Nearly all of Alaska south of the Arctic circle may be said to be timbered except the Alontia'r Island and a narrow strip near Behring's Sea, but in a commercial sense, only the "tide water strip" need be considered, the rest of it doing only for log houses and most of the minor wants of local use. The most important timber of this region, southeastern Alaska, is the Alaskan or yellow cedar, of the very finest grain and greatly prized already by the workers in fine woods of the Northwestern Pacific coast. Some of these cedar trees grow to an immense size. At Boca Inlet, near the tip of this southeastern horn, I saw a raft made of two trees, used as a lighter, that in two loads carried ashore sixty-five tons of freight. The trees seemed to be eight or nine feet in diameter at the butt. I understand this valuable tree grows in clusters of a few acres here and there, mostly about the water, and these areas are nearly all distributed on the islands on the lower half of the "tide water strip." I believe these forests are worth investigation and working, if they have not already been appropriated, for it must be remembered that it is only within the last year that any form of government has been given Alaska, so that settlement of any kind could be made. It may be impossible yet to enter these timber districts. The other kinds of timber may be interesting to note, but not in a commercial sense until the immense timber districts of our Northwestern States and Territories are exhausted, as well as those of British Columbia. This yellow cedar has a peculiar pungent odor which protects articles encased in it from the ravages of moths, it is claimed, and while it is much more perfumed than the cedar to which we are accustomed, I doubt if it is any more efficacious than the common kind, in proportion to its odor. Still the idea is deep rooted that it is a perfect moth protector, and that is sufficient in a financial sense."

THE FASTEST ENGLISH CRUISER.

The fastest cruiser in the British squadron to be concentrated under the command of Admiral Hornby is the Mercury, and it is asserted that she is the fastest full sized ship afloat. The vessel has attained an average speed of over 18 1/2 knots, or 21.27 miles, an hour, and thus surpasses by half a knot the Chilean run cruiser Esmeralda (18 knots) and the French cruiser Milan (also 18 knots, launched in 1884), as well as the Phaeton and the Iris, the latter her sister ship, but launched a year before her (in 1877). As the Mercury is 300 feet long and 46 feet beam, with a draft of water of 22 feet, this is an exceedingly high speed for so large a vessel. She and the Iris thus stand unrivaled as regards speed by any vessel of their size, the Esmeralda being only 277 feet in length, while the French vessel has a length of 303 feet, but a beam of only 33 feet. An authority on these matters says of the English cruisers that they are the first of a new type designed for high speed as the pre eminent requisite. All other requirements have been subordinated to this important element. They present a beautiful sharp bow, and long, exceptionally clean run, and are altogether admirable specimens of a design for a swift and lightly sparred vessel. They are special screw dispatch ships, and are unarmored, of course. The Mercury, which is to join Admiral Hornby's squadron, has an armament of ten 94 pounders. She is built of steel, and in proportion to her tonnage has been one of the most costly vessels afloat. Her hull and machinery cost altogether somewhere about £198,000, or within £10,500 or £15,000 of the Iris, which has been said to be as costly per ton as the ironclad Inflexible.

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LIVERPOOL STOCKS.

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

	Stock, July 1st, 1884.	Stock, July 1st, 1885.	Consumption for the month of June 1884.	Consumption for the month of June 1885.
Quebec Square Pine.....	401,000 ft.	188,000 ft.	83,000 ft.	20,000 ft.
" Wancy Board.....	320,000 "	183,000 "	" "	" "
St. John Pine.....	22,000 "	68,000 "	19,000 "	21,000 "
Other Ports Pine.....	62,000 "	44,000 "	2,000 "	2,000 "
Rod Pine.....	67,000 "	27,000 "	1,000 "	1,000 "
Pitch Pine, hewn.....	472,000 "	668,000 "	278,000 "	204,000 "
" Sawn.....	590,000 "	377,000 "	183,000 "	202,000 "
Planks.....	71,000 "	72,600 "	17,000 "	21,000 "
Dantzig, &c., Fir.....	57,000 "	63,000 "	18,000 "	5,000 "
Sweden and Norway Fir.....	61,000 "	40,000 "	10,000 "	2,000 "
Oak, Canadian and American.....	271,000 "	141,000 "	25,000 "	21,000 "
" Planks.....	280,000 "	107,000 "	55,000 "	45,000 "
" Baltic.....	12,000 "	11,000 "	1,000 "	0,000 "
Elm.....	29,000 "	11,000 "	3,000 "	0,000 "
Ash.....	17,000 "	23,000 "	4,000 "	2,000 "
Birch.....	71,000 "	80,000 "	30,000 "	71,000 "
East India Teak.....	4,000 "	80,000 "	8,000 "	2,000 "
Greenheart.....	53,000 "	58,000 "	4,000 "	11,000 "
N. B. & N. S. Spruce Deals.....	14,857 stds.	12,440 stds.	7,868 stds.	5,387 stds.
" Pine.....	1,451 "	450 "	" "	" "
Quebec Pine & Spruce Deals.....	6,415 "	3,508 "	1,010 "	2,710 "
Baltic Red Deals, &c.....	3,058 "	1,976 "	1,050 "	70 "
Baltic Boards.....	40 "	68 "	20 "	00 "
" prepared Flooring.....	3,755 "	3,410 "	808 "	1,178 "

BOARD OF TRADE RETURNS.

The following are the returns issued by the Board of Trade, for the month of June 1885, and also for the 6 months ending June, 1885.

MONTH ENDED 30TH JUNE 1885.

Timber (Hewn).	Quantity Loads.	Value £.
Russia.....	27,231	62,003
Sweden and Norway.....	49,239	70,280
Germany.....	39,410	67,780
United States.....	22,310	70,419
British India.....	2,054	29,300
British North America.....	3,678	11,803
Other Countries.....	36,855	48,855
Total.....	171,827	350,440

Timber (Sawn or Split, Planed or Dressed).

Russia.....	139,854	277,291
Sweden and Norway.....	273,701	554,435
British North America.....	72,992	180,116
Other Countries.....	57,996	165,146
Total.....	544,543	1,182,987

Staves, (all sizes)..... 15,608 62,508
Mahogany (tons)..... 2,952 27,524
Total of Hewn and Sawn..... 715,370 1,533,427

SIX MONTHS ENDED JUNE 30TH 1885.

Timber (Hewn).	Quantity Loads.	Value £.
Russia.....	72,098	141,945
Sweden and Norway.....	254,207	349,151
Germany.....	146,367	355,186
United States.....	87,250	289,207
British India.....	18,813	201,824
British North America.....	9,034	33,923
Other Countries.....	203,568	238,221
Total.....	791,927	1,714,456

Timber (Sawn or Split, Planed or Dressed).

Russia.....	251,322	511,004
Sweden and Norway.....	618,114	1,312,672
British North America.....	98,724	241,974
Other Countries.....	185,191	557,183
Total.....	1,153,351	2,622,833

Staves (all sizes)..... 46,117 215,993
Mahogany (tons)..... 31,942 250,968
Total of Hewn and Sawn..... 1,945,278 4,337,239

A FIRELESS ENGINE.

Experiments have been made recently in shop yard of Taylor Bros' machine works, at 122 to 130 St. Joseph street, New Orleans, on a new fireless engine, said to be useful and economical for various purposes, to determine its efficiency and adaptability to the propulsion of street cars. The motive power is gained by evaporating ammonia after a liquefaction, and it is claimed to be a success in every respect. The engineering world has long been aware of the possibility of realizing a power with great economy from the gas of ammonia, and many attempts have been made to develop it with varying degree of success, the difficulties to be overcome being principally mechanical. Mr. P. J. McMahon, a well known and practical engineer, is the inventor of this novel mode of its application. The experimental runs, although they were made with a rough car improvised for the purpose of the experiments on a temporary track and without a break, are said to have been not only satisfactory, but exceeded the estimates of the inventor himself. A prominent feature of this new invention is the superheating of artificial heat while expanding

ammonical gas within it. One difficulty experienced in previous experiments was the freezing of the cylinder and the formation of ice on its surface while expanding gas within it. It was thought that this could not be overcome with the application of artificial heat. In utilizing ammonia as a motive power the process of preparation consists of separating the ammonia from the aqueous solution and reducing it to liquid under its own pressure. A portion of this liquid, as well as a portion of the solution from which it was expelled, is fed into the apparatus on the car, and as the gas is exhausted from the engine, after operating the piston, into this and is absorbed, when the power all becomes expended, the once weak solution has become a saturated solution, and is withdrawn for redistillation at the stationary apparatus, so that the actual expense of operating this motive power is measured by the coal consumed at the stationary apparatus for distillation, and the necessary attendance on the same.—*Lumberman's Gazette.*

CHOPPED IN TWO.

BOSTON, July 25.—Alex. W. Cumach, the keeper of the Union Club boat house, saw what was apparently a sack of potatoes afloat on the Charles river, opposite the foot of Revere street, at about 5 p.m. He towed it ashore, and when he opened the bag he found it contained the upper half of a woman's body. The body had been bunglingly chopped in two at the waist, evidently with an axe. It was that of a woman 30 or 40 years of age, of dark complexion and small build. Finger marks were plainly visible about the neck, showing that death might have been caused by strangling. There were bruises on each shoulder and over the right temple. The body had been in the water about four days. It was clad in an ordinary undergarment only. It cannot be said whether the corpse came from up or down the river, for the tide was flowing in at the time, and when picked up the sack was moving up with the current from the ocean. No person of the description given has been reported missing in this city, and the police feel that they have a big mystery on their hands.

His Last Leap.

New York, July 24.—At about 9 o'clock this morning a small party of men, one of whom wore a linen duster reaching down to his feet, passed through the Brooklyn entrance to the bridge promenade. They walked out a little beyond the first pier to a part not guarded for the moment by the police. Then the man with the duster hastily threw off the garment and showed himself to be attired in a close fitting jumping suit. He ran quickly to the side of the bridge and, clambering through the wire netting, jumped off. He stood perfectly erect for about a hundred feet of his fall. Then he suddenly doubled up, and a second later struck the water like a bullet from a rifle. His body disappeared and did not come to the surface again. The men who were with the jumper quickly disappeared, and it was sometime before the police were informed of the tragedy. But few persons saw it.

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Address: "THE CANADA LUMBERMAN," Peterborough, Ont.

PISCATAQUIS TIMBER.

A writer in the *Industrial Journal*, of Bangor, Me., in mentioning the fact that Piscataquis county, in that state, furnishes the greatest number of ship knees produced in Maine, is reminded of the following: "Regarding the present timber growth of Piscataquis I heard a good yarn the other day. It seems that away back in the dim and legendary good old times that we hear so much about, there was in Maine a land agent named McIntire, who must have come of the famous 'bold McIntyres,' for he was a man who used his authority for all it was worth, and in this particular instance for more. In his time there were certain denizens of Nictou, now Medway, who were accustomed to helping themselves liberally to the timber about Quakisk lake, which is on the west branch of the Penobscot above Grand Falls. This timber then belonged to the state, as it stood on land that had not yet been conveyed to any purchaser, and McIntire resolved to put a stop to the Nictou people's enterprising operations. There was a great growth of meadow hay in the section, on which the trespassers depended for the sustenance of their cattle, and the land agent, perceiving this, ordered some of his henchmen to set fire to the dry grass. They did and quite a conflagration ensued. In fact McIntire builded better than he knew, for instead of simply burning up the hay the fire attacked the fine old pines and hardwood trees and swept across the country nearly to Moosehead lake destroying millions upon millions of the best timber Maine ever saw. But that fire was not all loss, for from its ashes, over the stumps of the old pines, has sprung up since a growth of sapling pine, white birch and poplar—three trees which are the source of much of the manufacturing life and commercial prosperity of Piscataquis and the Penobscot. The famous spool wood district, with its factories, is included in this rejuvenated forest section, and there are obtained second growth pine logs from which so many millions

of box boards are sawed and the poplar, of which so much has been used for paper pulp. The spool stock has been sent from Bangor to points as far distant as Paisley, Scotland; the pulp wood to Providence and Maryland, and the box boards all over New England and middle states, while thousands of sacks of finished spools are sent to Connecticut and elsewhere."

ALASKA TIMBER.

Alaska forests contain enough timber to supply the world. The forests of pine, spruce, fir and hemlock cover every island of the Archipelago and a goodly portion of the mainland.

The trees are straight and tall and grow close together. The only saw mill at present in operation is at Douglass island, and so far there has not been a cord of timber cut for shipment. The trees, as a rule, do not always cut up into good sized boards. For fuel, however, the wood is excellent, and much of it is available for building purposes. There is little decorative wood, although the yellow pine is richly colored work. Alaska spruce is an excellent variety, and often measures five feet in diameter.

It is considered the best spruce in the world, and the supply is very abundant. In the interior of the country timber is of much heavier growth than on the coast and on the islands. Regarding the hemlock, there is a large supply, and the bark compares favorably with that of all the eastern tree used in tanning establishments.

No one has yet attempted to compute the value of the Alaska forests. It may be they will not be necessary for years to come, but whenever wood grows scarce elsewhere, or when ever civilization fastens itself upon Alaska, the timber of the region will be found ready at hand and existing in rich profusion. Calculating only approximately the value of our possessions to day, the forests must be considered. Practically inexhaustible, they add most materially to the wealth of territory.—*San Francisco Chronicle*,

FOREST FIRES.

CAMDEN, N. J., July 24.—The Jersey forest fires are now assuming most alarming proportions, and unless a heavy rain soon quenches the flames, they will have accomplished the destruction of a number of towns and small settlements among the pines of Camden, Burlington and Atlantic counties. They have never before burned so fiercely, and not since 1838 has the country been so dry and favorable for spreading the flames. Yesterday the towns of Alco, Jackson, Sloantown, Waterford, Peatletown, Winslow, Weekstown, Hammonton, Alacon and a number of other small places in Camden and Burlington counties near the Camden and Atlantic railroad, were surrounded with brush and wood fire, and all the inhabitants were out fighting the flames. Huge tracts of cedar timber and several dwellings have already been burned over, and many of those people fighting the flames had narrow escapes. A great cloud of smoke hangs over the burning district, and the country is lighted for miles around at night by the fires. The people are entirely worked out with watching and fighting the flames, and are praying for rain.

CAPTURING A MOOSE.

Some time ago, says the *Renfrew Mercury*, the men at Russell's depot on the Kippewa discovered three large moose in the lake just about nightfall. Calvin Russell, jr., and one of the depot men secured a boat and gave chase. After a little time they succeeded in getting a rope around the neck of one of the animals, a large and old one, and the commenced an exciting tussle for three hours. The moose swam on across the lake or river, drawing the boat after him. As soon as he made the shore he rushed for the bush, but was brought to a halt after he had dragged the boat some little distance. He then took to the water again, and crowded to the other shore, where he went through the same performance.

Altogether, he crossed three times before he was sufficiently tired to be secured. This was done by means of ropes around his legs, and assistance from some others of the men. The animal is now getting along very well in captivity at the depot, where he will be tamed, preparatory to bringing him down to Renfrew this fall or early in the winter.

EFFECTS OF SMOKE ON IRON.

The western approach of the Callowhill straddle, in Philadelphia, is in a shaky condition. The bridge is an iron one, and its western end spans the tracks of the Pennsylvania Railroad Company at a point where locomotives are continually passing, and it is said that the sulphurous acid from the smoke stacks of the engines has been the cause of the trouble. A great deal of the iron work above the tracks must used is being gradually eaten away, and the ground beneath is thickly strown with thick iron scales that have dropped from the bridge work, which has not been protected by proper painting. Several iron posts have been weakened and are bent in such a way as to indicate a slight movement of the bridge to the south. It is estimated that \$12,000 or \$14,000 will be required to restore the bridge to a good condition. The river span, which is not reached by locomotive smoke, is not affected, and is in excellent condition.

ORANGVILLE, July 25.—John Phillips, an old employe of the T., G. and B. road, while attending to the brakes near Black Creek bridge yesterday morning, was struck on the head by the timbers of the bridge and knocked to the ground, his injuries proving fatal shortly afterwards. Deceased was 40 years of age, and his relatives live near Orangville junction.

Capture, Branch or Hernia

New guaranteed cure for cases without use of knife. There is no longer any need of wearing awkward, cumbersome trusses and two letter stamps for pamphlet and reference. World's Dispensary Medical Association, Buffalo, N. Y.

VALUABLE TIMBERS OF WESTERN NORTH CAROLINA.

The standing timber in the upper counties of the mountain region are of incalculable value, and strange to say in estimating the natural wealth of the country this portion of it is almost wholly ignored. The soil being extremely fertile and rich in potash, magnesia and other mineral elements which go to make up the ash of timber, produces hard, firm and tough wood, so that it is universally conceded by experts that our hickories, birch and dogwood are of far greater value for manufacturing than those grown in any other part of the United States. So, too, the grain and texture of the ornamental woods, black walnut, poplar, maple, cherry, black birch, ash, chestnut, oaks, plum, lural, and other furniture and decorative woods, are unexcelled in an other locality. To enumerate all the purpose to which our timber are applicable and the numerous variety which grow here would be impossible for one occasion, and a large volume has been written on the subject. Still it may be interesting to note some of these. Black walnut grown here is remarkable for its exquisite veining and color and as it can be easily cultivated by planting, owners of suitable lands would do well to make plantations of this timber for future use. The stock of this timber is daily growing less and less and the largest stock is now found in these upper counties. Old fields may be planted with walnut and in forty years from now would be worth \$300 or \$400 per acre. What safer and more certain inheritance for his children could a young parent make, at less cost, than ten or twenty acres of idle land planted with this timber. Western North Carolina has a larger number of varieties of timber growing in its valleys and on its mountain slopes than any other part of the world. It has every known variety of ash but two, one more hemlock than is known elsewhere, all the walnuts, all the hickories, all the pines but one, all the spruces, and more herbs and shrubs useful for medical purposes. The chestnut is more handsomely veined than any grown elsewhere, the crooked maple, the poplar and the ash are more handsomely marked and the black birch vies with the best Honduras mahogany for fine furniture. There are many thousands of acres of lands which carry in the timber alone a greater value than would be sufficient to clear and fence them and put all the needed buildings upon the farms.

There is no other place in the United States where forest culture could be made more profitable; where the preservation of the standing timber should be more carefully guarded from destruction by forest fires and from the ruthless indiscriminating axe. We have seen a field of many acres in which the most valuable hickory timber had been girdled and destroyed, and many of these trees were singly worth more than the whole field cost at the original purchase. Our hickories and white oaks yield the very best timber for carriage and wagon work and before long, this region will be filled with large carriage and wagon factories, which will send their products to the low land in every direction. Our dogwood is now supplying the weaving mills of Europe with millions of shuttle blocks every year. The poplar forests will ere long be turned into paper pulp for the manufacture of printing paper and our timber is unexcelled for this purpose. Among the oaks we have the abundant chestnut oak the bark of which is the best material for the tanner, and other oaks furnish the best knees for the ship builders of the coast cities.

How to utilize these valuable timbers should be made a study by the owners of the fresh lands. First, the practice of burning the woods should be put an end to, summarily. The undergrowth can be kept down by ranging cattle in the timber and owners of such lands should fence them in and so utilize them to the best advantage. When old lands are thrown out they should be planted at once and so preserved from washing and waste and be made to begin a new course of profit. The cleared land should be cultivated under the most careful system by which the largest yield can be secured, and the farmer, instead of half working one hundred acres, should aim by good culture to get as much crop from forty, and so economize

his land or increase his income by keeping more stock.

The time will soon come when a good deal of forest land will be cleared by new comers who will bring them under cultivation; a judicious system of clearing land should be followed so as to prevent washing of the slopes and the drying up of our unanimous prolific springs and to preserve the full volume of our streams and rivers. The head of every branch, and around every spring, should be protected by sufficient grass, and every mountain farm should retain at least three-fourths of the land under timber and utilize this wood land for grazing sheep and cattle. By taking this wise course we should preserve our forest with our springs, our streams, our pleasant climate and abundant rainfall, and while so doing gradually draw from them in continuous instalments all the wealth which nature has stored up in them for our use and enjoyment.—*Webster, N. C., Enter prise.*

NEW FOREST PLANTATIONS.

We take the following remarks from Mr. R. Phipps' Forestry Report:

We can point to very few plantations of trees in Canada of such as to be useful for examples. A few will be found under this heading, obtained in various parts of the United States. It will be seen by observation of these examples, and, in fact, by reference to nature itself, that in starting a plantation of trees, in most instances it is well to mix the trees. Then there is a point in drainage to be considered. If we can, with a subsoil plough or otherwise, deeply cultivate the whole area of ground, it is all the better, and better still if done the year before. But if we are digging for each tree separately, we may dig in a light or leachy soil as deeply as we choose; not so in stiff clay, the water may lodge under the roots (unless, indeed, it be underdrained). The next thing to be considered is, that if we plant our young trees so as to shade a great deal of the ground and to shade one another's stems, they will grow all the faster. With this object it is well always to plant many more trees than we intend ultimately to remain there. Now, if we can mulch all the ground for our plantation, we can plant our trees as thickly as we like; but if we intend to assist our trees by cultivating the ground around them (it may be done with a crop, and often is so done), we must leave room for our cultivator between the rows. An artificial forest, planted and grown for the production of tall, straight clear timber, is a very different thing from our natural woods. In it the trees are planted as closely as experience teaches they will stand and thrive, giving each tree sufficient room for its branching top to extend and no more. Such a forest does not need, as does the natural forest, the protection of undergrowth below to shade its soil, its roots and trunks. Its own close-set formation gives shade in every part. The outside trees will branch to the ground—the inside not.

In all efforts at tree culture, it should be remembered that, though we look to nature as our original guide, yet experience teaches that, with our assistance, productions may be secured infinitely more valuable than we would otherwise have obtained. The wheat plant exists in nature, but not the wheat field. It is so with trees. If we plant them and no more they may grow and may not. But if we care for them, they can not only be made to grow far more rapidly, but they will grow in the peculiar manner, and yield the particular kind and class of timber we intend, just as certainly as the grafted orchard will bear the grafted fruit. Suppose, for instance, that we desire a closely set forest to grow us long, straight trees, fit to yield clear beams of either hard or soft wood, we must plant the trees at proper distances, thin them at proper times (the eye can easily tell when), always remembering the principle of keeping the ground well shaded, and keep the surface ground stirred and cultivated, taking care not to hurt the roots, which roots we will find will almost seem to be watching us and to know what we are about. If we give them the habit of having the ground lightly cultivated, we will find some inches of earth always left for that purpose; (and there is nothing that more benefits a tree.) Trees, too, bring their own

manure; they draw much nourishment from the atmosphere and from the rain; they drop it to their roots in falling leaves, which should be neither carried away nor blown away. But in speaking of a plantation where we can cultivate, cultivation will mix the leaves with the mould, and it will answer far better than the natural plan. Nature does not need a tree as soon nor as free from knots as we do. The next thing to consider is how to avoid growing those knots, and so we come to pruning. The rule of the best foresters in attempting to grow first class timber is that "the whole surface of ground should be canopied over with the heads. This canopy should, by gradual and annual thinning, be supported by the fewest possible stems. For pruning trees to grow to their plant and to the largest timber tree: Keep a clear leader. Cut off all branches large enough to compete with the stem, or which grow parallel to it. Strive the stem up one third of its height. Cut all close to the stem. With the above exceptions a tree cannot have too many branches, as the returning sap of each contributes to the growth in girthing of all that part of the stem which is below it, and to the growth of the root both in length and girthing. But pruning, like thinning a plantation, cannot be to gradual. It should be annual."

I would wish to press on owners of farm property in Ontario, especially those whose woodlots are cleared, or seem decayed past renovating, the great desirability of establishing a plantation of trees along the north or which ever be the most exposed side of their farms; call it, if we will, a shelter-belt, but when once about it, it would be much more advantageous to make the shelter belt broad enough for a small forest. When we consider that such a shelter has often been known to double the crops in the adjacent fields, remembering too, the value of the wood which may be produced there, and how greatly care and cultivation may accelerate the production, it is not too much to say that, in the rapidly approaching scarcity of timber throughout Ontario, five or ten acres so devoted might become more valuable than the rest of the farm.

PECULIARITIES OF THE LUMBER TRADE.

The following address was delivered before the Indiana lumber dealers at a recent meeting in Indianapolis:—

GENTLEMEN:—The peculiarities of the lumber trade are very peculiar, especially on peculiar occasions. Your president (not Cleveland, but your other president,) informs me that there is a rich and humorous side to the lumber trade. I believe him, but the funniest part of the biz. is to meander out into the yard with a country customer and sell him a good sized bill at a money making profit, and not have him ask you to wait until he sells his wheat, or brings his hogs to town, but pays cash, and don't ask a discount for the same. He would be one of the peculiarities of the season, and if I had run across one of them this year, I would have brought him as a curiosity. But that is my idea of the rich and humorous side of the trade, and if the president has had much of the rich and humorous this season, he is ahead of your humble servant by a large majority. But my friends and brethren, let us return to our text. Did it ever strike you as very peculiar that a 2x4 was only 13, that a 6 inch flooring board was only 5½, that a standard A contained plenty of shingles not better than 6 inch clear, that No. 2 was sometimes culls, that No. 1 was sometimes No. 2, that some yards sell for less money than others, that some yards give you better grades than others, that the first car is generally the best, and the peculiar part of the trade is to see how much more a car will hold when lumber is on a decline than when prices are stiffening, and another peculiarity is to see how nice the splinter drummers get around it. "What kind of a standard A have you?" "Well, about like so and so." "How much clear?" "Well as much as any one's." "Standard, how thick are they?" "Well, they were cut 6 to 2 inch, but as they are very dry, they won't quite hold up to that now." "Say, that last car of your stuff was very thin, why don't you make it 2 inch?" "Well, others are cutting in thin, and we have to do the same to meet competition."

Now the peculiarities are not all on the wholesaler's side. Who ever heard of a No. 1 board getting into a No. 2 pile in a retailer's yard; but it is a common occurrence to see some No. 2 crawl over to the No. 1 pile. Of course it gets there by mistake, but it is very peculiar, it never goes the other way. "Hello, White, have you any 10 inch clears?" "No sir, but I have a No. 1, 5 inch clear. It will make you a No. 1 roof. You only show 4½ inch to weather. Why don't it make you a good roof?" "Well, all right send me up enough for a 30x20 roof."

Some in same office two weeks after; "Hello White, have you any 5 inch clears?" "No, but I have a rattling good 10 inch clear 5 inch won't make you a good roof, it must be clear two laps." Now the peculiarity about this is, what a change two weeks makes in the shingles, for the man fully believes what he says both times.

Another peculiarity so trade is the differences of opinions in some localities between a saw-mill man and a yard man. Why, poplar is the best lumber that grows; will hold a nail better, and don't have the knots that pine does; and for flooring, why, sycamors can't be beat; and you take sweet gum, and it will make you the best joist in the market. Now hear the yard man to the same customer. Of course the pine has the knots, but they are all solid red knots, and will stay. Then of course you can paint over them; all you have to do is to use a little shellac. And pine stays where you put it. Poplar never does get dry. Why, I have an old wardrobe, made by my father 30 years ago, and even now, every once in a while it pops like a pistol. That is one of its peculiarities, it never gets done drying. And as for sycamore, why, it is only good to make tobacco boxes out of; it stays green so long it keeps the tobacco moist. And as for gum, why, I have a piece of 2x4 in my yard that twisted through a picket fence. Why, down my way they have boys at work around the mills called "lumber herders." When they see gum plank start to roll over and go out of a yard, they turn it the other way, and let it roll back. And so it goes, one sees it one way and another the other. Now it may seem very peculiar, but there is only one thing in the line that we all see alike, and talk the same about. In all lumber yards I ever visited, they seemed to carry the same kind and use the same expressions, such as "Holy smoke, Bill, have you got a sharp knife? See if you can get that contounded Norway splinter out." "Holy smoke" and "confounded" are not exactly the expressions used unless you have a church member customer, and it is one of the peculiarities of the trade to talk to suit the customer. Gentlemen, once more allow me to return to the text. I am much obliged to you for the kind attention given your humble servant during his address on the "Peculiarities of the trade," by a peculiar man, to a peculiar crowd, on this peculiar occasion.

The Willow.

The willow may be profitably and advantageously cultivated upon ground where no crop can be grown, such as upon swampy lands which cannot be drained for want of proper fall, or river banks, where flooding renders cultivation for cereal crops precarious. Upon ponds, embankments, or other precipices where the earth is disposed to slip, willow possesses several advantages over trees (proper) for firming such embankments, as its roots spread over the surface, and penetrate to a depth almost equal to that of timber trees, whilst the wind produces no important influence upon it by shaking and loosening the soil, or of being blown down with the wind.

Delicate Diseases

Of either sex, however induced, speedily, thoroughly and permanently cured. Complicated and obstinate cases of blood taints, ulcers, obstructions, unnatural discharges, exhausted vitality, premature decline, nervous, mental, and organic debility, varicocele, hydrocele, disease of prostate gland, kidneys and bladder, piles, fistulas and rupture, all permanently cured. Staff of twelve expert specialists in constant attendance, conducting the most complete organization of medical and surgical skill in America. Send history of case and address for illustrated pamphlet, of particulars. World's Dispensary Medical Association, Buffalo N.Y.

When all so-called remedies fail, Dr. Sage's Catarrh Remedy cures.

HOW MACHINERY OUTGROWS ORIGINAL CALCULATIONS.

There is probably not an inventor who does not believe, at the moment of perfecting a great discovery, that he has accomplished much more than he has really done—secured something nearly approaching to perfection, if not quite reaching it, the fact being, meanwhile, that he has generally made the same approach towards easily attainable perfection as presented by the old firelock of the eighteenth century, which required a second man to carry flint and steel and strike fire every time the piece was to be discharged, when compared with the breech loading repeater of the present day, which is itself destined, no doubt, to be considered a clumsy contrivance by some near approaching age, when the firearm will load as well as discharge itself, even if it does not carry itself about and point its direction through the means of automatic machinery.

In such words as these did a writer express his opinions, some twenty years ago, regarding the possibilities of invention and mechanical contrivances. An examination of instruments like the Gatling gun and other nearly automatic self loading firearms at the present day, will show that the time assigned for such wonderful inventions in firearms, field pieces and heavy guns was too long, for within the last twenty or the improvements in that department of industry have signally numerous and ingenious. But if we consider this rise and progress of machinery in engineering work we also find here that machinery outgrows original calculations. There is not much doubt that Fulton, on the day when he first saw the Clermont cleaving the waters of the Hudson, was one of the proudest and best satisfied of men; but if he could have looked forward twenty years and seen what the Clermont would be looked back to as having been, certainly he would have experienced some reduction of his content. The Stevensons, when at the end of twenty or thirty years they had made such improvements in steamboats as seemed to be very nearly perfection, would have experienced something of the same belittled feeling if they could have now how their wonderful crafts were to be eclipsed and thrown aside as antique oddities at the end of a dozen years. Very fortunately the view is limited; the inventor goes on to what he conceives to be perfection, and that discouragement prevented which would so certainly palsy his hands, if not turn aside his purpose.

Some of us remember when Brunel—high in reputation as an English engineer—made and published a calculation that railway trains could never possibly be driven at a speed exceeding thirty miles an hour, because at any speed beyond this figure the pressure of the air passed through would flatten and demolish the cars; and still more of us remember when that same Brunel died, after having lived to build locomotives that ran at almost double this speed, and had driven some of them himself. Many men whose heads are only slightly grey took part in the watching and prophesying upon the first attempts at crossing the Atlantic by steam. "As an experiment this may possibly succeed once, after losing half a dozen vessels and a few hundred of lives, but it can never succeed practically, as the weight of machinery in a heavy sea must wring the vessel to pieces." So said the wisecrack, many of whom have lived to see the day when sea-going steamers have made the Atlantic little else than a ferry, and when it is crossed without the aid of steam only by cargo vessels and the yachts of a few who wish to remain as long as possible from the sight of land. Instances might be cited *ad infinitum*. It is very apparent that we do not know everything of what we are going to do when we first begin. Machinery, which began by being the servant and owes its life to the inventive grain, literally forces improvements upon itself by its suggestions, and comes very near in the end to being the master.—*Mechanics.*

The New Brunswick Land and Lumber Company, shows no less than twenty varieties of woods at the autwerp exhibition. These include poplar, maple, ash, butternut, spruce, elm, larch, pine, balsam, hemlock, &c.

THE CULLING OF LUMBER.

The following is the full text of the bill introduced by Hon. Mr. Costigan to amend the acts relating to the culling and measuring of timber in the Provinces of Ontario and Quebec:—

1. The Governor in Council may make regulations from time to time—

(a) For giving effect to the provisions of the acts hereinafter cited;

(b) For determining the number of cullers to be employed in each department of the Supervisor's office; provided always that the number of cullers employed shall not at any time exceed thirty-three, apportioned in the manner following:—Cullers of square timber, fifteen; cullers of deals, twelve, cullers of staves, masts, spars and lathwood, three, and such cullers shall be employed regularly in rotation, unless the Governor in Council, in any case or class of cases, otherwise prescribes;

(c) Prescribing the manner of granting licenses to cullers;

(d) Assigning to cullers such fees as he, from time to time, deems proper;

(e) Making, raising or lowering a tariff of fees and charges for culling, measuring, counting off or making out specifications for timber, deals, staves or other lumber, under the said acts, in such manner as to meet and defray, as nearly as possible, the expenses of the Supervisor's office, and the payment of salaries to the Supervisor and the Deputy Supervisor, employed under the said acts, and so as to give the cullers employed yearly average earnings of seven hundred dollars each;

(f) For granting annuities, not exceeding three hundred dollars per annum in each case, to such of the cullers who were employed on the first day of May, one thousand eight hundred and eighty, as are incapable, by reason of age, infirmity or otherwise, from pursuing their business of culling, or whose services are no longer required;

(g) For the payment of such annuities granted, as herein provided, out of such funds as have been collected, or as shall be hereafter collected, over and above the cost of the culling office;

(h) In the event of there being no such surplus funds out of which the annuities granted, as provided in the next preceding section, can be paid, such annuities shall be paid out of the Consolidated Revenue Fund of Canada.

2. Section four, all the words in section six after the word "Act," in the sixth line thereof, and section ten of the Act thirty-eight Victoria, chapter thirty-four, and sections two, three and four of the Act fortieth Victoria, chapter sixteen, are hereby repealed.

3. This Act shall be read and construed as one Act with the Acts hereby amended.

MAKING HARDWOOD OUT OF SOFT

For the manufacture of loom shuttles, says the London *Engineer*, boxwood has been very largely used, but the price has become almost prohibitive, and it has been found that by the compression of cheaper classes of wood—teak being about the most suitable for this purpose—a substitute meeting all the requirements can be obtained. For carrying out this process Sir Joseph Whitworth & Co. of Manchester, have just completed a powerful hydraulic press to be used in compressing wood for loom shuttles. This press consists of a strong cast iron top and bottom, with four steel columns and steel cylinder, with a large ram. In the centre of this ram will be fitted a smaller ram fitting into a die which is placed on the top of the large ram. The wood is put into this die, and a pressure of 14 tons per square inch is applied. The pressure is then relieved, and the large ram descends. The top pressure block, which fits the die, is then removed, and the small ram rising, pushes the wood out at the top of the die. The wood so treated is made very dense and uniform, and so close grained that it is capable of taking a very high finish. For the manufacture of shuttles it has been found to be fully as good as boxwood, and there is not any doubt but that a similar process might be readily applied with advantage to many other branches of industry where expensive hardwoods have to be used.

LAKES OF SOLID SALT IN ASIA.

Yar-ollan means the sunken ground, and no word can better describe the general appearance of the valley of these lakes. The total length of the valley from the Kangruai road to the Band-i-Dosan, which bounds it on the east, is about 30 miles, and its greatest breadth about 11 miles, divided into two parts by a connecting ridge which runs across from north to south, with an average height of about 1,800 feet, but has a narrow ridge which rises 400 feet above the general average. To the west of this ridge lies a lake from which the Tekke Turcomans from Merv get their salt. The valley of this lake is some six miles square, and is surrounded on all sides by a steep, almost precipitous descent, impassable for baggage animal, so far, as I am aware, except by the Merv road, in the northeast corner. The level of the lake I made to be about 1,430 feet above sea level, which gives it a descent of some 400 feet from the level of the connecting ridge, and of some 950 feet below the general plateau above. The lake itself lies in the centre of the basin and the supply of salt to it is apparently unlimited.

The bed of the lake is one solid mass of hard salt, perfectly level, and covered by only an inch or two of water. To ride over it was like riding over ice or cement. The bottom was covered with a slight sediment, but when that was scraped away the pure white salt shown out below. How deep this deposit may be it is impossible to say, for no one has yet gone to the bottom of it. To the east of the dividing ridge is the second lake, from which the Sarvke of Penjdeh take their salt. The valley in which this lake is situated is much the larger of the two. The valley proper is itself fifteen miles in length by about ten miles in breadth. The descent to it is precipitous on the north and west sides only, the eastern and southeastern end sloping gradually up in a succession of undulations. The level of this lake is apparently lower than that of the other. I made it out to be some 800 feet above sea level. The salt in this lake is not so pure. It is dug out in flakes, or strata, generally of some four inches in thickness, is loaded into bags, and carried off on camels for sale without further preparation.

Drowsiness in the Day-time.

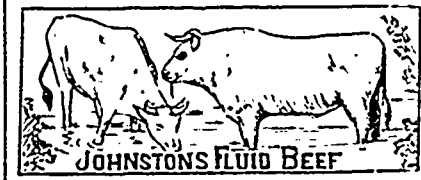
unless caused by lack of sleep or from over eating, is a symptom of disease. If it be accompanied by general debility, headache, loss of appetite, coated tongue and sallow complexion, you may be sure that you are suffering from biliousness and consequent derangement of the stomach and bowels. Pierce's "Pleasant Purgative Pellets" are a sure cure for all ailments of this nature. They cleanse and purify the blood and relieve the digestive organs.

FILES-Now's the Time
Collect and Ship them to be
RE-CUT
BEFORE THE SPRING OPENS.
DO NOT WASTE

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Johnston's Fluid Beef



The nourishing, palatable and warmth giving qualities of Johnston's Fluid Beef has caused this invaluable preparation to become a favorite and fashionable beverage for the winter season. It is now obtainable on draught at the leading hotels and restaurants throughout the Dominion. 1877

J. K. POST & CO.
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And Shipping Agents.
OSWEGO, N. Y.

The American Hotel,
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Collier St., Adjoining Market.

RATES REASONABLE, CENTRAL LOCATION,
FREE BUS TO AND FROM ALL TRAINS.
Every accommodation for Commercial and LUMBERMEN.
W. D. McDONALD, Proprietor.

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LUMBER AND TIMBER.
Building & Bridge Timber Sawn to Order.
Pine, Spruce and Hemlock Lumber by the Cargo.

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Steam Saw Mills, L'Assomption, P.Q.
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ORDERS FOR DIMENSIONS AND ALL OTHER KINDS AND GRADES OF

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Timber Trade a Specialty.
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New and Second Hand.

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Wood and Iron Working Machinery

Tools and Plant for Mills and Factories, of every description.
Engineers Supplies—Belting, Oils, Etc., Etc.

Machinery complete for Two Light Draft Steamers, taken from the Strs. "Miford" and "Huntley."

Colquhoun, Drummond & Co.
MACHINERY DEALERS,
45 Common Street, MONTREAL.

DO YOU WANT



Examine the list of "FARMS FOR SALE" and "FARMS WANTED" in the **DAILY AND WEEKLY MAIL**. This Mail has become the recognized medium for Farm Advertisements and contains more of them than all other Canadian papers combined. It has no readers of the right class. ADVERTISEMENTS of Farms for Sale and Farms Wanted "Stock or Seed for Sale" or "Wanted" in series in THE WEEKLY MAIL, five cents per word. Advertisements in THE DAILY MAIL, one and a half cents per word. Address—THE MAIL Toronto, Canada.



DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

PUBLISHED SEMI-MONTHLY BY THE

Peterborough Review Printing and Publishing Company (Limited), Peterborough, Ont.

Terms of Subscription:

One copy, one year, in advance..... \$2 00
One copy, six months, in advance..... 1 00

Advertising Rates:

Per line, for one year..... \$0 90
Per line, for six months..... 60
Per line, for three months..... 50
Per line, for first insertion..... 10
Per line, for each subsequent insertion to 3 mo's..... 05
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Advertisements intended for insertion in any particular issue should reach the office of publication at least four clear days before the day of publication, to insure insertion.

All communications, orders and remittances should be addressed and made payable to THE PETERBOROUGH REVIEW PRINTING AND PUBLISHING COMPANY (LIMITED), Peterborough, Ont.

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

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

PETERBOROUGH, Ont., AUGUST 1, 1885.

In Kansas a Boston gentleman has planted a square mile of prairie with trees.

The forests of western North Carolina are yearly supplying the mills of Europe with millions of shuttle locks.

It is reported that Boyd & Crowe, lumber dealers, Winnipeg, have leased Bulmer's lumber mill at Rat Portage, and will begin to operate it in a short time.

IMPORTS of logs, timber, sawed lumber, and shingles into the United States for the 11 months ended May 31 amounted in 1885 to \$6,694,226, and in 1884 to \$7,640,022.

It is said that during the coming winter Dollar's mill on the Georgian Bay will be rebuilt. The balance of this season's stock will be cut at the mills of Messrs. Peter's & Cain and McLeod & Cameron.

The schooner Helen Spry, on July 17th, cleared from Manistee, Mich., for Kingston, Ont., with 600,000 feet of deal on board, that averaged 80 per cent. firsts. The value of the cargo was \$20,520.

An effort is being made to put on a line of steamers between Ashland, Wis., and Port Arthur, Ont., so as to promote through traffic between the Canadian Pacific and Milwaukee & Chicago by that route.

The Rathbun Company have purchased the little steam saw mill at Campbellford, Ontario, known as Dunk's mill. They intend to use it for the purpose of cutting up the timber and also such hardwood logs as will not float to Lacaronto.

ACCORDING to a consular report the annual average export of forest products from Russia was, from 1867 to 1871, valued at \$9,900,000; from 1872 to 1876, inclusive, at \$23,000,000, and from 1877 to 1881, inclusive, at \$23,900,000. The highest point was reached in 1880, when the value of the exports reached \$26,400,000.

The redwood posts of a fence erected in Napa, Cal., 32 years ago were recently removed and found in as good condition as when first put into the ground.

FOREST fires in the lower Puget sound country, W. T., are reported unusually prevalent this season, on account of dry weather. McElroy & Stewart, loggers on the Samush, had their camp destroyed, involving a total loss of \$7,000. About a dozen ranches in Whatcom county have been swept by fire, and much loss to farms, gardens and orchards has occurred.

AN EXCELLENT EXHIBIT.

At the World's Industrial and Cotton Centennial Exposition, which closed on May 31st at New Orleans, there was exhibited the largest display of wood working machinery ever shown at any Industrial fair held in the country.

The S. A. Woods Machine Co., of Boston, New York and Chicago, had one of the most extensive and finest displays of planing mill machinery to be seen at the exhibition, and received eight gold medals for the eight different machines entered for competition. This exhibit was under the special supervision of Mr. J. R. Joslin, Vice President of the Company, who spent some three or four months at New Orleans and became popularly identified with the exhibitors of the fair and displaying so much executive ability that the following exhibitors have united in sending him a testimonial, handsomely engraved, acknowledging Mr. Joslin's ability as a representative machinery manufacturer:—Greenlee Bros & Co., Chicago, Ill.; E. P. Allis & Co., Milwaukee, Wis.; H. B. Smith Machine Co., Smithville, N. J.; W. H. Clarko, Bradford, Pa.; E. W. D. Link, Erie, Pa.; S. C. Forsaith & Co., Manchester, N. H.; Tunis Gang Flooring Machine Co., Baltimore, Md.; Smith, Myers & Sherrin, Cincinnati, Ohio; The Lard & Bodly Co., Cincinnati, Ohio; L. R. Dodge, Erie, Pa.; Edward F. Gage, Manchester, N. H.

The works of the S. A. Woods Machine Co. was established in 1854 and located at South Boston, Mass., employing 280 men. They have offices and warehouses in Boston, New York and Chicago, and manufacture as a speciality, planing, matching and moulding machines which have attained a world wide reputation for excellence. Mr. S. G. Wood is President of the Company, J. R. Joslin, Vice-President and Elroy N. Heath, Secretary and Treasurer.

In our next issue we will give a fuller notice of the exhibit of this firm, with an engraving of their new machine.

WOOD WORKING PATENTS.

The following list of patents relating to the wood working interests, granted by the United States patent office, June 30th, 1885, is specially reported by Franklin H. Hough, Solicitor of American and Foreign Patents, 925 Fifth street, N. W., Washington, D. C.

321,716.—Lath sawing machine—J. T. Hall, St. Louis, Mich.
321,423.—Lath for turning irregular forms—W. H. Doane, & G. W. Bugbee, Cincinnati, Ohio.
321,762 & 321,763.—Lath—D. C. & S. E. Smith, St. Paul, Minn., 2 patents.
321,803.—Log turner—D. W. Dorrance, Moore's Salt works, Ohio.
321,833.—Mortise cutter—S. G. Randall, Greene, N. Y.
321,571.—Scroll saw—A. Bernitter, New York, N. Y.
321,823.—Saw buck—C. Klien, New York, N. Y.
321,525.—Saw mill, circular W J Perkins, Grand Rapids, Mich.
321,482.—Saw guard—J. A. Comer, Indianapolis, Ind.

GRANTED JULY 14TH

322,322.—Lath centre—G. Rich, Philadelphia
323,165.—Saw fitting machine—W. H. Dressureau, Otsego Lake, Mich.
321,376.—Sawing machine, circular—J. H. Jones, Lynchburg, Va.
321,396.—Sawing machine, circular—A. Rodgers, Muskogon, Mich.
322,134.—Sawing machine, circular—F. B. H. Smith, Brooklyn, N. Y.

321,969.—Wood splitting machine—E. A. & S. B. Hildreth, Harvard, Mass.

GRANTED JULY 21st.

322,816.—Planing and finishing thin pieces of wood, machine for—A. M. Ford & J. M. Moore, Jericho, Vt.
322,596.—Saw, drag—R. Gurney, Kirkwood, Mo.
322,473.—Saw, drag—J. J. Parker, Aitkin, Minn.
322,775.—Saw table gage—M. B. Banowetz, Browns, Iowa.
322,658.—Sawing machine, circular—O. Trier, Chicago, Ill.
322,748.—Sawing machine, scroll—D. W. Perry, Harrisburg, Pa.
322,586.—Wood bending machine—C. E. Sargent, St. Louis, Mo.
322,619.—Wood preserving apparatus—L. Hansen & A. Smith, Wilmington, N. C.

RAFTS ARRIVED.

The Quebec Chronicle says that the following rafts have been entered at the Supervisor of Cullers' Office, Quebec since July 13th:

July 13.—Wm. Little, deals, etc. Three Rivers.
Thos. Buck, elm, ash, etc., New Liverpool.
D. D. Calvin & Co., elm, St. Michael's cove—July 20.—D. D. Calvin & Co., oak, sundry coves.
M. O'Shaughnessy, deals, Picolat.
July 21.—Jas. M. Irvin, square and waney pine, St. Lawrence docks.
Collins Cay Co., lock hauds, Dobell's cove (Sillery).
D. D. Calvin & Co., oak and pine, sundry coves.
H. E. Hall, deals and planks, Cap Rouge.
RAFTS ENTERED AT THE SUPERVISOR OF CULLER'S OFFICE.
July 16.—D. Cream, birch and ash, Indian Cove East.
E. L. Sewell, deals and boards, Bourg Louis.

FIBER IN NAILS.

Unless cut nails are made from better material than is used generally now, their place in the market will be usurped by nails made from fibrous material. Wire nails are very favorably regarded, and are used in preference to cut nails on account of their superior tenacity, notwithstanding superior cost. The iron for cut nails, after being rolled, is slitted or cut lengthwise to the width adapted to the length of the nail to be cut. The length of the nails so cut is directly across the fiber which the iron has acquired by rolling, and, of course, shows its weakest part where it should be the strongest. The ordinary cut nail will not drive into seasoned hard wood without "cripping," even under direct blows, and when the blow of the hammer is to one side, they snap like clay pipe stems; they have no tenacity. The weakness of these nails is shown by the fact that it is almost impossible to straighten one that has been drawn from the wood, and then drive it again; in many or most instances the nail will break in drawing. On the contrary, the wire nails may be crooked into corkscrews, and then straightened and be re-driven. They are not only tough, but they are stiff, and will penetrate hard wood where the cut nail would break sharply off or hopelessly crook beyond re-straightening. In every respect the fibrous nail is better than the crosscut nail. If it could be afforded at the same or an approximate price, it would take the place of the ordinary cut nail.—Scientific American.

AUSTRALIA.

Messrs. Lord & Hughes' monthly circular dated Melbourne, 30th May, 1885, says:—
Our last circular was under date 5th inst., since which offerings have been restricted and sales smaller. The same uncertainty as to European complications exists, and the same uneasiness in mercantile minds continues; consequently, the trade are unwilling to lay in stock, and will only purchase for immediate requirements. We can look for no improvement until the question of peace or war is definitely decided by the powers that be.
Trade from the yards continues fairly active, and building goes on the same extent that it has done for the last two years, and seems likely to

continue. Should we have peace, building operations will be largely extended, as money will be plentiful and cheap.

RED DEALS.—Imports: Nil. On 28th ult., the cargo ex Hermann was all cleared off at auction, N=W, 9x4, realising 6 1-16d. to 4 13-16d.; 11x3, 5gd.; 5x3, 4 13 16 to 4 5 16d.; 8x3, 4gd.; 7x3, 4gd. to 4 3 16d. The cargo ex Guvalia was also offered, but only a small portion sold. Privately, about 5,000 pieces 9x3, A+S, have been quitted, ex Forfarshire, at prices withheld.

SPRUCE DEALS.—Imports: 18,240 pieces. These arrived ex Obed Baxter, from St. John's and have not yet been offered at auction.

OREGON TIMBER.—Imports: Nil. Sales by auction have been of cargo ex John de Costa, at an advance on previous rates, and balance ex Titan.

LUMBER.—Imports: Nil. Sales by auction have been made of various parcels ex vessels from Boston and New York, clear pine and ceiling being rather difficult to quit, except at a concession on rates ruling last month, in consequence of full stock. Shoving, however, met with ready sale at an advance.

REDWOOD.—Imports: Nil.

FLOORING AND WEATHERBOARDS.—Imports: 1,021,200 feet lineal. The only arrivals have been Tweedsdale, from London; Firth of Clyde and Loch Long, from Glasgow. Sales by auction have been made ex Arthurstone, Bonheur, Augusta, Tweedsdale, West Lothian, and Thor, at following prices:—Red, 6x1 1/2, 10s. 9d. to 10s. 6d.; 6x1, 8s. 6d.; 6x 1/2, 8s. 3d.; 6x 3/4, 5s. 3d.; 6x 1/2, 5s. 6d. and 5s. 3d. White, 6x 1/2, 5s. 6d. to 8s.; 6x 3/4, 5s.; 4 out weatherboards, 6s.

KAURI PINE.—Imports: Nil. Various lots of Kauri in the log have been offered at auction, but the only sale has been of round logs, ex Grassmere, at 12s. 6d. The cargo of flooring and sawn boards and sitches, ex Do fiance, has been quitted also.

CEDAR.—Imports: 356,200 feet super. Arrivals have been Ellen, from Sandakan, Borneo; Rachel Cohen, from Maryborough, and usual coasting steamers. The cargo ex Ellen, was offered publicly on 26th inst., only ten logs being disposed off at 23s., and at yesterday's auction only 40 logs, ex Rachel Cohen, were sold at 37s. to 23s.

DOORS.—Imports: Nil.

LATHS AND PICKETS.—Imports: Laths, 3-471 bundles; pickets, 851 bundles.

SLATES.—Imports: 145,400 pieces. These arrived per Falkland Hill, Androssa, and Hospodar.

PLASTER.—Imports: Nil. No sales of importance have transpired.

CEMENT.—Imports: 5,171 barrels. This continues in fair demand, and sales have been reported privately of Knight, Bovan, & Co.'s at up to 14s. 6d. Gostling's is quoted at 14s. 3d., and outside brands at up to 12s. A parcel of Eastwood's (Wellington brand) was offered publicly on 19th inst., but 12s. being best bid it was withdrawn.

GALVANIZED IRON.—Imports: 1,607 tons. Only a moderate amount of business has been done, prices for favorite brands ranging up to £18 17s. 6d. for 26-gauge.

EXPLANATION.—Red deals and spruce deals are sold at per foot of 9x3; T. and G. flooring at per 100 feet running; Oregon timber, red wood, clear pine, shelving, ceiling, per 1,000 feet super; Kauri pine and cedar logs at per 100 feet super; laths, pickets and slates at per 1,000 pieces. Shorts are all lengths under 12 feet.

Mammoth Drive of Logs.

There is now floating in the Trent River, coming down from the north, one of the greatest aggregation of logs that ever greeted the eyes of lumbermen. It is the property of Messrs. Rathbun & Son, and Gilmour & Co., and comprises about 500,000 pieces. It consists of a drive from the Otowabee via Peterborough, one from Beaver Creek by way of Marmora, another from Deer River, and a fourth from North River. The four drives all meet at Crow Bay, and will come down in one body. Large numbers of logs reached Crow Bay last week, and were boomed. They will be let loose this week, and to-day or to-morrow the big drive will begin passing through the sluic here.—Campbellford Herald, July 24.

ST. CATHARINES SAW WORKS!

R. H. SMITH & CO.,

MANUFACTURERS OF EVERY DESCRIPTION OF

ST. CATHARINES, ONTARIO.

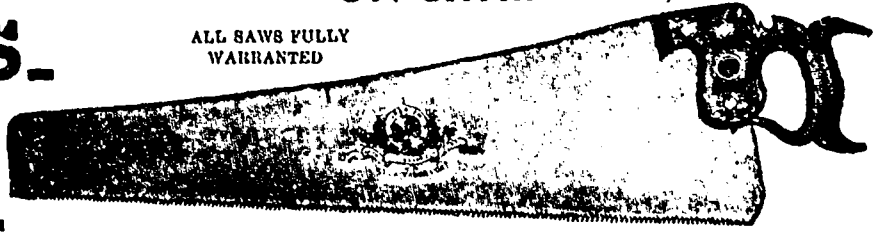
SAWS.

ALL SAWS FULLY
WARRANTED

Sole Manufacturers for the Dominion of
Canada of the

"SIMONDS" SAWS.

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



NO MORE MONOPOLY.

The monopoly of the telegraph business of the Dominion so long enjoyed by the Western Union through its attachment in Canada, the Great Northwestern, is about at an end, as in the course of a month and as soon as the railway service is opened between here and Winnipeg, the immense telegraph system of the company will be thrown open to the public. "Our system is now in first rate condition," said a high official of the road to-day to a Star reporter, "but we do not desire to open it to the public until we are in a position to give ample satisfaction and at the same time to despatch gangs of men to any portion of the line to carry out repairs."

In telegraphic circles here it is known that the most gigantic efforts were made by Jay Gould on behalf of the Western Union to get control of the Canadian Pacific lines. This was promptly refused and negotiations are believed to be on foot for the laying of a cable to connect the Canadian Pacific system with Australia, China and Japan. The Dominion Government has in fact been approached on the subject by an English capitalist, but with what results has not yet transpired.

A gentleman who is unusually well posted in telegraph matters stated to-day that if the Canadian Pacific adhered to its present policy of ignoring the Gould clique it would revolutionize the telegraph system. The Canadian Pacific, he said, had a complete monopoly of the business west of Winnipeg, and no doubt had valuable connections with the adjoining republic, probably over the Vanderbilt system of railways, with whom the company was on the best of terms.—*Montreal Star.*

A Horrible Traffic.

CHICAGO, July 29.—Hundreds of diseased sheep, the *News* asserts, are overlooked daily at the stock yards here and slaughtering as mutton for this city. Sales are made openly despite the presence of inspectors. The animals are shocking spectacles. A thousand diseased sheep are bought at the yards daily by mercenary "scalpers" and sold to the unsuspecting public as good mutton. A reporter visited the pens yesterday and twenty of them contained diseased sheep. On an average there were twenty diseased sheep in each pen; scab, foot rot, and blunders were the ailments of the entire lot. The sheep were slaughtered and are now in the butcher shops.

The Losses of the Settlers.

BATTLEFORD, N. W. T., July 29.—Messrs. Burns and Oumet, commissioners for settling the losses of the settlers, visited a number of farms in this neighborhood, and to-day opened a court for the hearing of evidence. They promise prompt payment of all claims which are well established.

WANTED.

A PRACTICAL MAN to manage a Sash, Door, and Blind Manufacturing, which has a Planing Mill and Port Department connected, in all giving employment to 100 men, located at Syracuse, New York, U. S. A. Persons applying must be conversant with all details and thoroughly capable. For further information address,
CRANE, BELDEN & CO.
Syracuse, New York.

TIMBER LIMITS WANTED

On the North Shore of Lake Superior or Georgian Bay.

Send particulars to

THOS. McCRAKEN,

Lumber and Commission Merchant,
2 Court St., Toronto.

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THE

Cooks' Favorite BAKING POWDER.

DOMINION SILVER MEDAL

At Ottawa Exhibition, 1884. It is the most economic and the best in use. Perfectly Pure. 120-1y

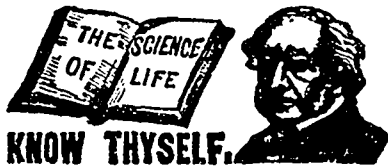
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THE MASKINONGE LUMBER COMPANY offer for sale their property consisting of Saw Mill at Maskinongé Bridge, P. Q., within quarter mile of N. S. Ry. Station, also good facilities for shipping by water. Capacity of Mill 60,000 feet per day, water and steam power; saws and belting all complete. Two hundred and forty square miles of limits situated about thirty miles from Mill, which are intersected by a number of good driving streams, and are rich in Pine, Spruce, Cedar, etc. Satisfactory reasons for selling out. For further particulars apply to

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A Great Medical Work on Manhood.

Exhausted vitality, Nervous and Physical Debility, Premature Decline in Man, Errors of Youth, and the untold miseries resulting from indiscretion or excess. A book for every man, young, middle-aged and old. It contains 125 prescriptions for all acute and chronic diseases, each one of which is invaluable. So found by the Author, whose experience for 23 years is such as probably never before fell to the lot of any physician. 300 pages, bound in beautiful French muslin, embossed covers, full gilt, guaranteed to be a finer work in every sense—mechanical, literary and professional than any other work sold in this country for \$2.50 or the money will be refunded in every instance. Price only \$1.00 by mail, post-paid. Illustrative sample six cents. Send now. Gold medal awarded the author by the National Medical Association, to the officers of which he refers.

This book should be read by the young for instruction, and the afflicted for relief. It will benefit all.—*London Lancet.*

There is no member of society to whom this book will not be useful, whether, youth, parent or guardian, instructor or clergyman.—*Argonaut.*

Address the Peabody Medical Institute, or Dr. W. H. Parker, No. 4 Bulfinch Street, Boston, Mass., who may be consulted on all diseases requiring skill and experience. Chronic and obstinate diseases that have baffled the skill of all other physicians, I claim a speciality. Such treated successfully without an instance of failure. HEAL THYSELF

A FULL LINE of all Size Single and Double Belting constantly in stock.

ALL ORDERS

Filled same days as received.



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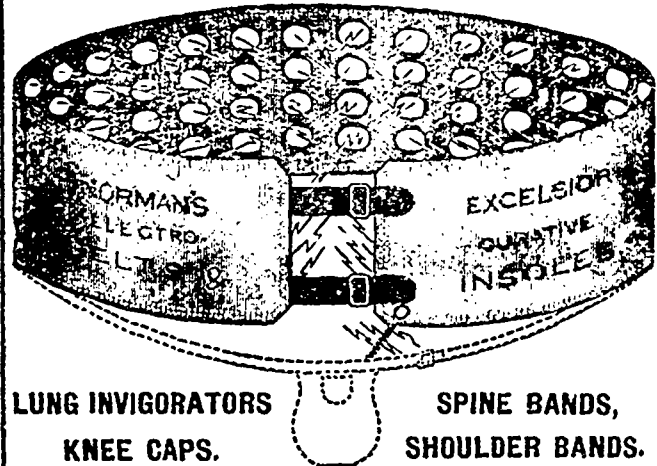
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Factory and Warerooms:—2518, 2520 and 2522, Notre Dame Street.

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Norman's Electro-Curative Belt!

4 QUEEN ST., EAST, TORONTO.



This Belt is the last improvement and the best yet developed Curative Appliance in the world for INDIGESTION, NERVOUS DEBILITY, RHEUMATISM,

and all diseases of men, and is a grand remedy for Female Complaints also. Circular and consultation free.

LUNG INVIGORATORS
KNEE CAPS.

SPINE BANDS,
SHOULDER BANDS.

A. NORMAN, Medical Electrician

4 QUEEN STREET EAST, TORONTO.

N. B.—Mr. Norman has had long experience in the Treatment of Diseases by Electricity, and will give his personal attention to every case, by letter or examination.

AN ENORMOUS RAFT.

Experiments are what develop all practicable possibilities, and experiments are from day to day developing the fact that the saw mills on the Saginaw river are not to be dependent entirely on the availability of the log supply of the streams tributary to the Saginaw river, or even on the log supply of the lower peninsula itself. The problem has long been discussed as to whether saw logs could not be transported to the mills on the Saginaw river direct, where they can be converted into lumber better than at any place on earth and to the best market in the world—cheaper than to cut them at other points, and transport the lumber.

All sorts of devices have been resorted to for towing logs, and patent log cribs have been invented with this special object in view. But it has just been demonstrated that logs may be towed in the ordinary boom sticks of enlarged size devoid of the cross pieces, and the entire raft bunched in one solid body of logs, with a considerable degree of safety.

A raft of 3,000,000 feet of logs covering about six acres of water surface, has just reached the Saginaw river, from the Lake Superior, and the logs deposited in the boom at the mouth of the river, without the loss of a single log, notwithstanding the fact that the enormous raft encountered one of the worst blows of the season during its run of 60 miles on Lake Superior.

The logs were cut on Hurricano and Big Two Heart rivers and are said to be as fine a lot of logs as was ever towed into the Saginaw river. They were owned by R. K. Hawley, and H. C. Thurber, and were towed through the lakes by the tug Winslow, being nine days in the passage from the rivers where cut to Bay City, having made the passage of the rapids of Sault Ste Marie in the meantime. It will take about four days to return the boom sticks, consuming therefore about 13 days for the round trip. At \$125 per day, or \$1,625. Add to this, the harbor towing at the "Soo," and we have a total expense \$2,025, or less than 70 cents per thousand. We furnish the above figures for the purpose of showing the apparent pecuniary feasibility of the undertaking.

The description of the raft which has thus raised the hopes and anticipations of our mill men is as follows. It is surrounded by boom sticks as in an ordinary raft, but they are much larger than those in ordinary use, being three or four feet in diameter and securely bound together by chains. The logs are floated in, all in one compact mass but only one deep, and they are said to become so firmly bound together by being in one solid body, that the heavy seas have no other effect on them than to give them an undulating motion, so slight that the bark on none of the logs ten or twelve feet from the edges of the raft is even chafed. The logs are so arranged that the boom sticks joined together form a pointed prow for the raft which reduces the resistance and makes the towing comparatively easy. *Lumberman's Gazette.*

LOG DRIVERS NOMENCLATURE

The Stillwater, Minn., Gazette recently had the following: "During the course of a long trial in the district court, a few weeks ago, in which important matters relating to log driving were under consideration, there were very many terms used by the witnesses, who were mostly men familiar with the logging business—who had a strange and peculiar sound to ordinary landmen, of whom the jury were mostly composed. Even the attorneys were a little slow in catching on to the correct idea in many cases, and had to be corrected and kept up to the text in numberless instances. 'Wing jam' was the first thing that began to give the jurors trouble. But inquiry developed the fact that a collection of logs on the shore of a stream is known as a wing-jam; while a 'centre' is a jam of logs on an island in the centre of the river. 'Breaking a centre', of course, is dislodging logs that have hung up on an island. 'Tow-head' is another name that confused the crowd, except that part of the crowd composed of loggers. Any of the latter class will tell you that a tow head is a very small island, invisible at high water, but sticking up above the surface as the water recedes, just enough to stop the downward course of floating logs. Why it is thus named does not seem so clean. A 'sweeper' is an uprooted tree which

has fallen into the stream, and oftentimes as a log or a boat containing the men comes upon such an object unexpectedly, the poor fellows are swept off into the flood. But when a witness, asked how long time was required to perform a certain piece of work, replied: 'I think it was one day and a lunch,' all the non-professionals looked blank. It seems the men on the drives expect to put in all the hours of day light at solid work. Consequently breakfast is served about half past five in the morning the first lunch at 10 or half past; the second at two or three in the afternoon, and supper when the day's work is finished. So that a 'lunch' in the division of time means one third of a day."

FROM THE WEST.

A correspondent of a contemporary writes from Keowatin as follows:

The Rainy Lake Company's mills at Rat Portage have not yet started up. The company has sold all its last year's cut, and has from 8,000,000 to 10,000,000 feet of old logs on hand.

F. T. Bulmer & Co. have sold all their lumber on hand. They have a stock of new logs, about 3,000,000 feet, which will arrive about August 1st, when the mills will likely begin.

The Ontario and Minnesota Company's mill is not yet ready for sawing, but it is expected to be so by the middle of August. This company has from 10,000,000 to 12,000,000 feet of logs now being towed in. The concern was unfortunate when the rivers opened, in having its logs carried down against the ice of the Lake of the Woods, but it ultimately got them secure without much loss.

R. Cameron & Co. have been sawing since the first of June. Their last year's cut is all sold. Their supply for this year will be about 4,000,000 feet, principally Norway.

Dick, Banning & Co., of Keowatin, have sold out their last year's cut, and began June 15th to saw. Their log supply will be from 3,000,000 to 4,000,000 feet, principally old logs that have been hung up for three seasons, but now nearly all out of the creeks. The leading member of the firm, W. W. Banning, died suddenly June 7th, and is much missed. He was an old settler of Winnipeg, a successful man of business, and of strict integrity.

The Keowatin Company has 7,000,000 to 8,000,000 feet of one and two year old lumber on hand. The mill started up May 18th. The log supply will be 10,000,000 feet, of which a large proportion is from Minnesota. The company has just landed a splendid raft of 1,400,000 feet, and is at work cutting up into railway timber for the railways now being constructed in the west.

Several firms have been pushing sales and lowering prices, making it a struggle for the survival of the fittest. A large part of the old stock is now worked off and there are indications that what remains will meet a better market, as a fair demand has begun lately in western Manitoba and the Territories.

Rat Portage and Keowatin have now six mills, with an aggregate cutting capacity of 50,000,000 feet, so that there is no longer any necessity for western Canada purchasing at the mills in Duluth or Minnesota.

FROM SAGINAW VALLEY.

The Northwestern Lumberman says:—A late visitor at Menominee, Mich., was struck with the fact that a number of Saginaw lumbermen were there looking after stock, and that there was much being said about the movements of Saginaw men in that district. The Menominee Herald speaks of Saginaw men being "thick as bees" on the streets of that city. These men have discovered that logs are plentier in the Menominee region, and can be had at lower prices, than in older sections of the lower peninsula, while the all lake carriage of lumber to eastern markets is as cheap, or cheaper, than from the interior of the lower peninsula, which necessitates a partly rail transportation and transhipment at Saginaw, Bay City, Detroit or elsewhere. Besides, the owners of stumpage and logs in the Green Bay districts are not so jealous of their property as are the Saginaw valley men, who have the pine of the older districts well "cooped," and want to make the most of it. The buyers for eastern markets

who are at present operating in the Menominee district, can get logs cut into boards and thick stuff in the "through and through" fashion demanded by the eastern market, and this is the reason why they are in Menominee. This movement of Saginaw valley men northwestward is bound to increase, so that the time is not far distant when they will be seen not only in the Green Bay country, but along the shore of Lake Superior all the way to Duluth. The emigration of lumbermen, as it were, shows that the eastern trade is no longer to be satisfied with Saginaw and Huron shore lumber, but will compete more and more in the scramble for pine northwestward of Lake Michigan.

SHORTAGE IN MAINE'S LUMBER CROP.

Serious news comes from the lumber region of the destruction of forests and a falling off in the supply of lumber, averaging about fifty per cent. since last year. Gen. J. M. Haynes, the most extensive operator and manufacturer of lumber on the Kennebec waters, says that the cut last winter was less than usual, and that there being no old logs carried over last year as compared with last about 50,000,000 short. The season has this year been unusually dry, hardly any rain having fallen this spring. All the water for driving has been derived from melted snow on the upper waters of the Moose River. Not less than 2,000,000 logs have already been abandoned. The logs on the north and south branches of Dead River are practically abandoned, together with a large amount of logs at Long Falls without water to take them over. The number that will be left back on Dead River is not less than 15,000,000, so that to the 50,000,000 of shortage from last year is to be added 30,000,000 of the stock not driven this year, which leaves the stock for the present year just about one half of what it was in 1884, the stock of that year was only an average one.

Recently on account of the drought, forest fires have raged in the Dead River country, burning over large tracts of timber, which will necessitate great activity in that region next season to get burnt timber into market before it is destroyed.

The cut of logs by the Penobscot lumbermen the past winter was unusually small, not exceeding 60,000,000 to 70,000,000 of spruce, with perhaps 25,000,000 of pine. The drives on the Penobscot waters are, on the whole, better than those on the Kennebec, but with the short cut on the Penobscot and the logs hung up there for want of water, the stock on that river is not more than one half the usual quantity.

Notwithstanding this failure of supply, the market for manufactured lumber is not yet as strong as the condition of affairs would seem to demand. This is largely due, according to Gen. Nagres, to the large imports of lumber into New York from St. John. While there is not a large supply on the river, the St. John manufacturers have been early in our market with the last season's product of logs, forced thereto by the depression in the English deal trade. "If, as may be reasonably expected," says Gen. Nagres, "the imports from St. John should be exhausted during the present season, there must eventually be a sharp advance toward the close and the early part of next season." In the matter of imports from St. John, American lumbermen are very restless and uneasy. They believe that a great deal of foreign lumber gets in free of duty, under the provisions of law which admits free of duty lumber grown on American soil but manufactured in the province of New Brunswick.—N. Y. Sun.

FOREST FIRES.

If forest fires keep on destroying the woodlands all through the summer at the same rate as they have done during the past month, there is every indication that the loss incurred in this manner by the national resources will throw every other form of fire losses into the shade. The average citizen takes but little interest in the quantity of buildings and manufacturing establishments that are consumed monthly by fire; this is partly due to indifference, and partly to the knowledge that his property is insured; but the interest he takes in forest fires is practically nil. Indeed, what does he care whether thousands

and thousands of acres of woods are burned? That does not concern him; it is none of his loss. But when an agitation is instituted against the lumberman to prevent their cutting the trees—ah—that is something entirely different; the subject is to him about as clear as stove blacking, but of course he understands it all, and joins heartily in the wholesale condemnation of these horrid lumbermen who want to rob us of our fine forests. As woods are not insured against fires, there is no collection of statistics to show the annual losses, but if they could be obtained we are fully convinced that the total aggregate would be enormous. What are we going to do about it? Let things go as they have gone, without even an attempt to offer some form of check? We have laws, and fortunately they are enforced, to guard against incendiaries, but our forests are considered universal property, and if by accident or carelessness somebody starts a fire, why, they are only trees, such man thinks, and there is no harm done. How many acres of woodlands are burned up during the dry season ignited by sparks from locomotives? How often is a forest fire started because some mighty hunter did not think it worth his while to put his foot on a piece of burning gun wadding? There are dozens and dozens of conditions where a large conflagration could have been prevented by even a very small amount of care. Nobody takes an interest in it. And where is the law that so effectually protects our other property? Why not have it apply to forests as well? They represent money. It seems that a constant agitation of this subject is necessary to insure the amount of attention that must, as a matter of course, precede the institution of any active measures to prevent the constant waste of our forest resources by destructive fires.—Lumber World.

EFFECTIVE TEST FOR A STAY BOLT.

According to the Railroad Gazette, F. M. Wilder has in use on the New York, Lake Erie and Western railroad a simple and very effective test for stay bolt iron. Instead of testing the iron for ultimate tensile strength in a testing machine, Mr. Wilder puts a piece from 30 to 36 inches long into a vise and bends it back and forth about 90 degrees each way and notes the number of such bends which the iron will stand before breaking. His requirement is that a sample of iron shall stand twelve such bends before fracture. Different brands of iron stand from 4 to 16 bends. This test had its origin in the fact that the fractures, coming as they do on the inner edge of the outside fire box sheet, indicated that they were caused by a bending or transverse strain concentrating at that point. It was at first attempted with success to imitate the effect of these strains by vibrating the upper end of a stay bolt in a shaper, giving it a throw of one-eighth of an inch, which was assumed to be the maximum to which they were exposed in practice by the expansion of the fire box. It was found that from 2000 to 8000 such vibrations produced such fractures as were found to result from ordinary use. The above is a very simple, inexpensive, and rational way of testing material for such purposes. When all tests are made under the conditions of actual use, as nearly as can be done, we shall hear of fewer accidents by failure of engineering.

Crimson Stained Wood.

The following is a crimson stain that is frequently used for musical instruments. Groat Brazil wood, one pound; water, three quarts; cochineal, half an ounce; boil the Brazil with water an hour, strain, add the cochineal, boil gently for half an hour, when it will be fit for use. This is first applied, and then the varnish, consisting of rectified spirits of wine, half a gallon, six ounces of gum sandarac, three ounces of gum mastic, and half a pint of turpentine varnish; put the above into a tin can by the stove, frequently shaking till well dissolved; strain and keep for use. If it is harder than is wished, thin with more turpentine varnish.

If a four-inch and a two-inch shaft are both solid and each make 100, or any other given number of turns in one minute or other specified time, six times as much power will be consumed in turning the larger as in turning the smaller shaft.

Chips.

THE demand for shingle and other stuff at the Cedar Mill, Deseronto, is very great, and in order to meet it that establishment is working extra time. The shipments have been very heavy up to date.

THE Oval wood Dish Company, of Delta, O., has started a branch factory at Essex Center, Ont. It is said that last year 8,000,000 wooden dishes were imported into Canada, and this enterprise will take advantage of this demand.

CAN a young lady who thinks a great deal of a spruce young man, and pines for his company, be said to be in the lumber business? Certainly, if she boards at the same place, makes him plank down the cash for ice cream; and laves some (balsam) when he threatens to leave her.

THE strongest wood in the United States is that of the nutmeg hickory of the Arkansas region, and the weakest the West Indian birch. The most elastic is the tamarac, the white or shell bark hickory standing far below it. The highest specific gravity, upon which in general depends value as fuel, is attained by the blue wood of Texas.

THE *Monetary Times* says:—Duncan McCuaig of Goderich, recently finished the shipment of the square timber that has been got out under his supervision during the past winter. It amounted to over 200,000 cubic feet, and required nearly 250 cars to haul it away. Mr. McCuaig states that ship timber is becoming scarcer year by year, and anticipates that a much smaller force of men than usual will be engaged next winter in getting out timber.

THE strongest wood in America, according to Professor Sargent, is that of the nutmeg hickory of the Arkansas region, and the weakest the West Indian birch (*Bursera*). The most elastic is the tamarac; the white or shell bark hickory standing far below it. The least elastic and the lowest in specific gravity is the wood of the *Ficus aurea*. The highest specific gravity, upon which in general depends value as fuel, is attained by the blue wood of Texas, *Condalia obovata*.

THE Kootenay Syndicate, Limited, is registered in London, Eng. with a capital of £10,000 in shares of £1. The company proposes to acquire land in British Columbia, or elsewhere in Canada or the United States, to redeem and irrigate the same, to erect saw and flour mills, and engage in lumbering; and to undertake by steamers, boats, rafts, canoes, etc., the navigation of the Kootenay river and lakes, and of the Upper Columbia river. The subscribers all live in London. Mr. W. Bailie Graham is managing director.

THE wood of the cork elm, *Ulmus racemosa*, is heavier and stronger than that of the white elm or slippery elm. It is close-grained, susceptible of fine polish, and useful for agricultural implements, wheel stock, bridge timbers, etc. It is quite distinct in form from the other elms, and deserves to be planted largely for ornament and use. It ranges from southwestern Vermont through western New York, Ontario and southern Michigan to Iowa, and south through Ohio to central Kentucky, reaching its best development in the southern peninsula of Michigan.

ENGLAND'S FUTURE TIMBER SUPPLY.

The *Lumberman's Gazette* warns John Bull of the necessity of providing for his future timber supply. We quote:—Imagine Sweden, Finland and Russia requiring all their timber for their own consumption! Is it within the bounds of probability that such a time can arrive within the next ten generations? England is the largest importer of wood in Europe, requiring 290,000,000 feet per annum more than she produces. Inasmuch as neither Canada nor the United States can much longer spare large quantities, and since no European country can now produce much more than is required for home consumption, while almost all of them are importers, Great Britain must ere long depend on her own resources. There are extensive tracts of land in Ireland and Scotland that might be profitably devoted to forest culture.

MANGLED BY MACHINERY.

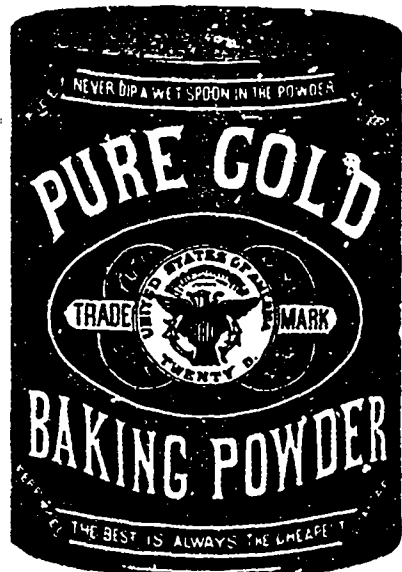
Shortly after ten o'clock this morning the employees of McClymont's and company's saw mills in New Edinburgh were horrified at seeing a few men carrying the naked body of a man named D. Cadieux up from the basement of the mill where he had been fearfully mutilated by the machinery. He has been in the employment of the firm since the spring as a carpenter and handyman. This morning he left the workshop and went down to the basement of the mill for some unknown purpose. The millwright was at the time sewing the belt which runs the shaft of the shingle mill up stairs. When Cadieux entered the basement, without evidently realizing his dangerous position he leaned on the wheel which instantly started. The belting knocked him down and pinned him between the belt and a pillar where he was terribly lacerated by the blunt rivets in the belting. The machinery was promptly stopped, and Cadieux extricated from the machinery and laid on the floor unconscious and prostrated in a pool of blood. He was then removed to his home and medical aid summoned. Dr. Bell, of New Edinburgh, after dressing the wounds, put 11 stitches in his right side and four across his breast. The unfortunate man is about thirty years old and has recently been married. At four o'clock this evening his condition was very precarious, and little hopes of his recovery are entertained. —*Ottawa Free Press, June 16th.*

Best French Brandy, Smartwood, Jamaica Gloger, and Camphor Water, as combined in Dr. Pierce's Extract of Smartwood, is the best remedy for colic, diarrhoea, cholera morbus, dysentery or bloody flux; also, to break up colds, fevers and inflammatory attacks if necessary.

Catarrh—A New Treatment.

Perhaps the most extraordinary success that has been achieved in modern science has been attained by the Dixon treatment for Catarrh. Out of 2,000 patients treated during the past six months, fully ninety per cent. have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent. of the patients presenting themselves to the regular practitioner are benefited, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adapted his cure to their extermination; this accomplished the Catarrh is practically cured, and the permanency is unquestioned, as cures effected by him four years ago are cures still. No one else has ever attempted to cure Catarrh in this manner, and no other treatment has ever cured Catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 305 King street west, Toronto, Canada, and enclose a stamp for their treatise on Catarrh. —*Montreal Star, 1912.*

—TRY—



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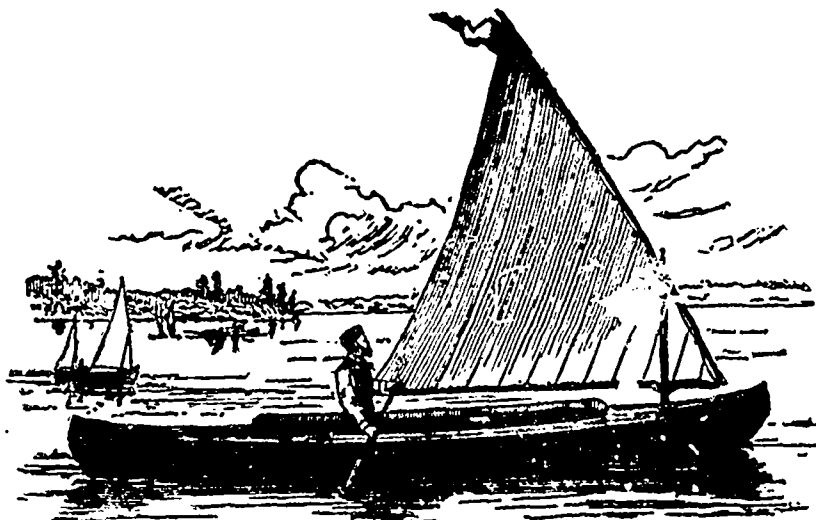
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H. WILLIAMS, 4 Adelaide Street East, Toronto

Market Reports.

TORONTO.

From Our Own Correspondent.

JULY 24.—There is but slight improvement in trade to be noted, up to time of writing. The strike is believed to be nearly at an end, some few men having already returned to work, it is confidently expected that in a few days the balance of the men out on strike will resume their employment. The effects of the strike will be felt, however, up to the end of the season. Lumber both on the cars and unloaded has accumulated to some extent since my last letter, but will, I think, be lessened somewhat after building operations have been resumed, as but for the suspension consequent upon the strike there would not have been any appreciable increase of stuff unloaded on the track side.

I enclose revised quotations, as appying to yards only, although not strictly accurate, as I still find dealers vary in their prices, the length of haul from track to yard determining in some measure the price, as bills are generally quoted delivered where used. The longer the haul from track to yard the shorter the distance generally to the point where wanted, so that some dealers still ask the figures now quoted in your columns.

Shipping from our docks is confined to two or three firms and is small in amount.

The demand from Western Ontario is mainly met by shipments from Georgian Bay by water, and this will continue to be more than over the case. The freight agents of the various railroads at their last meeting agreed for the future to weigh all cars going over their roads, charging in full for all thereon, regardless of quantity. This step must have the effect of advancing prices on bills cut to order, and in my opinion will act injuriously to the interests of the N & N. W. R. R., for the following reasons. Sarnia, Courtright and one or two other places having become distributing points for lumber from the Georgian Bay and some other places, the quantity going there will be increased, and less go from stations on the N & N. W. R. R. The G. T. R. R. Co. know they will have the hauling for greater or lesser distances of most of this lumber after it gets to the places above named, so that in my humble opinion the agent of the latter road has stolen a march on the agent of the former. That this will be the case in the matter of all lumber outside of bills cut to order does not admit of a doubt. I shall be free to admit my error if a six months trial of that compact does not sicken them.

Table with 2 columns: Item description and Price. Includes Mill cull boards and scantling, Shipping cull boards, Scantling and joist, etc.

Table with 2 columns: Item description and Price. Includes Cutting up planks to dry, Round dressing stocks, Picks Am. Inspection, etc.

Table with 2 columns: Item description and Price. Includes 1 1/2 inch flooring, 2 inch rough, 2 inch dressed, etc.

CHICAGO.

BY THE CARCO.

The Northwestern Lumberman of July 25th says:—The amount of lumber arriving at the cargo market has thus far this month been steady, and evenly distributed from week to week. The average for each seven days is nearly 200 cargoes, an amount perhaps somewhat smaller than last season's receipts for a corresponding time, but yet enough to show

that the demand for lumber to maintain trade at this point is still immense.

Dimension is being fed out to the market rather more liberally than formerly, though there is moderation in the feeding still. Prices have scored another advance; that is, the range on short green is now from \$8.75 to \$9.00, with considerable selling at the latter figure. One lot of White Lake piece stuff, with none more than 16 feet long, has been sold to arrive at \$8.82 1/2, the purchaser to pay half the tally charges over there. This is considered equivalent to \$9 a thousand sold on the market here, and should make a cargo running a considerable per cent. to 18 and 20 foot stuff worth \$9 a thousand, quick. Some commission men make \$9 a thousand an unquestionable price for short green dimension, which is a clear advance of 25 cents a thousand within the past ten days.

The demand for long dimension is bringing in deck loads of it, as an accommodation to the yard men. That which is cut in special sizes, with a desired percentage of 3x12 or 3x14 in it, sells up to \$13 a thousand in some instances. The range on long joists is from \$11 to \$13, \$11 to \$12 taking in lots that have considerable 2x6 and 2x8 or 2x10 in them. The feeling in regard to this class of lumber is decidedly firm and even bullish.

A good deal of No. 1 stock is changing hands. Some comes to market, but more is sold at the mills, or here to arrive. It is going into yard stocks steadily, the majority at \$17 to \$17.50. Half a dozen cargoes of David Ward's Manistee choice lumber has lately been sold here at \$27 a thousand, which includes selects and uppers, and some fine common. Dry No. 2 stock is not as plenty as it was, and green No. 2 is only occasionally seen on the market. Yet this class of lumber is the weakest of any, though all that is being offered on the market is readily disposed of at \$9.50 to \$11 a thousand.

Shingles are now attracting a large share of attention. They have slid up another notch, and are five cents a thousand dearer than last week, standards bringing from \$1.95 to \$2.10 a thousand, and other classes in proportion. All reputable brands that are offered are eagerly taken at the advance.

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

Table with 2 columns: Item description and Price. Includes Lath, freight rates are quotable as follows, From Grand Haven, dry, From Muskegon, by steam, etc.

AT THE YARDS.

Though there has been no appreciable change in the volume of shipment since last week, inquiry is more frequent, and it is evident that the country trade is beginning to manifest some interest in preparation for the fall business.

Retail yard dealers are just now in something of a quandary about the future probabilities. A large number still cling to the opinion that lumber is to be cheaper, as much from habit as seemingly as anything else.

It is generally believed that if the improving tone in regard to wholesale yard prices can be maintained until the August demand begins to rise, there will then be no difficulty in realizing an advance. It is claimed, with good reason, since better prices have been realized on some classes of dimension and on shingles in the dulcist month of summer, surely a sharp rise may be expected with a booming August trade.

A significant feature of the present condition, as showing the mood of the dealers, is the recent calling in of travelling men, which has been quite general. This shows that the dealers do not want to loose trade under present prospects, and that they are expecting an advance in prices.

The frequent and urgent inquiry for joists, 2x12 and 3x12, 24 and 26, and timbers 30 foot long, continues to be mentioned as an important incident of trade. Long 2x6 and 2x10 stuff is

also in active request. In fact, the very dimension sizes that were a drug last year are in demand now. Even 24 foot 2x4, that was so freely cut into 2x12 last year, is now wanted, at firm prices. The supply seems to have changed onds, as it were. How far this peculiar condition can be overcome by the graud hunt for new supplies that is going on remains to be seen.

Shingles have come to the front in a decided manner at an advance of ten cents a thousand in the yards, on good brands, and 10 to 15 cents on the cargo market.

Receipts of lumber, shingles, etc., from Jan. 1st to July 23rd as reported from the Lumberman's Exchange.—

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

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

STOCK ON HAND JULY 1.

Table with 2 columns: Year and Stock on Hand. Includes Lumber & timber, Shingles, Lath, etc.

LAKE RECEIPTS FROM JAN. 1 TO JULY 23.

Table with 2 columns: Year and Lake Receipts. Includes Lumber, Shingles, Lath, Wood, cords, Posts, Railroad ties, Slabs, cords, Bark, cords, Poles, Splices, etc.

ALBANY.

Quotations at the yards are as follows:—

Table with 2 columns: Item description and Price. Includes Pine, clear, Pine, fourths, Pine, selects, Pine, good box, Pine, common box, etc.

OSWEGO, N.Y.

From Our Own Correspondent

No change in prices, the demand is still very light, dealers only purchasing to keep stocks good. New cut lumber is arriving very slowly and is not in good condition. Collections are slow.

Table with 2 columns: Item description and Price. Includes Three uppers, Picking, Cutting up, Fine Common, Common, Culls, Mill run lots, etc.

BUFFALO.

Table with 2 columns: Item description and Price. Includes We quote cargo lots, Uppers, Common, Culls, etc.

TONAWANDA.

Table with 2 columns: Item description and Price. Includes CARGO LOTS—MICHIGAN INSPECTION, Three uppers, Common, Culls, etc.

QUEBEC.

The Chronicle of July 24th says.—There is very little doing as purchasers are not willing to pay the high prices at present demanded by manufacturers. Timber arrives very slowly, and the stock at present in market is unprecedently low. We understand that some fresh Waney, about 18 1/2 inch, has been sold at 34 cts. and a couple of choice rafts of 62 to 63 feet, 16 1/2 inch, with 20,000 feet of Waney, have been sold at 32 1/2 to 33 cents. In Hard Woods there is little doing.

QUEBEC CULLERS' OFFICE.

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

Table with 3 columns: Year and Price. Includes Waney White Pine, White Pine, Red Pine, Oak, Elm, Ash, Basswood, Butternut, Tamarac, Birch & Maple, Masts & Bowsprits, Spars, etc.

Quebec, July 3. JAMES PATTON, Supervisor of Cullers.

LIVERPOOL.

The Timber Trades Journal of July 18th says.—The first portion of the spring fleet of timber laden vessels from Quebec has now got into dock, and are discharging their cargoes as rapidly as possible, so as to get away again for a second voyage.

The Canadian and Brocklebank docks quays are now looking lively under the present pressure of work, and contrast greatly with the general apathetic aspect they have borne for such a lengthened period.

Several parcels of very fine square yellow pine timber are to be soon, and no doubt much of this will soon be on its way up the country to the hands of consumers. It will be some days yet before the hardwoods, such as oak, elm, ash, and other descriptions, will be landed.

Spruce deals, however, come forward very sparingly, and the market in consequence is very firm, especially for the better class of shipments. These are now being more readily dealt with with by private treaty than recently; but an auction sale of these goods, together with birch timber, &c., is announced to take place on Wednesday next, 22nd inst.; meantime holders are very firm.

Pitch pine timber still comes forward on the market, and a cargo of hewn timber will also be offered by auction at the latter end of this week.

LEITH.

The Timber Trades Journal of July 18th says As anticipated in last report, the imports of wood goods from the Baltic have this week been very small, but from America there are two important arrivals, viz., the Garibaldi, from Quebec, for Messrs. John Mitchell & Co., being the first cargo of the season from Quebec, and the Scots Bay, from Beaufort, with a large shipment of hewn pitch pine for Messrs. James Duncan & Co. The Quebec ships are unusually late this year, the Garibaldi, which was also the first arrival last year, for same importers, being then eleven days earlier.

There has been no public sale this week, being the first week for some time on which the customary gatherings has been intermitted. Business has been very quiet, but the trade is looking with considerable interest to the next auction sale.

LONDON.

The Timber Trades Journal of July 18th says.—The dock deliveries recorded this week are still less on deals and battens than at the corresponding date of last year, but floorings and timber compare favorably, although the difference is very slight, 34 standards on the one and about 42 loads on the other. There are, of course, the overside deliveries to take account of, and of which the docks make no mention; these are known now to be much larger than they were last year. Besides this, we have the consumption at the mills, but this is almost wholly as yet confined to the pine trade.

The Quebec fleet are coming to hand unusually late this season, the first vessels arriving at some of the outports as much as a fortnight behind last year.

Spruce manufacturers are, according to last accounts, disinclined to press sales, in the full expectation that the demand on this side will lead to advanced prices, and they would lose by selling now. Prospective buyers will shortly come into the market if manufacturers hold, and this they appear now to be fully convinced of. For several seasons past there has been a surplus of logs, and with a decrease in the actual consumption, owing to depressed trade, has resulted in a greatly increased supply of manufactured stuff, and consumers have had the regulation of prices quite in their own hands. This seems now about to be changed, and spruce sellers evidently intend to improve the opportunity. Nature seems to have come to their assistance, and by withholding the usual spring rains the rivers have not risen sufficiently to float the logs, and many mills now find themselves without sufficient timber to keep the saws going. In the various markets of Europe there is a steady inquiry for American spruce, and with the present outlook it is impossible for the supply to meet the demand through the season. As we reported last week, there are mills shut down for want of logs, and the shortage in the log crop is now being fully felt.

Things here are showing some slight signs of improvement, due mainly to the determination of those holding big stocks not to press sales, as they have done, at unpaying prices. The knowledge also that the supply of deals and battens is less than last year has had its influence on the market.

The moderate sales this week are indicative of a desire to hold rather than continue to realize at such enormous sacrifices on the first cost as we have witnessed lately.

Pitch pine deals are more inquired for at the yards. We observe that goods of this description have not been put on the market quite so freely of late, which has had a beneficial result, though with trade still so stagnant the effect on values is not noticeable, but has effectually checked any further weakening. A curtailment of the public sale catalogue would help the price here amazingly. There are many who buy nearly all they require privately, and who would pay fair prices, but the low sale values recorded make them disinclined to give more even for better goods, and only such specifications as they require.

On the Atlantic side the freight to the southern ports are improving, but the introduction so largely of steamers into the St. Lawrence trade has ducks and drakes of the pine and spruce freights.

Things will not mend till the trade of the country is stirred up internally or externally, the spirit of speculation is dead, otherwise we should never hear complaints of the plethora of money at the banks. The demand for money is so far short of supply that three months' bills can be negotiated at 3 per cent., and even less, whilst the joint stock banks think of allowing no interest to depositors.

TYNE.

The Timber Trades Journal says:—There is again a very long list of arrivals to report during the last seven days, perhaps the largest of any seven days during the present season. The bulk of the arrivals are deals and battens from the Baltic, but there are also several cargoes of staves from Finland, one cargo from Memel, and another from Riga, an early ship from Quebec with timber and deals, and five

steamers from Christiania and Gothenburgh with cargoes or parts of cargoes, deals, battens, and boards. The great bulk of these cargoes are unfortunately finding their way into stock, so that stocks are now mounting up somewhat rapidly. So far the demand has not improved and if any change is perceptible it is for the worse. There are not many contracts of importance going forward, and housebuilding is not so brisk as before.

Shipbuilding too is as low as ever, and a great number of the yards, if not altogether, are very nearly closed. Saw mills are, on the whole, fairly well employed; fewer cargoes of prepared floorings have come forward this season, and mills have been to some extent employed in supplementing the amount required in this way.

GLASGOW.

The Timber Trades Journal of July 11th says: Arrivals of wood goods at Greenock and Glasgow have been light for a week, but the list at Grangemouth, on east coast, is an unusually heavy one, comprising 37 cargoes (North of Europe goods and one pitch pine cargo), the aggregate register tonnage of the vessels amounting to 9,415 tons.

A comparison of the consumption at Clyde ports during quarter ending 30th ult. with corresponding period 1884 shows that apparently there has been same quantity of pitch pine used (about 12,500 logs.) Of Quebec timber the consumption of hardwoods, oak, elm, birch has been about same as last year, 3,400 logs (lower port birch included), and of Quebec pine boardwood, yellow pine, and red pine the amount this last quarter has been 9,157 logs, against 10,423 logs for same period in 1884.

An auction sale of deals took place here on 8th inst. There was a good company, but a portion of catalogue was withdrawn, offers not being up to the views of the exposers.

In its issue of July 18th the Journal says:—The annual "fair holidays" are now being held here, during which labor is expended in nearly all our workshops, factories, and the shipyards in the upper reaches of the river. In most of the shipyards the holidays will continue for ten days, but a few that have urgent work on hand take only a week. The amount of shipbuilding work on hand, as compared with the state of trade at this time last year, is somewhat greater but no general improvement has taken place. While a number of yards are full, several of the other establishments are almost entirely empty.

Since last writing there have been no timber auction sales to report, and none will be held till after the holidays.

In this week's import list is reported the first arrival of the timber fleet from Quebec to Clyde. This is about a fortnight later than the date on which the first sailing vessel from Quebec to Clyde came in last year.

The other arrivals this week consist chiefly of pitch pine timber and lower port spruce deals.

WINNIPEG.

The Commercial of July 21st says:—The past week only adds another to the list of dull ones in this trade. There is literally nothing to be said about business in this line, except that owing to the excitement in the city, it was an even lower ebb than formerly. Dealers are now satisfied, that there is no chance of any hopeful turn of things this season, and have made calculations accordingly.

Spruce Lumber in Maine.

A despatch from Bangor, on July 16 says.—An estimate of the supply of spruce logs the present year, as compared with 1884 shows a shortage as follows:—On the Androscoggin, 10,000,000; Kennebec, 33,600,000 to 40,000,000; Penobscot, 36,000,000 to 40,000,000. St. Croix, 10,000,000; St. John, 30,000,000; showing a total shortage of 115,000,000.

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is that of any man or woman afflicted with disease or derangement of the liver, resulting in poisonous accumulations in the blood, scrofulous affections, sick headaches, and disease of the kidneys, lungs or heart. These troubles can be cured only by going to the primary cause, and putting the liver in a healthy condition. To accomplish this result speedily and effectually nothing has proven itself so efficacious as Dr. Pierce's "Golden Medical Discovery," which has never failed to do the work claimed for it, and never will.

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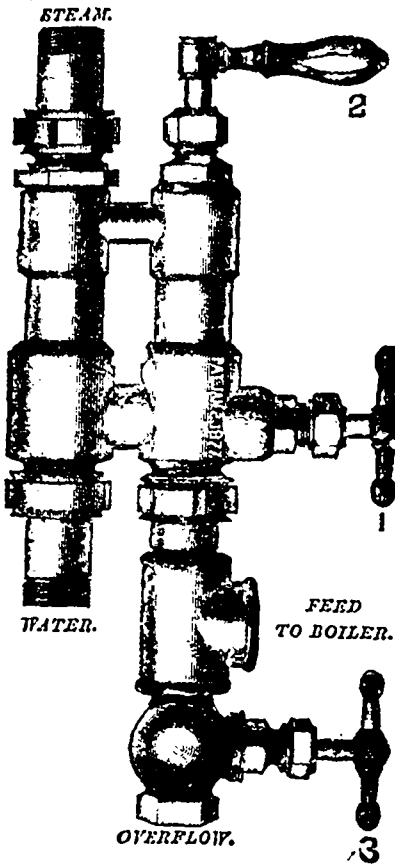
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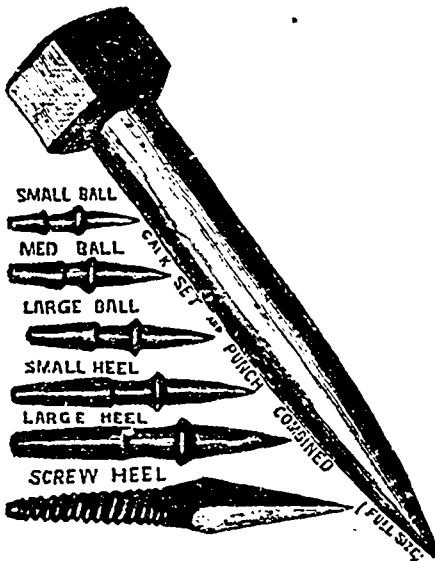
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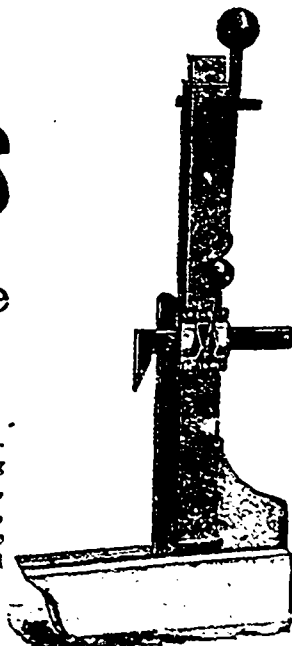
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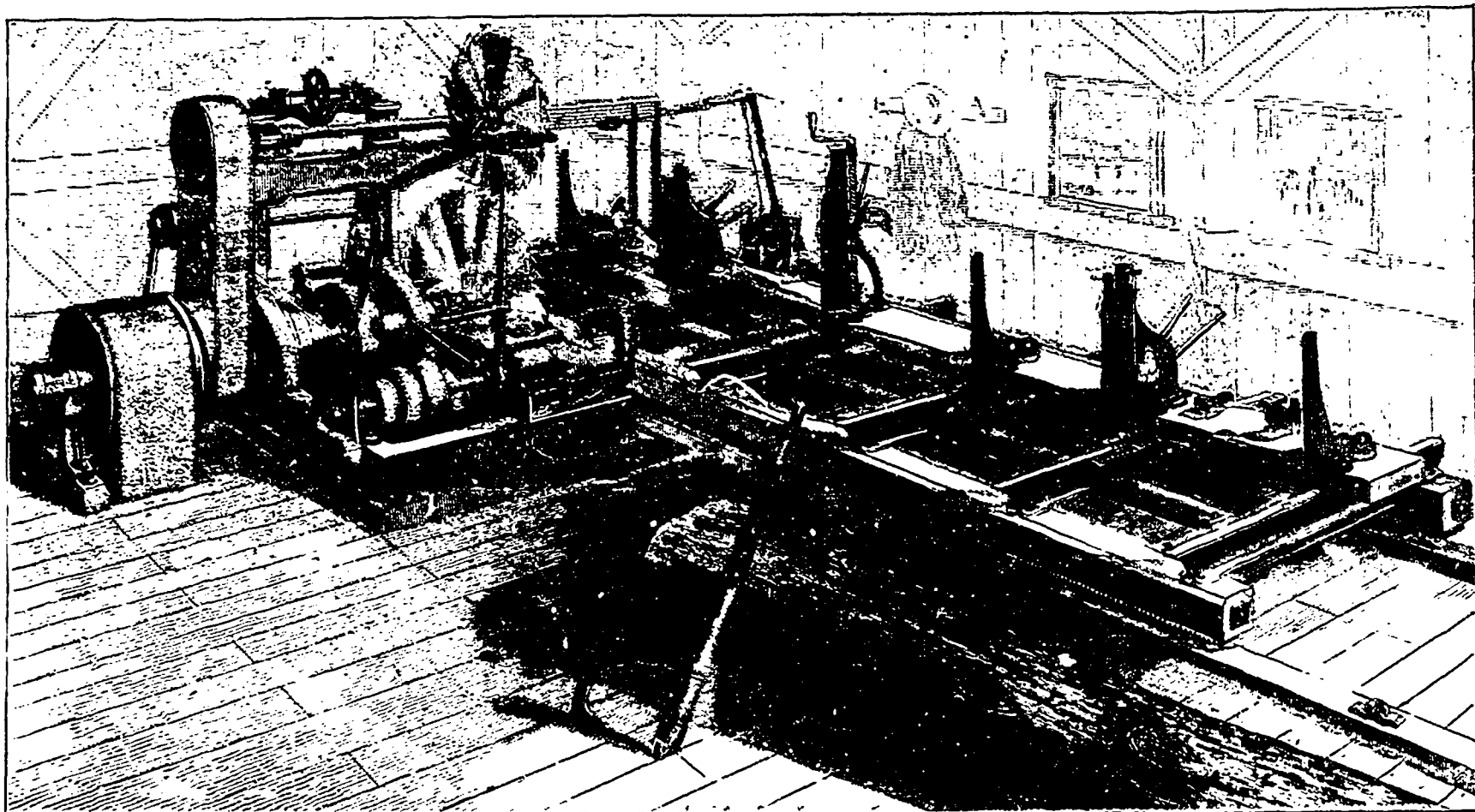
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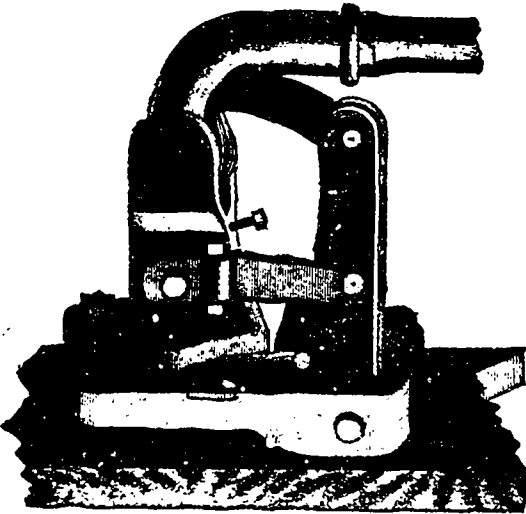
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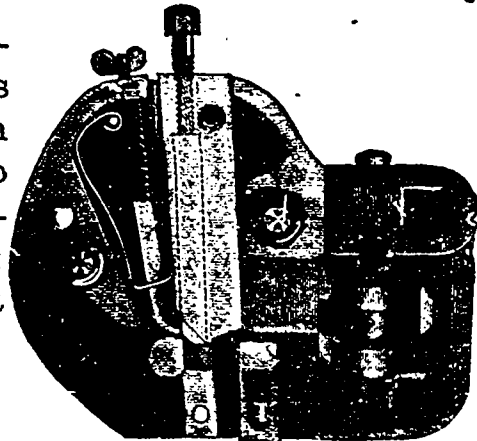
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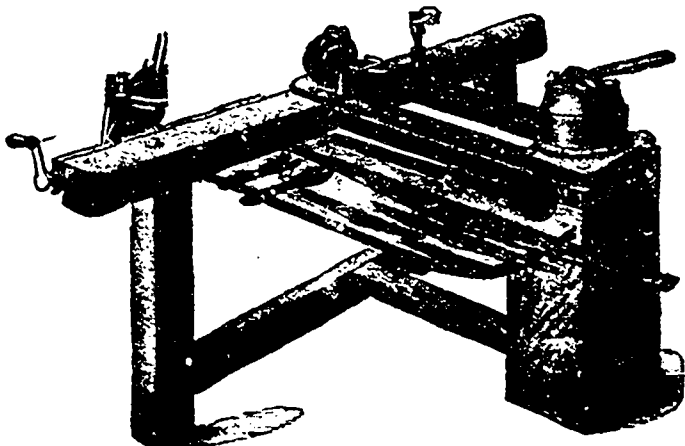
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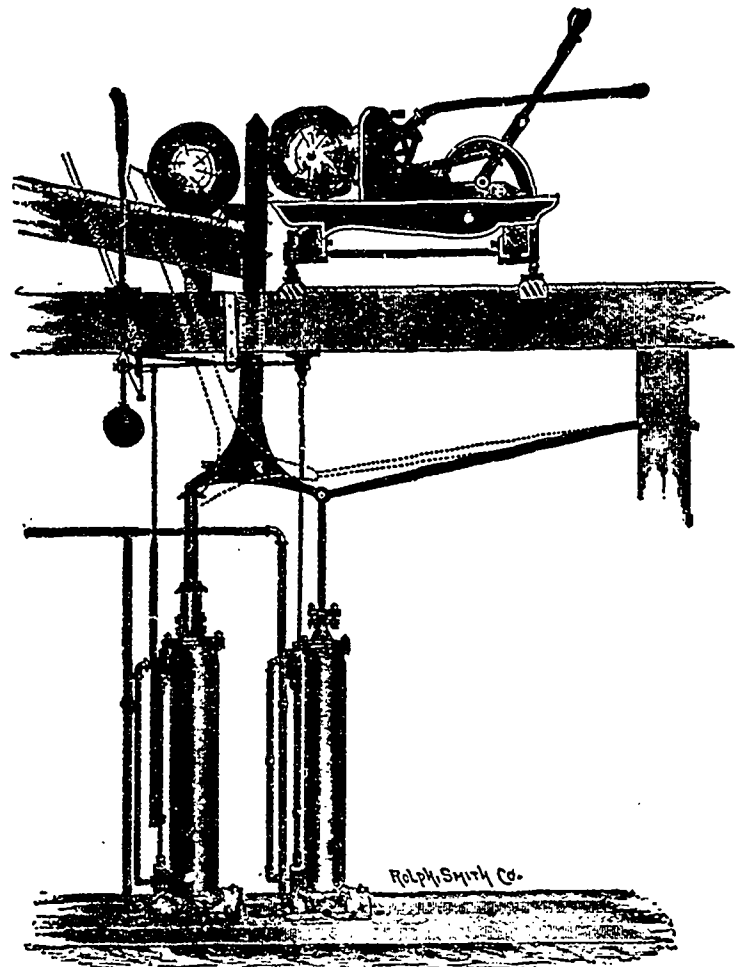
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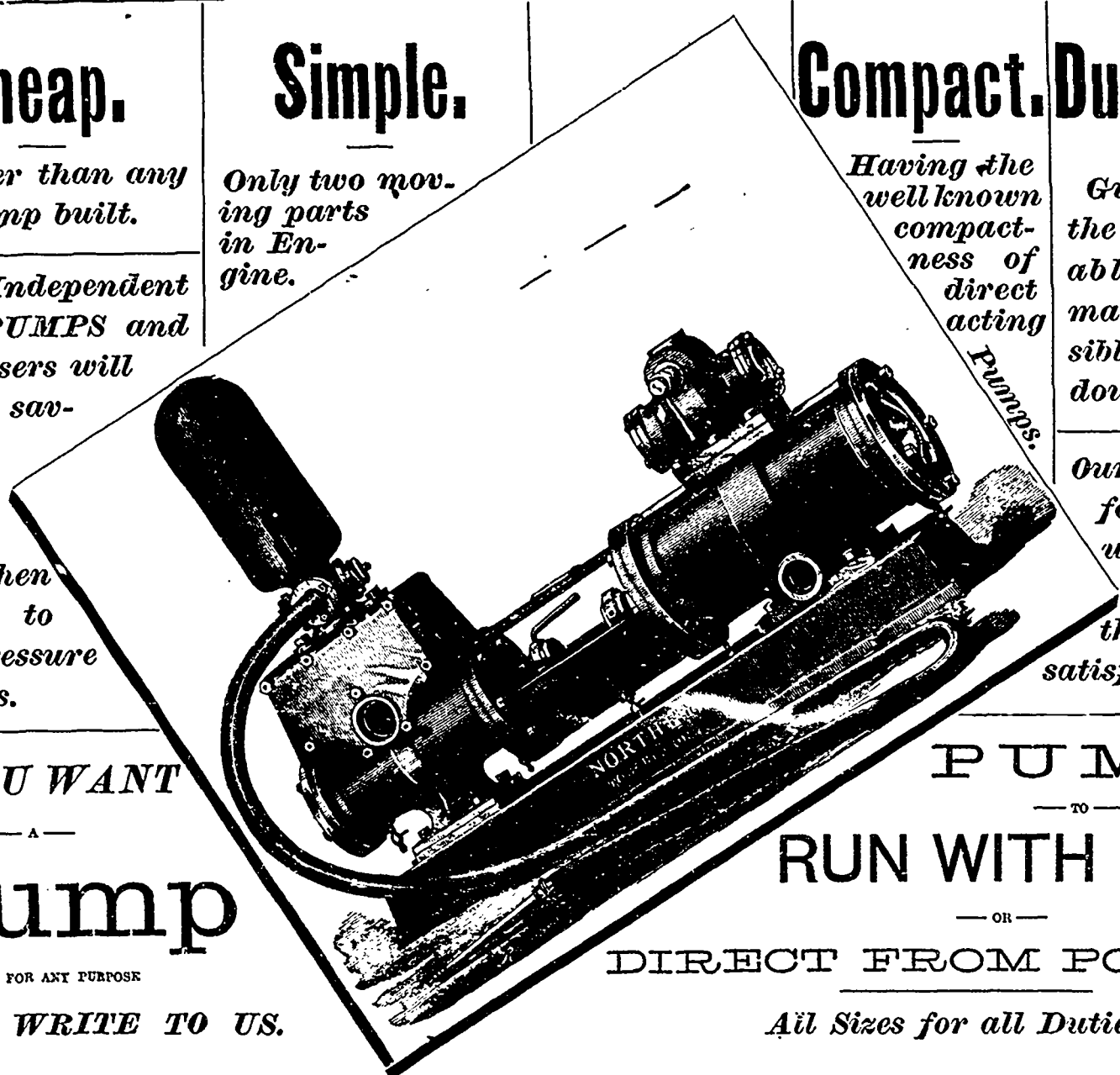
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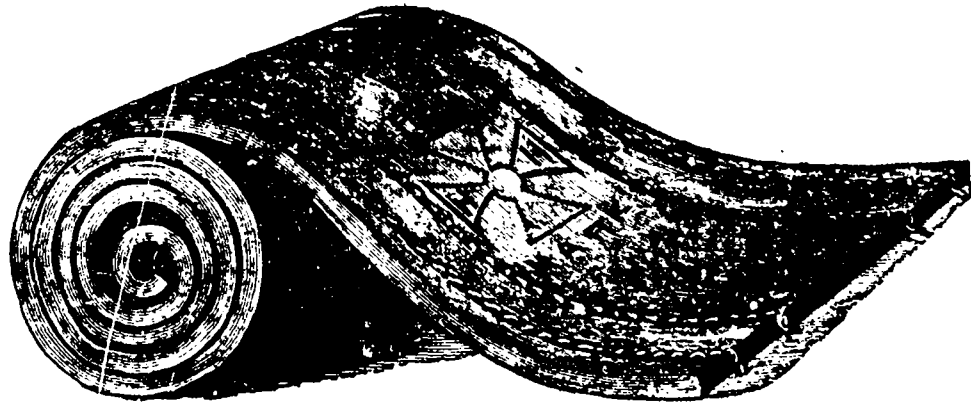
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