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VOL. 6.

PETERBOROUGH, ONT., JUNE 1, 1886.

NO. 11.

NEW BRUNSWICK FORESTS.

The New Brunswick Government has published an interesting work, written by Mr. Charles H. Lugin, A. B., Secretary of the New Brunswick Board of Agriculture, on the resources, progress and advantages of that Province. The following is the chapter on the forest, continued from last week:—

ELM.

There are two species of elm in New Brunswick, the white and the red. Both are beautiful shade trees. The white elm often grows to the height of 100 feet, its branches are long and pendulous, its foliage rich and pleasing in shape. It grows wild on the low, deep-soiled intervals, and the quantity available for commercial uses is limited. The wood is strong, tenacious and elastic, does not split easily, and bears the driving of bolts and nails better than any other wood. It is durable if kept either constantly wet or constantly dry, but decays rapidly when these conditions alternate. It is used in making ships blocks, and for other purposes in which wood of its peculiar properties is required.

The elm does not grow to as great a size as the white elm. Its wood possesses the same properties as that of the white elm, but is somewhat coarser and more durable. Its home is on dry elevated situations.

BUTTERNUT

is a species of walnut found along river banks. It grows to a considerable size and yields in profusion nuts which are agreeable to the taste and very oily. The name of the tree is derived from the fact that the Indians formerly used to pound the nuts and having boiled them so as to separate the oil, used it with their food as a sort of butter. Butternut wood is light and of a reddish tinge, taking a high polish. It is used in making furniture, for wainscoting and other purposes. It is easily propagated and grows rapidly. There being a constant demand for the wood its cultivation would probably be found profitable.

ASH

is found in New Brunswick in several varieties, the white, black and yellow chiefly, the wood of each differing according to the soil and situation where it is grown. The white ash is a common tree growing to the height of sixty feet with a diameter of eighteen inches or more. Its growth is rapid and its foliage beautiful, the trunk is perfectly straight, the wood strong, tough and elastic. Black ash is a smaller tree than white ash and is somewhat coarser. It is a fashionable wood for bedroom furniture, its texture being very pleasing and is used for a variety of purposes in first-class buildings. Being already a valuable article of commerce, its supply will probably not long keep pace with the demand; its cultivation will likely be profitable. It is used by the Indians in the manufacture of baskets, for

which it is admirably adapted. The yellow ash is similar to the black ash but is lighter in color. The red ash is somewhat similar to the white ash.

OAK

is found in New Brunswick in three varieties, the white, the red and the grey. The wood of the latter is very durable. The supply is limited.

CHERRY

is found in abundance. The fruit is small and slightly bitter. None of the varieties attain sufficient size to possess much commercial value.

POPLAR

occurs in two varieties, the Aspen and the balsam poplar, or "balm of G. ad." Poplar wood is very white and of light weight. It becomes hard and tough when dry and takes a high polish. Its principal commercial use at present is in the manufacture of what is known as Excelsior, an article used for mattress making, upholstering and packing purposes, the wood for these purposes being cut into long shreds. The demand is large and increasing. The lightness, whiteness and durability of poplar are causing it to become very much esteemed for many purposes. It makes an excellent paper pulp.

BASSWOOD

is found in considerable quantities. Its properties are somewhat similar to those of poplar. The natural color of the wood is pale yellow.

HORNBAM AND IRONBAM

are tough heavy woods capable of sustaining great weight. These trees do not attain a great height.

Alders, willows and other inferior trees abound, but those above named constitute the principal part of the New Brunswick forests. It will readily be admitted that such forests must be exceedingly beautiful, and the soil which supports them of great fertility. Such is particularly the case with the deciduous trees, "the hardwood ridges," as they are called, that is the rolling hills covered with maples, birches and beeches, with a few scattered spruce and pine trees, not only making a most attractive landscape, but being generally, when cleared, the finest of farming land. But if these ridges are beautiful to look upon in the summer, they are resplendent in the autumn when the ripened leaves, after the early frosts, begin to change their color. The brilliant scarlet and other hues of the maple, the golden-yellow of the elm, the almost countless shades and tints of red, blue and brown, relieved by the sombre overgreens, make up a picture which the eye never grows weary of and words cannot describe.

GENERAL OBSERVATIONS.

Although for nearly one hundred years the forests of New Brunswick have furnished the greater portion of the exports of the Province,

and the trees have been cut in a most lavish and wasteful manner, it is doubtful if their commercial value has yet been realized. It will be seen from the facts above given that the Province contains extensive supplies of wood, valuable for countless purposes. The forests are intersected by streams in all directions, and these with the railways furnish the best possible means of conveying the wood to the seaports, whence it can be shipped to the market. Innumerable water powers afford facilities for cheap manufacture, in fact all the elements exist requisite to make the Province the seat of very extensive wood working establishments, except the single essential of capital. A prominent architect of Liverpool, England, in a letter to Mr. Cornwall, agent of New Brunswick in England, after speaking of the adaptability of New Brunswick woods to numerous purposes in connection with buildings, said:—

"There must be a great advantage in making wood-work in countries where the woods are available, as well as cheap steam producers, besides the saving of carrying so much waste timber such a long distance, for at least one-seventh of timber imported is cut to waste in sawing, sawing and refuse. The extra cost of carrying manufactured articles would, I judge, not nearly amount to the difference."

Large orders have been offered by English houses to manufacturing establishments in New Brunswick, but, for lack of capital, they have not been accepted. The *Montreal Times*, a commercial paper published in Toronto said:

"Great Britain and other European countries use enormous quantities of wooden goods, and they are largely made in the United States and shipped from Boston and New York. Why should not Canada, whose supplies of timber are nearer the seaboard, compete successfully? It can be done, but it is not to be done in a day. Not is it to be done without observation and pains."

But it is not only the European market that New Brunswick may look for the disposal of the products of its forests. In the United States the question of wood supply is becoming annually more serious, and the people of that country will shortly find themselves compelled to admit Canadian wood goods duty free. Already the tendency in this direction is unmistakable. It is evident, therefore, that the manufacture of all descriptions of wooden goods may be regarded as likely, at no distant day, to form an important industry in New Brunswick. Among the articles which may be advantageously made are building material for both inside and outside finish; shipbuilding, from the hull to the spars; agricultural and horticultural implements; waggons, carriages, sleighs; packing, salt, fish, and other boxes; tubs, pails, churns, step-ladders, furniture of all kinds, broom, hoe, pick, edge tool and other

handles; clothes wringers, washboards, clothes and towel horses, bench screws, Venetian blinds and slats, cloth boards and rollers; bobbin spools, ships' block, coopers work of all kinds; boot and shoe lasts, trees and crimps, musical instruments, railway ties, carving and turned work, wood pulp.

Several establishments are already engaged in the manufacture of various descriptions of wood goods, among them being the Quaco Wood Manufacturing Company, the Petitcodiac Spool and Bubbin Works, and the Woodstock Woodworking Company, and the establishment of the Flewelling, at Hampton, and others, all of which are doing an excellent business. The attention of investors is directed especially to this industry.

To the settler in New Brunswick the existence of an abundance of the best of fuel and building and fencing material is an advantage which can scarcely be over-estimated. It is truly one of the greatest recommendations which any country can have. In addition to the value of the fuel for domestic use, the cutting of it for sale, particularly on land adjacent to the railways, is a profitable occupation, as will be seen by statistics given elsewhere. Wood for fuel is a not unimportant article of export to the United States, and the demand will no doubt largely increase. The New Brunswick farmer has for the labor of cutting it, the material for his buildings and fences, and an inexhaustible supply of fuel, and these considerations far outweigh any supposed advantage which the prairie farmer may have in preparing for his first crop. The experience of farmers in New Brunswick has clearly proved that the existence of the forest is one of the greatest advantages which the settler can possess. In the matter of fuel nothing but experience can tell the difference in comfort between the great fire of blazing logs which a New Brunswick farmer heaps up on a winter night, as much for the pleasure of looking at it as for warmth, and a smouldering fire of coal or of wood, so scarce that the pieces must be counted, which his brother in the Far West has to be content with. When the logs blaze and crackle on the hearth, their streaming light illumining every corner of the room, what matter if the storm blows fierce or the mercury drops below the freezing point? So long as the forest lasts, and there is no reason why the preserved wood lots should ever be exhausted, the New Brunswick farmer need never fear the cold. The problem of fuel is one with which the settler in this Province need not concern himself.

The proposition made last season for a telegraph cable to connect the Manitou islands, in Lake Michigan with the mainland, so that news from distressed vessels, and other marine news can be sent to interested parties at ports of departure, and elsewhere, is about to be realized.

WOOD-WORKING PATENTS.

The following list of patents relating to the wood-working interests, granted by the United States Patent Office, May 11th, 1886, is specially reported by Franklyn H. Hough, solicitor of American and Foreign patents, 925 F. Street, N. W., Washington, D. C.

841,703—Saw handle—B. H. Ten Eyck, Emporium, Pa.

841,678—Saw mill, circular—J. P. Moore, Snow Hill, Md.

841,789—Saw tooth—E. J. M. Becker, New York, N. Y.

841,607—Sawing stumps, machine for—A. Leitelt, Grand Rapids, Mich.

841,513—Turning wooden bowls, machine for—P. B. Skinner, Wilmington, Indiana.

PATENTS ISSUED MAY 18.

841,951—Log turner—R. W. Shelbourne, Blandville, Ky.

842,235—Plane—A. J. Traut, New Britain, Conn.

841,975—Planing machine—G. F. Wetherill & R. B. Jones, Chicago, Ill.

841,989—Saw, band—E. C. Atkins, Indianapolis, Ind.

842,234—Saw, drag—F. H. Taylor, St. Joseph, Mich.

842,188—Saw swaging machine—M. Covel, Chicago, Ill.

842,172—Saw swaging machine—G. S. Black, Indianapolis, Ind.

842,263—Saw teeth, device for cutting and gumming—A. S. Norwood, West Point, Miss.

842,029—Saw tooth, insertible—F. Miller, Mendocino, Cal.

842,068—Shingle sawing machine—G. E. Cooke, Clarksville, Tenn.

842,017—Shingles, machine for cutting—A. B. Ireland, Greene, N. Y.

PATENTS ISSUED MAY 25.

842,530—Log handling mechanism—W. J. Perkins, Grand Rapids, Mich.

842,535—Saw—W. J. Perkins, Grand Rapids, Mich.

842,560—Saw frame—A. M. Barber, Bridgeport, Conn.

842,416—Saw mill, band—E. C. Atkins, Indianapolis, Ind.

842,361—Saw mill dog—E. D. Johnson, Milton, Fla.

842,534—Shingle sawing machine—W. J. Perkins, Grand Rapids, Mich.

THE OLD PLAN AND THE NEW.

Mr. Jas. F. Morse, Vice-President of the Security Mutual Benefit Society of New York, 233 Broadway, has recently placed insurance to the amount of \$100,000 on the lives of Ex-Senator Arkell and his son, W. J. Arkell, proprietor of the Albany Evening Journal and the Judge. This insurance has been placed in the above named and other leading companies doing business on the assessment plan. The annual cost of carrying it will be less than a thousand dollars. In the old life or level premium companies the cost would be four thousand five hundred dollars. The Arkells are among the leading business men of the country, and their endorsement of this method of life insurance will carry weight in the business community.

The Security Mutual Benefit Society was organized in 1831, and we learn that the cost for assessments to a member forty years of age has been less than five dollars a year for each thousand dollars of insurance.—New York Financial Review.

A good move has been made for the disposal of sawdust by a lumber firm on the Ottawa Messrs. Edwards & Co. They are having a monster furnace erected in which to burn the sawdust and other refuse from their mill. The structure, which is being built of fire brick encased in plate iron, is a circular tower, and when finished will be 140 feet high, and is 36 or 40 feet in diameter.

JAMES WATSON, of Emerson, Man., has been awarded the contract for getting out timber for use in the construction of the Canadian Pacific snow sheds. These sheds are to be constructed in the Selkirk range and the Rockies. They will be some twelve miles in length and will contain 14,000,000 feet of timber.

BOBOAYGEON.

TIMBER DRIVES—No less than three drives of logs in the immediate vicinity of this village on their rapid courses down the Gull river waters. They belong to the firms of Dixon & Co., J. E. Gould, and McArthur and Thompson. Mr. Atkins expects a very large drive to issue from Rocky creek upon Gull Lake during this week, and Ulyott & Co. have a large drive gone down ahead. These are all about a month in advance of the progress made last year. Altogether the present spring has been a most beneficial one to both lumbermen and settlers and we trust a rich harvest will ensue.

Moving a Big Tree.

Col. Walter C. Larned, the famous art connoisseur, has been in San Francisco for several weeks on a curious mission. He wishes to transplant to the handsome lawn of his magnificent summer residence at Lake Forest one of the big California trees, and he has just closed a contract with the Wells & Fargo Express company to this effect. Special cars are to be constructed to transport the tree across the plains and the umbrageous leviathan will have to be drawn by horse power after the Missouri river has been reached, because the obstacles in the way of railroad curves and bridges east of that point can not be overcome. The tree which Col. Larned has selected is somewhat over 300 feet in height, is 98 feet in circumference near the base, and weighs about 40,000 tons. The cost of transplanting this monarch of the forest will exceed \$18,000.

For telegraph poles in England the Norway spruce is employed. Larches of English growth, formerly employed were found sadly wanting in durability. In America, cedar is used where it can be had tall and cheap enough, yet nothing is found better than chestnut, cost and durability both considered. Ten or fifteen years is the average duration of an American telegraph pole. Though the English are talking of iron for telegraph posts, it is a conceded fact that they will cost fourfold those of wood. It will be some time before iron posts are used in a wooden country like the United States.

Messrs. Rathbun's saw mill at Campbellford, Ont., is fast approaching completion, and very shortly it is expected to be at work. The boilers are being fitted up this week.

THE Eau Claire Lumber Co. is actively preparing to erect a saw mill at Calgary, N. W. T.

A Sure Thing.

There are very few things in this life of which we may be absolutely certain, but this is one of them: that Dr. Pierce's "Pleasant Purgative Pellets" have no equal as a cathartic in derangements of the liver, stomach and bowels. They are very small and their action is pleasant. Purely vegetable, perfectly harmless. 25 cents a vial. All druggists.

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For "worn-out," "run-down," debilitated school teachers, milliners, seamstresses, housekeepers, and over-worked women generally, Dr. Pierce's Favorite Prescription is the best of all restorative tonics. It is not a "Cure-all," but admirably fulfills a singleness of purpose, being a most potent Specific for all those Chronic Weaknesses and Diseases peculiar to women. It is a powerful, general as well as uterine, tonic and nervine, and imparts vigor and strength to the whole system. It promptly cures weakness of stomach, indigestion, bloating, weak back, nervous prostration, debility and sleeplessness, in either sex. Favorite Prescription is sold by druggists under our positive guarantee. See wrapper around bottle. Price \$1.00, or six bottles for \$5.00.

A large treatise on Diseases of Women, profusely illustrated with colored plates and numerous wood-cuts, sent for 10 cents in stamps. Address: WORLD'S DISPENSARY MEDICAL ASSOCIATION, 663 Main Street, Buffalo, N. Y. SICK HEADACHE, Bilious Headache, and Constipation, promptly cured by Dr. Pierce's Pellets. 25c a vial, by druggists.

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do June 8th,

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Tuesday, August 10th,

do September 7th,

do October 5th,

do November 2nd,

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Hall's VEGETABLE SICILIAN Hair Renewer.

Hall's Hair Renewer restores gray hair to its original color; makes the scalp white and clean; cures dandruff and humors; prevents the hair from falling out, and renders it soft and brilliant. The editor of the "Ocean Foam," Cape May, writes: "We speak knowingly, when we assert that Hall's Vegetable Sicilian Hair Renewer is the best of its kind. The article is an elegant and cleanly one, without which we think no toilet complete." Thos. D. Jones, Middle Granville, N. Y., writes: "I have used

The advance of time is heralded by bleached, thin, and falling hair. By the use of Hall's Hair Renewer, the hair may be restored to its original color, lustre, and vitality. M. N. Johnson, Fitchburg, Mass., writes: "My hair was weak, thin, and full of dandruff. Hall's Hair Renewer has removed the dandruff, and caused a vigorous growth of new hair." Abel H. Smith, Portsmouth, Va., writes: "My hair had nearly all fallen out, and that which was left was dry and dead. I used one bottle of Hall's Hair

Hall's Hair Renewer,

Renewer about ten years, with satisfactory results." E. G. Perkins, Oberlin, Ohio, writes: "I consider Hall's Hair Renewer the best hair preserver in use. I have used it for the past twenty years, and my hair is in as vigorous and healthy a condition as when I was 30 years of age. Not a sign of gray hair to be seen anywhere." Dwight L. Chamberlain, Oakland, California, writes: "My hair, which was nearly white, has been restored to its original color and luxuriance by the use of Hall's Hair Renewer."

and now rejoice in the possession of hair as abundant as ever." E. J. Adams, St. Paul, Minn., writes: "A diseased scalp caused my hair to fall out, and, after using a number of preparations without avail, I finally tried Hall's Hair Renewer, which caused a vigorous new growth. I am still using it, and could ask for no better results." Mrs. R. H. Corning, Battle Creek, Mich., writes: "By the use of Hall's Hair Renewer, my head, which was quite bald, has been covered with a fine growth of young hair."

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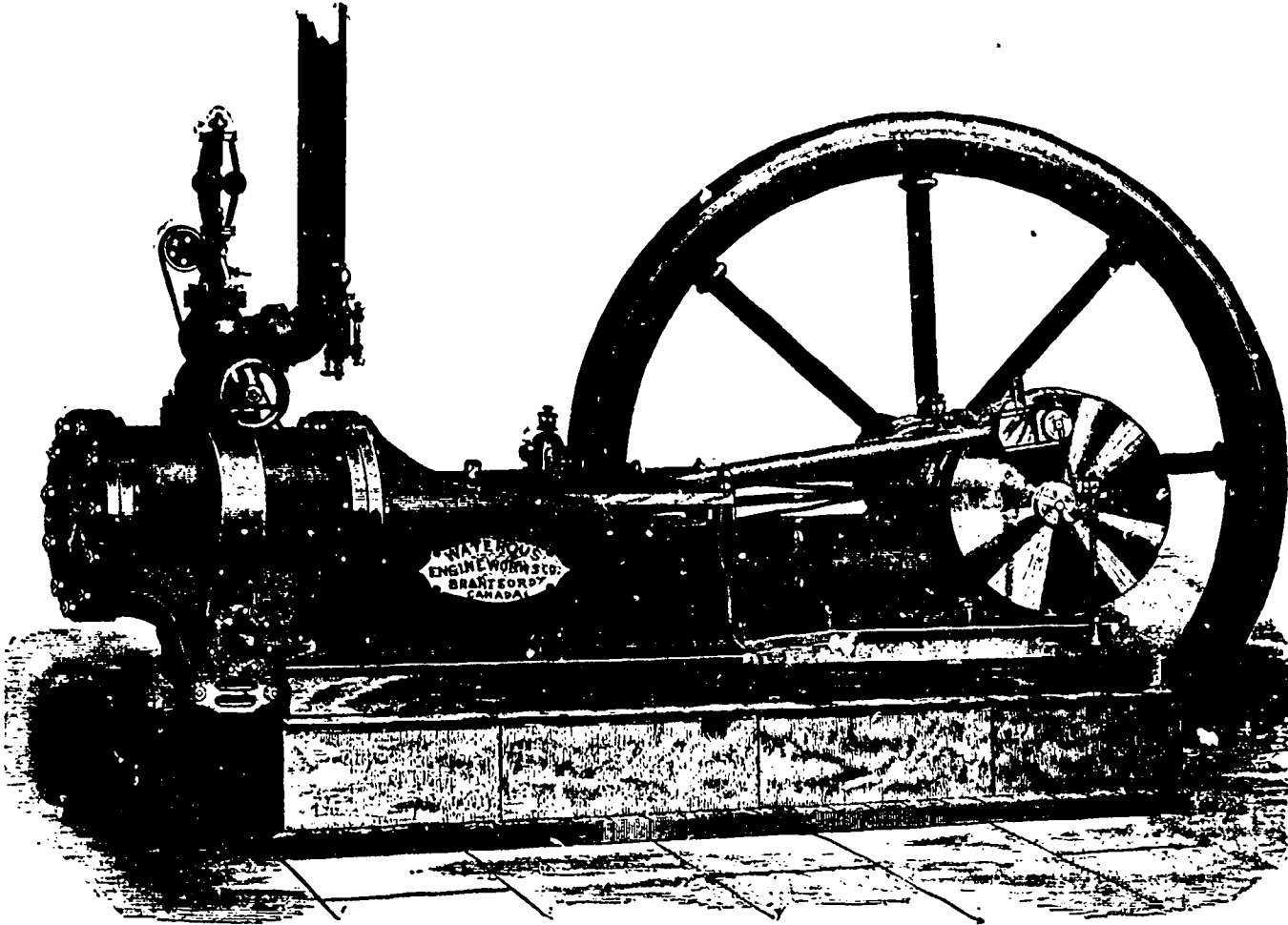
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J. D. Tully, druggist, will gladly inform anyone enquiring as to the wonderful merits of West's Pain King. The standard remedy for flux, dysentery, summer complaint, cholera morbus, cholera, colic, etc. Price 25 cents.

If any of our readers that are afflicted with rheumatism have never tried West's World's Wonder or Family Liniment, we advise them to do so at once, and be convinced of its extraordinary merits. It is a never-failing remedy for cuts, sprains, bruises and all complaints requiring external treatment. Price 25 cents and 50 cents per bottle. Sold by J. D. Tully.

For the past quarter of a century West's Cough Syrup has given relief to thousands, and no medicine compound can show such a vast number of unsolicited testimonials. Ask your neighbor as to its merits. It is an unfailing cure for coughs, colds, hoarseness, asthma, bronchitis, consumption in its early stages, and all throat and lung diseases. Price 25c. 50c. and \$1.00 per bottle. Sold by J. D. Tully.

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The oldest and most reliable brand of cigars in the market. Free from all chemicals and artificial flavorings.

"El Padre" Cigars.

Universally acknowledged to be the finest 10c. cigar manufactured. Don't be persuaded to take other brands. No chemicals or artificial flavorings.

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Ask for the above brand of cigars manufactured from a very superior crop of Havana tobacco grown in the celebrated Yuelta Abago valley in Havana, Cuba. They are packed in boxes of 25s, 50s and 100s. S. Davis & Son, sole manufacturers.

Smokers.

Beware of cigars artificially flavored for the purpose of hiding the poor quality of tobacco used in flavored cigars. Insist on having the old reliable brands "CABLE" and "EL PADRE."

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EXPORT DUTY ON SAW LOGS.

The following letter has been published in the *Montreal Gazette*:

SIR.—The unanimity with which an increase of the export duty on saw logs is approved by the press and the people of Canada is most gratifying—the only question in the matter being whether the present is an opportune time for making the increase, now that the Government of the United States is considering the propriety of removing duties from lumber, some fearing that it might be looked upon as an unfriendly act towards the people of the United States. The fact is, no greater mistake can be imagined than this, for the people of the United States, with the single exception of the few lumbermen, are all in favor of free lumber, and would be delighted at any legislation that would tend to make the United States lumbermen let go their grip. The United States lumbermen are looked upon by the people generally as a greedy set of cormorants, who have no thought but their own interests, and who will use any means, however despicable, to carry out their aims.

The *New York Nation*, one of the most respectable papers published in the country, said of them in 1883, on the subject of the tariff on lumber:—

"The duty was placed upon Canadian lumber in the interests of the Northwestern lumbermen. It benefited no other class, and was desired in no other section.

The country is not without words of warning in regard to the dangers which threaten the forests; they have been spoken far and wide. In the meantime we continue to take \$2 from the pocket of every man using a thousand feet of pine or spruce lumber, and hand it over to the manufacturers as a bounty to induce them to destroy the forests more rapidly. It is natural then that the manufacturers resist any attempt to have this duty removed. They will make a still more determined fight to prevent it. They are bold, rich and united. They are actuated by a single purpose—to convert the greatest amount of forest into the largest amount of money in the shortest possible time. Their organization is perfect. They control legislatures and elect members of Congress; they own Governors and Senators. They know what they want and they mean to have it at any cost, and without any regard to the future welfare of the country. It will take something stronger than the tariff commission to make them let go their grip upon the people. We repeat, the tariff upon lumber is a premium on the devastation of the country, and should be repealed without delay."

These are the strong words: "They control the legislatures and elect members of Congress; they own Governors and Senators. They know what they want, and they mean to have it at any cost."

We are now regaled with any number of bunkum speeches and resolutions by Senator Frye, of Maine, who is attempting to raise a tempest in a teapot in Washington about the fisheries; and I have no doubt many people think that this doughty Senator is greatly exercised about fish, but it is not free fish but free lumber that is troubling him, and everything is fish that comes to his net, so that he exercising his ingenuity to see how he can kick up a rumpus about fish or anything else to prejudice his people against Canada in order to serve his friends the lumbermen.

Here is what the *New York World* said of this gentleman in 1883, under the heading of the lumber swindle in Congress:

"Mr. Van Wyck, the independent and public spirited Senator from Nebraska, yesterday made an emphatic protest against one particularly outrageous swindle of the tariff. He moved to strike out the whole list of duties on wood and woodenware, and let all these things in duty free. This was a patriotic proposition, and was naturally opposed by . . . who represents the men who are anxious to clear out what is left of the forests of Michigan, and Frye, who represents the men who are anxious to clear out what is left of the forests of Maine. These greedy creatures in asking for a duty on lumber or its products, are simply asking for a bounty to be given them for making away with the patri mony of the country," and after show-

ing how rapidly the pine and spruce timber supply was diminishing continues: "How their replacement is to be secured is the problem that does agitate statesmen. The problem that does agitate statesmen of the school of . . . and of Frye is how can the rest of the forest be most speedily and effectually cleared, and a bounty for clearing them, in the form of a duty upon the competing product of Canada, is the device formed by these statesmen for that end. . . . Mr. . . . of Michigan, and Mr. Frye, of Maine, think it better that their lumbering constituents should have large profits and quick returns than that the next generation should have any timber to cut. But there is no reason why other Senators should not deem it more important that the forests should be preserved than that . . . and Frye should continue to adorn the Senate by dint of grinding the axes of their timber cutting constituents."

So we see that Mr. Frye's fishery interest is of a somewhat fishy character. If we wish to assist the people of the United States to have the duties removed from Canadian lumber we must make the United States lumbermen who have timber properties in Canada alike interested with ourselves in this matter, and even Col. Jeffers, with his 2,000 million feet of Canadian pine, when he finds that he must either saw his logs in Canada and pay \$2 per 1,000 United States duty like the rest of us, or contribute largely to the Canadian treasury in case his patriotism is so much superior to self-interest that he will in any event take the logs over and saw them in Michigan, might weaken slightly in his patriotism; for I have always observed that patriotism and \$2 per 1,000 on Canadian lumber were strong cards with United States lumbermen. It would be most unjust to suppose that the \$2,000,000 advantage Col. Jeffers would enjoy in taking over his two thousand millions of timber to be sawn in Michigan, could have any influence in arousing his patriotism. Put the export duty on saw logs up to \$4 per thousand feet, and in less than a week I will warrant you will find governor, colonels and the whole army of Michigan lumbermen who are in Canadian timber lands down at Washington, as active in urging Congress to remove the duties from lumber as they are now persistent in having them retained.

That the fiscal arrangements of Canada had resulted in ruining the saw mill interests of the north shore of Lake Erie was bad enough in itself, but to be laughed at for our folly by those gentlemen who had made their millions out of our timber by towing it over to Buffalo and Tonawanda, N. Y., leaving us the pine stumps alone remaining in evidence of the wealth of timber lost to the country, is by no means a pleasant reflection, but which is fully deserved if we allow this pernicious system to continue any longer.

Congressman lumberman Fisher, of Michigan, speaks right to the point when he says:—"As soon as we attempt anything of that sort (meaning towing over logs to Michigan), up will go the export duty on logs to \$3 or \$4 a thousand feet. They (the Canadians) would not let us rob them any more than we would not let them rob us." Unfortunately this is exactly what we have been allowing them to do for the past twenty years on Lake Erie, and this they fancy we will continue to do, thinking, no doubt, that we have not spirit enough or intelligence enough to know our own interests.

Since my former communication to the *Gazette* on this subject, members of Parliament have written to me asking that requisitions be sent in, and that they were sure the Government would act at once in this matter in the manner indicated by me, as it was directly in accord with the Government policy, yet it appears to me that the disadvantages under which the Canadian lumberman has to work when competing with the United States lumberman manufacturing Canadian saw logs are so self-evident, that I am sure it is only necessary to call the attention of the Government to the facts to have matters put right.

I am, dear sir,

Your obedient servant,

WILLIAM LITTLE.

Forestry Chambers, Montreal, May 17th.

CHANGES IN THE LUMBER BUSINESS.

As showing the wonderful changes in the lumber business, brought about by improved transportation and the development of new fields of operation, the following points given by the *Manufacturer's Gazette* are interesting and suggestive. One of the largest owners of Aroostook pine timber lands, and also one of the largest manufacturers of that fine grade of soft pine, informs us that the prices of high grade pine lumber are lower to-day than they were thirty-five years ago. This manufacturer runs several mills in St. John, N. B., and commenced his business there in 1851, when Aroostook pine lumber was in great demand, and met with ready sale at \$45 for No. 1s and 2s at St. John, \$35 for planing 3s, \$22 for planing 4s, \$16 for shippers, \$10 for poor 4s, and \$4 per thousand for scoots. Now it is difficult to realize these prices, and the principal grades are offering to day at \$2 to \$3 per M less than they sold for in 1851. This is partly due to the fact that the Aroostook lumbermen still get out pine logs of various lengths while the market here demands the even lengths and even widths which are furnished by the Canadian and Michigan mills. Again the railroad transportation is such that lumber may be frequently shipped from Michigan to interior New England points, or even to Boston, cheaper than it can be shipped from St. John to Boston, the latter by vessel. No doubt if our St. John friends would manufacture their pine of even lengths and even widths, its superior quality would enable them to secure as much or even more than the market affords the Michigan and Canadian lumbermen. The supply available of good pine on the Aroostook is very small compared with what it was years ago, but the market for lumber appears to have run away from it, and there is plenty of pine to be found in other sections to take its place. No pine has ever come to this market which rivalled the Aroostook pine in its soundness and valuable qualities for fine work. In judging of the lumber business one cannot confine his vision to a single state or a single river, but must take the whole continent in view, and bear in mind that the railroads and canals have made wonderful changes in the facility for transporting lumber from one section to another. The lumber famines which are frequently predicted by some of the forestry orators, will hardly come during the present generation. True, some sections are being rapidly depleted of their timber growth, but others are yet undeveloped by reason of the lack of the necessary transportation facilities. The enterprise and push of the lumbermen is constantly reaching out into unexplored territories and utilizing the virgin forests, hitherto a sealed book to the wood-chopper and the lumberman.

CUTTING PRICES.

The ill effects of such a course as cutting prices are attracting attention in the United States. According to the *Bulletin*, "Probably the most prevalent vice in the mercantile world is that of cutting below recognized and established values in order to get ahead of competitors, which is the worst habit that business men can adopt, as it involves a principle which, if persisted in, must result in bankruptcy." The first cut is, frequently, the first logical step to the calling of a meeting of creditors. When a tradesman begins to undersell, he has no idea of overstepping the bounds of moderation; but the great trouble is that moderation in the cutting of prices is the most difficult thing to define. "Commencing by just a shade below regular prices, the cutting propensity grows and grows, until the slightest shade above cost is reached, and in not a few cases bargains have been closed on the hard pan basis of cost itself, while in some instances the pruning process cuts even below it. Now, what is the inevitable result of all this? Why, simply, a resort to the dishonest practice of supplying an inferior article in place of the one sold, in order to make a profit."

If, says the *American Storekeeper*, two or more merchants in the same town, or at competing points, cannot agree like men to stop cutting and to sell staples at a living profit, it will pay any one of them to stop the senseless

practice short off, and to step out, alone, if need be, in the path of keeping store for money. No live storekeeper need be forced into "marking down" by the unbusinesslike example of his competitors. There are other ways of keeping trade. Customers whose patronage is worth having are bright enough to appreciate, when told, that they cannot get something for nothing, and that the merchant who pretends to deal with them on that basis has sinister desires upon their pocketbooks. It is better to stop cutting and unprofitable selling by consent and agreement, and an effort to establish such an understanding is advisable, but it is well to stop it anyway.

SUCCESSFUL SALESMAN.

The successful salesman of lumber, or of any other commodity, must have a good many inherent qualities. Primarily he must be a worker. Steadfast industry, even if it results in "main strength and awkwardness," will often accomplish a good deal. He must in some manner bring himself to the point of telling his customer the truth, at least about the article he is selling. If needs be to keep himself at a natural moral level, he can lie about anything else under the sun save the goods he is selling. Deceit in this particular won't do, and it is the very thing that makes more failures among salesmen than anything else. The salesman's ambition should be to secure for himself and the house he represents the esteem and confidence of his trade. This much done his avocation is easy, and his success sure. The weakness of salesmen is to overrate the quality of the goods they are handling, and they thus succeed in disappointing a customer in such a way that it is almost impossible to ever secure another order from him. Meals and bed-time at best are at very irregular hours with the average traveller, but he should make them as regular as possible. "Painting the town red" at night and attempting to do business next day won't do. If a salesman has customers that renders going out and getting drunk a necessity to the continuance of their patronage, it's a line of trade that will hurt his house in the end. It will not only hurt his house but will ruin him, and the sooner he abandons it the better. The successful salesman must be careful of his credits. Don't sell a man a bill of goods if his credit does not appear right. Your opportunity of "sizing up" your customer's business methods and condition is much better than your principal's, and if you exercise discretion in your sales your judgment will be relied on. The salesman, whose house "stands at his back and swears by him" and his transactions is on a much better road to success than the man whose every transaction is scrutinized with distrust, and whose judgment is questioned. Again, if your house allows you some leeway in the matter of prices, don't have your order book filled with prices at the lowest notch at which you can sell. Keep yourself posted on values. And, again, aim at all times to sell, not what your customer may ask you for, but what your house has for sale—keep posted on your stock, and always crowd the "slow sellers" and hang on to the class of goods that sell themselves. For example, any chump can go out on the road and sell a lot of wide, good boards, but it takes a salesman to place cull Norway boards when a man thinks he can use nothing but white pine, or to sell him 14 feet lengths, when he swears he won't buy anything but 16's; or 10 inch stock when he wants 12. But it can be done, and a stock left in a good, unbroken condition all through the year, and a successful salesman can do it.—*Northwestern Lumberman.*

Trade With British Columbia.

The *Herald* of Vancouver, B. C., the new city on the Pacific coast, in its issue of April 30th says:—

"The works of the Royal City Planing Mill Co. here are progressing rapidly towards completion. The engine and boilers, together with part of the machinery, arrived this week. This was sent from the Hamilton Machine Works, Peterborough, Ontario."

The mill men of Maine have taken preliminary steps towards forming a state organization.

THE MATTAWA DISTRICT.

The Nipissing Times, of North Bay, now turns its attention to the territory embraced in the townships of Mattawa, Olger, Phelps, Mulock and Widdfield, which lie on the north side of the Mattawa river, between the Ottawa river and Lake Nipissing. Mattawa is a very pretty village of nine hundred inhabitants, situated at the junction of the Ottawa and Mattawa rivers. It had its origin in the establishment at this point, of a Hudson Bay Company trading post, and the founding of a mission by the Oblate Fathers among the Indians, before the lumbermen, who were the pioneers of the Upper Ottawa, penetrated the wilderness so far northward. Its growth and commercial importance subsequently arose, however, from the extension of lumber industries in the district of Nipissing. There are here some stores devoted to general or special lines of merchandise and shops devoted to mechanical industries, which will compare favorably with those of the same class in towns of greater pretensions. There are a public and separate school and churches with resident pastors belonging to the Roman Catholic, Anglican, Presbyterian and Methodist persuasions. Moreover, the hotel accommodations here, which are always an object of interest to the traveller, will not be surpassed by any outside of the great cities. There is also a large saw mill, owned by Jas. McCool & Co., situated about a mile above the town, where all kinds of lumber required for building purposes may be obtained. The stranger visiting Mattawa, for the first time, will probably be unfavorably impressed by rough and rocky appearance of its site; but the multitude of boulders which cover the ground is soon lost sight of amid the beauty and sublimity of its surroundings. The lofty mountains whose blue summits mark, in the distance, the bounds on either side of the mighty Ottawa, whose waters rush down from their great northern reservoirs; the huge rocks which project from the mountain's side just opposite the village, eastward, and hang in massive cliffs above the river flowing at its base; the terraced hills, clad in verdure, which rises as they recede westward from the shores of the Mattawa, forming an, enchanting background to the church and cemetery which occupy a conspicuous position near the river; the majestic appearance, on the south, of the locomotive leading its long line of cars as it sweeps around the curve with terrific speed, then gradually slackens its pace until it ceases to move at the railway station; and finally, the junction of two great rivers, the commingling of whose many waters in one broad stream presents an emblem of the happy union of different races in the formation of our Canadian nationality, all combine to render Mattawa one of the most attractive villages in the valley of the Ottawa.

Yellow Pine.

Yellow pine, in the form of heavy timbers for large buildings, is making headway in this city. We have previously made mention of the large bill of 1,500,000 feet that Norwood & Butterfield are furnishing for the Marshall Field & Co. warehouse between fifth avenue and Franklin street. Mr. H. F. Seymour states that his house is filling an order for about 100,000 feet of stuff for the Huck Maltin Company's new building, corner of Eighteenth and Canal streets. This order is for timbers 12x18, with some much larger than that. Yellow pine has been selected wholly because of its strength. The specifications for the great "Rookery" building, on the site of the old city hall, at first called for maple flooring, but this item has been changed to yellow pine, and bids are out for contract to supply it. It will require 1,000,000 feet to fill the bill.—Northwestern Lumberman.

No Right to Make Alaska Lumber.

A despatch from San Francisco on May 7th says:—The revenue cutter Rush sailed last week in search of the schooners Gem and San Buenaventura, bound to this point from Alaska, and known to be loaded with lumber. As the land there is not open to pre-emption, it is unlawful to cut timber upon it. The San Buen-

aventura, however slipped past the cutter and was loading on Wednesday. The schooner, with her 200,000 feet of pine and cedar, was seized to day by the United States Marshal. She is the property of the Alaska Trading Company, which owns a mill on the southern extremity of Wrangol Island. The technical defence will be that the timber was cut by Indians and simply converted into lumber by the companies who purchased the logs.

WEST'S WORLD'S WONDER or family liniment has proved to be one of the greatest blessings of the age. It is a never failing remedy for rheumatism, cuts, sprains and bruises. Call on J. D. Tully for a trial bottle and you will use no other.

Perhaps the most extraordinary that success 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, 805 King street west, Toronto, Canada, and enclose a stamp for their treatise on CATARRH.—Montreal Star 1y12.

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- Township of Hindou, 70 square miles.
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These limits are estimated to contain 180 million feet of Logs, well watered, and afford means of short hauling from all points, and quick and cheap driving to Georgian Bay. Are offered for sale together with plant, depots, farms, 1,200 acres cleared lands and 50,000 logs, nearly all of which are on the main river, a large proportion of which are 10 feet long. Apply to

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PETERBOROUGH, Ont., JUNE 1st, 1886.

There are 5 500 miles of railway in Germany on which metallic sleepers are laid.

From fourteen to twenty car loads of square timber passed Mattawa eastward daily last week.

Mr. PRENEVAN's saw mills in Belmont, Ont., were destroyed by fire last week. The origin of the fire is a mystery. No insurance.

The steamer Butcher's Boy will run on a line between Ashland, Wis., and Port Arthur, Ont., this season.

The Messrs. Patterson Woodstock, have given an order to J. E. Murphey, of Hepworth Bruce county, for 402,000 feet of lumber to be used in their new buildings.

An oak was recently cut on J. B. Vander-vanter's farm in Gilead, Mich., which measured five feet 10 inches at the base, and was 40 feet to the first limb, where it measured four feet.

The tannery owned by Geo. Hollings at Han-over, Ont., was totally destroyed by fire on May 20th. Insured for \$2300; loss not nearly covered by insurance.

GILMOUR & Co's drive of logs in Squaw river have grounded, on account of the floods washing out dams and allowing the water to escape. The logs will have to remain where they are until next spring.

It is circulating in Michigan papers that a syndicate is being formed in Saginaw valley, with a capital of \$1,500,000, for the purchase of \$600,000,000 feet of standing timber on Columbia river, Oregon or Washington, or both.

The first raft of the season, consisting of some cribs of oak, ash and pine belonging to Messrs. McConnell & Klock, has arrived in the canal

basin at Ottawa from up the Rideau. It compares, says the Citizen, some remarkably good oak.

It is stated that the Siam Forest Company has been formed in Bombay, India, to work a large forest concession which has been granted to it by the king of Siam. The concession is of forests covering an area of over 2,000 square miles, and said to contain much fine oak timber.

A cargo of hardwoods from the Philippine Islands has been shipped to England, about two thirds of it being cedar. In connection with the above, when we read of regular arrivals at Melbourne, Australia, of lumber from the Baltic sea, the world-wide and complicated character of the lumber trade is faintly appreciated.

A despatch from Quebec says:—Mr. William Dobie, a young man in a lower town mercantile establishment, who arrived out from Edinburgh about two years ago, has recently fallen heir to over £380 000 by the death of his father in England. He intends returning to the old country to live, taking with him as a bride one of Quebec's charming daughters, Miss Eva Wilson, daughter of C. W. Wilson, the well known lumber merchant.

THE NORWOOD STEAM WORKS.

But too little notice, it is to be regretted, has been taken of some of the leading industries of the village of Norwood. In fact, it may be said of the enterprise now under notice, one of the most important industries in the county of Peterborough not on account of the wages disbursed in the factory, but on account of the useful and valuable material the product of the Finlay Works; or, as they are appropriately called, the "Norwood Steam Bending and Hub and Spoke Factory," owned and managed by Finlay & Son, the elder member of the firm being a man of great business capacity, energy and stability, qualities which have enabled him to battle successfully with many trying commercial storms. Energy and enterprise stimulated by sound judgment and keenness of observation, generally leads to success, and such in a word, has been the career of Mr. John Finlay, though meeting with not a few discouraging obstacles.

The business of this factory, under the fostering care and push and pluck of the proprietors, has increased to immense proportions. A visit to the works recently, by the writer, found the large building, occupying extensive grounds, fairly alive with the hum of rapidly revolving machinery, and it was with pleasure and interest we observed the rough material passing from one piece of machinery to another till finally it came forth a useful and valuable article. Perhaps a brief description of the methods by which hubs are manufactured and the bending process is performed, may be interesting. The timber is brought to the factory during the winter in logs, and first passed over to the sawyers, who with large circular saws propelled by steam, cut them into blocks the different lengths required, these are passed over to a boring machine which bores the heart out of the blocks. The hub rougher comes next into operation, which pares the rough bark apparently with as much ease as one would pare an apple—this part of the machinery, by the way, sprung from the ingenuitive mind of Mr. Finlay himself. The turner now handles the hub, smoothing its surface and giving to it its beautiful rounding, symmetrical form. The mortising machine is now brought into requisition, which neatly and rapidly pierces the required holes for the placing of the spokes. The hub by means of a tramway passes over to another wing of the large factory, where the painters give the finishing touches, and the hubs are now ready for shipment.

In the second story of this establishment are the Bending Works. The timber for this department is also brought from the woods during the winter, and is first cut into planks, then passed to fine or small saws, which rip them into the different sizes required for cutters or sleighs; they are thoroughly planed and then placed in a large steam box, where they remain till they are bent to the required shape; and

now, after going into the factory a huge and unbarked log, are turned over to the spacious packing room a smoothly surfaced and gracefully turned cutter or sleigh-runner, and ready for shipment to the numerous patrons of this great factory.

The proprietors have recently added the most approved machinery for the manufacture of the above wares in a very complete manner, and in a style and finish to compete with any factory of the kind in the Dominion. The hands are paid every Saturday regularly, a system which Mr. Finlay has punctually followed for a number of years. The cash paid out thus every week amounts to about \$100, but figures for wages are largely increased when stock is being procured for the succeeding season, thus giving employment to as many as 25 or 30 hands, besides many teams of horses, disbursing in this manner, annually, the large sum of \$8,000, or perhaps \$9,000, not, of course, including in this estimate the large amount of money paid out for logs and other raw material required for the manufacture of hubs, spokes, cutter and sleigh bents, &c.

The Messrs. Finlay certainly deserve their success and prosperity, and the elder Mr. Finlay the personal popularity he has attained in our community. His energy and enterprise has planted in our midst our principal "wage earner," in which considerable capital is invested, and through which a large amount of money is weekly circulated in our village. It is to be hoped that success and prosperity will long attend the works of John Finlay & Son.

HOW A LUMBER KING DIED.

A despatch from Dubois, Pa., to the New York Sun says:—The circumstances surrounding the death of John Dubois, the father and patron of this town, were very pathetic, and had left a deep impression on the community. Although not an infidel, he had lived a careless life. He seldom went to church, preferring to spend Sunday walking about his mills or his five farm of 1000 acres. For a year or more, however, his mind had been strongly inclined to religious matters. He did not go to the preachers with his perplexities. He read his Bible and consulted with his lawyer about it. His lawyer was the Hon. George A. Jenks, who has just resigned the Assistant Secretaryship of the Interior in order to keep a promise to Mr. Dubois that he would take the place of the latter as confidential adviser to a young nephew who gets the vast estate.

A few days before his death Mr. Dubois sent for the Rev. Mr. Bell, and, after a long conversation with him, he was baptized and received into the Presbyterian Church. He immediately sent for the heads of all the departments in his works and as many of the men as could crowd into the sick room, to the number of about fifty. When they were gathered he gave them such an exhortation as had never been heard before in all this region. He told them he was dying, and that if he had been well assured of his eternal welfare a week before he would not have been living to talk to them. He could not leave go of life, he said, until he got that question settled, and he urged them not to put it off as he had done. He was willing now to die, but if it was the will of Providence that he lived one year longer, he would not wish to take up his affairs again. He would put in every day, he said, going about the mills telling his men the great truth that he had at length found out and trying to undo some of the evil his example had wrought in his long lifetime.

His voice and brain were strong, although his body was wasted almost to a skeleton and he could scarcely sit up in bed propped with pillows. The men had worked for him—some ten some twenty, some thirty years. They were rough, grizzly fellows from the logging camps and the mills, but there was not a dry cheek in the room as he talked to them and called them by name and bid them good-by. Three days afterwards he died. He was buried on his own arm where he lived. He picked out the spot himself. It is on the top of a gentle sloping hill, and overlooks his mills and the town he built. For the three days between his death and his funeral all hands in the town were as idle as his own. Not a wheel turned in any of the mills. Nobody did any business in the

stores. Three thousand people looked at him in his coffin and walked behind it to the grave.

Although his works were divided up into different departments, each under its responsible head, he knew all of the 800 men who worked for him, and always spoke to them as courteously as if they were all millionaires as well as himself. Some years ago, when times were hard and lumber fell at a low figure, the managers of the works agreed that there must be a reduction in the wages of the men, and so told him. He heard them through and took the figures they had brought him, but made no decision. The next day he summoned them to meet him again, and said:

"This will not do. I have examined the books at the store, and find that it takes about all these men earn to buy necessities for themselves and their families. If we must reduce wages I will begin with you, who are better paid. Say no more about it; I guess I can stand a loss better than the men can a reduction."

EXPORT DUTY ON LOGS.

We would again call attention to the subject of the export duty on saw logs, for it is a matter that should not be allowed to sink into oblivion and neglect. It is obvious that the duty on export logs should be raised to \$2 so as to counterbalance the United States import duty on lumber. Till this change is made the very least that should be done is to enforce the payment of the present export duty of \$1. It is absurd to suppose that this cannot be done. There are regulations for shipping, there are ways of dealing with smugglers that can be made effective, whether the offenders fly the Canadian or the United States flag. Saw logs cannot be smuggled like jewels or lace, and both they and the vessels concerned would be liable to seizure. The great risk of such a serious loss would check attempts to evade the law if its stringent enforcement were practiced.

The cost of collecting the duty, though it has been alleged as an obstacle, is not really a serious objection, for it would be recouped over and over again by the amount collected. But even if there were more than the amount of revenue sent in collecting it, the argument against enforcement would not be conclusive. Under such circumstances it would still be alike just and politic to protect our lumbermen from unfair competition, and our forests from devastation in order to enrich foreign mill-owners.

This is a matter which is becoming more and more urgent. Lumbermen from the United States have of late purchased a great extent of timber limit from the Ontario Government and others. The purchasers make no secret of their intention to convey these Canadian saw logs across the lakes to supply saw mills in the United States. Inadequate as is the present duty it should certainly be collected, and as soon as possible it should be doubled. The evil has already become of some magnitude and it is certain to be greatly increased ere long if proper precautions are not taken.

Since writing the above we are glad to learn that the export duties have been increased as follows:—Single bolts \$1.50 per cord, spruce logs \$2 per thousand, pine logs \$3 per thousand. This satisfactory as to the duties, and now it only remains to see that they are enforced.

BURNING SAWDUST.

Thos. Price writes as follows to the *Machinist* concerning wet sawdust, etc.: "I had a little experience in sooty flues and smoke-box from wet sawdust and bark, and used to have a burn-out often at noon when the fire was low. I have eight boilers, 48 inches diameter by 16 feet long, and at first built them with grates, eight feet long, thinking that the larger the grate area, the better the combustion. But I could not keep steam to run half what I drive now, and had to find a remedy. The draft was too sluggish. I could not change my smokestack, so I thought I would try less grate area. I simply laid fire-brick across the back end of the grate-bars, and raised the bridge wall within eight inches of the boilers. I made double the steam I could before, and the tubes and smoke boxes and breeching were free from soot, and have never burnt out since."

THE LUMBER EXPORT DUTY.

Mr. Perley, of the extensive lumbering firm of Perley & Pattee, on being asked by a *Journal* reporter to say his opinion in regard to the new export duty on logs, stated that although it did not effect the lumbermen about Ottawa, it was a good and just thing for Canada at large, as it enabled the Western Ontario lumbermen to preserve their lumber resources, and not have them swallowed up by American capitalists. The latter come over, and in the district surrounding Georgian Bay and Lake Superior, get out an immense quantity of logs and send them over to their mills on the American side free of duty. In this manner the fine lumber resources of Georgian Bay and Lake Superior are being drained of their best timber by these American capitalists. Mr. Perley also thought that the measure would have its desired effect in causing the Americans to remove the duty on manufactured lumber.

Mr. Bronson, of Bronson and Weston was called on, but was not to be found. The manager of the firm said that the measure was a decided boon to the Western Ontario lumber merchants. He also thought that the measure would compel the Americans to remove the duty on manufactured lumber, as the present duty on Canadian logs would affect to a great extent the American lumber merchants on the shore of Lake Superior.

Mr. E. B. Eddy on being called upon stated that the measure was a good one.—*Ottawa Journal*.

DOWN A FLUME.

A Chicago newspaper man tells in the *Herald* of that city an experience he once had riding in a Nevada lumber flume. "Lumber flumes in the Sierra Nevadas," he said, "are all the way from five to forty miles long. They are built on a regular engineer grade. The bed of the flume is made of two-inch plank in the form of a V, the sides of the V being from eighteen to twenty six inches high. They are built on a grade of about sixteen feet drop to the thousand. They carry eight inches of water in the acute angle, and discharge it at the rate of 400 miner's inches a minute. In other words, turn in your water at the head of the flume, and it will carry a log weighing 400 pounds with a velocity greater than the fastest engine that was ever made. The log's displacement just about fills the V without any more friction than necessary to keep it in place.

"About nine years ago I was up at Lake Tahoe with E. W. Smalley and W. H. Patton of the Mackey & Fair Lumber Company. Patton was showing us the sights. We had come up from Carson City, sixteen miles, by stage, and it was a hot and tedious ride. About sundown Patton said: "Boys, we'll go home by the flume, and we'll get there a little quicker I think."

"He directed a man to bring out the yacht, as he called it. This was a V shaped canoe about 14 feet long, very shallow, and made to fit the flume and just about fill it with the displacement of 600 pounds. The yacht had a brake—two rubber pads on either side, worked with a lever, and so applied against the V flume that on pressure it would lift the yacht gradually and allow the lightning current to pass under her. She also had two small rubber wheels, one on either bow, to keep her nose from grinding on the sides of the flume as she went by curves.

"Now boys," said Mr. Patton, "button up your coats, tie down your hats and hold on. Don't get scared. Trust your lives to me for the next half hour. I've sailed in this yacht before, and I know she's staunch."

"There were three seats. Patton took the front one to handle the brake. Smalley took the next one and I took the rear and worked the tiller. That was rigged just like a ship's rudder, with a rubber wheel to ease of her stern against the side of the flume if she got to yawing. Patton told his men to put on two inches more of water, and then, with a wave of his hat we weighed anchor. Great Scott! how that thing jumped! Smalley got seasick. I jammed my helm hard down, but Patton yelled through the air, "Let her go; I've got her!" And with one hand on his brake, his hat crushed down on his head, and his teeth set, he

looked the incarnation of courage. We plunged down the mountain with a speed that no steam could give. Trees flew like spectres. Looking ahead down the narrow thread-like flume it seemed like a plunge to destruction. Several times the flume carried us over a high trestle. It seemed like leaping over a precipice. Smalley held his breath, but the little yacht jumped it through the air apparently with a swish. Curves would show themselves ahead. The rudder wheel would squeak on either side, and the good ship would round that curve with a flash. Sometimes an unevenness in the flume would occur, and then, as the craft sped over it, the spray would rise 50 feet in the air.

"Keep on your hats!" shouted Patton, then, as we struck a straight five-mile stretch, "now hold on to your teeth."

"I don't exactly know what the next sensation was, but I tried to peep out from the rim of my hat, and my soul, it was all a blur—trees, rocks, landscapes, were all mingled in an indistinguishable mass. It was as if one was blown through the air from a catapult.

"Well, from the time we weighed anchor up at Lake Tahoe until Patton put on his brakes just outside the lumber field at Carson City it seemed like a minute or two. We all looked at our watches. We had made just 18 miles in eight minutes and forty seconds. I never in all my life had such an illustration of the force of water."

ITEMS FROM THE EAST.

Among lumber items from the Maritime Provinces, says an exchange, we observe the statement that the snow was all out of the New Brunswick woods on May 12th, and without heavy rains it is likely that large quantities of logs will be hung up till next season. In the river St. John the water fell rapidly last week. On Monday, 17th, all the logs were out of the tributaries of Grand Lake. The lumber running into the booms at present is principally Aroostook; little or none is coming over Grand Falls from the upper St. John at present. All the Tobique lumber drives are now out except those belonging to Babbitt & McNair. It is stated by the Sun that little or no driving has been done by Alex. Gibson on the Nashwaak this season. At last accounts (15th) the lumber in Salmon river and its branches was nearly all out. Much of the lumber on the Washademoak, however, is hung up, and there are few prospects of its being brought to market this season. A Parrsboro telegram of May 14th says that Young's lumber drive was in and sawing was begun, and that deals were pouring into the port. We learn from the Amherst Gazette that 18 ships are now on the way to Northport, and Mr. Hickman has 6,600,000 superficial feet of deals ready to load them. The vessels are chartered for west coast of Ireland and Liverpool at £2 3s. to £2 5s. Twelve more vessels are to be loaded during the summer, on that shore, making his shipments for the season eleven millions—an increase of one-third over last season's operations.

FENELON FALLS.

SAWLOG DRIVES.—Last Monday the first of this season's drives of sawlogs passed over the slide. There were about 40,000, all belonging to Boyd & Co., who have at least 100,000 altogether, and Mr. Hilliard has about 16,000. Some are across the lake and come near the pulp mill and for several weeks to come, the river below the falls will be so full of them that boats can not get either up or down. There are a few big ones among them, but the average is much smaller than it was ten or a dozen years ago.—*Gazette*.

The Civil Service Reformers

say their object is simply to retain good men in office when you find them. This theory may be safely applied to the treatment of the human system by means of medicine. Those who have once tried Dr. Pierce's "Golden Medical Discovery" for scrofulous swellings and sores, loss of flesh and appetite, weak lungs, spitting of blood and consumption, will apply to it the real principle of Civil Service Reform and "hold fast to that which is good."

Argument in the celebrated Toronto appeal case of Dumoulin v. Langtry was concluded on Friday before the Supreme Court, judgment being reserved.

THE

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THE POSITION OF SPRUCE MANUFACTURERS.

There are several reasons why the spruce business in the east has failed to realize that measure of success which was so fondly hoped for, and so reasonably anticipated, early in the year. The prime cause must be attributed to the labor troubles; but aside from that there has been a noticeable lack of unanimity among the manufacturers. The *Lumberman* in previous comments upon the subject, has endeavored to take into consideration all the factors necessary to bring about the most satisfactory results. A careful comparison of stocks on hand and supplies at the mills, together with a fair estimate of the demand, both actual and prospective, led to the belief that the time had arrived for the manufacturers of spruce lumber to take a stand that would place them in a position to at least share, if not wholly dictate, the distribution and value of such stock in the eastern markets. Our position was based on the ground that for the last three years the selling price of spruce in the New England and New York markets had been less than the real value of the wood, and that the net results were inadequate to insure a reasonable profit to the operators. We still cling to that belief, and although there are existing circumstances which necessarily curtail distribution, we fail to see wherein the manufacturers are any worse off than others in the same line, in different sections of the country. It is an ill-advised policy to pursue the tactics of certain large manufacturers at the present time, who, from lack of foresight, attempt to force supplies upon the market, when the local conditions are such that an overstock will break the price. It is not probable that the disturbance which now threatens the building trade in that section will last long, and when the matter is settled the demand will doubtless again rise to its just proportions, and sales will be made in sufficient amounts to offset the present lack of demand.

Mill men should not ship spruce to the leading markets at present, except on actual orders, and should not accept cut prices under any consideration, for many of the larger yards in Boston and New York are actually destitute of certain sizes, and must replenish. A concession in prices at this time means cut prices all summer, and possibly a worse form of demoralization than has been undergone during the last few years. Spruce manufacturers should stand firm and not dispose of their output through fear, or a misunderstanding of the real situation.

It must be remembered that the yard dealers all through the east handle spruce dimension stock for the sake of securing orders for other lumber on which a good profit can be secured, and consequently it can make but little difference to them whether the market price is \$13.50 a thousand or less; but it does make a difference to the mill men.

From present reports it is indicated that there will be inefficient demand to require all the spruce that will be cut this season, and consequently another reason is added to the list why manufacturers should stand shoulder to shoulder and exercise good judgment in accepting orders both in quantity and price. A false step taken at this time is absolutely certain to ruin the wholesale trade for the year, and as all the circumstances point to the folly of such a course, mill men should "make haste slowly," and not become their own financial executioners.—*Northwestern Lumberman*.

FROZEN TIMBER.

A correspondent of the *Northwestern Lumberman* writes:—It was refreshing to recognize an old acquaintance in the statement of a "well informed lumberman" that frozen lumber occupies less space than when well aired or kiln dried. If age is a test of truth, this fable must be true, as I heard the same statement more than fifty years ago. I think the man that laid the frozen floor boards must have been a brother of the man who, to prove that old growth red oak never could be seasoned, said that his grandfather had a red oak mantle that was in for 75 years, and that when the house was torn down and mantle cut up and burned the sap ran out as it was burning; but serious-

ly, is it possible that men can believe such fables? They are so contrary to nature that it is difficult to believe that men who have come in direct contact with nature can take stock in them. There is nothing in the wood but the sap (which is water) that can freeze. Water always expands in freezing. This can be easily proved by placing it in a broken vessel. If water contracted when freezing, it would sink to the bottom of the rivers and ponds, instead of rising at the top. The heart of white pine never freezes unless it is shaky. Years ago I had an argument with a sawyer who was sawing frozen timber, on this very point, and, to convince him, sawed out a piece of pine exactly two feet long, nine inches wide and seven-eighths of an inch thick. This was in February, and the following July the board was removed from its resting place over the stove pipe and measured, and it was found to measure two feet in length, 8 13-16 inches in width and 13-16 inches in thickness. In other words it had not shrunk any in length, but had shrunk two per cent. in thickness. The difference in contraction was on account of the piece being cut slashways.

THE KOOTENAY COUNTRY.

The Columbia river and Kootenay Railway Company intend to build this season a railway twenty-five miles long, extending from the mouth of Kootenay river, on the Columbia to Kootenay lake. It was originally intended to be a narrow gauge. It is intended to tap the rich mining region of Kootenay lake, which is accessible, except from Sand Point, on the Northern Pacific. In connection with the railroad the company will build steamers to run from their western terminus up the Columbia river to Farwell—the west crossing of the Columbia by the Canadian Pacific Railway—and also steamers to run on Kootenay lake to the boundary line between British Columbia and the United States. The company has a grant of seven hundred and fifty thousand acres of land from the British Columbia Government. Of this it has already taken up 50,000 acres in the rich mineral belt on Kootenay lake. The remaining seven hundred thousand acres will be settled along both banks of the Columbia river, from the boundary line to the head of navigation on the stream. A reserve of six miles wide on each side of the Columbia has been made by the Government to continue till the end of 1888, during which time the company must make its selection of lands. The mining region of Kootenay Lake district consists of an argentiferous belt of galena ore, several miles in width. In this belt exists the most extensive deposits of lead ore probably in the world. The assays of the various veins of ore vary from \$15 to \$175 worth of silver per ton. The facilities for smelting are very great. Iron ore and limestone exist in the immediate vicinity, both being needed for a flux in smelting. A clay capable of producing fire brick is also found on the borders of the lake. Charcoal can be obtained from the forests which surround the lake. It is the opinion of good judges that within a few years the Kootenay district will be the largest base metal producing district on the Pacific coast, and that hundreds of tons of pig lead will be shipped daily from that region. Northerly from the immediate vicinity of the lead mines, along the rivers emptying into the Kootenay lake, placer gold diggings were found during the season of 1885, and a railway is now projected from the town of Farwell to the head of Upper Arrow Lake, thence across a low divide to Kootenay Lake mines. South of the boundary line, in the C-ville district, rich silver and lead mines have been opened during the past season and it is probable that the belt will be found continuous throughout Idaho and Montana North of the town of Farwell, in the Big Bend region of the Columbia, some very rich gold bearing quartz veins have been discovered, which will attract a great many miners and capitalists during the coming season. Steamboats will be put on the Columbia river, from Farwell upwards, to supply this district. This mining region will supply a large body of the traffic to the Canadian Pacific, as the lead of Kootenay, in pigs, will be shipped over the road to Montreal en route to Swansea.—*Inland Sentinel, Kamloops*

THE COFFIN-MAKING INDUSTRY.

There are 34 coffin factories in the United States, an exchange says, and they turn out an average of 150 coffins and caskets a day. The largest factory is in Cincinnati; it covers acres of ground and its shop facilities are so great that it manufactures everything necessary to complete a funeral, except corpses. Anything from a tack up to a hearse can be seen in process of manufacture on their premises. Next to Cincinnati, Chicago has the largest coffin factories. The biggest coffin kept in stock by one Chicago house is 6 ft. 9 inches in length and has an opening of 23 or 29 inches. The average is 18 or 19 inches, and the average long coffin is 6 feet 4 inches. The longest coffin turned out by any factory is a 9 footer, in which the dignitaries of the Catholic church are buried. Such a coffin was used at the burial of Cardinal McCloskey, the extra length being required for his crown which he wore in death. About 24 hours were taken to put this coffin together, but an ordinary coffin, that is, a coffin of extra large size, no matter what its cost or the character of the trimmings or upholstery, can be put together from the rough boards in three hours at the utmost.

ARBOR DAY IN QUEBEC.

Arbor Day was generally observed as a holiday in Quebec, the principal event being the planting of a large number of trees in Covefield. The Lieut.-Governor, the Speakers and members of both Houses of Parliament, Mayor Langelier and the members of the City Council, with many private citizens were in attendance. The proceedings were opened by the Hon. Mr. Lynch, Commissioner of Crown Lands, who alluded to the happy suggestion of Hon. Mr. Joly, which was the cause of the first celebration and its successful results as shown in the interest exhibited in to-day's proceedings. The first tree was planted by His Honor Lieutenant-Governor Maason, and then the workmen present set to work, under the supervision of Mr. Leauge and Mr. Gauvreau, of the Public Works Department, in planting the trees provided. After the Cabinet Ministers and their wives had each done their duty in the premises, the Lieutenant-Governor addressed those present paying at the outset a merited eulogium to Hon. Mr. Joly. The proceedings were closed with cheers for the Queen and the Lieutenant-Governor.

THE LAST HEMLOCK TREE.

A Honesdale, Pa., despatch says:—The last merchantable tree in the vast hemlock forests that have supplied the mills on the Dyberry Creek, one of the tributaries of the Laxawaxen River, for more than a quarter of a century, has been cut and on Saturday the veteran river pilot, "Bill" Kimble, drove the last log down the stream that will ever be run to the mills. He also drove the first log that was cut in the great forest, in 1860, and has never missed a day's log driving on the creek in all the intervening time. This tract of hemlock was nearly the last of any extent in Wayne county, whose forests ten years ago were yielding 100,000,000 feet of that lumber a year. Fifteen years ago more leather was tanned in Wayne county than in any other county in the Union. The disappearance of the hemlock has caused all but two or three of the tanneries to be abandoned. All who were engaged the business made large fortunes, and nearly all of them are now engaged in the same business in Elk, Forest, Warren and other western counties, where the greatest hemlock forests in world still densel cover the hills. The tanning industry of those counties now supplies almost the entire sole-leather product of the world. The cutting away of the hemlock woods in Wayne county has had a disastrous effect on the water courses, many large streams having become almost entirely dry within the past decade.

THE NEW RAFTING IDEA.

The New York correspondent of the *Northwestern Lumberman* says:—Another trial is to be made in the matter of rafting logs on the ocean. H. R. Robertson some time ago secured letters patent for his invention from the United

States Commissioner of patents for 17 years, and also in Canada, Norway and other countries. It is not a series of rafts, but all in one, somewhat in the shape of a cigar, with a chain through the centre and at distances around it, about seven feet apart. It can be built any length, and the arrangement of the chains is such that the traction in towing seems to tighten. One has been building at Two Rivers, Nova Scotia, since April 1st, by B. B. Baruhill, under the direction of the patentee. It is, I believe, about 400 feet long. The centre chain was put in place the last of April, and it is now nearing completion, and will be launched early in June, and towed to this city, arriving about the last of the month. It is built on a "way," after the fashion of a ship and launched in the same manner. It is possible that the construction could take place in the water where the tide was not so great; where it is building the tide rises over 40 feet.

This raft will contain from 2,500,000 to 3,000,000 feet of saw logs, piling and spars. The cost of towing will be about one-quarter of the freight charge if shipped on vessels. The raft is satisfactory to underwriters and can be insured at low rates. The Captain of the tug which will tow the novel thing says he could take it across the ocean. It is said that a Cincinnati firm has offered a tempting sum for the right to build a similar raft in British Columbia. If the thing proves a success, as it now promises, we may see rafts of redwood and cedar from the Pacific coast towed into this harbor. What a handy thing the ship canal across the isthmus will be!

TILBURY DOCKS.

The opening of spacious docks at Tilbury, Eng., at the mouth of the river Thames, shows that London has outgrown the waterway of the Thames. Mariners have become impatient of tides which served a less expeditious age. The Thames is overcrowded with shipping, and the steamers of to-day are too gigantic to make a safe passage up the river. The great harbor which has been provided at Tilbury, at a cost of fifteen million dollars, must be pronounced a triumph of engineering skill. The new docks occupy what, until their construction was little more than a marshy waste, whatever the locality may have been when, at the time of the Spanish armada, a camp was formed at Tilbury through which Queen Elizabeth rode on horseback to inspire her troops. Four years have elapsed since the first turf was cut, and the average number of men employed on the works has been 4,500. The docks covered three hundred acres, have three miles of stone quays, and consists of a main basin and four dry dock. Thirty-one of the largest vessels in the world can be loaded at one and the same time to their full draught along the quay. A depth of 45 feet at high water will permit steamers to pass straight into the docks on their arrival from distant shores. An enormous saving of time and money will thus be effected by big steamers being docked and their cargoes transhipped at Tilbury instead of having to wait as heretofore for the tides to enable them to reach the port of London proper. Trains will run to Fenchurch street in thirty-five minutes, so that ocean voyagers, in less than an hour after arriving off Gravesend, may find themselves with their luggage in the heart of London. For the convenience of passengers on arrival or departure, a spacious hotel has been erected near the river bank. Every provision is made for the expeditious loading and unloading of cargoes. Sixty movable hydraulic cranes have been constructed, each capable of lifting a ton and a half, in addition to a powerful floating steam crane designed to swing fifty tons. The electric light has been fitted throughout the entire dock system and hotel, eight arc lamps of 3,000 candle power having been fixed on masts, together with 1,000 glow lamps, which will render ship-owners independent of day light when a cargo has to be taken in or discharged. The emptying of the dry docks by pumping out 12,000,000 gallons of water, will be performed in an hour, so that vessels, without delay, can undergo necessary repairs.

SUBSCRIBE for the CANADA LUMBERMAN the only lumber journal of Canada.

Chips.

THE water on the rivers and lakes fell more rapidly this spring than has been known for years past.

FOUR hundred species of trees are found in North America. Of these sixteen are heavy enough to sink in water when dry.

THE Grand Trunk railway is to erect a new station in Montreal, this season, to cost from \$300,000 to \$400,000.

A BOOM of logs to be used in making a steamer landing at the Old Man's Island, near Brockville, broke away Saturday night and was lost.

JOHN KENNEDY, who has charge of Burton Bros., Powers' and Maxwells' drives, is running upwards of 65,000 pieces. They have passed over the dam at Turk's Falls.

THE men unloading the lumber on barges at Kingston were receiving fifteen cents per hour. They struck for twenty cents and their demand was acceded to.

A NUMBER of forest fires in Burlington and Atlantic counties, New Jersey, burned buildings valued at \$4,700, and swept through a cedar swamp, destroying much valuable timber.

THE new band saw in the Chippewa Lumber and Boom Company's mill, at Chippewa Falls, Wis., gives the best of satisfaction. It cuts between 25,000 and 30,000 feet a day.

THE schooner Oregon, with lumber from the Kennebec for New York, arrived at Gloucester, Mass., May 9th, leaking badly. In a storm the night before a deck load was lost.

CANTIN's ship carpenters in Montreal struck work on Monday for an advance of wages from \$1.50 to \$1.75. Mr. Cantin agreed to pay his men \$1.75 for the future.

THE Conger Lumber Company's steam mill at Parry Sound was started up on May 11th and is being run up to its full capacity. The company expect to do a big season's cutting this season.

THE cut of logs on Androscoggin waters the past winter is something above 60,000,000 ft. Of this amount about 50,000,000 feet, in the opinion of the Post, will probably reach market the present season.

MICHIGAN dealers are buying black walnut fence rails in that state, that have been used twenty years. The thoroughly seasoned wood is used for chair legs, spindles and other small articles.

It is estimated that on the 3,269,439 acres of uncleared land, tributary to White river, Arkansas, there are 34,814,333,000 feet of hardwood fit for lumber and timber. It is a wonder that the odd inches were not included in the estimate.

AT Beaver Falls, Pa., a co-operative planing mill company has been formed among a number of practical mechanics, with a capital of \$50,000. They have purchased the planing mill of Wareham, Dodds & Co., and propose to fit up with the most approved and costly wood-working machinery.

A TOW of four Canadian vessels recently loaded square timber at Marquette, Mich., for Burton & Nelson. It goes to Garden Island, in St. Lawrence river, where it will be put into rafts and floated to Quebec. The amount of timber Burton & Nelson have at Marquette will load the same tow four trips.

A TOW of Canadian vessels lately arrived at Tonawanda, N. Y., to load cargoes to be taken through the Welland canal for Quebec, and thence to South America. The lumber thus

to be shipped belongs to the Export Lumber Company, and goes to its trade in Buenos Ayres.

BARNET and Mackey's square timber cut on the Sturgeon river has all passed Sturgeon Falls en route to Cache bay from which point it will be shipped by the C. P. R. to Papineauville. The C. P. R. Co are building a spur a mile long, striking the river above the falls, where D and E. D. Moore will boom and load their square timber. The iron will be all laid in a few days.

THE soundness of timber may be ascertained by placing the ear close to one end of the log, while another person delivers a succession of smart blows with a hammer or mallet on the opposite end, when a continuance of the vibrations will indicate to an experienced ear even the degree of soundness. If only a dull thud meets the ear, the listener may be certain that unsoundness exists.

THE increase in strength due to seasoning in different woods is as follows: Elm, 12.3 per cent; oak, 26.6 per cent; ash, 44.7 per cent; beech, 61.9 per cent. The comparative value of different woods in respect to crushing strength and stiffness is thus shown: Oak 4,074, ash 3,571, elm 3,468, beech 3,079. Regarding relative degree of hardness shell-bark hickory stands the highest and calling that 100, white oak is 85, white ash 77.

THE Parry Sound Star of May 14th says:—There is considerable activity around the lumber docks this week. On Saturday evening the Parry Sound Lumber Co's barge Van Straubenzie left Sarnia with a full cargo of lumber. On Tuesday the same company's steam barge Lothair and Corisande arrived in port from Oswego having made the run from here to Oswego, discharged their cargo and returned in two weeks. They expect to leave to-day for Oswego, with full cargoes. The same company's schooner Jane C. Woodruff came into port the early part of the week and is now loading lumber for Midland.

BABCOCK & ENGLEMAN are building a logging railroad, ten miles long, in the vicinity of Grayling, Mich. It will be called the Grass Lake & Manistee River railroad. Over this railroad it is estimated that 100,000,000 feet of pine will be conveyed and put into Manistee river—pine that is naturally tributary to the Au Sable. When the new road is completed there will be six logging railroads in operation in the vicinity of Grayling, and 65,000,000 feet logs will be by them put into Manistee and Muskegon rivers this season. It is estimated that in Crawford county, with Grayling as the centre, there is 2,200,000,000 feet of standing pine.

A SITE for the Halifax dry dock has been selected. It lies between the sugar refinery and the dock yards, and has a frontage of 808 feet running back to the railway line. The dimensions of the dock will be: length on top 580 feet; length on bottom 560 feet; width on top 162 feet; width on bottom 70 feet. It will be built obliquely into the land with the entrance down the harbor and will, says the Chronicle, be capable of taking in the largest ships of her majesty's navy, including the great Inflexible of 8,000 tons, thus proving to be, when finished, one of the very largest in the world. Work was commenced last week.

AN English paper states that birch is a good material for doors. A gentleman recently had black birch used for the folding doors of his new house, against the architects protest. The result has so far been satisfactory. The birch in texture resembles satin wood and is a dark cherry in color. The doors are admired by every one that sees them. Although this is so, the question of durability still remains to be tested. Black birch is not generally considered so lasting a wood as some other kinds. There is undoubtedly a great field for furniture and cabinet woods among many of those which are native to our New England soils, and some time the furniture men and architects will wake up to the value and importance.

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FOR USE IN STREAM DRIVING.

Made from the Best Refined Tool Steel and Forged. The method used in tempering leaves every one of the same temper rendering them stronger and more durable than any other calks made. Samples and prices free on application to the undersigned.

THE

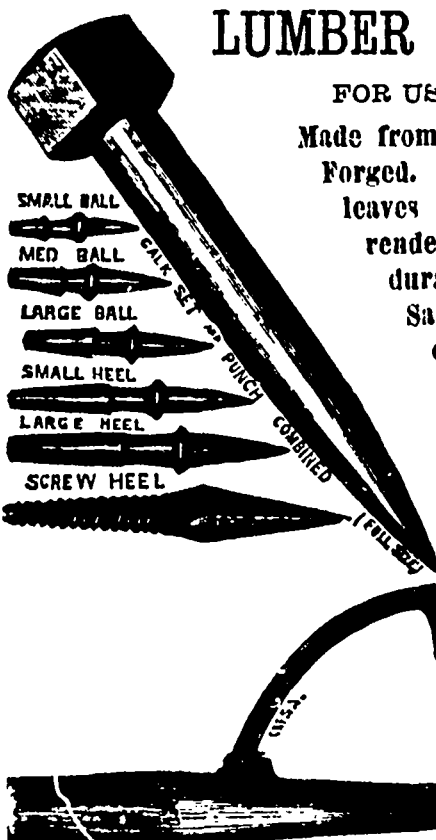
Orono Cant Dog

Strongest and Lightest in the market. Made of Best Cast Steel by drop forging process. The Handles are made of best quality straight grained split and turned Rock Maple, 5 to 6 feet in length, bored specially to suit the pick. Prices on application.

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Market Reports.

MONTREAL.

From Our Own Correspondent.

MAY 27.—Activity in the lumber trade has continued here since our last report, and the amount of business done has been very good. Dealers are busy receiving and delivering, and there is every prospect of a good season's business; in fact, if no strikes occur (and so far none have been threatened) the lumber trade will attain to very respectable proportions. It is likely that if the strikes in the United States do not speedily end, many building contracts in New York and Brooklyn will have to be cancelled, and prices in Ottawa will not rule so firm as at present. A large stock of lumber is on hand here, but prices are steady, and the probabilities are that they will be maintained, as dealers have had to pay from five to ten per cent. more for lumber at the mills this year than last. Large quantities are arriving daily per barges from the Ottawa.

Freights to South America ports are quoted at \$11 per M. One vessel, the Cambridge, is now loading for Buenos Ayres. Two vessels for the United Kingdom which were chartered in London at 50s. per standard are also loading. Activity in the building line continues.

The following are the quotations at the yards:—

Table listing lumber prices for Montreal, including Pine 1st quality, Pine 2nd, Pine shipping culls, etc., with prices per 1000 feet.

CORDWOOD.

Prices are unchanged.

The following are the quotations at the yards:—

Table listing cordwood prices for Montreal, including Long Maple, Long Birch, Long Beech, and Tamarack.

TORONTO.

From Our Own Correspondent.

MAY 25 —During the past two weeks lumber has moved off quite lively, on the docks as well as from the yards there has been no lack of trade. One tow for Boston, via Ogdensburg, took away 1,500,000 feet. This was part of a stock bought by a Boston firm from the Ontario Lumber Company, some 3,000,000 feet still, I believe, remaining yet to ship. The price realized for this stock is said to be a good one. Most of the retail yards have lowered their stocks considerably, and purchases from the track side will brisker from now to the end of the season. I find great difficulty in keeping you advised of quotations on lath, and some other kinds of stock, owing to the methods taken by retail men in the matter of sales, more especially is this the case with lath; one dealer will not sell to his customers unless he makes a fair profit, and to do this after piling in his yard he must get \$2.20 to \$2.25 per M. pca., while others say they never expect to reap any profit from the sale of lath, but keep them solely to accommodate their customers, and so retail them at about \$2.10. Owing to the lack of any lumbermen's association there is really no uniformity in prices, each one runs his own gait. One retail firm, not long in the business, in order to work up a trade, is said to have sold on 50 cents per M margin, including teaming, so that if any of your subscribers are disposed to question the schedule of prices given by me, I can only say, as I cannot find any two dealers who quote alike, I give it as nearly to the correct thing as it is possible to get at it, and any dealer who does not realize those figures should do so in order to live by the business.

The mills to the north of us are all in full blast now, and green bill stuff is coming in to fill orders, but is not easy to see how bills can in the future be filled at past prices. The rail-

road companies are drawing the strings tighter as the weeks pass by. They have now issued a circular calling lumbermen's attention to the fact that after this date, 25 per cent. will be charged on all excess weight over the capacity of the car, that is to say, from all stations where the tariff on lumber is .09 cents per hundred weight will after this date be 11 1/2 cents on all excess weight. This is so manifestly unfair that lumbermen for their own protection must resist it. Let us suppose, for example, that a mill man asks for two cars to be sent for loading, the company sends one the capacity of which is 24,000 pounds, and the other 40,000 pounds, what amount of lumber is he to instruct his men to load on those two cars? If he gets on only 20,000 pounds the company will make him pay for 24,000 pounds, if it turns out that he has loaded on 30,000 pounds on the smaller capacity car, or 40,000 on the larger, the company, forsooth, intend to make him pay 25 per cent. additional on all the excess weight, and yet he has loaded to the best of his judgment about what he thought was right. The company may reply, why let him load so many feet of green lumber and so much of dry? Perhaps the railroad companies will be kind enough to inform lumbermen when lumber is dry, and when green; there is so much disputing on this point perhaps they might settle it. I must confess my own ignorance on this question. If I take the time that has elapsed since it was cut for a guide I find that in some localities lumber is lighter after having been cut three months, than in other places where it has been cut six months. Doubtless, mill men and lumbermen will be glad to get the company's definition of what really constitutes dry lumber, and in the meantime if those interested do not wage war against this monstrous injustice, lumbermen have not the quantity of grit they are generally credited with possessing. Boycotting might be employed with justice in this case, and while our water routes are open is just the time to bring it into play. What say you lumbermen?

Mill cull boards and scantling..... \$10 00
Shipping cull boards, promiscuous widths..... 12 00
stocks..... 13 00
Scantling and joist, up to 16 ft..... 13 00
" " " 18 ft..... 14 00
" " " 20 ft..... 15 00
" " " 22 ft..... 16 00
" " " 24 ft..... 17 00
" " " 26 ft..... 18 00
" " " 28 ft..... 19 00
" " " 30 ft..... 20 00
" " " 32 ft..... 21 00
" " " 34 ft..... 22 50
" " " 36 ft..... 24 00
" " " 38 ft..... 27 00
" " " 40 to 44 ft..... 30 00
Cutting up planks to dry boards..... 20 00
ound dressing stocks..... 16 00
Picks Am. inspection..... 30 00
Thin uppers, Am. inspection..... 35 00
B. M.
1 1/2-inch flooring, dressed..... 25 00
" " " rough..... 14 00
" " " dressed..... 23 00
" " " undressed..... 14 00
" " " dressed..... 18 00
" " " undressed..... 12 00
1 Beaded Sheeting, dressed..... 18 00
Clapboarding, dressed..... 12 50
XXX sawn shingles, M..... 2 75
Sawn lath..... 2 25
Red oak..... 20 00
White..... 25 00
Basewood, No. 1 & 2..... 18 00
Cherry, No. 1 & 2..... 50 00
White ash 1 & 2..... 25 00
Black ash 1 & 2..... 20 00

CHICAGO.

BY THE CARGO.

The Northwestern Lumberman May 22nd says:—The resumption of business in the yards is too recent for effect as a stimulant on the cargo market. There has been an increase of inquiry within two or three days, and a few cargoes have been sold. But while affairs in the yards remained unsettled the commission men sent out few vessels, so that it will require a week or ten days to bring a liberal supply to the market, even if commission men determine to order the lumber forward at once, which is not at all likely, as the majority of them think that it will be some time before the market will bear much of a load. It is evident that the policy pursued last year of bringing forward supplies cautiously is to be the rule this year. The day for crowding lumber on the market to be slaughtered seems to have passed. The bulk of the lumber destined for this market is now held in strong hands, that are growing stronger every year. Hence prices are likely to be steadier hereafter than in former years.

The piece stuff that has been sold this week has mostly gone for \$9 25 a thousand for short green and \$10 50 to \$11 for dry white pine, some dry Norway having been sold for \$10. Long stuff sells for higher prices, ranging from \$11 to \$13. No. 2 boards and strips range from \$11 to \$12. As yet there has been too little of this class of stuff on the market to establish prices.

The shingle market has been druggy until within a day or two; now there is a little more inquiry, but prices are indefinite; in fact, neither sellers or buyers have much to say about shingles. Sales of extra brands have lately been made at \$2 05 a thousand. Mill men this spring tried their usual scheme of sending forward a lot of inferior cedar shingles, and thus degraded the market value of all cedar stock. Good shingles only of this kind are wanted in this market. The reputation of cedar shingles here and in the tributary territory around, is yet in a measure on trial, and nothing but a good article should be forced on the market. Manufacturers were, perhaps, encouraged by the headway that cedars made last year, and on that basis have ventured too far with poor qualities this spring.

AT THE YARDS.

Last week Thursday it was known that the yard lockout strike was virtually over, and on Friday there was a considerable rush of the old hands for re-instatement in their former positions. There were already a number of new men at work in the majority of yards, and this, coupled with the falling off in business since the trouble began rendered it unnecessary to employ as many men as formerly. On Saturday each yard had as many men as could be worked, and hundreds were turned away.

By the monthly statement of the secretary of the exchange it appears that the stock on hand in the yards of this city May 1st, was 312,715,417 feet, as compared to 396,147,654 feet on April 1st, a decrease of 83,952,237 feet for the month. As compared with the amount on hand May 1st, 1885, there was on May 1st, this year, a decrease of 22,314,252 feet. Shingles increased during April to the amount of 35,276,370, and during the year 169,231,100.

Receipts of lumber and shingles for the week ending May 19th, as reported by the Lumberman's Exchange:—

Table showing receipts of lumber and shingles for 1886 and 1885, with totals for receipts and increase.

EASTERN FREIGHT RATES.

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

Table listing freight rates to various cities including New York, Boston, Philadelphia, Baltimore, Washington, Albany, Troy, Buffalo and Pittsburgh, Shenectady, Wheeling, Suspension Bridge, Salamanca, Black Rock, Dunkirk, Erie, and Toronto.

OSWEGO, N.Y.

From Our Own Correspondent.

Table listing lumber prices for Oswego, N.Y., including Uppers, Common, Culls, Mill run lots, Slidings, Mill run, Selects, Shipper, Mill run, Selected, Shipper, Mill run, Culls, Lath, Shingles, XXX, Ash, Lath, and Basewood.

BUFFALO.

We quote cargo lots:—

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

TONAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

Table listing TonaWanda cargo lot prices for Three uppers, Common, and Culls.

ALBANY.

Quotations at the yards are as follows:—

Table listing Albany lumber prices for various types of pine, spruce, hemlock, and lath.

LONDON.

The Timber Trades Journal of May 15th says:—The great wave of depression now rolling over the country, and which threatens to make 1886 memorable in the commercial history of the United Kingdom, is becoming more appreciable every day. There are so many causes operating to foster the slackening of our industries that we suppose we must be thankful that matters are not considerably worse than they are: but we can hardly view with equanimity the consumption of the week, again a thousand standards short of that of the preceding years. Those who hold large stock—and we count point to a London firm or two who are heavily handicapped in this way—must feel the tension caused by the present extraordinary bad state of trade; hence we are not surprised at the brokers' catalogues being so well filled, that being about the readiest way of shaking off the burden of last year's enormous accumulations. The dock deliveries last week, at least those from the Surrey Commercial, show a shortage on the corresponding week of 1885 amounting to 893 standards of deals and battens, 96 standards of flooring boards, and 255 loads of timber, about 1,074 standards altogether.

The system of driving trade at high pressure, which has grown to an unwholesome degree during the past two or three years, is likely to receive a considerable check if things do not shortly mend, as it seems impossible that the nominal profits at which a big proportion of the trade is now carried on can cover the daily increasing risks engendered by a succession of bad years. It is reported from the Swedish side that some of the logs are likely to be hung up for want of water, and we hear that a few of the mills at the upper gulf ports have withdrawn their quotations for autumn shipment on the chance of an insufficiency of logs.

Messrs. Churchill & Sim were by no means favored in the matter of weather on Thursday, the day being most unpropitious for business of the kind they had in hand, the general feeling of prevalent of bad trade being by no means alleviated by the continuous downpour of rain with which the earlier portion of the day was ushered in.

Deals appeared to be out of favor, 1st Bjorneborg 4x10 going as low as £9 5s, and the Fredrikstad parcel of 1st yellow ex Bayard at a similar price, a little lot of good average lengths, reads cheaply enough.

The mixed descriptions represented by the Minna Elkan and the Elise, from Kuping, near Stockholm, at £12 16s., were not indicative of any alteration in the market price of such goods; but the 4th Gelle deals ex Meranno, of the Korsnas manufacture, at £7 5s., were decidedly cheap; 4x9 went to £8 10s., but even this, for seasoned goods, is a very low price. Beat Petersburg, Gromoff's, hung at £11 10s.; in fact, there was no particular animation amongst buyers, though the benches were well filled throughout the proceedings. There was a good deal of bidding for the St. John spruce ex Rowena, but 1st planks, at £7 a standard, does not afford an encouraging outlook for importation.

Just towards the conclusion of the sale we happened casually to ask a prominent member of the trade who was watching the proceedings, if had anything coming forward, and his answer given with a considerable amount of fervor, was, "Thank heaven, not at present." He, evidently was not pleased at the way things were going.

LIVERPOOL.

The Timber Trades Journal of May 16th says:—What with the prevalence of easterly winds and the interruption to business caused by the general holiday on Wednesday, there has been little of interest to note in the state of trade during the past week.

The absence of any public sales of white-woods has also tended to keep it in the same monotonous groove it has followed for such a long time past. Even had there been any there would have been small importance attached to them, unless a widely different spirit had been shown to that exhibited at last few recent auctions.

We hope that those to be held next week may prove to be different, but there is no great probability of such occurring, if the reports from the country travellers of the flat and depressed state of trade in the manufacturing districts are to be believed.

They say that orders are still most difficult to get, and when they are obtained are small in extent, and done on the very narrowest margin of profit.

Stocks in hand, as well as seen from reference to the figures given this week, are not heavy compared with those of last year, but with such a languid condition of business as we are suffering from at present they are in nearly every instance quite ample for the probable demands that may be made upon them for some time to come.

This being the case, it is evident that we can look only to a prolonged reduction in imports if this state of matters is to be altered for the better.

Very little business in c.i.f. or f.o.b. contracts is reported to be done, and shippers agents like most other branches of the trade, are experiencing the greatest difficulty in carrying business through to a satisfactory conclusion.

GLASGOW.

The Timber Trades Journal of May 15th says:—At the public sales held here during the past week transactions have been light, the demand being quiet. Particulars of prices are given below.

Although there has been a good attendance at the auction sale of deals here on the 12th inst., and a varied catalogue submitted, very little business was done. There were some lots afterwards sold privately. Transactions at the sale of log timber at Greenock amounted to over 300 logs.

Imports to Clyde for the week include a cargo of teakwood from Java, consigned to Messrs. Allison, Couland & Hamilton. This is the first direct importation of teakwood from Java. At Grangemouth several steamer cargoes of deals, etc., have arrived from the Baltic. In the course of a week or two arrivals of Quebec deals at Glasgow per steam liners will begin. The stock of deals in hand is at a pretty low ebb at present, but, as there was last season a

larger importation than usual of Michigan 1st pine deals, there is still a considerable balance of these on hand; narrow 1st pine deals are inquired for.

The deliveries of deals and planks from Yorkhill Yards, Glasgow, this year to end of April amounted to 261,675 pieces as against 206,723 pieces for corresponding period last year.

On Wednesday forenoon the saw mills of Messrs. A. Hood & Co., situated to the east of Polmadie Road, Glasgow, were burned down. The damage, estimated at about £2,000, is covered by insurance.

On the 6th inst., at Greenock, Messrs Singleton, Dunn & Co., brokers:—

Table with columns: Description, Per cub. ft., and Price. Includes items like Quebec waney boardwood, Quebec yellow pine, Quebec red pine, Quebec oak, and Mobile hewn pitch pine.

On the 12th inst., at Glasgow, Messrs. Singleton, Dunn & Co., brokers:—

Table with columns: Description, Per cub. ft., and Price. Includes items like Quebec 3rd yellow pine deals, Tamarac deals, Miramichi, N. B., spruce deals, and New Richmond, N. B., poplar deals.

BOARD OF TRADE RETURNS.

The following are the returns issued by the board of Trade, for the month of April 1886; and also for the 4 months ending April 1886:

Table with columns: MONTH ENDED 30TH APRIL, 1886, Quantity Loads, Value £. Includes sub-sections for Timber (Hewn), Timber (Sawn or Split, Planed or Dressed), and Total of Hewn and Sawn.

The lumber and shingle mills of John Fell, M. P. P., at Fenelon Falls were burned on May 24th.

LIVERPOOL STOCKS.

We take from the Timber Trades Journal the following Comparative Table showing Stock of Timber and Deals in Liverpool, Birkenhead and Garston, on April 30th 1885 and 1886, and also the consumption for the month of April 1885 and 1886:—

Table with columns: Stock, 1885, Stock, 1886, Consumption, 1885, Consumption, 1886. Lists various timber types like Quebec Square Pine, St. John Pine, etc.

NEW YORK.

The following is the official list of the prices obtained at the New York Lumber Auction Company's sale at New York on May 11th:—

Table with columns: Lot description and Price. Includes items like Lot 1-1 1/2 inch Whitewood, Lot 2-Cherry, Lot 3-Ash, etc.

Table with columns: Lot description and Price. Includes items like Lot 45-Whitewood, Lot 46-Walnut, Lot 47-Walnut, etc.

The next sale will be held on June 8th. Jos. GARDINER, of Mount Pleasant, Ont. fell across a slab in Thomas Beat's mill and broke three ribs and injured two more.

THE HENDERSON LUMBER CO. Limited.

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Canoes for Lumbermen, designed to carry any amount of goods and chattels
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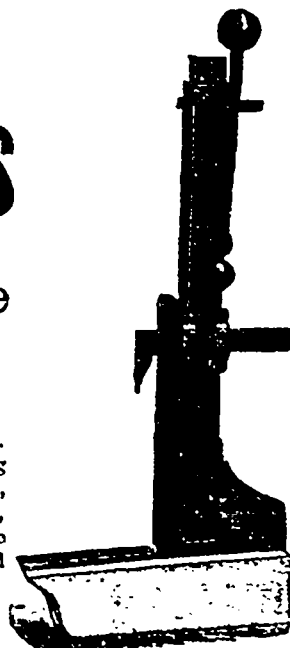
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For Holding Logs upon a Saw Mill Carriage
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They will hold a frozen log as well as a soft one, for cutting
Scantling, Square Timber, &c. These Dogs cannot be excelled,
I sell them all on their own merits, give ten or fifteen days trial,
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LEATHER BELTING

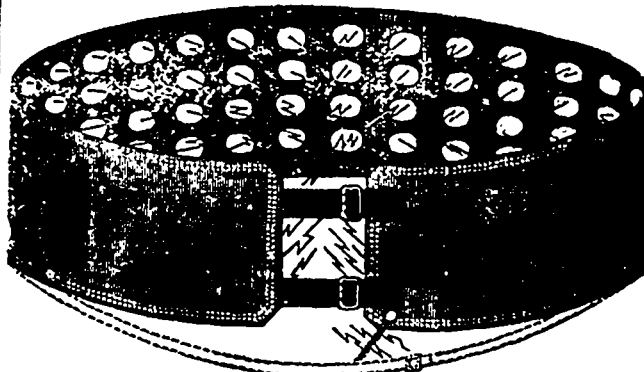
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RHEUMATISM,

and all diseases
of men, and is a
grand remedy
for Female Com-
plaints also. Cir-
cular and con-
sultation free.

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SPINE BANDS,
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No More Bald Heads.

Restores the color, gloss, and youthful
freshness of the hair; stimulates a rich and
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the scalp; prevents dandruff and humors;
and is the most cleanly and effective
preparation for the hair ever offered
to the public. Rev. J. W. Davenport,
Illinois Bend, Texas, writes: "Ayer's
Hair Vigor, used in my family for several
years, has no equal as a dressing, nor for
preventing the hair from falling out or
turning prematurely gray. It ranks

To produce a new growth of hair
on bald heads, in the case of persons
advanced in years, is not always pos-
sible. When the glands are decayed
and gone, no stimulant can restore them;
but, when they are only inactive, from
the need of some excitant, the applica-
tion of Ayer's Hair Vigor will renew
their vitality, and a new growth will re-
sult. L. V. Templeton, Newbern, N. C.,
writes: "After a protracted illness, with
fever, my hair all came out, leaving me

among the first
luxuries of our
house." Miss
Kate Rose, In-
gersoll, Ontario,
writes: "While

AYER'S HAIR VIGOR.

keeping my head clear of dandruff, and
preventing Scald Head, Ayer's Hair Vigor
has also caused my hair to grow luxuri-
antly, resulting in my now possessing hair
forty-two inches long, and as thick as
could be desired." The wife of Dr. V. S.
Lovelace, Lovelaceville, Ky., had very bad
tetter sores upon her head, causing the
hair to fall out. Ayer's Hair Vigor healed
the sores, and in less than twelve months
produced hair a foot long.

entirely bald. I
procured a bottle
of Ayer's Hair
Vigor, and, be-
fore I had used
all its contents, a

thick growth of hair, nearly two inches
long, covered my head." L. D. McJunkin,
Perryville, Md., writes: "Baldness is
hereditary in my family. Five years ago
the hair on the top of my head was be-
coming weak and thin. I procured Ayer's
Hair Vigor, the application of which in-
vigorated the hair roots, and sent out a
new growth of young hair. To-day my
hair is as thick and vigorous as ever. I
still use the Vigor occasionally to keep my
scalp in a healthy condition."

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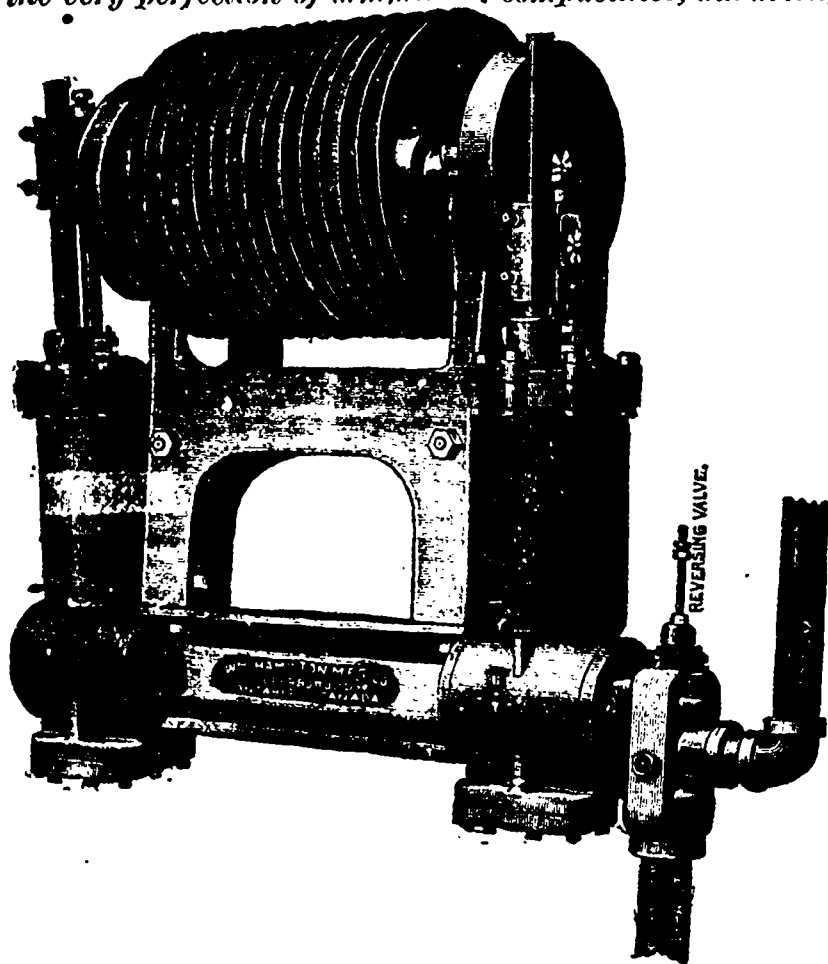
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The above engraving illustrates the Twin Engine, 10x16, for Rope Feed, for Saw Mill Carriages. The spool is 27 in. diameter, 30 in. face, is grooved 2 in. pitch for 1½ in. rope. The shaft is steel, 4½ in. diameter, with disk cranks. No connecting rods,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

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

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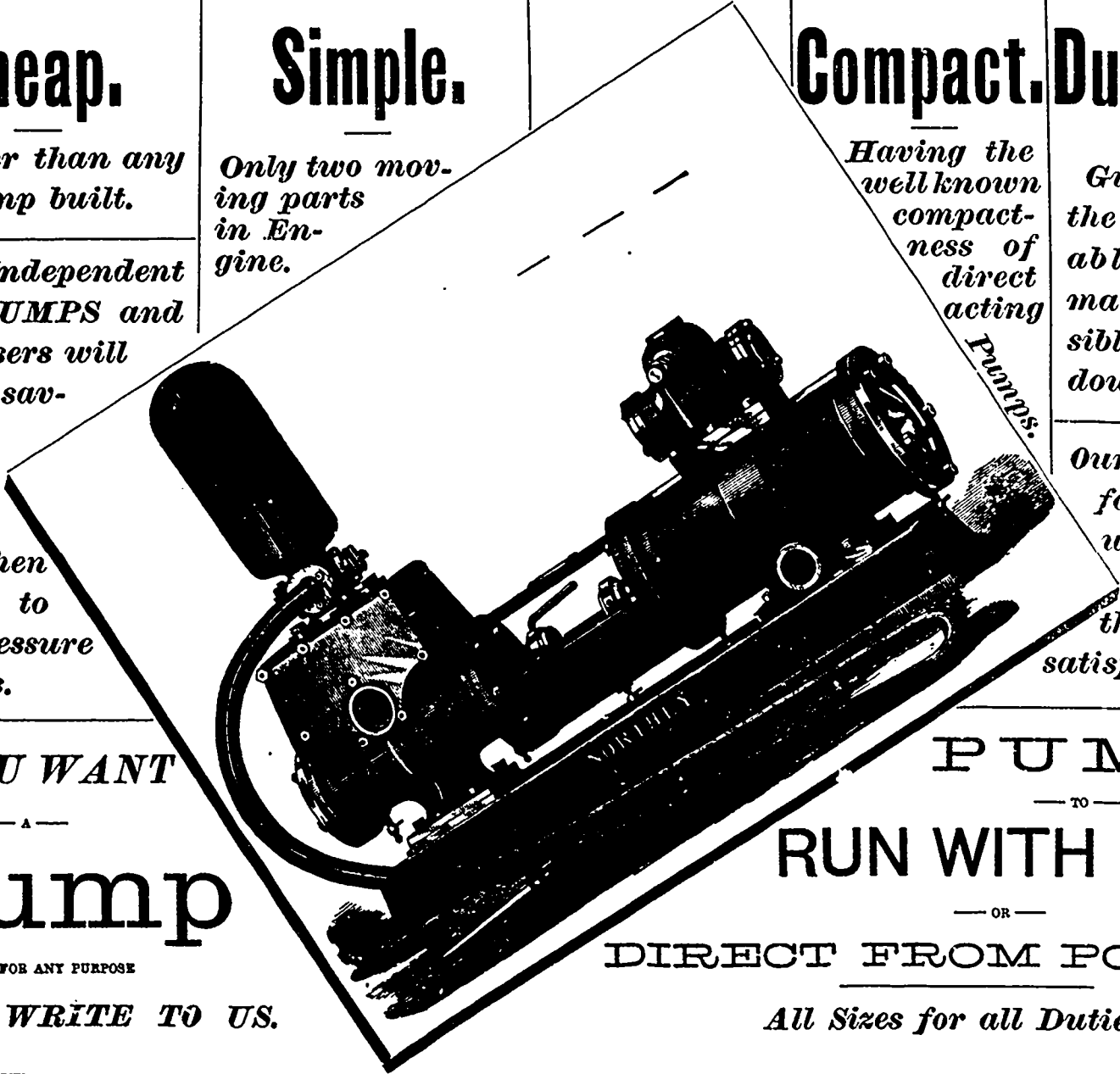
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