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THE CANADA LUMBERMAN.

VOLUME VIII. }
NUMBER 4. }

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THE CANADA LUMBERMAN

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

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

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

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

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

THE measure introduced into the Ontario Legislature by Mr. Garson, M.P.P., a synopsis of which appeared in the last issue of THE LUMBERMAN, has, contrary to general expectation, become law. Owners of stationary boilers will not accept the new situation with very good grace, as it is calculated to entail not only additional expense but in its details no little amount of trouble. As has already been stated in these columns the principle of the measure is sound and just, but in working out its details we trust that every care will be taken to render it as little oppressive as possible in its bearing upon the important interests with which it deals.

THE resolutions at present before Congress touching upon the question of Commercial Union are so numerous that an additional one or two would evidently have no perceptible effect. The latest on record emanated from the brain of Congressman Hill, who has introduced a joint resolution which provides that when it shall be duly certified to the President that the Government of the Dominion of Canada has declared a desire to establish Commercial Union with the United States, having a uniform revenue system, the like internal taxes to be collected, and the like import duties to be imposed on articles brought into either country from other nations, and no duties upon trade between the United States and Canada, he shall appoint three commissioners to meet those who may be likewise designated to represent the Government of Canada to prepare a plan for the assimilation of the import duties and internal revenue taxes of the two countries, and an equitable division of receipts in a commercial union, and that the said commissioners shall report to the President, who shall lay the report before Congress. From the present feeling, both in Congress and the Dominion Parliament, it does not require much foresight to predict utter defeat to one and all measures of this nature. Nothing, we think, would benefit the lumber trade or Canada so much as the passage of a C. U. measure, but to look for such a thing under the existing state of affairs, will prove a forlorn hope indeed.

CONGRESS seems to be in no hurry to make any decision on the tariff of the United States. It looks indeed almost probable that no action will be taken this year. The fact is that both parties, and the various loose fish, are so busy watching each other, endeavouring to trip each other, and guarding against any advantage being gained over them in regard to the coming Presidential contest, that they are afraid to move and remain almost at a dead-lock. If, however, the matter stands over till next year, it is at least certain that some means will then be adopted for cutting down the public revenue now so large as to be embarrassing. There is every indication that one change for this purpose will be the removal of the duties on lumber.

THE weather, as usual, has a great deal to answer for so far as the success or failure of the log crop is concerned. Last year there was altogether too much snow in the winter but abundance of water in the spring to float the logs. This year the supply of snow has been moderate, with the result that an enormous cut has been made; but now comes reports from every direction of insufficient water for floating. This state of affairs is calculated to cause disaster, especially to the large operators. It is said that the lumbermen of the Ottawa district are beginning to feel very uneasy with regard to the log supply, as it is feared that there will not be sufficient water in the tributaries to float them onto the Ottawa River. There is said to be over 400,000,000 feet of logs now cut.

WE have already given particulars as to the trade of the British West Indian Islands. The French dependencies Guadeloupe and Martinique import among other goods from the United States, boards to the value of \$74,835, scantling \$3,273, shingles \$2,495, shooks \$164,519, staves and headings \$30,840, hogsheads and barrels \$2,404, furniture \$4,160, and other articles of wood \$1,081. It will be seen that there is a trade with these islands, which, if not very extensive, is worth looking after by our friends in the lower Provinces. Very possibly a portion of it is the produce of our own forests, and at least it is facilitated by the United States importing from Canada, while the export to more remunerative markets. Why should not Canadian lumbermen deal directly with these customers and obtain the consequent advantage?

ONE of the suggestions made several times in the recent debate on the forests of Ontario is worthy of further consideration, for it is calculated to obviate much friction and save much property from destruction. It is that forest and agricultural lands should be defined and set apart. By this means settlers would not be lured into establishing themselves on land which is seldom well adapted for agriculture, and at the same time the danger of forest conflagrations by the spread of their clearing fires would be removed. This is no new idea, indeed we have several times advocated in these columns its adoption as a general policy, and have shown that it has other important advantages in addition to those we have now mentioned. Now that it has been so fully discussed in the Legislature, it may receive the practical attention of the Department.

THE forests of Ontario, and indeed of all Canada, have had considerable attention attracted to them by the debate in the Ontario Legislature on Mr. Meredith's motion for a special committee. One question of which the various speakers differed very widely was the extension of the pine forests remaining in the Dominion as especially in Ontario. Some talked as if our timber were almost exhausted. No doubt the truth lies somewhere between these widely divergent points; but apart from the exaggerations of party orators, good judges interested in the question and anxious to arrive at the truth are almost as far apart in their calculations. It would obviously be useful to all parties concerned that the extent of our available forests, especially of pine, should be ascertained with approximate accuracy. The Ontario Administration, having defeated the proposal of the opposition for a roving commission over the whole range of the subject, might gracefully and usefully of its own initiative adopt some plan of what was termed "taking stock" of our forests.

THE LUMBERMAN is particularly pleased to reproduce the following article from the *Timber Trades Journal*, of London, Eng., which refers to another extension of that important and well-known Canadian firm, The Rathbun Co., of Deseronto.

The well-known business of Messrs. Holland, McConnell & Co. has been taken over by the Rathbun Company, of Canada, whose agents Messrs. Bryce, Junor & White, will in future trade on their behalf at the old premises in Wharf Road. The Rathbun Company are well known throughout Canada and the United States for the extensive and successful nature of the lumber operations they carry on. Their mills and factories are situated at Deseronto, on Lake Ontario, a town of about 3,000 inhabitants who are almost entirely engaged in or connected with the undertakings of the company. The Rathbun Company, represented on this side by Messrs. Bryce, Junor & White, purpose keeping a full stock of doors, mouldings, &c., of the same character as those which so long enjoyed the support of the English trade under the conduct of Messrs. Holland, McConnell & Co. That the supply of doors will be fully maintained there can be no question about, as Messrs. Rathbun are proprietors of one of the largest concerns in Canada, embracing, in addition to their saw mills and joinery works, cedar mill, flour mills, shipbuilding yards, &c., and have the practical control of two branch railways, one of which is in connection with the Grand Trunk Railway of Canada. In addition to these the firm own, we understand, a considerable fleet of lake steamers and sailing ships. We wish the new management of the Wharf Road business every success.

We feel sure that our readers will join us in wishing the Messrs. Rathbun as great a measure of success in England as they have enjoyed in Canada.

IN view of the existence of a movement to bring Newfoundland into the Canadian confederation, the following facts, gleaned from the "Statesman's Year Book," will be of interest:—The area of the island is 40,200 square miles; population in 1884, 193,623. The religions of the populations were in that year stated to be as follows. Roman Catholics, 75,254; Church of England, 69,000; Methodists, 18,757; Presbyterians, 1,495; other denominations, 1,470. The public schools aided by the government numbered in 1884, 492, with an attendance of 27,322 pupils. The revenue of the island in 1886 amounted to \$1,078,775, and the expenditure to \$1,736,105. Of the revenue \$948,680 were derived from customs duties. In the same year the value of the exports was \$4,833,735, and the imports, \$6,020,035. The principal exports were fish, value, \$3,763,336; cod and seal oil, value, \$524,000; sealskins, value, \$272,658; copper ore, \$246,100. The principal imports: Flour, \$1,495,976; woollens, cottons, etc., \$824,246; salt pork, \$321,692; butter, \$245,667; molasses, \$306,568; salt, \$175,010; tea, \$154,049; coal, \$188,494; leather and leather goods, \$504,087; spirits, \$112,996. Of the exports of 1886 the value of those sent to Great Britain was \$1,205,303; British West Indies, \$234,150; Canada, \$189,484; Portugal, \$1,221,872; Brazil, \$129,935; Spain, \$381,667; the United States, \$284,107. Of the imports, \$1,911,000 in value was received from Great Britain; from Canada, \$1,937,605; from the United States \$1,672,810. The Government of the island is administered by an Executive council of seven members, the Legislative council consists of fifteen members, and the Legislative assembly of thirty six members.

THE serious drawback to the lumber trade in Toronto last summer, caused by the long strike of the carpenters and others, seems likely to be repeated in Hamilton this spring. The only difference is that in Toronto the building mechanics struck work of their own accord, in the hope that the master builders would accede to their demands for more pay. In Hamilton, on the other hand, it is a fight between the Builders' Exchange and union men, the former having published an ukase discharging all of the latter class. The edict of the builders does not, it seems, apply to buildings in course of construction, which have to be completed in a given time, contractors for which will be permitted to keep union men at work until their work is completed. The trouble seems to have arisen through the bricklayers and others raising the cry against the employment of non-union men in certain quarries. The carpenters and joiners seem to have come in for a share of the blame, but claim they had nothing whatever to do with it. On the whole it looks as if the present trouble had arisen out of nothing, and some of the builders are not in favor of the line of action adopted, and think there was no necessity for so

much ill-feeling being stirred up, to say nothing of the serious results which might follow from a protracted conflict between the employers and the men. Next to those actively engaged in building operations, none feel the effects of a disturbance such as this more than the lumber trade. The lumber dealers of Hamilton depend almost entirely on the local demand, and should building operations cease they will be seriously affected thereby.

[Since the above was in type we learn that the prospects are favorable for a speedy termination of the lock-out referred to, and that in all probability work will proceed as usual.]

To successfully conduct a trade journal such as THE LUMBERMAN, one of the most urgent needs is the hearty co-operation of its readers. We have received so many flattering letters of appreciation from our subscribers of late that we would appear, indeed, ungrateful if we did not make proper acknowledgement of the same. In this regard a publisher is placed in much the same position as a public servant, feeling grateful at all times for any word of encouragement which he may receive from those to whom he looks for support. The steady strides of advancement made by this journal during the past year will be continued indefinitely, and we hope that not only will we receive an equal consideration from the trade as in the past, but that each individual reader will lend a hand in furnishing information on all important subjects affecting the lumber interests. There is no reason why this paper should not be placed in the hands of every man interested in Canada's greatest natural product, and in order to accomplish this we have a request to make to all our present readers. It is that every man receiving this paper send to this office the names of friends and acquaintances in their section who are in any way interested in lumber, in order that we may address them sample copies, with a view to secure them as regular subscribers. When this is being done we would also ask that a few words at least be added regarding the season's operations. Those who are unacquainted with the paper are always invited to send for specimen copies, free, and in other respects we are ready to extend to every one the opportunity of becoming acquainted with the paper before investing in it. We hope that before our next issue our friends will demonstrate, as above, their appreciation and interest in the CANADA LUMBERMAN.

RECENT LEGISLATION.

The session of 1888 of the Ontario Legislature has been drawn to a close, and among the Bills which passed the House, of interest to the lumber trade, not previously referred to in these columns we find the following:

"An Act to authorize the appointment of Fire Guardians, and for the better prevention of bush fires."

The provisions of the Act empower the council of a township municipality at its first meeting in each and every year, to appoint by by-law a sufficient number of resident householders to carry out the provisions of the Act, the person so appointed to be known as "fire guardians," their term of office being for one year. It is stipulated that no person shall hereafter set out or set fire to any brush heap or combustible material in any field, clearance or place where the same would be likely to spread, between the first of June and the first of October, without having obtained leave in writing from the fire guardian appointed by the council resident to the place where the brush heap or other combustible material is situated. It shall be the duty of the fire guardian on being requested to grant leave to set out fire, to examine the place at which it is intended to set out the fire, and the adjoining lands, timber and other property thereon, and to consider the state of the wind and weather at the time of such request, with power to refuse any such request if the time and location are not favorable.

The council of any township municipality may and by the by-law make provision (1) for the payment to the fire guardians for his service; (2) for supplying the appliances necessary for extinguishing a fire; (3) as to the duties of the fire guardians appointed and all other residents in case a bush fire calculated to cause damage or loss of property has been started in or is approaching the municipality; (4) as to the rules and regulations (not contrary to law) which shall guide the guardians and residents, the distance from which parties may be required to attend any fire, the means, appliances and material to be used in extinguishing or preventing the spread of a fire, and as to all the matters within the scope of their authority which the council may think advisable, and their experience and the position of the municipality may suggest, as being conducive to the carrying out of the intention of the Act and the by-laws passed thereunder; (5) the penalty to be imposed upon fire guardians and others refusing to perform or neglecting their duties under this Act or the by-law or contravening any provision thereof.

Any person setting out fire without leave and permission shall be subject to a penalty of not exceeding \$100 for each

offence, which penalty may be sued for and recovered on information of any resident ratepayer in the municipality before a police magistrate or two justices of the peace sitting together, or by action in the Division Court held in the division in which the fire was set out.

The plaintiff or complainant shall be entitled to one moiety of the penalty, and the other moiety shall be paid over to the treasurer of the municipality, except costs, all of which shall go to the plaintiff, if ordered to be paid by the judge; and in case the defendant be ordered to pay the plaintiff's cost, and the same cannot on execution be recovered by the plaintiff, the treasurer of the municipality shall pay the plaintiff's costs, unless the judge who tries the case otherwise orders.

LONDON BOARD OF TRADE.

The February Board of Trade returns are still better reading than those of January, for though the imports have not increased so much, the exports show particularly well. January's imports were 3½ millions better than in the same month of 1887, and February's were £1,018,782 in advance of those twelve months ago. The only decreases are in duty-free articles of food and drink, and in oils. The decrease in January in "raw material for sundry industries" was turned in February into a gain of £345,000, and for the two months the growth in the two categories into which raw materials are divided is £1,393,132. Metals show an increase in the two months of 1¼ millions, and the total increase in all departments for the first two months is the gratifying one of £4,774,348. The exports for February have increased, as compared with last year, £1,737,290, as against an improvement in January of £774,936, the two months thus showing £2,512,226 better than the identical period of 1887. The only falling off is in chemicals—not an acceptable sign in view of Baron Liebig's dictum, quoted by Lord Beaconsfield, that the chemical industry is the best barometer of the state of trade. Still, over the two months there is a gain of £72,000. In January there was a falling off in the exports of textiles; but that was more than made good last month, and the two months together show a growth under the head of £115,636. The re-exports of foreign and colonial produce show a shrinkage in February as in January. The returns on the whole are most welcome and satisfactory.

Turning to our particular line of business, the statistics show that the importation of hewn timber was larger during February, 1888, by 12,071 loads than in the corresponding month last year, or an additional official computed value of about £31,000. This increase must be mainly credited to Sweden, Norway and Germany. The increase for the two months amounts to 21,330 loads. Sawn wood also shows an increase for the month of February of about 5,000 loads, the figures being 40,281 loads as compared with 35,248 loads for last year, or an increase in value of about £9,000. The increase also in this item is in goods from Sweden and Norway, which have supplied about 8,000 loads more than last year at a similar date. Taking the total for the two months, however, there is a decrease of about 2,000 loads against the present year. The most prominent feature in the returns is the large increase in both hewn and sawn goods from Sweden and Norway, the supplies from which have been largely in excess of those of each of the previous years, as will be seen by the figures which we print in another column.

Staves and mahogany are not included in the figures given above, but are separately treated in the returns. The importation of the former for the past month almost doubles that of 1887 for the same period; and the official value is reckoned at £34,339. For the two months the income for the present year is 2,336 loads. In mahogany the quantities are for the year 1,651 tons, as compared with 4,239 tons for February, 1887, a decrease of 2,588 tons. This stands in the return of estimated value at £14,018, as contrasted with £33,233. For the two months the quantities are 4,826 tons, as compared with 9,149 tons for 1887 for the same period, a decrease of 4,323 tons.—*Timber.*

THE LUMBERMAN'S PERILS.

The most exciting and dangerous period of the lumberman's always perilous life in the woods is now approaching—that is, the "breaking in" of log piles heaped or ranked at the summits and on the faces of the long runways that border the streams in the lumber woods. These rollways extend from the tops of high and abrupt banks to the water's edge. There are two ways of piling the logs at the rollways—one by laying them in regular ranks or tiers, and the other by throwing or dropping them in jumbled heaps on the ground. In the regular piles, tier on tier, the logs are started in a body down the rollway, and they usually go down in one great heap clear into the water. In the other way the logs are dumped from the trails and lie in a ragged, promiscuous jumble from top to bottom of the rollway. The key log or logs may be at the

bottom of the pile, in the water, or half way up the hill. There are always such configurations of the pile that there are many openings like great pitfalls here and there. At some of these piles the rollways are selected at places in the creek where the banks are high on either side. Then high dams are thrown across below with flood-gates. By these dams the water can be thrown back, manipulation of the gates raised and lowered among the tightly massed logs so that it lifts them and generally releases the jam.

But even where these dams are in use there are frequently piles so obstinate that nothing but the skillful work of the lumberman on the key logs will break them down. It seems utterly incredible that men could be found so daring as to make their way out along these icy, jagged and twisted piles, with 2,000 waiting logs above them, held, probably by the obstinate keying of a single log, and ready to thunder down upon them the instant that that log is moved a half-inch from its position. But the occasion is only needed to produce such men by the score, no matter how great the danger may be.

The woodsman makes his way nimbly but with caution over the protruding logs and across the treacherous pitfalls, frequently disappearing entirely beneath some lifted group of immense timbers, as he tries to locate the log or logs that prevents the great pile from breaking or completing its lightning-like plunge into the stream below. The log that makes all the trouble may be near the bottom, which, of course, increases the peril. The woodsman's quick eye is not long in demonstrating how the key may be most advantageously removed, and he at once proceeds to accomplish his task. One or two blows of his axe may be sufficient to remove an obstruction that has defied the many tons of pressure from above. It may require an hour's chopping and prying, and it may take a day's hard work to break the jam.

When the key is broken, however, is the time that the driver must use all of his nimbleness, nerve and skill to escape from the rush of pitching, tossing and thundering logs that he has started. He leaps here and there, and jumps from log to log in his flight, with the avalanche of timber pressing close behind him. In releasing one jam, last season, five men were caught in the break and killed. The fatality that accompanies the "breaking in" of log piles in different regions would startle the public if made a special item in reports of vital statistics. The rush of a pile of logs down a steep rollway, unobstructed, is as exciting a scene, in itself, as any one could wish to see. A hundred logs, rolling, tumbling and roaring into a stream will dash the water 50 feet in the air, and leave the bottom of the stream as bare as the shore until the water falls back again in foam and spray.

PERSONAL.

We regret to hear that Mr. Robt. Hurdman, of the lumbering firm of Hurdman & Co., Ottawa, while driving to his office about a fortnight ago, was run into by a runaway horse and badly injured. His many friends will regret to learn of his misfortune and wish him a speedy recovery.

Mr. Thes. Ouellette, of Gordon, Ont., a large manufacturer in hardwood lumber, was among the callers at THE LUMBERMAN office during the past month. He reports business good and an unusual large output of logs in his vicinity.

Mr. James McLaren, of the Canada Lumber Company, of Carleton Place, has left for Oregon to close a two million dollar timber deal in which he and other lumbermen are interested.

It is rumored that Mr. W. G. Perley, M. P., of Ottawa, may be called to the Senate. Mr. Perley is well known as, not only a very successful and shrewd business man and one of the largest lumberers in the country, but has of late shown himself to be a very valuable addition to the parliament of the country. Should the administration see fit to bestow upon him the honor above referred to, his many friends and admirers—THE LUMBERMAN included—will not be sparing in their congratulations.

Mr. H. H. Cook, M. P., president of the Ontario Lumber Co., who was recently unseated as member for East Simcoe on the grounds of bribery by one individual purporting to be his agent, has again taken his seat in the House. He will appeal the decision in the supreme Court which will open after the present session of parliament. This is another instance where one man suffers for another man's wrong doing. There is a screw loose in the act respecting bribery and corruption in parliament which should receive more serious consideration.

Mr. Nathaniel Shaw, an old and highly respected citizen of Peterborough passed to his last account during the past month. Deceased was seventy years of age, and was one of the oldest millwrights and saw millers in the country. It is said that as a millwright he had no superior in this section of the province and among the buildings, the elevators at Midland and Port Hope, as well as nearly all the large saw mills in this vicinity, bear testimony to his skill. He has a son and a daughter living. *Requiescat in pace.*

The Opening Season.

Our advices indicate that at most lumber centres in the West the Spring trade has already begun, although of course, business has nowhere been very active. The stormy weather which has prevailed during the past week will necessarily have an unfavorable effect on all kinds of business, but the people need lumber and if the present conditions are unfavorable to distribution, the delay resulting can be of short duration, and will serve to make the reopening of the spring season more marked.

But while the output is generally cheerful it must be admitted that at some points, especially in the Eastern and Middle States, business is somewhat duller than it was in the preceding year and there are besides doubts in some quarters as to the extent of the demand for lumber in building, some members of the trade being inclined to believe that in many places building will not be done on so extensive a scale as it was last spring in the same localities.

The strike of the locomotive engineers and the pending agitation of the tariff question, are two other unfavorable features of the times. But it seems clear that the settlement of the strike will not be long delayed, and it is well known that no material revision of the tariff can possibly be effected in the present year.

It is besides obvious that the business of the country is in a sound condition, and that all the signs of the times, excepting those referred to in the preceding paragraphs, are distinctly favorable. We, therefore, feel no hesitation in predicting a good if not an exceptionally busy spring season.—*Saw Mill Gazette.*

How to Use Glue.

For glue to be properly effective, it requires to penetrate the pores of the wood; and the more a body of glue penetrates the wood the more substantial the joints will remain. Glues that takes the longest to dry are preferred to those that dry quickly, the slow-drying being always the strongest, other things being equal. For general use, no method gives such good result as the following: Break the glue up small, put it in an iron kettle, cover the glue with water, and allow it to soak twelve hours; after soaking, boil until done. Then pour it into an airtight box, leave the cover off until cold, then cover up tight. As glue is required, cut out a portion and melt in the usual way. Expose no more of the made glue to the atmosphere for any length than is necessary, as the atmosphere is very destructive to made glue. Never heat made glue in a pot that is subject to the direct heat of the fire or of a lamp. All such methods of heating glue can not be condemned in terms too severe. Do not use thick glue for joints or veneering. In all cases work it well into the wood, in a similar manner to what painters do with paint. Glue both surfaces to your work, except in case of veneering. Never glue upon hot wood as the hot wood will absorb all the water in the glue too suddenly, and leave only a very little residue.

Another New Lumber Company.

A party of American lumbermen are heavily interested in timber lands in the vicinity of Alberta, in the northwest territory. The company includes well known lumbermen of Eau Claire, Minneapolis, and other cities in Wisconsin and Minnesota, the corporation with which they are identified being known as the Eau Claire and Bow River Lumber company. It is understood to be part of the present plan of these gentlemen to make their lumber available by building a line of railroad from some point on the Canadian Pacific to Alaska. How it would have made the eyes of some of our forefathers stick out to think of traveling by rail from Alaska to the City of Mexico. The prospect of this being possible is not so remote as it might seem to be, thanks largely to the enterprise of citizens of the United States, who find their own land all too small for their ceaseless enterprise. In the case of the railroad line to Alaska the primary object is to open up the timber which has been acquired by the great lumbering company. Contrary too, to the commonly accepted supposition there are no climatic barriers to the enterprise. Mr. P. A. Prince, the general manager of the Eau Claire and Bow River Lumber company, in writing to friends in Eau Claire, Wis., from Calgary says: We are having splendid weather. During February the thermometer in the shade registered 46 and 50 degrees below zero. No snow at all. Calves and colts are roaming about on the long ranches feeding themselves from the long grass which reaches up to their knees." And while men in the northwestern states are planning to push a railroad into Alaska men in the south are planning to extend the line from the City of Mexico into South America. With the prospect that some day railroad communication will be established from Alaska to Cape Horn even the brilliant fiction of Jules Verne loses some of its luster.—*Mississippi Valley Lumberman.*

Lumbermen to Take Action.

The Chicago *Evening News* says:—One of the most important moves that has yet been taken in connection with the railway strike at present paralysing trade in Chicago was decided upon the secret session by the Lumberman's Association to-day. This is nothing less than to take legal proceedings against every railroad connecting with the Burlington to compel them to have out their lumber and transmit it over their respective lines.

Toronto Letter.

TORONTO, March 8.—The stormy weather of this stormy month has retarded building operations greatly. In the western part of the city numerous cellars have been started only to be stopped after a few day's work had been spent. The demand for lumber in this quarter is good, any amount can be sold but not much cash forthcoming. A large quantity of land is being disposed of to parties upon easy terms of payment with little or no money down. Almost every one of these so-called purchasers proceed to interview the dealers, asking for terms the most unreasonable. If the dealers are not careful the history of supplying lumber to such a class over the Don a few years ago will be repeated.

If the land owners would undertake, when advancing money, to retain an amount to cover material and labor it would make the average lumber dealer's life worth living.

Prices are slowly but surely advancing and likely to do so during the early part of the season. Hemlock is in good demand for scantling and joists.

Getting it Free of Duty.

It is claimed that certain lumbermen doing business along the line dividing Maine and New Brunswick have fraudulently evaded the duty on the manufactured product shipped into the United States, the revelations having been made by operators in the Kennebec valley and other parts of Maine. A meeting was held by the Kennebec Log Driving Company; at which decided measures were urged for preventing fraud. As explained by a prominent Maine lumberman, the scheme which has been successfully operated is substantially as follows: The lumbermen will cut about one-tenth of their logs in Maine, to take advantage of the law which permits driving Maine logs into New Brunswick waters, and returning the lumber to the United States, free of duty after being sawed in New Brunswick; but the other nine-tenths of the output is lumber sawed in Canada, from Canadian logs, and the small operations in Maine furnish a cloak by which the irregularity is concealed, for all the lumber is represented as sawed from Maine logs. Thus the Kennebec lumbermen claim to have had a taste of free lumber effects, in advance, and they do not like it. They say the fraudulent competition has seriously injured them, especially in the New York and Boston markets.—*Northwestern Lumberman.*

Cleaning Greasy Machinery.

For cleaning greasy machinery, says the *Milling Engineer*, nothing can be found that is more useful than steam. A steam hose attached to the boiler can be made to do better work in a few minutes than any one is able to do in hours of close application. The principal advantages of steam are, that it will penetrate where an instrument will not enter, and where anything else would be ineffectual to accomplish the desired result. Journal boxes with oil cellars will get filthy in time, and are difficult to clean in the ordinary way; but if they can be removed, or are in a favorable place, so that steam can be used, it is veritable play-work to rid them of any adhering substance. What is especially satisfactory in the use of steam, is that it does not add to the filth. Water and oil spread the foul matter, and thus make more work. It matters not how journal boxes are kept clean, everybody will admit that they should not be allowed to get dirty. They are sure to heat and give trouble, if not cleaned and cared for. Often the oil tanks are never emptied and the residuum removed, and as the pumps draw the oil from the bottom, the machinery is being daily lubricated with impure oil. The oil tank should have a thorough cleaning before new oil is again pumped into it. This is easy enough if the oil is removed, the tank inverted and the steam nozzle applied to the mouth of the tank. This method of cleaning beats dipping the filth out with waste. So many opportunities will present themselves when steam will be a valued help in cleaning machinery, if one happens to think of it.

WE are in receipt of a very neat and instructive circular relating to B. F. Sturtevant's "Monogram" Blowers and Exhausting Fans. The Blowers are made expressly for blowing forge and boiler fires, puddling furnaces, &c., for which business they have been extensively introduced. The Exhausting Fans on the other hand are employed for removing dust from polishing and buffing wheels of all descriptions, smoke from forges, gasses from rooms, &c. We are informed that copies may be obtained of B. F. Sturtevant, Boston, Mass., by asking for circular number 34.

TRADE QUOTATIONS.

Goderich, Ont.

GODERICH, APR. 1st, 1888.

PRICES IN CAR LOADS.

1 inch Mill Culls	\$8 00@	8 50
1x6-8-10 & 12, common		12 00
1x6-8-10 & 12, dressing		16 00
1x14, and wider, common		12 00
1x14, " " dressing		16 00
1 1/2 dressing		16 00
1 1/2 "		16 00
1 1/2 Norway pine flooring		14 00
1 1/2 "		14 00
1 inch clear and picks		26 00
1 inch clear and picks 4 to 8 inch		21 00
1 1/2 and 1 1/2 clear and picks		35 00
Lath 1 1/2 x 4 feet		1 85

Boston, Mass.

BOSTON, MCH. 31st, 1888.

Western Pine—by car load.

Uppers, 1 in	\$45 00@	50 00	No. 1 strips, 4 to 6 in	\$41 00@	43 00
1 1/2, 1 1/2 & 2 in	50 00	52 00	No. 2	37 00	38 00
3 & 4 in	55 00	60 00	No. 3	25 00	27 00
Selects, 1 in	42 00	45 00	Cut ups, 1 to 2 in	26 00	30 00
1 1/2, 1 1/2 & 2 in	47 00	46 00	Collin boards	22 00	26 00
3 & 4 in	43 00	52 00	No. 1 com. 10 & 12 in.	20 00	25 00
Moulding boards, 7 to 11 inch clear	37 00	41 00	No. 2 com. 10 & 12 in.	19 50	21 00
6c per cent clear	35 00	37 00	No. 3 com. 8, 10, 12	18 00	18 50
Fine common 1 inch	37 00	42 00	No. 3 common, 8, 10, 12	15 50	16 50
1 1/2, 1 1/2 & 2 inch	40 00	42 00	and 12 inch	15 00	16 50
Fine com 3 & 4 in	46 00	60 00	Shipping culls, 1/4 in	15 00	16 00
No 2, 1 in. Fine com.	29 00	30 00	Shipping culls, 1/2 in	15 50	15 50
1 1/2, 1 1/2 & 2 in	31 00	33 00			

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@	43 00	Sap, 2nd clear	30 00@	32 00
4	25 00	27 00	Heart extra	50 00	55 00
5	23 00	25 00	Heart clear		50 00
Shipping bds & coarse		16 00	Bevel siding 6 inch		
Reuse		12 00	clear	21 00	23 00
West pine clapboards		45 00	No. 1	20 00	21 00
4 ft sap extra	43 00	45 00	No. 2	19 00	20 00
Clapboards, 4 ft, sap clear	40 00	42 00			

Spruce—by Cargo.

Scantling and plank, random cargoes	13 00@	13 50	Clear floor boards	18 00@	18 00
Yard orders, ordin		14 00	No. 2	10 00	10 00
ary sizes	14 00	15 00	Coarse rough	9 00	12 00
Yard orders, extra	15 00	16 00	Hemlock bds., rough	10 00	11 00
Frames, to order, small sizes	14 00	14 50	dressed	12 00	12 00
Frames, to order extra sizes	15 00	15 50	Clapbds., extra, 4 ft.	25 00	30 00
			Clear, 4 ft.	29 00	28 00
			Second clear	29 00	22 00
			No. 1	12 00	15 00

Lath.

Spruce				1 90@	2 00
Spruce	1 40@	51 50	Cedar, sawed, extra	3 30@	3 60
Pine, 1 1/2 in. extra	4 30	4 75	Clear	3 00	3 15
Pine, clear butts	3 50	3 70	Extra, No. 1	2 00	2 00
			Cypress, No. 1, 1 1/2 in.		5 25

Oswego, N. Y.

OSWEGO, MAR. 30th, 1888.

Pine.

1 1/2, 1 1/2, 2 and thicker uppers	\$40 00@	43 00
" " " pickings	30 00	33 00
" " " No. 1 cutting up	22 00	26 00
" " " cuttings up pickings		
and uppers as run	30 00	35 00
1 inch selected sidings	25 00	30 00
1 1/2 "	30 00	35 00
1 & 1 1/2 box or No. 2 culls	11 00	12 00
1 & 1 1/2 sidings No. 1 dressing and better	17 00	25 00
1x10 & 12x12 to 16 feet dressing and better	17 00	25 00
" " " shipping culls	14 00	17 00
" " " No. 2	11 00	12 00
1 & 1 1/2 in. strips 4 to 7 wide selected	20 00	30 00
" " " dressings	16 00	17 00
" " " box	9 00	12 00

Brown Ash.

1 1/2, 1 1/2, 2 & 3 in. 1st & 2nd quality	17 00	21 00
" " " culls	9 00	11 00

Basswood.

1 & 1 1/2 1st & 2nd quality	20 00	21 00
" " " culls	9 00	12 00

Shingles.

XXX 18 inch pine standard thickness to 2 1/2	\$4 25
XX " " " " "	3 25
X " " " " "	1 10
XXX " cedar " " "	3 40
XX " " " " "	2 25
XXX 16 " pine " " "	3 20
XX " " " " "	2 20

Lath.

No. 1 1 1/2, 1 1/2	2 00	2 10
" 2 " "	1 25	1 50

(Continued On Page Nine.)

George Henry Corliss, the inventor of the Corliss engine, died rather suddenly at his residence in Providence, R. I., on the 21st of February. He was born at Easton, Washington county, N. Y., on June 2nd, 1817.

NOTES.

—Men are being picked up for the drives in all directions.

—Hahn's planing and saw mill, New Hamburg, Ont., has been burned; loss, \$15,000; insurance \$5,000.

—Messrs. Leishman & Son, of Bracebridge, have taken out 2,000,000 feet of logs during the season, being 800,000 more than last year.

—At Mr. Tait's lumber shanties up the Bird Tail (Man.) there are now 45,000 logs on the ice and 5,000 logs on the skids ready to be drawn to the river.

—A young man named A. Charlton, while working in Jones' mill, Warton, had both his legs cut off and was otherwise mangled by a circular saw. He died in a few minutes.

—Mr. James McKinnon, of Arnprior, who is jobbing for Mr. Alex. Fraser of Westmeath, is said to have, with eight teams, put 18,000 logs on the ice in seven weeks, drawing them two and a-half miles from the place they were cut.

—It is predicted that work will be brisk in Arnprior, Ont., this coming season in consequence of the immense extension now building to Messrs. McLachlin's mill. The mills are to be run to their fullest capacity night and day throughout the season.

—The sash door and blind factory operated by Richard Woodland, Ottawa, Ont., was totally destroyed by fire last month. The loss is estimated at between \$3,000 and \$3,500, with an insurance on the building of \$4,000 and on the stock \$2,000.

—A new saw mill will probably be erected where the Manitoba and Northwestern crosses Shirt Tail creek, four miles from Birtle, Man. There is a mill at present at Birtle, but the lumber has to be hauled a mile up a steep grade to the railway station.

—James McBride, who has been lumbering in McLean, has cleared out leaving his workmen without their wages and the storekeepers in great grief. Jammy drew \$900 a few days ago from Mr. Mickle, which he has taken with him as a nest egg for some other locality.

—John Shaw, of Forest, is having put in his Brigden planing mill, under the supervision of his son, R. G. Shaw, a new 25-horse power engine, and 36-horse power steel boiler, also a heating machine. Mr. Shaw says he is bound to have his mill second to none in Western Ontario.

—The Dominion Government has passed an Order-in-Council placing \$40,000 in the estimates for the construction of an iron bridge to replace the present Suspension bridge across the Ottawa river below the Chaudiere falls. This is something the lumbermen have been wanting for some time.

—Messrs. W. P. Christie & Co. are taking out 6,000,000 feet of logs to be cut in Severn mill; and 12,000,000 feet for Christie, Kerr, & Co. from Oakley township, which will be partly cut at the Severn, but the greater part will go by the Black River via Longford to the company's mill at Bradford.

—Through inadvertence the cut of the Sturtevant Patent Progressive Lumber Dry Kiln was omitted in the description of the same in the March issue. The cut which should have appeared and which clearly shows the arrangement of the Sturtevant Steam Hot Blast Apparatus, may be found on page 13 of this issue.

—Exemption from taxation for ten years has been granted to the Longford Lumber Company, of Longford, by the town of Orillia. The company will erect a large establishment for the manufacture of woodenware, such as tubs, pails, etc. The outlay will be about \$40,000, and the industry will furnish employment for thirty or forty hands.

—John Shaw, of Forest and S. Fraser, of Amherstburg, still keep up their reputation of being among the largest lumber dealers in Western Ontario, having recently closed a purchase of 12,000,000 feet of lumber and 5,000,000 pieces of lath, for this season's delivery at Goderich, Point Edward, Courtright, Windsor, Amherstburg and Kingsville.

—Mr. Burns, M.P., for Gloucester, who has returned from Europe, states that while in England he organized a syndicate with a capital of \$255,000 to operate 7,000 square miles of timber limits on the lower St. Lawrence. He also brought to the notice of several capitalists a railway scheme which will give an air line from Montreal to Shippegan harbor.

—Mr. Elias Thompson, of Peterborough, is taking out a quantity of large timber from "Maher's place," near Keene, and shipping it over the Grand Junction to Halifax, where it will be used for spar and boom timber. Some of the sticks sent have been commended as the best ever seen in Halifax. Each stick extends over three flat cars in shipping, and requires two teams to draw it to the station. Already a number of sticks have been sent, and more are being shipped almost every day.

—Logging operations in the neighborhood of Sackville, N. B. are being vigorously prosecuted. J. L. Black, of that town, will get out logs enough to make 6,000,000 superficial feet of lumber; Black & Robertson will get out about 14,000 logs; J. M. Hicks, 12,000; Harvey Copp, 6,000; Eastbrook & Cook, 6,000; G. W. Towse, 2,000; and A. W. Ogden about 20,000.

—The lumber market in the North-west is said to be very active. According to the *Northwestern Lumberman*, Eastern lumber buyers are thick as bees in Wisconsin. They have begun to slide into the State by the Canada-Soo route, and drop down into the stomach of supply by the way of Rhinelander in a way that astonishes the natives and their Western customers. They propose to take out lumber by the Soo route, and thus sharply compete with Western buyers. Eastern men are also purchasing more lumber than heretofore on Green Bay and the north shore, and a Manistee report states that the same class of buyers are at that point, and are picking up so much bulk stock that the supply of dry lumber on the dock is likely to be exhausted before the opening of navigation.

—Mr. A. F. Wood, M.P.P., in a recent speech in the Legislature upon our timber and mineral resources, gave some interesting statistics regarding the timber output of this province. He said:—"First, the Belleville District, which includes the Counties of Victoria, Peterborough, Hastings, Addington, Renfrew, and Frontenac. From this District, since Confederation, the government have received dues on 15,948,000 sawlogs, and about 6,000,000 square feet of timber—equalling nearly 4,000,000,000—four thousand millions of feet—of sawed lumber. In the whole Province, the output since Confederation of pine sawlogs and pine timber has been about 55 millions of sawlogs, and 146 million of square timber, equalling 132,000,000,000—one hundred and thirty-two billions—feet of sawed lumber."

—The *Miramichi Advance* says:—"The announcement that Mr. Burns, M.P., has organized a Lumber Company, or syndicate, with a capital of a quarter of a million to operate in the Province of Quebec, is an additional indication that lumber operators are at a disadvantage in this province. Mr. Burns is a new Brunswicker and, doubtless, would prefer to encourage operations within his own province, other considerations being equal. He would do so, moreover, because he has large interests at stake in New Brunswick, which must be benefited, by the promotion of any great business enterprise, but he is forced by disadvantages attending lumber operations here to direct his attention, his own capital and that of those associated with him in this big undertaking, to a province where the lumber industry is not so heavily handicapped as it is in his own. There can be little doubt that if the New Brunswick government were as liberal in its policy towards lumbermen as is that of Quebec, we would have fewer idle mills, retain many of our people who are now forced to leave us from want of employment and, at the same time, realize the benefits of capital seeking investment in enterprises such as that promoted by Mr. Burns."

—A reporter of a Nova Scotia paper interviewed Capt. Aaron Grant, who is superintending the construction of the big raft referred to in our last issue. The loss of the big raft last fall, which attracted world-wide attention, has not discouraged the owner, J. T. Leary, of New York. He is having another mammoth raft built larger than the first, which he expects to launch next June. This is to be followed by a third timber raft. The raft now under construction will be about 540 feet long—60 feet longer and about four feet wider and deeper than the first. It will contain about 40,000 logs, from 30 to 70 feet long. To give an idea of the quantity of the logs we may say that it would take 90 or 100 vessels of 150 tons each to carry the logs that go into the raft. About 150 men and 50 double teams are at work and they put on from 350 to 400 logs a day. The shape of the raft will be similar to the first one, with the exception of improved ends which will be timbered out like the bow and stern of a vessel, and the outside will be much smoother. The raft is about quarter-built. The frame of the raft is made of spruce and hardwood, mostly spruce, and is placed on the ways. When the raft is half-built the main chain or backbone will be put on the centre; and when completed, the chains will be put around the raft, about ten feet apart, hauled taut and shackled into the large chain or backbone. Before launching, the frame will be removed. The logs are placed on the raft by means of an elevated railway, which runs over the bow to the stern of the raft. The present height of the railway is about 50 feet. The cars are moved by means of an endless chain worked by a stationary engine. Captain Grant says that Mr. Leary was at the raft week before last, and expressed himself as being well satisfied with the progress made. The sight is described as one well worth seeing, and it will probably have many visitors before the day of launching.

—Judgment was given in the Court of Appeal on March 27th, in the case of Oliver Latour, against Allen Grant. Both are well-known lumber dealers. They owned timber limits adjoining each other in the Temiscamingue district, and Latour, claiming that Grant had felled timber on his property, seized a large raft valued at several thousand dollars which Grant was having towed to Ottawa. The seizure was set aside by the Superior Court for want of proof, and this decision was confirmed in appeal.

—The market for lumber in Montreal has been fairly active, and firm prices had at the yards and from the mills. At the latter values are firmer, and with the roads in good condition there will be augmented sales and advanced values. It is expected that considering the quantity of logs which was left over last year, the output this year will be greater, and though this may be the case, there can be no question that higher prices will be in order. Some car loads have recently changed hands and owners are as firm as they can be.

—Small dealers in lumber just now say they are unable to purchase supplies at reasonable rates. Prices, they claim, have advanced fifteen per cent. all round during the past eight months. All last year's cut, as well as the prospective season's cut has been disposed of by Ottawa firms to outsiders. The big purchasers who are thus cornering the local dealers are said to be New York firms, Dobell, of Quebec, and the Export Lumber Company. Lumbermen are consequently enjoying prosperity. In one line (3 inch deals) prices have risen from \$7.00 to \$9.50 per thousand.

AMERICAN NOTES.

—It is probable that the Muskegon saw mills will run only during the day time this season.

—The March inventory of stock at Chicago shows a round total of 500,000,000 feet, including the southern section, which is an increase over last year of about 40,000,000 feet. It is what may be called an average stock.

—According to late reports from the English market, the supply of American black walnut, both manufactured and in the log, is rather in excess of the present demand, and it is said that shippers would simply be consulting their own interest if they would moderate the shipments of stock thence, and give consumption time to overtake the late rather liberal receipts.

—The *Saginaw Courier* says that the lumbering industry of Michigan is not only the largest in point of productive value of any in the State, but it exceeds in magnitude the lumbering industry of any other State in the Union. It is not an unreasonable estimate to place the number of persons employed in the lumbering industry of the State last year at 50,000, whose wages aggregated over \$15,000,000, with an invested capital of over \$60,000,000. The total product of the State last year was 4,162,317,778 feet of lumber, and 2,677,855,750 shingles, the estimated value of which was \$65,033,825.50.

AMONG THE MANUFACTURERS.

Messrs. Robin & Sadler, manufacturers of leather belting, Toronto and Montreal, are making some pertinent suggestions to users of such belting, in which they set forth that they tan their own leather especially for the purpose of manufacturing it into belting; that because of the excellence of their belting they have increased their trade in it three-fold within the last few years, and that they sell their belting according to a list that is 25 to 30 per cent. lower than the list that some sell by. Regarding the popularity of this belting, which is based upon its intrinsic merits, they say they have customers to whom they have sold from \$3,000 to \$40,000 worth, one Canadian manufacturing firm alone having bought for their mill last year belting to the value of \$10,000. We refer to their card for further information.

—The Canadian Rubber Company, corner of Front and Yonge Streets, Toronto, of which Mr. J. H. Walker is manager, are calling the attention of the trade to the special lines of rubber goods manufactured by them. Among these are included patent pressed double strip belting; engine, hydrant, suction, steam, brewers' and fire hose; valves, car springs, steam packing, wringer rolls, carriage cloths, blankets, stopples, rubber shoes and boots, tweed and gossamer clothing, garden hose etc.

—Denny, Mott & Dickson, of London, in their circular under date March 2nd, speaking of Canadian timber, say: "Most of the coming season's importation has now been arranged for. The enhanced prices of Yellow Pine and Oak have been firmly maintained by the shippers, with the result that most of the shipments will be for the East Coast and Clyde; this market having seen its way to take very little at the high figures conceded by buyers at outports."

THE NEWS.

—R. Ralston, Kallarny, Manitoba, has failed.

—Lumber camps are breaking up in all directions.

—Parry Sound will have three new mills next summer.

—S. Edwards, saw miller, Fordwich, Ont., has assigned.

—Timber lands are being rapidly bought up in the Southern States.

—Lumbering operations are brisk in the Parry Sound district.

—Young's shingle mill, at Lakefield, Ont., has commenced operations.

—A large amount of cedar for paving is being shipped from Owen Sound.

—Large quantities of lumber is being shipped by vessel from Moodyville, B. C.

—D. B. McRae, of Meldrum Bay, Ont., has 30,000 saw logs on his dump already.

—Messrs. Brunette & Bros., Hereford, Que., will build a steam sawmill this spring.

—Holmes, Moore & Courtright, of Inwood, Ont., will build a saw mill near Glencoe.

—United States lumbermen say that lake freight rates which were so high last year must be reduced.

—The Rathbun Co's boats at Deseronto are being overhauled and prepared for the opening of navigation.

—The Rathbun Company have been making heavy shipments of lumber from their mill at Rossmore, Ont.

—The products of lumber in Eastern Michigan in 1887 shows an increase as compared with 1886 of 178,200,603 feet.

—Shingle machines in the Gibson shingle mill at Marysville, Mo., saw at the rate of 19,250 shingles each in nine and a half hours.

—A vessel has recently sailed from Moodyville, B. C., for Tientsin China, with a cargo consisting of 423,532 feet of lumber.

—Mr. George Butchart, of Port Moody, B. C. is making arrangements for the erection of a large steam lumber mill at or near that place.

—The Canada Lumber Cutting Machine Co., limited, has been incorporated with headquarters at Toronto. The capital stock is \$35,000.

—Messrs David Henderson and J. L. Ainslee, Tilbury East, near Port Alma, Ont., are about erecting a new stove and heading mill.

—According to the *N. W. Lumberman*, Chicago wholesale lumber dealers and commission men favor the free import of lumber from Canada.

—Messrs. W. H. Veysey & Son, of Waterboro', N. B., will build a mill this spring at the thoroughfare between Grand and North Lakes, in that province.

—Lumbering operations in some parts of Ontario are considerably obstructed by the deep snow in the woods which has reached the enormous depth of four feet.

—Leading Wisconsin lumbermen now estimate the shortage in the log crop for the season at only ten per cent. less than anticipated at the beginning of the season.

—The Owen Lumber Company, Sherbrooke, Que., have acquired a tract of 84,000 acres of land near that place, and will erect mills for the conversion of timber upon it into lumber.

—Messrs. Rhodes, Curry & Co., Amherst, N. S., are manufacturing a large lot of cherry and ash doors to fill an order for Newfoundland, and a lot of mahogany doors for London, Eng.

—Mr. Underwood's logging crew on Cain's river, (N. B.) recently cut a mammoth pine, which when cut made eight logs. The diameter of the stump was five feet. The contents are given as 3,238 sup. feet.

—Wells, of the saw mills at Palliser, B. C., in the mountains, has opened a branch yard at Calgary, Alberta, with J. Deacon in charge. Calgary is coming to the front as quite a distributing point for lumber.

—A French Canadian named La Roche, of The Brook village, while driving a heavy load of railroad ties from a shanty to Casselman station, C. A. R. was violently thrown from the load, run over and instantly killed.

—The approaching season promises to be a bright one for builders in Ottawa. Buildings are going up on every hand, and it is estimated that no less than \$500,000 in the aggregate will be expended. The demand for material is now very great, especially in building stone. A large number of expensive houses are going up, and no less than five churches are to be erected, as well as several public halls belonging to different associations.

—Robert Conners and other large operators have projected a canal around Grand Falls, (N.B.) for the passage of logs down the river. That it is needed is shown by the fact that 1,500,000 feet of last winter's cut is "hung up" there now.

—We are informed upon good authority says the *Pembroke Standard*, that Mr. E. B. Eddy, of Ottawa, has purchased the limits on the Dumoine river from Messrs. T. & W. Murray. The price paid for the limits is said to be \$50,000 and about \$16,000 extra for the plant and present output.

—The McDiarmid Manufacturing Co., Aylmer, Ont., late McDiarmid & Price, manufacturers of hubs, spokes, and bent goods for carriages, wagons and agricultural implements, are running their work to their fullest capacity, employing about thirty hands.

—On March 16th Hahn's planing and saw mill at New Hamburg, Ont., were totally destroyed by fire, having originated in the drying-room. The original value with machinery is estimated at \$15,000. Insurance \$5,000 as follows: Perth Mutual, \$2,500; Economical, \$2,000; Gore Mutual, \$500.

—Negotiations are nearly completed for the sale to the Northwestern Lumber Company, of Eau Claire, Wis. The lumber, mills, and pine land of the Sterling Lumber Company, of Sterling, Clark county, Wis., consideration, \$100,000. The Sterling Company is a branch of the Eau Claire Lumber Company.

—The new mills being erected by Messrs J. R. Booth & Co. at the Chaudiere are rapidly nearing completion. The framework of the addition to the large saw mill is all up and the building will be completed and the machinery in by the first of April. The work of constructing the band saw mill has also been commenced.

—Mr. J. Black, M. P. P., Sackville, N. B., will get out logs enough this season to make six million superficial feet of lumber. Black & Robertson will get out about 14,000 logs this year. S. M. Hicks will cut about 12,000; Harvey Copp, 6,000; Estabrooks & Cook, 6,000; G. W. Towse, about 2,000; A. & W. Ogden, about 20,000. David Wheaton and other Sackville lumbermen will get out about their usual cut this season.

—The Longford Lumber Company, Longford Mills, Ont., who have extensive mills at that place under the management of Mr. Wm. Thompson, will immediately erect a large establishment to be devoted to the manufacture of woodenware, such as tubs, pails, etc. The building and plant are estimated to cost \$40,000, and from the beginning about thirty-five or forty hands will be employed. At a special meeting of the town council the company was granted exemption from taxation on the land and buildings for a term of ten years.

—About the first of March last the Manistee Salt and Lumber Company made an assignment to E. G. Filer with liabilities of \$864,068.89 and assets footing up \$2,099,786.96. The cause of the suspension of business was the death of the Hon. M. Engelmann, the president of the company, and though the remaining members were gentlemen possessing abilities, still the sudden taking away of the president, left the business in rather a precarious condition. Bills payable were accruing in alarming numbers, and to honestly meet the demands of the creditors the assignment was made.

Michigan leads all other states in the lumber industry, giving employment to fully fifty thousand persons, who received \$15,000,000 in wages last year. The capital invested aggregates \$60,000,000 and the product last year was: Lumber 4,162,317,778 feet, valued at \$58,370,438; shingles, number, 2,677,855,750, valued at \$6,673,387, making a total value of \$65,043,825. Dec. 1 the stock of lumber on hand was 1,428,221,132 feet, and of shingles 195,218,000. A comparison with preceding years is as follows: 1887, 4,162,317,778 feet; 1885, 578,138,443 feet. These figures show an increase for 1887 over 1886 of 178,200,603 feet.

—It is learned, says the *Victoria (B.C.) Times*, that a powerful syndicate is being organized to purchase the property known as the Hastings Saw Mill concern at Vancouver. The property is a valuable one, as it embraces, in addition to the mill plant and buildings, a large extent of leased timber ground. The proposal is to replace the present machinery and buildings with new ones, erected specially for the purpose of carrying on an extensive shipping trade. Everything will be modern. There will be a double set of buildings and machinery, one of which will be devoted to the export trade and the other to the local and home market. It will be one of the largest concerns on the coast, giving employment to a considerable number of employees directly and indirectly, and be of great advantage to Vancouver.

—The amalgamation of the Grand Trunk and Northern and North-Western railways will result in Belleville becoming the point at which square timber will be rafted, which was formerly shipped by water from Hamilton, Toronto, Port Hope

and other lake ports. The large pier built out into the bay by the Grand Junction Railway Company is being refitted, filled with stone, floored with plank, 300,000 feet of lumber being required, and tracked. It is alleged that rafting can be done more cheaply here than at lake ports, as by avoiding lake navigation tight binding is not necessary.

—Nearly as much lumber will be cut this season by St. Croix operatives as during last winter. Messrs. T. H. Todd & Sons will cut about two-thirds as much as last year, they having a large stock of logs remaining over. The operations of Messrs. J. Murchie & Sons will include about 14,000,000 feet; those of Gates & Wentworth, about 10,000,000 feet. Messrs. C. F. Todd & Sons' cut will be about the same as last year; Messrs. H. F. Eaton & Sons will cut about 18,000,000 feet. The total cut will be about 55,000,000 feet as against 60,000,000 last year. The winter, thus far, has been a fairly good one for logging operations.

—The Bronson & Weston Lumber Co's petition for incorporation has been presented to Parliament by Mr. W. G. Perley, M. P. The company desire to carry on in Canada, the United States and elsewhere, the business of lumberers, timber merchants and manufacturers of timber and lumber in all its branches, also of pulp, wood pulp, and other products from wood; and also the business of wharfingers, vessel owners, general merchants and dealers; and with power to acquire the business and property of the firm of Bronson & Weston. The persons asking the incorporation are L. H. Bronson, M. P. P., Ottawa, lumber merchant, Abijah Weston, Pointed Post, St. John County, New York, lumber merchant, F. P. Bronson and W. G. Bronson, of Ottawa, lumber merchants.

—Mr. William Hurdman, jr., is reported as saying that the new mill at the Chaudiere are getting on well. By the 20th of April they will have the new mill, which is taking the place of the one burnt down and which is to be larger but of the same cutting capacity, ready to open. They will then put the full force on to complete the second mill, the foundation of which will be commenced in a few days. All the timber for this mill is ready and the machinery well forward. They expect to be ready to cut in this mill by the first week in May, and when their season's work come in they will be humming as merrily as any of their neighbors. Mr. Hurdman says that the season's cut has been good but that there will be trouble getting out the logs. A short time ago they had one fall of snow, at Kippewa, of thirteen inches, and at Mattawa there was no fall at all. After each fall this winter there has also been a heavy wind, which has caused heavy drifts, giving a good deal of trouble. In the new mill the firm have excavated an extra ten feet into the solid rock.

—An idea of the exports of lumber from the Pacific coast of British Columbia will be learned from the report for the month of January. Six ships arrived at Burrard inlet during the month, to load lumber for foreign ports. Five of these ships were at the Moodyville mill, and one at Hastings mill. Two ships were for Australia, one for Valparaiso, South America, and the three remaining for China. The clearances with lumber during the month numbered five ships. Three were from the Hastings mill, two bound for Australia, and one for South America; one from the Moodyville mill for Cornel, and one from the Chemainus mill. Hereafter the exports of lumber promises to be much larger. Through improvements to navigation at the mouth of the Frazer river, the Royal City and Brunette mills, situated some distance up the river, will now be reached, though heretofore inaccessible to large ocean crafts. Six vessels have just been chartered at San Francisco to load lumber at the Royal City mill, two for Australia and four for South America.

—The new Madawaska Improvement Company recently formed by the lumbermen of the Ottawa district has been incorporated. The officers are: President, J. R. Booth; secretary-treasurer, G. B. Green; directors, E. B. Eddy, W. G. Perley, M. P., E. H. Bronson, M. P. P., C. McLaughlin, W. B. Dickson, G. B. Pattee and R. H. Klock. The object of the new company is to get possession of all the works and improvements made by private parties and the Government on the Madawaska river, improve them and then continue the works by erecting a series of dams, slides, booms, etc., all along the course of the river as far up as timber is taken out, thus enabling the lumbering firms by paying a fee or toll to the company for allowing the logs to pass through their works, to get out their entire drive with very few men and without danger of having the logs hung up as they are some years in thousands. Negotiations are now going on between the company, the Government and private parties owning works on the river, to enable the Improvement Company to secure all improvements already made. As soon as spring opens the company will begin the work of extending their works by building a series of dams, slides, booms and piers. The work will probably last all this summer and a portion of next.

SAW MILL ENGINEERING.

There was a time when it was the popular impression among millwrights and engineers that anything was good enough for saw mill work; that a common "nigger" engine, with any kind of a whirling upon it for a governor, was good enough; that any sort of a kettle, leaky or otherwise, was suitable; that the shafts had only to be strong enough not to bend too much under the heavy belt strains that were put upon them; that belts which would not be used for conveyors in a grist mill, would answer for transmission in a saw mill; that any kind of dope was good enough for lubrication; and that finally, any kind of a plug, who could feed the slabs, was good enough for an "engineer" (save the mark).

Now, public opinion on this subject is commencing to change, and to change for the better. The mere fact that fuel is not only plenty, but absolutely "a drug in the market," is no longer among the best saw mill proprietors, considered an excuse for such wastefulness in every department. I shall endeavor to give below some of the reasons which are influencing the most advanced proprietors in this change of opinion.

In the first place, as regards the engine properly speaking, the boiler should come first, but there is a reason why I should speak of the engine first: It is a well recognized fact that an automatic cut-off engine, particularly when the variations in load and in speed are frequent and considerable, is much more economical of steam than the ordinary trottler; that is when the power consumed exceeds 25-horse, at any rate.

"But suppose that fuel not only costs nothing, but the excess has to be cremated?" It makes no difference. It is cheaper to build or buy a crematory, than to pay for a boiler just for the purpose of getting rid of the waste. If you can get a small high-speed engine to consume high pressure steam with economy, you will need a smaller boiler than if you have some sort of a "steam chews" back of your engine. It makes a difference whether you have to evaporate from 125 to 1,000 pounds of water per hour, or only from 60 to 480, which takes a smaller boiler. A smaller boiler costs less to commence with, and less freight to follow with, and to finish with, after it is set, will cost less than a larger one. No, I will not say to finish with; because it makes a difference whether you have to feed in enough fuel to evaporate 125 to 1,000 pounds of water, or only enough to evaporate 60 to 480. You will save upon a fireman's wages. Then come into the items of insurance, wear and tear, taxes, depreciation, repairs, etc. All these are greater for a boiler which has to make 125 to 1,000 pounds of steam per hour, than for one which has to supply only 60 to 480.

In the same way you may cipher up the steam pipes between the boiler and the automatic cut-off engine, using only 60 to 480 pounds of steam per hour, over those needed for the throttling engine needing 125 to 1,000.

When you get to the engine itself you have two advantages in buying the automatic; rotation speed being the same in both cases. You will save on boiler account, on piping from boiler, and in firemen's wages; but you will also have better regulations, and better governing means, better quality of lumber. It also means the saving of much annoyance in the mill.

We will suppose that you have six or eight gang saws, all of which are likely to be in the log at once; now with an engine which has a good range of governing, you can work right along and not stall anything; whereas with a throttling engine you will be apt to have trouble once in a while from belts slipping, and the engine refusing to do anything at all, until one or more of the gangs can be thrown off. The automatic engine will of course cost you a little more for the same power and same rotation speed, than the throttling engine; and this will of course run up your costs for interest, wear and tear, depreciation and taxes; but it will generally be more than made up in the saving on the boiler side of the mill.

As a general thing, you can get an automatic engine better built and capable of being driven at higher speed than one of the throttling type; and this means a big saving "all along the line," not only in the matter of fly-wheel weight required, but in shifting and belting. We will suppose that you have an automatic engine delivering 50-horse power at 250 turns, it will take a pulley of two-fifths the diameter (for a given belt width) to put the power in the jack shaft, of that required for the engine running only 100 turns for the same horse-power. Or with a given belt speed it will take a belt only about two-fifths the width. There can be saving in pulleys, belts and shafting, all through the saw mill, by the adoption of high speed; because most of the machines require to be speeded much higher than the engine itself. Of course with narrower or lighter belt width, giving out their power by reason of higher speed rather than greater belt tension, there will be less pull upon the shafts, and less lubrication required. This means also less likelihood of hot bearings stopping the mill.

There will also be a less belting bill to pay, because there will be lighter belts to buy. Couplings, hangers, clutches, and all other appurtenances of the transmission will of course be lighter and cheaper, and will require less force of men to put them up and less strength of frame work to hold them.

There is this further advantage in having an automatic engine; you can at any time reduce or increase the amount of work done in the mill without seriously affecting the speed and general working of the engine. If you think that the boiler will stand a little more pressure, the engine will take it and be thankful. If the boiler gets a little weak and you want to ease up on the steam, the engine will simply reach out a little further with the cut-off. If you are burning slabs or any other kind of fuel giving greater variations in pressure, the automatic, being a better grade of machine, is apt to get better care, and for this reason alone will keep in better condition than the "nigger." Further, the "niggers" are generally delivered painted or unfinished, and consequently there will be poorer stock than must be put into a finely finished engine, where the grain of the metal shows.—*Wood and Iron, San Francisco.*

NEW WATERWAYS FOR MANITOBA.

The biggest scheme on hand for some time of interest to the lumbering industry, says a correspondent in the Mississippi Valley *Lumberman*, is the one now agitating the public here in connection with the improvement of our waterways. At intervals during the past five or six years efforts have been made to induce the Dominion government to undertake the work of improving navigation on our rivers and streams, but beyond taking out a few scow-loads of sand from the mouth of Red river, nothing has been done. The present phase of the question is a result of the agitation against railway monopoly. The Dominion government has intimated to certain of its leading local supporters that if Manitoba will submit for three years to railway monopoly and give up the attempt to build a road to the boundary, an appropriation will be made sufficient to carry out the river improvements demanded. With a little expenditure a vast stretch of navigation can be made tributary to Winnipeg. The Red river is now navigable to the boundary, a distance of 60 miles, but in the opposite direction down stream there are rapids, a few miles below the city, which effectually block navigation, except during a short time in the spring when the river is very high. It is estimated that a lock and dam, to cost only about \$400,000, would overcome this difficulty and render the river navigable to Lake Winnipeg. This would open a vast stretch of inland navigation, with a coast line of about 5,000 miles, including the Red river to Lake Winnipeg, 350 miles long, a portion of the Nelson river and tributaries, the great Saskatchewan river and tributaries, and other minor rivers flowing into the lake. About 300 miles of lake navigation on Lakes Manitoba and Winnipegosis could be added to its vast system of inland navigation by a little additional expenditure. When it is known that all this north country is more or less covered with timber, the interest to the lumber trade will be surmised. There are now half a dozen or more lumber firms opening on Lake Winnipeg. The lumber is now brought to Selkirk, the present head of Lake Winnipeg navigation, by boat, and there transferred to the Canadian Pacific railway branch line and brought on to the city. To bring lumber from Selkirk to the city, a distance of about 20 miles by rail, it costs as much as to freight it by boat the entire length of the lake. By making the proposed improvements in the Red river, it is estimated that the cost of rough lumber at Winnipeg would be reduced about \$3 per 1,000. The country tributary to Lake Winnipeg is a valuable timber district, and the opening of direct water communication with the city would undoubtedly stimulate the lumbering industry on this lake. But the most valuable timber area in the Canadian Northwest is in the countries surrounding Lakes Manitoba and Winnipegosis. This region has never yet been tapped, owing to its isolated position. Lakes Manitoba and Winnipegosis are really a chain of many lakes of varying size, connected by narrows. These lakes stretch along in a line parallel with Lake Winnipeg for a distance of about 300 miles, and are separated from the latter lake by a ridge of land, varying from 15 to 60 miles in width. The country between is mostly wooded, but the most valuable timber district lie to the west of this chain of lakes, on the opposite side from Lake Winnipeg. This long chain of lakes is navigable the entire distance, with the exception of a couple of miles between Lakes Manitoba and Winnipegosis proper, which could easily be overcome, the country between being of a low, swampy nature and usually flooded. The northern end of Lake Winnipegosis reaches within about half a mile of Cedar lake, the latter being merely a widening out of the Saskatchewan river, the river being already navigable from Lake Winnipeg. This would complete the circuit, and render available the vast timber country west of the Lake Manitoba chain of water stretches. The resources of this timber region were

referred to in a previous letter, but the country has not yet been sufficiently explored to give a very accurate approximation of its wealth. An engineer who spent two months in that country last summer, however, estimated the quantity of timber tributary to Lake Winnipegosis at 500,000,000 feet. The timber is of larger size and said to be much superior to the districts now being worked on Lake Winnipeg. If these improvements to the waterways are carried out, a very valuable timber region will be open for development, and the lumbering industry will be given a fresh impetus.

The Duty on Lumber.

Mr. Arthur Hill, of Saginaw, in a recent interview with a reporter, expressed himself as follows regarding the tariff on lumber between the United States and Canada:

"As I understand it, Mr. Hotchkiss, and others who side with him, believe that if the Canadian export duty is abrogated that Canadian logs will naturally come to supply Saginaw mills with stock; but I think that it is a plain mathematical proposition that if the Canadian export duty on logs of \$2 a thousand and the American import duty on lumber of \$2 a thousand are removed at the same time, that the Saginaw mills will stand in the same relative condition as to securing logs to saw from Canada as they do to-day. The cost of towing and delivering logs to the Saginaw mills from the Georgian bay is \$2 a thousand, and while Canadian labor costs less than ours, we will call the cost of sawing in Canada the same as here. The freight rate from the Georgian bay to Buffalo and the eastern market by water is substantially the same as from the Saginaw river. By rail it is less. If you call the rate from both points to Buffalo \$2.50 a thousand, you will have these results: Canadian logs sawed on the Saginaw river:

Cost of delivering logs, per thousand, to mills.....	\$2
Sawing.....	2
Freight to Buffalo.....	2 50
Export duty on logs.....	2

Lumber costs in Buffalo above cost of logs..... \$5 50

"Canadian logs sawed in Canada:

Sawing.....	\$2
Freight to Buffalo.....	2 50
Import duty on lumber.....	2

Lumber costs in Buffalo above cost of logs..... \$6 50

"These figures conclusively show that under present conditions as to duties the Saginaw mills are at a disadvantage of \$2 a thousand feet in handling Canadian logs, and since the imposition of the \$2 export duty on logs, it is well known that they have ceased to be brought in. Now let us suppose that both the duties are removed as is supposed, and we have: Canadian logs in the Saginaw river:

Cost of delivering logs to mills.....	\$2
Sawing.....	2
Freight to Buffalo.....	2 50

Lumber costs in Buffalo above cost of logs..... \$6 50

"Canadian logs sawed in Canada:

Cost of sawing.....	\$2
Freight to Buffalo.....	2 50

Lumber costs in Buffalo above cost of logs..... \$4 50

"Under the new conditions, then, the advantage of the Canadian mill owners over Saginaw mill owners of \$2 a thousand still remains, and the logs would therefore, then as now, be manufactured in Canada."

The irresistible conclusion is that there is still two sides to the tariff question.

In further conversation Mr. Hill said that in Canada at present the Norway and coarse logs were not cut, the lumbermen not owning the land taking only the best timber. He believed that if the tariff duty were removed it would enable the Canadians to cut closer and go over limits for a second crop. That is one reason why he opposed free lumber.

The Proper Way to Dry Oak.

A large amount of oak is spoiled in drying. It is the nature of oak to crack, not only on the ends but on the surface. This can be guarded against and reduced by care and the expenditure of a trifling sum of money. First of all, the ends of the logs should be thoroughly painted. Ordinary roofing paint is best, and the addition of a handful of salt to the gallon will improve it. In piling, the stickers should not be over two inches wide and not over three feet apart, and placed directly over one another. This method will keep the lumber perfectly straight. The piles should be thoroughly covered and thus protected from rain, heavy dews and the sun's rays. Oak that is allowed to gather moisture and dry out repeatedly, will soon become checked and surface cracked, and as such can only be graded as culls. If stained or badly twisted, it goes into the lower grades, all of which is frequently due to slack and unbusinesslike way of preparing what might be good and desirable lumber for market. An expenditure of \$5 for paint, would probably save \$5,000 worth of valuable lumber.—*Northwestern Lumberman.*

TRADE REVIEW.

Toronto, Ont.

TORONTO, Mar. 2nd, 1888.

CAR OR CARGO LOTS.

Table listing various lumber products such as '1 1/2 and thicker clear picks', '1 1/2 and thicker, three uppers', etc., with prices per 1000.

YARD QUOTATIONS.

Table listing yard quotations for products like 'Mill cull boards and scantlings', 'Shipping cull boards', 'Scantling & joist', etc.

Montreal, Que.

MONTREAL, Mar. 3rd, 1888.

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

Ottawa, Ont.

OTTAWA, Mar. 3rd, 1888.

Table listing Ottawa lumber prices, including 'Mill culls', 'Cull strips', 'Scantling', 'Laths', 'Shingles', etc.

Burlington, Vt.

BURLINGTON, Mar. 2nd, 1888.

Table listing Burlington lumber prices, including 'Canada Pine Sidings', 'Canada Pine Stacks', 'Canada Pine Stock', etc.

Hamilton, Ont.

HAMILTON, Mar. 2nd, 1888.

Table listing Hamilton lumber prices, including 'Mill cull boards and scantlings', 'Shipping cull boards', 'Dressing stocks', etc.

St. John, N. B.

ST. JOHN, Mar. 3rd, 1888.

Deals, Boards, Scantling, etc.

Table listing St. John lumber prices, including 'Spruce deals', 'Pine', 'Deal ends', 'Scantling', 'Shingles', etc.

Detroit, Mich.

DETROIT, Mar. 2nd, 1888.

Uppers, Selects, Stocks, etc.

Table listing Detroit lumber prices, including 'Uppers', 'Selects', 'Stocks', 'Flooring', etc.

Philadelphia, Pa.

PHILADELPHIA, Mar. 3rd, 1888.

White Pine.

Table listing Philadelphia lumber prices, including 'White Pine', 'Mich. uppers', 'Cypress shingles', etc.

Cargo Lots.

Table listing Philadelphia cargo lot prices, including 'Yellow pine edge bds', 'Heart face boards', etc.

Hemlock Boards and Scantling.

Table listing Philadelphia hemlock prices, including 'Edge boards', '12 in. stock', etc.

Shingles and Posts.

Table listing Philadelphia shingles and posts prices, including 'Cypress shingles', 'Cedar shingles', etc.

HARDWOOD.

Walnut.

Table listing Philadelphia hardwood prices, including 'Nos. 1 & 2, 1 in. good', 'dry, Indiana', etc.

Poplar.

Table listing Philadelphia poplar prices, including 'Nos. 1 & 2, 1 in. good', 'wide, Indiana', etc.

Oak.

Table listing Philadelphia oak prices, including 'Nos. 1 & 2, 1 in. good', 'western, straight', etc.

Ash.

Table listing Philadelphia ash prices, including 'Nos. 1 & 2, 1 in. good', 'western', etc.

Yellow Pine—Yard and Wholesale.

Table listing Philadelphia yellow pine prices, including 'Sc'tlg, 2x4 to 12x14', 'Plank, 1 1/2 to 2 in.', etc.

Cherry.

Table listing Philadelphia cherry prices, including 'Nos. 1 & 2, 1 in. good', 'up, good', etc.

Saginaw Valley.

SAGINAW, Mar. 2nd, 1888.

CARGO LOTS.

Table listing Saginaw cargo lot prices, including 'Uppers', 'Common', 'Shipping Culls', etc.

YARD QUOTATIONS—CAR LOTS DRY.

Dry Siding.

Table listing Saginaw yard quotations for dry siding, including 'Clear, 3/4 in.', 'A', 'B', etc.

Flooring and Siding—Dressed.

Table listing Saginaw flooring and siding prices, including 'Flooring, clear, d & m', 'No. 1', 'No. 2', etc.

Finishing Lumber—Rough.

Table listing Saginaw finishing lumber prices, including 'Three uppers, 1 in.', '1 1/2 & 1 3/4', etc.

Just, Scantling and Timber.

Table listing Saginaw just, scantling and timber prices, including '12 to 18 feet', '20 feet', etc.

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

Table listing Saginaw plank and timber prices, including 'Wide Select and Common—Rough', 'C (No. 1 com.)', etc.

Lath, Shingles and Pickets.

Table listing Saginaw lath, shingles and pickets prices, including 'Lath, No. 1', 'No. 2', etc.

New York City.

NEW YORK, Mar. 3rd, 1888.

Black Walnut.

Table listing New York black walnut prices, including '1/2 in., all clear', '1 and 1 1/2 inches', etc.

Poplar, or White Wood.

Table listing New York poplar prices, including '1/2 in. to 1 inches and over', '1 in. coffin boards', etc.

Dressed Poplar.

Table listing New York dressed poplar prices, including '1/2 inch panel', '3/4 inch panel', etc.

Ash.

Table listing New York ash prices, including '1 inch, white', '1 1/2 to 2 inch', etc.

Oak.

Table listing New York oak prices, including '1 inch plain sawed', '1 1/2 to 2 inch', etc.

Cherry.

Table listing New York cherry prices, including '1/2 in., white & clear', '1 inch', etc.

Miscellaneous.

Table listing New York miscellaneous lumber prices, including 'Chestnut, clear', 'Chestnut common', etc.

Buffalo and Tonawanda, N. Y.

TONAWANDA, Mar. 2nd, 1888.

Norway Pine—Rough.

Table listing Buffalo and Tonawanda Norway pine prices, including 'No. 1, 1 & 1 1/2 in.', 'No. 2, 1 & 1 1/2 in.', etc.

White Pine—Rough.

Table listing Buffalo and Tonawanda white pine prices, including 'Uppers, 1 in.', '1 1/2, 1 3/4 and 2 in.', etc.

Dressed Lumber.

Table listing Buffalo and Tonawanda dressed lumber prices, including 'Base and Casing under 6 inches', 'Base and Casing, 6 inches', etc.

Shingles and Lath.

Table listing Buffalo and Tonawanda shingles and lath prices, including 'Shingles, 1 1/2 in. XXX', 'XXX', etc.

Columbia's Lumber Trade.

Mr. John Hendry, of the Royal City Planing Mills, New Westminster, is in the city, on his way home from San Francisco, whither he went to arrange for timber charters by vessels to Australia, South America and other countries from his mills. Mr. Hendry states that the only obstacle to a very large trade is the unsatisfactory state of the Fraser river channel from the sandheads inwards for a couple of miles. Once a channel is established of say 24 feet, vessels will ascend as far as New Westminster and load lumber at his mills for the countries we have named. He found his principal difficulty to lay in the fact that no chart of the Fraser was extant for the use of the underwriters in San Francisco, New York and London. Steps will be taken to have a proper survey of the lower Fraser made and a chart prepared. Once the river is properly buoyed and vessels can go up Mr. Hendry is of the opinion that the traffic is practically an unlimited one. Unless the Fraser is dredged the Royal City Mills will be compelled to look elsewhere for a site whereon to erect their mills for their export trade. This will be a serious matter for New Westminster. It is to be hoped the Government will be impressed with the necessity for dredging a channel as suggested by him.

He believes that a reciprocity in the natural products of the soil will be of an immense advantage to this province. In his line of business it would be equivalent to \$2 per thousand feet, besides affording a home market, which would consume all the products of his mill even if they were doubled or trebled. He leaves for home to-morrow morning. — *Victoria (B. C.) Colonist.*

EXCHANGE ECHOES.

Chicago Timberman.

Whether there shall be more or less than an average output of lumber during the season of 1888, of course, is impossible to prognosticate with any degree of certainty at present; but from the tabulated and published statements one inference is plainly deducible at least, viz. that there is an increasing consumption, which augurs well for the maintenance of prices in the future. The only logical conclusion deducible from the statements alluded to is that there is less lumber at the distributing centers than there was a year ago, as well as a smaller supply at the manufacturing centers; hence, there must inevitably have been an increased consumption. The shortage at the large wholesale markets must be met as early as possible, and this must inevitably result in an active demand as soon as the selling season is fairly inaugurated, which will be in the near future. The indications point fairly and forcibly to the conclusion that there will be no weakening in lumber prices in the absence of unforeseen and unanticipated financial or other disasters generally. Anticipated extensive building operations throughout the country are fairly deducible from market and other reports, and this fact is another guarantee that the spinal columns of the holders of lumber will have no reason to exhibit any sign of weakness during the season of active operations which is approaching.

Northwestern Lumberman.

An anticipatory effect has been exerted upon certain Canadian holders of lumber by the present serious consideration of the free lumber question, since confidence is felt on the other side of the line that duties will be removed. The larger and more independent of the Dominion lumbermen are reported as showing no anxiety to dispose of stocks except at a good profit, believing in an increased demand from the United States by means of the removal of \$2 duty, and under this feeling prices have acquired firmness and in some cases have been advanced, though the severe winter season has seriously restricted demand. This condition of affairs, however, appears to be a straw in the wind by which to judge the inclination of Canadian lumbermen. It is apparently more profit that they want rather than increased business. The United States is looked to as a source of demand to keep up a normal activity across the line, in the face of decreased export trade and this could result to a considerable extent without important injury to American prices or shipments, though the course of trade is likely to be changed somewhat by such competitive influences. It does not appear that the Canadians will make extra efforts to place their lumber output by underselling American producers, but rather do they seem to rejoice in the possibility that they will be able to sell their output at an increased price. If demand is small now and margins narrow, it would be quite another affair to sell more lumber in the United States at a good living profit. Yet it does not follow that the increased trade between Canada and the United States would soon reach a point of competition that would cheapen lumber to an extent, as the ordinary individual seems to think it would. There would likely be local friction near the line, but the Canadian flow of lumber would merge into the great stream of trade, and gradually lose its identity as a disturbing influence.

Miranicht (N. B.) Advance.

Now that the claim of the Province on account of Eastern Extension Railway is to be paid, it is to be hoped that the local government will recognise the claims of the lumber industry by relieving it of a portion of the heavy stumpage burdens imposed on the plea of revenue necessity. The fact that the lumber business is much depressed, that prices are low in the world's great market, with no prospect of material or permanent increase; that the cost of lumbering operations is growing greater every year, and that the accumulated burdens of business have driven many operators to the wall and left many mills in idleness, ought to warn the government and legislature that the continued imposition of the existing high stumpage charges is suicidal. An opportunity is now presented for reducing these rates, and instead of new and, perhaps, needless avenues of expenditure being opened, let there be a just measure of relief afforded to our most important staple industry.

London Timber.

Whatever may be the opinion held as to the improvement or not of general trade, there can be no doubt as to the favorable development of business in the hardwood line. From its rise a month or two before the close of last year until now, the progress has been constant and regular, and at the present time matters look equally promising with the condition of the market at any time during that period. The outlook for the future is good, and there is a reasonable prospect of a continuation of the present revival of business. There are not only in this district, but all over the country, a large number of commercial enterprises either projected or already started, which largely increase the consumption of hardwood, and so considerably benefit the trade during the season. It is anticipated that there will be a large distribution of hardwood this year, and up to the present there has been nothing to induce a modification of those anticipations; but on the other hand the general report is that the demand is more lively, whilst stocks are within very moderate limits, the rate of supply not equalling the distribution. As the issue of these features the condition of the market is firm, and from the present outlook a good and improving trade appears to be assured.

The Chicago Timberman.

The Michigan lumbermen who are strenuously opposed to the removal of the tariff on Canadian lumber, are watching congressional action with a vast amount of anxiety, believing as they do that free-trade in lumber and logs as proposed, will be fatal to the interests of Michigan's great industry; some of them are a good deal vexed at the bill recommended by the ways and means committee, and in substantiation of their position on this question refer to the fact that there has recently been an enormous rise in the value of Canadian timber limits from about \$400 per square mile to \$3,000 per mile. They say that this fact does not indicate that American consumers are to receive the benefit of cheap lumber, or Michigan mills to receive the benefit of cheap logs, as has been argued by the advocates of the removal of the duty on lumber but, rather as one says, "that the Canadian government will secure an enormous increase in its revenue, and Canadian manufacturers will secure about \$2 per thousand feet advantage over American manufacturers, and the benefit of the whole range of the American markets." Michigan lumbermen, at all events, are not, as a rule, in love with the advocates of the proposed measure.

CORRESPONDENCE.

TORONTO, March 12th., 1888.

Editor Canada Lumberman,

DEAR SIR.—You ask for a few words regarding my business the past year, and in reply would say that my operations for a retail yard the last twelve months were very extensive, having handled upwards of four million feet of all grades of lumber, my margin on same being very close indeed. Bills cut so close and heavy losses in some cases have left small profit, and we retail lumbermen have now got to make up our minds to one of two alternatives, either to do a small business and look after it properly, or take our capital and put it into some other business. For instance, to take a bill from a builder we have to figure it down as low as a wholesale man, who has no yard to keep up, or to lose it altogether. Again, the wholesale men in nearly all cases, have a portion of their lumber piled off on the Northern, Grand Trunk and Midland R. R. yards, and if a carpenter, butcher, baker, tailor, or any other tradesman wants half a thousand of lath or shingles, two or three scantling, or one hundred feet of boards, down they go to any of those places, and would you believe it, buy it from those who call themselves wholesale men at as low a rate as they would charge me if I took two or three thousand feet. How can the retailer expect to make a profit in the face of such unrighteous work as that? (I may here say there are a few

exceptions but very few). All I can say is no wonder the trade is in such a demoralized state.

The retailers have been trying to form an association to put a stop to such work, and have been ably assisted by five of the largest wholesale dealers in the city, but whether from the present depression, or that some of the concessions they will have to sign to bind themselves might injure their trade for a time, half of them have withdrawn, and unless they form soon I have no hope of them organizing this season. A most unwise policy, particularly when all have expressed themselves as having made no money last year. I for one could see great good resulting from such an association, and the few meetings that were held in discussing a few matters, furnished information in an informal manner, that I consider is worth a few hundred dollars to me. How in the world a body of men commanding so much capital as the retail lumbermen of this city do can be so blind to their own interests I cannot account for. However good may flow from the agitation already commenced, as the wholesale men will have to be very chary of what builders they supply, and find out if they are customers of those yards they supply most to, and if so, it is but quite right that they should give them shorter time and charge them at least 50 cents per thousand more, as I fear the retailer will not be imposed upon any longer.

Another thing now that the Northern has come into the hands of the Grand Trunk we may look for a change and will realize that they will find other uses than making a piling ground of such a valuable piece of property.

Now, Mr. Editor, that I have opened up this much vexed question between the wholesaler and retailer, and taken up so much valuable space in your paper, I trust you will call upon every interested subscriber to give us their views on the matter.

Yours respectfully,

J. CARNOCHAN.

EUROPEAN NOTES.

—Baltic goods in London are said to be greatly diminished.

—Steamers are offering Montreal to London, at last year's opening rates, viz: 47s. 6d. for deals.

—Public timber sales in London seem to be more numerous than ever. The bidding, as a rule, has been active and well sustained.

—Free-on-board business is reported as very quiet in England, stocks are mostly cleared for first open water, and imports are coming in for later deliveries.

—Messrs. Browning & Co. have issued a very neat stock list made up principally of Canadian goods, containing a good assortment of all sizes of dry pitch pine and spruce, of which they make a speciality.

—The returns issued by the London Board of Trade shows that the imports during the month of February increased as compared with the same month last year £1,020,000, and that the exports increased as compared with February of last year £1,740,000.

—The sales of Quebec timber in Glasgow, so far this year from all accounts have been very limited. Up to the present a considerable business has been done by the Quebec merchants for spring shipment. Most of the importers are acting with caution, however, and the advanced f.o.b. prices being asked are deterring not a few from going in for very large cargoes. Of course the timber merchants round the coast have all been going in for their usual supply, and most of this business is now closed.

—Denny, Mott & Dickson, of London, in a recent circular speaking of Canadian timber say: "The market being practically bare of square white pine and oak, negotiations are confined to contracts for next season's goods. Shippers have come over with very enhanced ideas of value, and there seems little doubt that a substantial advance on last year's prices must be conceded by those who adopt the policy of covering themselves at once against their prospective requirements."

—The *Canadian Gazette* states under the heading of Quebec news:—It is understood that some heavy transactions in spruce and pine deals have lately been made in the market. It is said that McArthur Bros., W. & I. Sharples, and Dobell, Beckett & Co., have bought up most of the next season's cut of nearly all the more important mills in the Province, to the value of about £7,000,000, sterling." If this statement was true, adds *Timber*, the three above mentioned firms would be doing about 40 per cent. of the export trade of the vast Dominion of Canada. The total exports of all articles from the Dominion of Canada to all countries—timber, grain, cattle, hides, &c., &c.—for the fiscal year ending 30th June, 1886, was \$85,251,314, or equal to about £17,000,000 sterling.



CANADIAN



RUBBER * COMPANY

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Corner Front and Yonge Streets, - - Toronto, Ontario.

MANUFACTURERS OF

PATENT PRESSED RUBBER * BELTING DOUBLE STRIP

Valves, Gaskets, Car Springs, &c.

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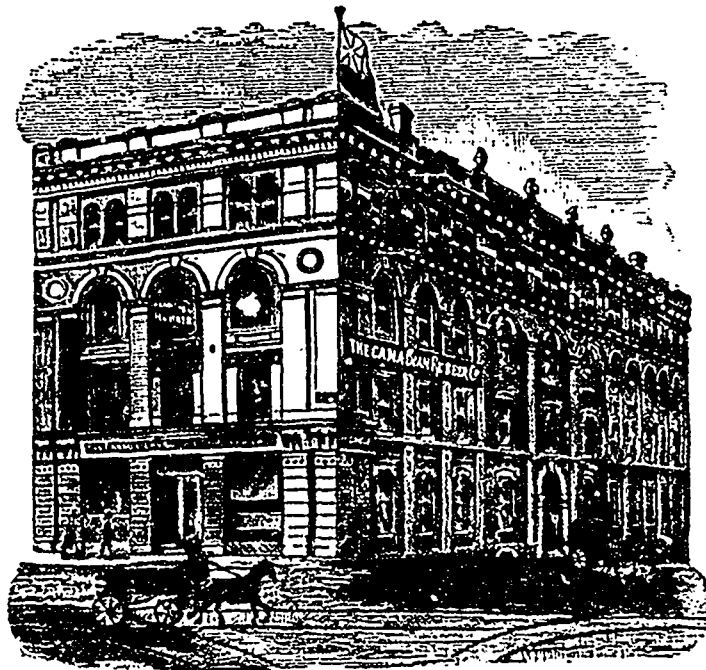
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HOSE.



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RUBBER * HORSE * CLOTHING.

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BELTING

Particular attention given to special Belts for Lumber Mills.

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

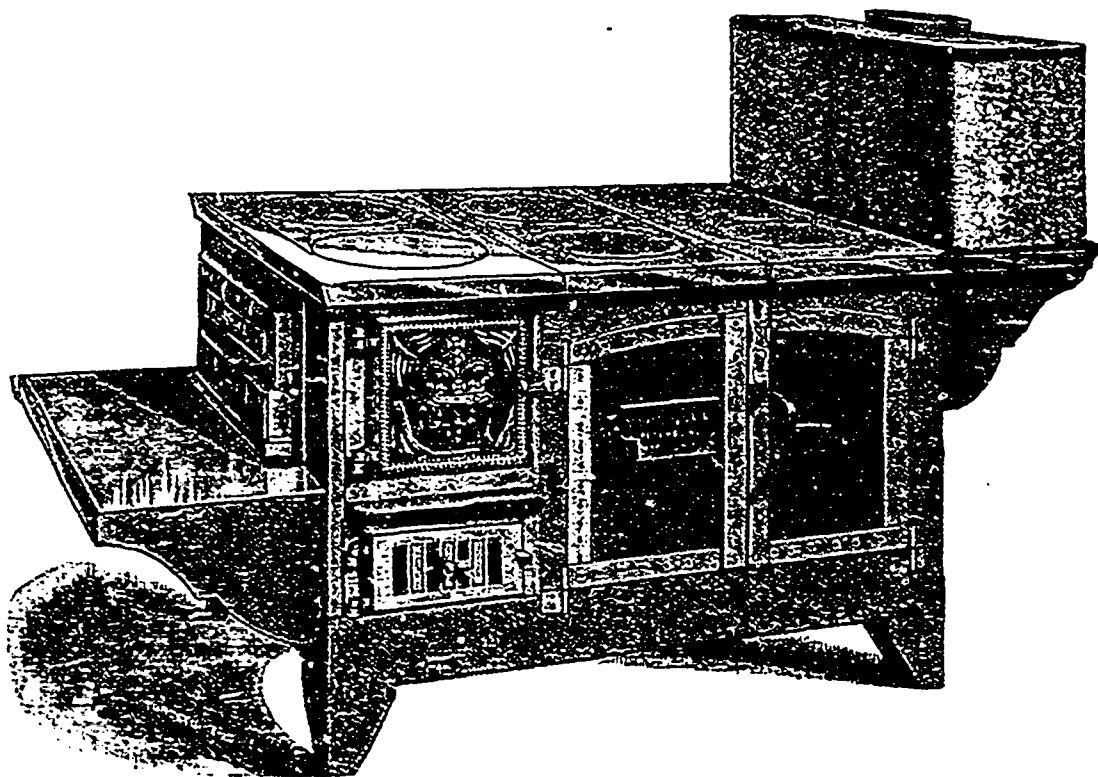
LUMBERMEN'S HEAVY RUBBER CLOTHING, OUR OWN MANUFACTURE.

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

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

THE LUMBERMAN JOB DEPT.



WROUGHT IRON SHANTY COOK STOVES

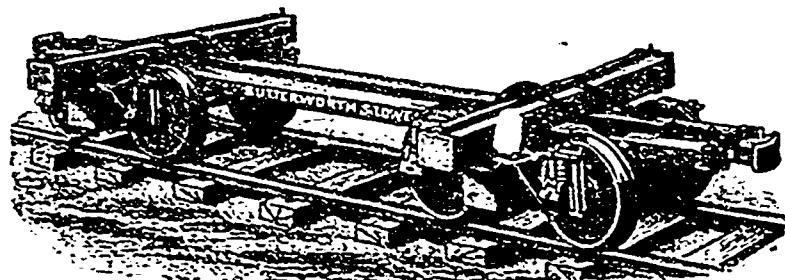
The BEST ARTICLE Ever Offered to the Trade.

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

EVERY STOVE GUARANTEED.

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

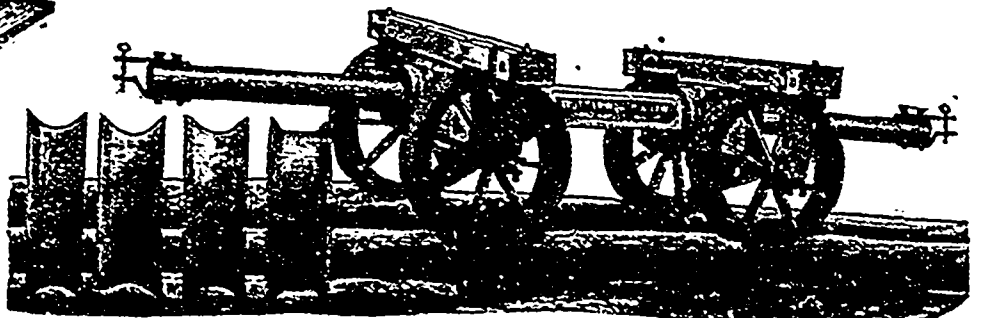
Adam Hall, Peterboro'.



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

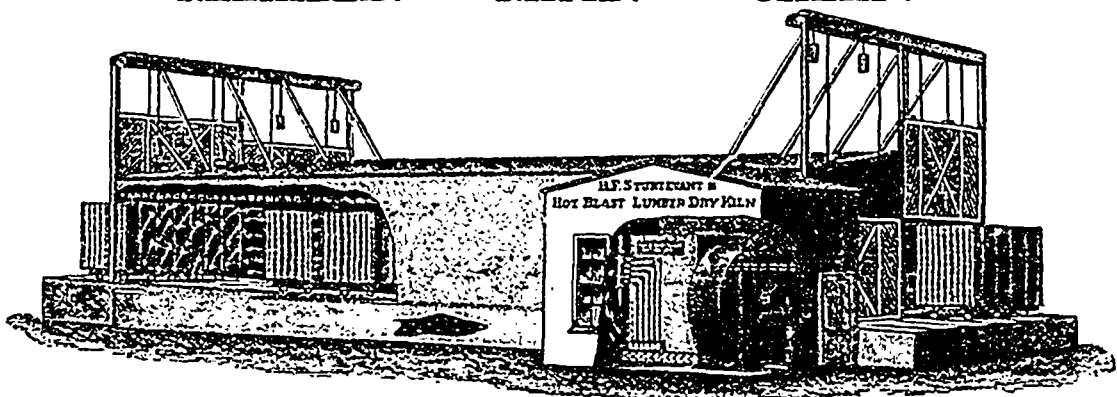


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RELIABLE! RAPID! CHEAP!

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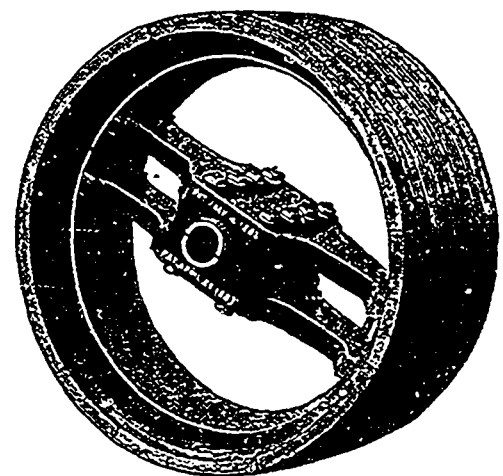


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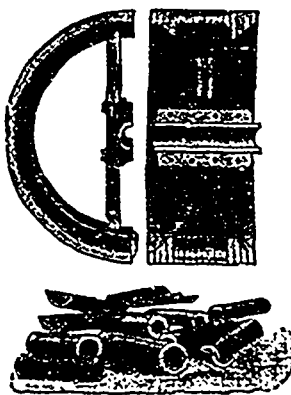
31 N. CANAL STREET,
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B. F. STURTEVANT, Patentee and Sole Manufacturer, BOSTON, MASS., U. S.

DODGE PATENT WOOD SEPARABLE OR SPLIT PULLEYS.



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



With our Patent Bushing System

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

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

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

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

A Dodge Patent Wood Pulley is better than iron from the

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

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

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

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

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

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

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

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

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

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

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

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Lubricating Oils.

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

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Ship Plank, Decking and Long Bill Stuff, a Specialty.

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LIVERPOOL, = = = ENGLAND.

Is prepared to buy all classes of

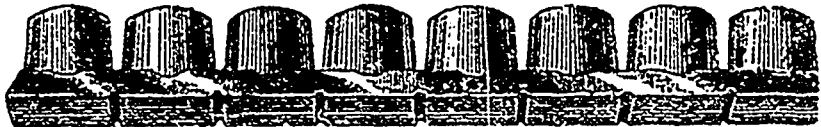
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Either in Log or Dimension Stuff for Prompt Cash.

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A NON-FIBROUS, ANTI-FRICTION BOX METAL, for Machinery Journal Bearings. Guaranteed Copper-Mixed, and to do work that no other metal can. Hardware Stores all keep it; if not order direct.

ALONZO W. SPOONER, Patentee and Manufacturer, PORT HOPE, ONT.

WANTED AND FOR SALE.

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

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

TIMBER LIMITS FOR SALE.
Quebec and Manitoba. **W. J. FENTON & Co**
to Adelaide Street, East, Toronto.

FOR SALE CHEAP.

A WATERPOWER CIRCULAR SAW AND Shingle Mill with ten acres of cleared land, log house and stable situated on South river, about 4 1/2 miles from Trout Creek Station on the Northern Pacific Junction R. R., convenient to School, Church and Post Office and a large settlement in Hainsworth. Also about 20,000 feet of dry hardwood lumber, cut and piled about two years, and about 50,000 feet of Hardwood sawlogs, principally Birch. If not sold sooner, will cut to order this coming summer. For information apply to
THOMAS CORKERY,
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SAW MILL FOR SALE.

FOR SALE, IN THE VILLAGE OF BEL-more, Sawmill in first-class running order. Will be sold with or without stock. For terms, apply to
H. R. PERKINS,
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PINE TIMBER LIMITS FOR SALE.

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

FOR SALE.

CANADIAN PATENT NO. 45,507, DATED November 22nd, 1887, for improvement in SAW SWAGES. It is the best Swage made for band saws, and will do work equal to any other for circular saws, it being very simple and cheap, and easy to operate. Send for copy of specifications and drawings to
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SURVEYS AND REPORTS UPON TIMBER Lands in any section. Can effect sale of properties occasionally if desired. References from former employers.

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LUMBER MERCHANTS
And Shipping Agents.
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A QUANTITY OF SECOND-HAND RAILS, 30 and 40 lbs. to the yard, for sale Cheap. In good order for re-laying.

JOHN J. GARTSHORE,
49 Front Street West, Toronto.



SEALED TENDERS marked "For Mounted Police Clothing Supplies," and addressed to the Honourable the President of the Privy Council, Ottawa, will be received up to noon on Monday 10th April, 1888.

Printed forms of tender containing full information as to the articles and quantities required, may be had on application to the undersigned. No tender will be received unless made on such printed forms. Patterns of articles may be seen at the office of the undersigned.

Each tender must be accompanied by an accepted Canadian bank cheque for an amount equal to ten per cent. of the total value of the articles tendered for, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if he fails to complete the work contracted for. If the tender be not accepted, the cheque will be returned.

No payment will be made to newspapers inserting this advertisement without authority having been first obtained.

FRED. WHITE,
Comptroller, N. W. M. Police.

Ottawa, March 12th, 1888.



Notice to Contractors.

Sealed Tenders, addressed to the undersigned, and endorsed, "Tender for Carpentry, Joiner, and other Works, &c., of Parliament Buildings," will be received at this Department until twelve of the clock, noon, on Tuesday, the SEVENTENTH DAY OF APRIL next, for the carpentry and joiner, roofing, slating, iron work in roof construction, etc., painting and glazing, labor and materials, and other works, etc., in connection therewith, required for new Parliament and Departmental Buildings.

Printed forms of tender can be obtained at this Department, and persons tendering are specially notified that they will not be entitled to have their tenders considered unless the same are made on and in compliance with these printed forms, signed with the actual signature of every person tendering (including each member of the firm), followed by his postoffice address, and with all blanks in the forms properly filled up.

Each tender must be accompanied by an accepted bank cheque payable to the order of the Commissioner of Public Works for Ontario, for the sum of three thousand dollars, which will be forfeited if the party tendering declines or fails to enter into a contract based upon such tender, when called upon to do so. Where the party's tender is not accepted, the cheque will be returned.

For the due fulfillment of the contract, satisfactory security will be required on real estate, or by the deposit of money, public or municipal securities, or bank stocks, to the amount of five per cent. on the bulk sum, to become payable under the contract, of which five per cent. the amount of the accepted cheque accompanying the tender will be considered a part.

To each tender must be attached the actual signature of at least two responsible and solvent persons, residents of Ontario, willing to become sureties for the carrying out of these conditions, and the due fulfillment and performance of the contract in all particulars.

Printed copies of the specifications can be obtained on application at the Department.

The Department will not be bound to accept the lowest or any tender.
C. F. FRASER,
Commissioner, &c.
Department of Public Works for Ontario.
TORONTO, 24th March, 1888.

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

TAPER PIKE POLES.

Peevey Stocks and Cant Hook Handles.

The Pike Pole handles are twelve and thirteen feet long; made of the best Straight Rock Maple; are turned in a machine made expressly for the purpose, and are 1 3/8 inches in diameter for one-half their length, being then tapered to one inch at small end, and chucked to fit furrel. We are the only manufacturers in the world who have the system and machinery for turning out Taper Pike Poles successfully.

THEY SELL ON SIGHT AND GIVE THE BEST OF SATISFACTION.

Price of Peevey Poles, Peevey Stocks and Cant Hooks, \$25 per Hundred. Sample Poles sent for 25c.

The following are a few of the firms who have used these Poles for several seasons: D. Ulyott, Esq., J. M. Irwin, Esq., Geo. Hilliard, Esq., Peterborough; Gilmour & Co., Trenton; M. Brennan & Sons, Hamilton; Gilmour & Co., Chelsea, Que.; M. Boyd & Co., Bobcaygeon; Muskoka Mill & Lumber Co., Muskoka Mills; The Rathbun Co., Deseronto; Heath, Tait & Turnbull, Huntsville; Cookshire Mill Co., Cookshire, Que.

W. M. FORSYTH, Peterborough, Ont.

The Ontario Canoe Company, Limited.

PETERBOROUGH, ONTARIO.



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NEWS NOTES.

-A prominent lumberman at Atlanta, Ga., expresses the opinion that free Canadian lumber would ruin the Georgia pine industry.

-Shippers think that the opening rates on lumber will be \$1.75 to Buffalo and Tonawanda, and \$1.50 to Ohio ports, from Saginaw river.

-Robert Nixon, while logging on the Aroostock, in Maine, near New Brunswick, was instantly killed, a few days ago, by a fall from a load of logs.

-Mr. W. C. Cardwell, Lanark, Ont., who owns and operates a lumber mill and flour mill, will add the necessary machinery for manufacturing rolled oatmeal.

-Mr. F. W. Galbraith, Bethany, Ont., had his saw, shingle and planing mill destroyed by fire March 11. Loss about \$3,000. The works will be rebuilt.

Through an oversight of the proof-reader the dates at head of the various market quotations were not changed. They should be dated at the end of March.

-The Chemainus mill, the only exporting mill on Vancouver's Island, B.C., has loaded twelve vessels since August 1st last, carrying over 10,000,000 feet of lumber.

-Messrs. Erb & Abrams, Apohaqui, N. B., include in their manufacturing works a sawmill, a gristmill, a machine-shop and a factory for the manufacture of sashes, Joors, etc.

-It is reported that two large lumber firms will locate at Sault Ste. Marie in the spring, for handling manufactured lumber, and two new planing mills there are also projected.

-The Gutta Percha and Rubber Manufacturing Company, Toronto, have been awarded the contract for supplying the fire department of Hamilton, Ont., with 2,000 feet of cotton hose.

-Messrs. Bleakney & Jonah, Elgin, N. B., are a new firm who have recently bought out the plant and business of the Elgin Manufacturing Company, that town, manufacturers of lumber, wooden-ware, etc.

-The new mill of the John Spry Lumber Company, at Sault Ste. Marie, Mich., will be commenced shortly, and will have a capacity of from 80,000 to 100,000 feet daily. It will probably be completed by September.

-John Weide, of Bay City, is to try the experiment of sawing pine with a thin circular, and this season will run one of about one-half the gauge of the ordinary circular. He is confident that it will give satisfactory results.

-Carleton Place, Ont., cuts at its two saw-mills between sixty and seventy million feet of lumber a year, and its woollen factories make seven or eight thousand yards of goods a week. About twenty-five car loads of freight per day is sent out.

-In the free on board trade in London business may be said to be at a standstill. Occasional sales are being made at wholesale prices, but as far as we can learn these were for special sizes, and no new features have developed themselves.

-W. J. Macauley, of St. Paul, has just arrived here. He reports having sold the Norman saw mills near Rat Portage, Lake of the Woods, in which he holds a leading interest. It is understood, however, that the sale has not yet been legally completed.

-The prospect of lumber being placed on the free list is said to be causing a perceptible appreciation in the value of timber lands in the Lake Superior district and other accessible regions of Canada to the frontier. The result of the placing of lumber on the free list would no doubt cause quite a boom to the Canadian lumbering industry, one of the first features of which would be an advance in timber lands, following an increased demand for limits from American investors.

-The Alberta Lumber company will shortly ask a vote of its directors on the proposition to raise \$159,000, on the security of the company's property. This company has extensive timber limits in the Red Deer river country north of Calgary, which it purposes developing, for which the money is wanted. Some machinery was taken to the limits last summer to establish a mill, but little else has yet been done, and it is not likely that any great amount of manufacturing will be done for some time. The country wants two things first before extensive lumbering operations would pay. These are, Settlers and a railway. The former are going in to the district to some extent, and there is a charter out for a railway. A charter, however, does not always mean a railway, and it may be several years before the railway is built.

-A correspondent writing from Madawaska, N.B., says the soft weather has materially retarded hauling operations, and that it is very doubtful if the bulk of the lumber will be got off. Snow is scarce and it is not thought that there will be sufficient water in the small streams to float the logs.

-Alexander Gibson, a heavy lumberman of New Brunswick, is going largely into the deal business this year. It is reported that he has bought up about all the deals in market at St. John, and in that neighborhood, and has altogether between 15,000,000 and 17,000,000 feet. He will begin shipping very soon.

-Another strike is threatened in Toronto among the builders' laborers, who are asking for an increase in wages. Up to the time of going to press no positive action has been taken, but meetings are being held by both the Builders' and Contractors' Association and the Builders' Laborers' Union. What the outcome of the difficulty will be it is premature to determine.

-The mill men on the Saginaw river are making repairs and putting matters into shape for starting operations. A few mills will have rauroad logs to commence on, but nearly all will wait until the boom company begins rafting. There is still a large body of ice and snow in the woods, and indications warrant the belief that there will be a good stage of water for log running.

-Advices from St. John are to the effect that 10 cargoes of spruce cleared last week, and that several of the main ports are open and will begin to contribute to the supply very soon. Under such circumstances it cannot be many days before we shall be called upon to chronicle activity in the spruce market. Lath have advanced to \$2.50 a thousand, simply because a few dealers have been caught short; there was only a single cargo to offer, which was taken at that price. Two cargoes are afloat, and on arrival may not command over \$2.25-it all depends upon the weather, and how bad off dealers are for supplies.

-Lumber from the Pacific coast of British Columbia, which was first introduced into the prairie country east of the Rocky mountains last summer, promises to come quite extensively into use the coming season. Shipments are already coming in, and Pacific lumber is found in yards all over Manitoba and the territories. The Douglas or Oregon pine and cedars are the qualities mostly in demand, these being used for finishing material in place of white pine. Carpenters do not receive the Pacific coast lumber with favor, on account of its tough nature, which makes it considerably harder to work. Cedar shingles from the coast are also coming into use here.

-The Upper Ottawa Improvement Company are asking for an Act of Parliament empowering them to place works on the Upper Ottawa as far up as the Quinze Rapids at the head of Lake Temiscamingue. At the present time the Company's works go no further up stream than the head Des Joachim rapids, from which point the Company take charge of all logs, and convey them down to the mills. By the contemplated works from that point to the Quinze, the company will have complete control of the Ottawa River from Ottawa city almost to the sources of the Ottawa River, and with the building of piers and booms will be enabled to greatly facilitate the log drive, as well as doing away with the present individual drive of lumbermen who drive their own logs to the Des Joachim. Should the Act pass, the company will be in possession of at least 175 miles of river more than what they at present control.



SEALED TENDERS addressed to the undersigned and endorsed "Tender for Post Office, &c., Joliette, Que.," will be received at this office until Tuesday, 10th April, 1888, for the several works required in the erection of Post Office at Joliette, Que.

Specifications and drawings can be seen at the Department of Public Works, Ottawa, and at the office of Messrs. Vezina & Desarmier, Notaries Joliette, on and after Thursday, 22nd March, and tenders will not be considered unless made on the form supplied and signed with actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to five per cent of the amount of tender, must accompany each tender. The cheque will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender. The Department does not bind itself to accept the lowest or any tender.

By order, A. GOBEIL, Secretary.

Department of Public Works, } OTTAWA, 19th March, 1888. }

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EXTENSION OF TIME.

The time for receiving tenders for iron stair-cases for New Departmental Building, OTTAWA, is hereby extended to Thursday, 5th April. By order, A. GOBEIL, Secretary.

Department of Public Works, } OTTAWA, 12th March, 1888. }

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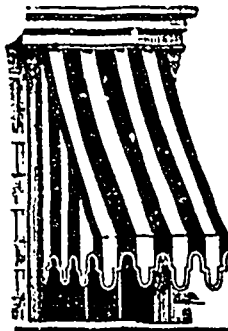
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