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THE CANADA LUMBERMAN.

VOLUME IX. }
NUMBER II. }

PETERBOROUGH, ONT., NOVEMBER 1889.

TERMS, \$1 00 PER YEAR.
SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER.

OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.

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

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

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

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicuous position at the uniform price of 15 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.

IN view of the high prices for square timber at Quebec last summer there will probably be a large increase in the quantity made the coming winter as compared with last year. It does not follow, however, that the high prices obtained this summer will be maintained next year. An increase of 50 per cent. in the output would necessarily have a great tendency to weaken prices unless there should be an unusually large demand, and those who base their calculations for next season upon the high figures obtained this year are likely to find out that they have committed a grave mistake. That a large amount of money will be made out of the winter's cut when disposed of next year there is no doubt, providing the market is not glutted. The indications are, judging from the preparations being made, that the winter's cut will be a large one.

THE great congress of American nations, which has been under discussion for years, has at last assembled at Washington, with Canada counted out. This gathering of American delegates is for the purpose of discussing trade matters principally, but the real purpose, no doubt, so far as the United States is concerned, is to gain a monopoly of the trade of Mexico, Central and South America, by the establishing of a customs union. The trade of these countries is now largely handled by Great Britain, France and Germany, and if the Americans can induce the southern nations to adopt a high protective tariff against the world, while admitting United States manufacturers free, their point will be gained. The interests of the different nations are so diversified that it is not likely that the scheme will succeed, and if an agreement in regard to customs should be made its tenure will be of short duration.

THE Forth Bridge, now nearing completion, will afford conclusive evidence of the perfection to which engineering skill has been brought. This structure has been so built that the hottest sun will not unduly strain the steel, while the strongest hurricane that blows will leave the bridge intact. An idea of the magnitude of the structure may be gathered from the fact that the three cantilevers of which the bridge proper consists spring from three sets of four huge towers of tubular steel, reaching a height of 360 feet above high water mark and branching out on either side for a distance of 680 feet. To form a conception of its size it may be stated that two Eiffel towers laid horizontally and joined in the centre, would just span one of the openings of the Forth Bridge. The opening of this stupendous structure will be an event of world-wide interest, and the work will be a standing monument to the genius and skill which planned and finally carried it on to a successful completion.

THE extension of the Northern Pacific railway into Manitoba is a matter of great interest to the local lumbermen of that province, as the imports of lumber from Minnesota have recently been on the increase. A large portion of the lumber brought in has been used in connection with the work on the new extension, and the 275 miles of railway now owned in Manitoba by the Northern Pacific company, has been supplied with timber from Minnesota. All the buildings of the company, though built by private contract, have been constructed from Minnesota lumber, and the quantity of lumber necessary for the new road mentioned, together with the buildings under contract in Winnipeg by the railway company, will use up many million feet. The new railway construction in Manitoba this season has not benefited the local manufacturers to any great extent, so far at least as the Northern Pacific and Manitoba road is concerned. As dealers at points reached by the new road are already bringing in lumber from Minnesota, it is plain to be seen that while the road may be of great benefit to the country, the competition will ultimately effect prices.

THE exports of Canada for July and August of this year, according to the returns just issued, show a gratifying increase, as compared with the corresponding period of last year; and by those well qualified to judge the returns will be taken as showing a healthy condition of trade, and a significant sign of the progress being made by the Dominion. The total increase of exports of Canadian produce alone is \$4,022,299. The total exports for July and August, 1889, were \$20,100,029, against \$16,077,730 for the same months in 1888, whilst there is an increase in the export of other countries of \$980,214, making a total export increase in the two months of \$5,002,513. In the item of forest produce, which consists of lumber and timber, there is in the two months of this fiscal year an increase of \$2,866,370, the totals this year being \$9,484,667, as against \$6,618,297 in 1888, and \$5,827,279, in 1887. These figures show a large increase of this season over previous years and are variously accounted for. Rates of ocean freights are as high as they were this time last year so there is no increase of shipments and accompanying temporary and illusive flush of prosperity from this cause. Heavy sales were made in the spring and owing to the tardy arrival of vessels the heavy shipments were made later on. The sales to the South American market have been heavy and large shipments have been made to England, but the English market is now glutted. Of the total increase of \$4,181,281 of Canadian produce exported it

will be seen that \$2,800,770 is for lumber alone. The shipments have been larger because the demand has been larger, and to that extent shows a satisfactory and legitimate growth.

THE necessity of devising some means to prevent the accumulation of sawdust and mill refuse in the navigable streams is apparent, as is evidenced by the enormous banks of sawdust which are now obstructing the navigation of the Ottawa river, between Ottawa and Hull. With reference to Mr. Sandford Fleming's report on sawdust in the Ottawa river, an Ottawa despatch says, "It is understood that the statement published as to the river channel being clear does not refer to the soundings from the Chaudiere down to the Rideau locks. With regard to this part of the river, it is learned that by a recent survey and soundings made by order of the Department of Railways and Canals at the foot of the locks of Rideau canal that the accumulation of sawdust and slabs is very large and increasing daily. There are now only between one and two feet of water in the mid-channel over the surface of the sawdust, where there formerly was from eight feet at the sill to thirty feet in the river channel. Had the river been usually low this fall it would have been impossible for the boats to enter the locks, and consequently navigation would have been closed. There is a probability of the channel being dredged this fall. A report on the subject has been prepared, and will be submitted to the Government, when it is expected the necessary orders to set about the work forthwith will be given."

THE lumber export trade during the past season has been very good, especially during the mid-summer months. One of the causes of the heavy shipments during these months was the unusually large demand for square timber, of which a great deal was shipped. The export trade to South America is not a steady business as it varies according to tonnage. When freights are plentiful and prices are high the shipping is largely done in winter, and when they are not favorable shippers wait until the season is more advanced. Shipping being high last winter it was postponed as long as possible, and although not much cheaper in cost they were obliged to ship heavily. At present the export trade to South America is very quiet, and this is likely to continue for several months, and nothing is shipped that can possibly be helped owing to the high price of gold, it being over 200. Mill men received very good prices this year, but everything indicates, both in the English and American markets, that prices will be much lower during the coming season. Some shipments from the Ottawa district have been made to Africa. The lumber export trade to the United States during the past season was on the whole about the same as last year. Ten-inch stock is about the only kind of lumber that has been any way slow. The prices at present for deals and twelve inch stock are abnormally high. The buyers of deals and twelve-inch stock who engage the cut of the mills are anxious that the cuts shall be as small as possible. The deal men would like the mills to cut all twelve-inch stock, and the twelve-inch stock buyers are desirous that they should cut deals. There has been no noticeable change in prices excepting in the ten-inch in which a few concessions have been made. It is given as a reason by some that prices will probably be lower the coming season on account of the large competition of cheap lumber from the Southern States, such as yellow pine and white wood. These woods are bearing white pine in its

den. They are being brought into Canada in large quantities and readily find a market in Montreal. One large firm in Montreal who used to purchase good stuff in Ottawa, is replacing it with white wood, having brought in from ten to twelve car loads in one shipment last month. It is claimed that the American white wood is far more suitable for our weather than white pine.

HEREAFTER it should be made a rule, says the *Monetary Times*, that greater care must be taken to prevent a re-occurrence of the present trouble, which has gone so far as to threaten the practical navigation of the canal. If the water had happened to be exceptionally low, it is now affirmed, boats would have been unable to enter the locks of the canal owing to the accumulation of saw mill deposit below. This is what the exceptional privileges accorded to the Ottawa saw mills has led to, and the policy which produced it, and which the Otonabee mill owners wish to copy, will have to be reviewed in connection with the facts now disclosed.

WHILE the Americans are complaining of Canadian competition in freight rates, passenger fares are still maintained at three cents a mile. The New York Central line has for many years found it profitable to maintain a two-cent rate, and we see no reason why the Grand Trunk and Canadian Pacific might not follow with advantage. The reduction of postage in the United States from three to two cents was followed by an augmented business and an increase in receipts. It is true that at times the roads give a rate that is less than one cent a mile, and that is when they make the most money. Railroad companies have had it all their own way for the past twenty-five years, and while almost every thing else has come down in price, the railway passenger has to come down with his three cents a mile. The law makes the limit three cents a mile and the time has come when the Dominion Parliament ought to pass an act making two cents the limit. Will this be done? Is there no M. P. in this great Canada of ours who has the stamina to introduce a bill in the next parliament making two cents a mile the limit, and thereby earn the gratitude of a long suffering public? It is a desideratum devoutly to be wished, and if the press would take hold of the matter in earnest, ere long this desirable change would be brought about. The change would undoubtedly result in an increased business for the railway companies, and would be far more profitable, besides being a lasting benefit to the general public.

UNDER an Order-in-Council bearing date Sept. 17th, 1889, permits to cut timber on available Dominion lands, subject to the payment of the following dues, are granted by public competition, except in the case of an actual settler to whom may be granted a permit to cut timber for his own use, without public competition. Cordwood 25c per cord. Cordwood of dry or fallen timber, over seven inches in diameter, when cut by actual settlers for their own use on their farms, 10 cents per cord. Fence posts, 7 ft. long, and not exceeding 5 in. at the small end, one cent each. Fence rails of poplar, not exceeding 5 in. at the butt-end, \$2 per thousand. Rails of any other wood not exceeding 3 in. at the butt-end, ½ cent each. Building logs of poplar when not exceeding 12 in. at the butt-end, ½ cent per lineal foot. Building logs of pine, spruce, tamarac and any other wood unenumerated when not exceeding 12 in. at the butt-end, 1 cent per lineal foot. Building logs, oak, elm, ash or maple when not exceeding 12 in. at the butt-end, 1 ½ cent per lineal foot. Shingles 40 cents per thousand. Telegraph poles 22 ft. long, 5 cents each. Telegraph poles, each lineal foot over 22 feet, 1 cent per foot. Railway ties 8 feet long, 3 cents each. Square timber and saw logs of poplar, \$2 per M. ft., board measure. Square timber and saw logs of pine, cedar, spruce, tamarac and other woods unenumerated, \$2.50 per M. ft., board measure. Square timber and saw logs of oak, elm, ash or maple, \$3 per M. ft. board measure. Returns of board measure are to be made by Scribner's log rule. All other products of the forest not enumerated, 10 per cent. *ad valorem*.

At the present time, says a writer in the *Woodworker*, when everything is being reduced to a science, there is no reason why advertising should not be reduced to a science also. The time has passed when purchasers of machinery consider it necessary to visit the manufacturer in person in order to obtain the necessary outfit for their mill. For this reason manufacturers find it to their advantage to present their goods to the public by means of judicious advertising, and the science of advertising consists in being able to judge correctly of how, when and where to advertise so as to bring their goods to the notice of those who are interested in them and are liable to need some of the goods so advertised. Large sums of money are annually thrown away in promiscuous and injudicious advertising, and thousands of schemes and dodges are resorted to and met with every day for obtaining money from those who are willing to contribute to such schemes, without the least chance of deriving any benefit therefrom. Therefore it behooves the prudent man to investigate thoroughly all such schemes before investing his money in them. One of the most common and frequently met with is the city or the village directory, and the manufacturer, no matter what class of goods he may manufacture or where his market is located, is invariably besieged for a full-page advertisement, costing anywhere from \$10 to \$25. Whenever a business is general, such as the manufacture of machinery and other goods which depends upon the whole country for its market, such advertisements, as well as those found on maps, hotel registers, large pictures of hotels and depots, embellished with a border of "ads." at \$25 each, are practically of no benefit to the general manufacturer. As every line of business at the present time has its trade journals representing about everything in that line, especially that which is new and useful, the manufacturer who has reduced his advertising to a science will resort to this medium with every new improvement which he desires to introduce to his customers, knowing full well that the majority of his customers are constant readers of this journal, and with the next issue will be made aware of its existence. The lumber worker, who is a careful and constant reader of those journals which are devoted to the lumber trades, will always be well informed as to the state of the art, and the various improvements that are being made from time to time, so that should he at any time require additional machinery he is better prepared to make his selection from the various manufacturers therein represented, in a more intelligent manner than otherwise; besides the hint thrown out from time to time by experienced and practical men who contribute to such journals, cannot but be of practical benefit. The fact is the time has come when the manufacturer who keeps his machines constantly before the public through the medium of his trade journal, whether business is dull or booming, is very much like "the early bird," and sooner or later he will be sure to "catch the worm." The science of advertising does not consist in the vast sums of money spent for that purpose by patronizing every scheme that presents itself, but in the judicious manner in which a given amount is invested and where it will be liable to return the greatest results. Therefore it is important for each manufacturer to invest his money in the best trade journal that represents the business in which he is engaged as a specialty; by this means, whether the circulation is great or small, every copy is sure to reach some one interested in the business in which he is engaged. It is not necessary in order to properly bring such goods to the notice of purchasers that he should fill a large space with "spread eagle" eloquence and claiming *a la* Barnum, "the greatest and best thing on earth," but to present his claims in a modest and intelligent manner, clearly and carefully describing any new and useful improvements that may have been introduced. Such "ads." strike the customer more favorably than otherwise. Therefore, according to my own experience for many years as an advertiser, I conclude that first-class trade journals have enabled the manufacturer to reduce advertising to a science, and there is no other medium whereby he can bring his goods to the notice of the same number of customers for the same amount of money invested.

SPLINTERS.

THE extensive milling property and limits of Messrs. Gilmour & Co., of Ottawa, Quebec and Trenton, will be sold at public auction, at Ottawa on April 9th, 1890, the sale being made to close a partnership. It is seldom that so large and valuable a lumbering property is placed on the Canadian market. See advertisement in another column.

THE *Northwestern Lumberman*, of Chicago, of Sept. 28th, is largely devoted to the lumber interests of California, Oregon and Washington. It is embellished with a handsome engraved cover and contains 140 pages. The publication is of special interest to lumbermen, and speaks well for the enterprise of the publishers. The work is copiously illustrated and can be had for 50 cents.

ACCORDING to an American exchange, some of the lumber dealers in the northern part of Minnesota, who have been shipping lumber into Winnipeg, have been hauled up by the custom house officials on a charge of under-valuation. The outcome of the litigation will be watched with much interest, as something like 7,000,000, or 8,000,000 feet of Minnesota lumber have been sold on the Canadian side of the line, on points along the Northern Pacific.

THE indications are that the shipyards of the great lakes will have plenty to do the coming winter. Thirty-five boats, of an aggregate tonnage of 67,330, and cost of \$4,635,800, are now under contract to be built and the list will probably be increased by a half a dozen other craft. A marked feature is the great changes from sail to steam and from wood to steel. Of the tonnage under contract less than one-fifth is for sail and tow, and this is intended mainly for the lumber trade.

A LEADING feature of the Toronto exhibition was a band saw mill, cutting lumber from oak, ash, hemlock, and pine saw logs. By the use of this mill six boards are sawed where five were only got by a circular mill. This mill is very simple, easy to run, while the power required is fully one-half less than a circular. The lumber is better cut and in cutting one million feet of lumber 165,000 feet is saved in sawdust alone. The mill was shown by the Waterous Engine Works Co., and is the outcome of many years experience.

MESSRS. Lewis Bros. & Co., Montreal, dealers in shelf and heavy hardware, paints and oils, have removed to the large five storey cut-stone building, 453 St. Paul street, which has been remodeled specially for them. This firm is doing a fine business, which is being largely augmented, as they keep five first-class travellers on the road. They are the Canadian agents for "The New Improved Peavey Patent Cant Dog," the lightest, strongest and most practical "Cant Dog" made.

THE curator of the estate of William Little, of Montreal lumber merchant, insolvent, is inviting tenders for the purchase of 14,550 acres of timber and agricultural lands in the county of Compton, Que. Also one-fifth conditional interest in 23,000 acres of timber land on Vancouver Island, B. C., said to be heavily timbered. Also 11,040 acres of timber and grazing lands in Florida, U. S. Also a small tract of land in the city of Three Rivers, Que., with a portable mill thereon.

THE Canadian Pacific Railway will place a fast mail train on the road from Halifax to Vancouver as soon as the St. Lawrence season is closed. No passengers will be taken; and it is to run from Vancouver or Port Moody, B. C., to Halifax—from the Pacific to the Atlantic—in four and a quarter days. It was requested by the Imperial government for the speedy transit of the English mails which passes between this country and China, Japan, Australia, and ports in the Indian ocean where there are English interests. Fourteen locomotives will be run, each doing about 250 miles.

EXCHANGE ECHOES.

Eureka, Cal., Times.

The redwood does not grow north of the California line. Its largest body, amounting to 500,000 acres, according to estimates, is in Humboldt county, extending about fifty miles north and south of Humboldt bay. This body contains more timber than all the other redwood forests in the state. Redwood has been manufactured on Humboldt bay for thirty-five years, the present output being 200,000,000 feet in a year. Most of the lumber is marketed in San Francisco and the interior valleys of the state—though considerable shipments have been made to Australia, the Pacific islands and the west coast of South America. But with the exception of Eureka, the coast towns are built up in large part with other woods, redwood being mainly employed for finishing purposes. Eureka, however, is built up with redwood almost entirely, and is claimed to be the only city on the coast of any age that as not suffered seriously by fire. All the cities that have been swept by fire were constructed mainly of fir—so-called pine.

Timberman.

The towing of immense log rafts through the lakes is very likely to result in serious legal complications because of their disturbances of buoys, and consequent danger to vessel property. Navigators are already experiencing considerable difficulty from this cause and threatenings of resort to law for redress are not infrequent. The buoys at Port Huron, at the mouth of the Saginaw river, and at other places on Lake Huron, have been moved a considerable distance and some of them have been carried off by the monster rafts towed from Canada and the upper peninsula of Michigan. A number of these removals of buoys are attributed to carelessness.

Northwestern Lumberman.

The enormous amount of machinery for saw, shingle and planing mills that is constantly being turned out and sold might be taken as evidence that, rapid as has been the rate at which timber has been converted into lumber and shingles, the thirst for money was so great that lumbermen was multiplying and reaching out, and that the standing timber was bound to go faster than ever, in spite of all that could be said. Such a view would be only partially correct. True it is that men are ambitious to make money where it has been made before; thus old plants are enlarged and new ones established. But the opening of new regions—not only in the south and on the Pacific coast, but in parts of the northwest where railroads have tapped bodies of timber not hitherto accessible—accounts for a large part of the demand for new machinery. Nor is this all. The improvements being made all the time in mill equipments result in the replacing of much old machinery with new. Most lumbermen are wide-awake, and they want the best appointments of all kinds. New mills go in fast, but the rapidity with which the country fills out and expands calls for some increase in facilities for lumber manufacture, the trouble being that where there is a promising opening for manufacture the thing is pretty sure to be overdone.

Timberman.

In all the history of progress and development, so far as machinery for industrial pursuits is concerned, there is possibly no line so marked by advancement and perfection as that of wood-working machinery, noted in every line and feature, from that which takes the monstrous sawlog from the mill boom, transfers it to the mill, passes it through all the varied and numerous ramifications until it emerges from the monstrous industrial hive in the form of the best grades of lumber possible of extraction, untouched by human hand from entry to exit, except to pile it on the truck, down to that which manipulates the lumber into every conceivable device, even from the complete building ready for shipment to the diminutive match and tooth-pick. In no line of industry has American inventive genius evinced such wonderful accomplishment as is displayed in wood-working labor devices.

CASUALTIES.

Willie Dunn had three fingers of his left hand cut off by a circular saw in the big mill at Deseronto recently.

Pierre Leduc, of Ottawa, while at work in the Kippewa limits, recently, had his thigh badly fractured by a fallen tree, and narrowly escaped losing his life.

Mr. Berieault, working at E. B. Eddy's mills, Hull, Que., had three of his fingers on his right hand cut off by a circular saw, Sept. 27th.

Mr. Wm. Read, employed at Doherty's mill, Rock Forest, Que, while reaching over a butt saw to clear away some sawdust, had his arm nearly severed between the elbow and the wrist.

A young man named George Hargreaves was killed at McCormack's camp, Maple Island, Parry Sound District, on Sept 27th, by a tree falling on him. The young man was a stranger and had only arrived there four days before he was killed.

The boiler in John Durvey's shingle mill, Lindsay, Ont. exploded on Oct. 10th. John Poles, the engineer, the only person on the premises at the time, was killed. The place was leveled to the ground.

Louis Boulanger, a Frenchman from Lower Canada, when on the way to the C. Beck Manufacturing Co's lumber camps at Spanish River, fell off their steam barge Chamberland and was drowned.

FIRE RECORD.

Fire at Brockley & Douglas' mill, Manistee, Mich., last month destroyed over 1,000,000 feet of lumber and 300 feet of docks and tramways. Loss \$125,000.

One of the dry-kilns, with sixteen carloads of lumber and the blower, at the Canadian Lumber Cutting Company's mill, Belleville, was consumed recently; loss \$2000.

A fire in Cook Bros. lumber yard at Serpent River, Ont., Oct 12th, burned 14,000,000 feet of lumber. The stock was insured for about half the loss.

Cartwright's mammoth lumbering establishment at Horton City, Pa. burned Oct 11th. Over 15,000,000 feet of lumber was consumed. Loss \$175,000.

F. Lambert & Co's saw mill at Disraeli, Que., burned Oct. 13th. Loss about \$12,000.

AMERICAN AND CANADIAN LUMBER.

Experts in forestry as a rule have intimated if not asserted directly in their discussions that the supply of choice lumber in the United States is nearer exhaustion than the Canadian stock. This view is broadly controverted by Consul Hotchkiss, of Ottawa, who says that if he were asked whether Canada or the United States would probably be the first to reach the end of supply of marketable commercial woods, he would reply unhesitatingly, that Canada must first face these conditions. Mr. Hotchkiss believes that it is "safe to say" that the encroachments upon the Canadian pine, in particular, are serious, and that by the process of culling, in order to meet the English demand for clear lumber, the forests of the Dominion have become so reduced that the greater part of the output hereafter will be found available for the markets of the United States only. The English market maintains a peculiar demand for quality and shape, and takes only the product of the choicest trees.

The consular report to which reference is made was written in February, and appears in the August pamphlet. It would have been more timely in one respect if published earlier. Reporting on the Canadian export tax on logs, Mr. Hotchkiss says that he learned that the order-in-council of last November increasing the duty on pine logs sent out of the Dominion from \$2 to \$3 per 1,000 feet would on no account be rescinded; on the contrary, "if \$3 per 1,000 did not work as a preventive to timber going out to the States, an additional advance would be made until the prohibitive point would be reached." Nevertheless the Dominion government within three months has reduced the duty again from \$3 to \$2 per 1,000, the latter rate having been in force from 1886 until November, 1888. Prior to 1886 the tax was \$1 per 1,000 feet.

The Canadian export tax on logs is purely a protective duty, and is intended as an offset for the United States duty on sawed lumber. Whenever lumber is put on the free list of our tariff, either directly or by a treaty of reciprocity, the export duty on logs on the other side of the boundary will at once be remitted. The Canadian government argues naturally on the whole that American capitalists who are protected by an import duty on Canadian lumber ought not to complain of a corresponding export duty on standing timber which they buy in the Dominion. In former years large quantities of logs were shipped by American lumbermen from Western Ontario across Lake Huron to Michigan mills, but the business is hazardous and expensive. In 1887 6,350,000 feet of logs, all told, were exported from Canada to the United States, but in 1888 only 468,000 feet. The value of the timber even in the former year was less than \$50,000, while \$335,000 worth of pine logs and round and manufactured timber was imported into Canada from the United States. This stuff went mainly from northern Minnesota. A considerable part of the imports from the Dominion moreover usually consists of long round timber not desired for lumber and

worth more than sawlogs. As a protective duty the Canadian export tax is a success in so far as it checks the exportation of logs. The cost of collection, however, is said to be greater than the revenue obtained.

Forests in Canada, it should be understood, cannot be bought outright for the purpose of getting possession of the timber standing thereon as in the northwestern American states. The "timber limits" are held by lease from the government under fixed regulations. The increase in the export tax last winter naturally enough put a stop to cutting logs for exportation. The American lumbermen who are engaged in the business were not greatly exercised over the former and present \$2 rate, but could not do business while \$3 per thousand feet was levied. Mr. Hotchkiss reports sales of pine leases in 1888 to the amount of \$2,000,000, of which amount nearly \$500,000 was invested by Americans, but this was all prior to the increase in the duty.

Great quantities of logs cut in Maine are floated down the St. John river every year to be converted to lumber in the mills of St. John. This lumber is then brought back to the United States free of duty. During the last three years from 106,000,000 to 115,000,000 feet of logs have been exported annually in this way, chiefly pine, spruce and cedar. The New Brunswick mills in which the logs are cut up are supposed to be owned exclusively by American citizens, though Canadians of course do the work. These operations are carried on under a treaty which was ratified in 1842. In the fiscal year 1888 the value of the lumber imported free, having been sawed under the above regulations in New Brunswick, was \$1,164,865. American and Canadian lumber at St. John differ in price approximately by the amount of the import duty.

THE VALUE OF OUR FORESTS.

Intimately connected with this question is the indifference shown for a number of years past by the Ontario Government as to the absolute necessity which has existed for greater care in the sale of timber limits and better management of the provincial forests, if we are to be eventually saved from the scarcity which now threatens the Northern States of the Union.

A very important point in this consideration is the fact that as the timber of the United States decreases in quantity, ours will increase in value, thus proving that in this, as in so many other cases, Canada's day is coming. A hundred years ago throughout Maine, Vermont, New York, New Hampshire, and Pennsylvania, Michigan, Wisconsin and Minnesota, were to be found vast forests, and immense timber resources, while all claims and pretensions on behalf of these States as timber-producing regions, have now to be finally abandoned, and the people are obliged to look for their supplies from California, Oregon, Alaska and Canada. The chief of the forestry division of the United States, reported a couple of years since, as follows:

"Leaving out of consideration the forests of the Pacific slope, the balance of forest land in the United States, it is believed, cannot long meet the enormous demands on its resources." * * * "We are nearing, therefore, a time when regard to the husbanding and the careful management of our forests is required for the purpose merely of furnishing new material."

That we have in Canada enormous resources of timber of all kinds, hardly requires repetition, but it is well to bear in mind that our forests are liable to the same influences which have so entirely depleted those of the American Republic. During the last census year in the States—1880—there were over, 900,000 acres burned over, with an estimated loss of more than eight million of dollars. The figures of Canada are not obtainable, but they must have been proportionately great.

The United States Government has considered this subject of such importance as to warrant the issuance of instructions to special timber agents to "Use all possible means to check the progress and extinguish forest fires in their respective districts, and to employ assistance, and if necessary, expend a reasonable sum for such purpose."

In view of the importance of the question; the fact that lumber is an ever-increasing branch of our export trade, and that we may yet be called upon to provide the entire continent with its timber supplies, it would seem to be the duty of every man who has to do with our forests to exercise a wise care in the management or control of what will some day be of immense value.

THE NEWS.

ONTARIO.

Hillock & Kent, lumber merchants, Toronto, have dissolved.

—The mills at Severn Bridge will soon be shut down for the winter.

—Jeffray Graham, Novar, offers his saw and shingle mill for sale.

—C. Anderson, saw mill operator at Little Current, is offering to sell out.

—J. P. & J. J. Pearson, lumber dealers, Owen Sound, have assigned.

—Conlon's mill, at Little Current, recently cut 120,000 feet of lumber in one day.

—N. Z. Mousseau, Belle River, is putting another boiler and engine in his mill.

—Knight Bros., sash and door factory, Burk's Falls, are very busy filling orders.

—Ainslie's stave mill, at Comber, which has been shut down, has resumed operations.

—Leishman & Son and S. Brown, Bracebridge, have closed down their mills for the winter.

—The shingle department of the Cedar mill, Deseronto, is running full blast in order to fill orders.

—T. H. Thompson, lumber, coal and wood dealer, Toronto, has sold out his lumber business.

—The Georgian Bay Lumber Co., have transferred their pay office from Gravenhurst to Waubushene.

—Messrs. Geo. Copeland & Son, Penetanguishene, are putting in a circular saw in their water power saw mill.

—The Georgian Bay Lumber Co. recently filled a contract for square timber for England consisting of 837,071 feet.

—James Johnston, lumber dealer, Skead's Mills, is said to be embarrassed, the bailiff being in possession of his property.

—E. B. Colboy, Hepworth, is doing an extensive business shipping telegraph and telephone poles to the American market.

—Graham, Horne & Co., of Fort William, are putting in a new boiler and other machinery in their mill at Vermillion Bay.

—Burland & Co., lumber dealers, Toronto, are shipping considerable quantities of hardwood lumber to the United States.

—Mr. Ned Moore has purchased from R. Hurdman a timber limit of 42 square miles on Garden River a tributary to the Kippewa, for \$65,000.

—The Thunder Bay River Boom Company has rafted to the various lumber and shingle mills at Alpena, Mich., this season 1,115,104 logs which scaled 111,848,640 feet.

—James Dollar's shingle mill at Brunel closed down on Sept. 30th, having run 10 months and 10 days without losing an hour, and the cut from start to finish averaged 29 1/4 M per day.

—It is reported that the Ontario government will rebuild the dam at the outlet of the Lake of the Woods, on the Winnipeg river, which was carried away a couple of years ago.

—It is rumored that a company are contemplating building extensive pulp mills at South River, Algoma, as there is a large quantity of pulp wood in that neighborhood and within easy reach of the river.

—Wages for work in the woods in the Ottawa district are, for scorers, from \$35 to \$37 a month; liners, \$40 to \$42, while a number of hewers have been engaged at \$60. General hands are offered \$20 to \$25.

—Davidson & Hay's new saw mill at Cache's Bay has commenced operations. It is beautifully situated on an arm of Lake Nipissing, and is one of the best equipped mills in Canada, being fitted up with the most approved machinery.

—The Crescent Manufacturing Company, of Detroit, Mich., owning limits in Lambton County, Ont., have since the first of July succeeded in getting from the stump to the tramway by tracks six thousand logs, aggregating 1,050,000 feet of lumber.

—The Rathbun Company have recently secured about eighty-five square miles of valuable timber limits on the head waters of the River Trent. The company have also made purchases of large quantities of wood and other material along the extension of the N. T. and Q. railway.

—The claim of the St. Catharines Milling and Lumbering Company against the Dominion Government for damages on account of the Government's failure to maintain them in possession of certain timber limits, will be tried before Judge Burridge in the Exchequer Court on the 5th of his month.

—An Arkansas firm is advertising at Ottawa for 100 men to go into the woods in that state. The wages offered are for choppers and teamsters, \$22 a month and board; liners and bladders, \$26 to \$28, hewers \$40 to \$45. The firm offers to furnish railway tickets from Detroit to Corning, Ark.

—Bronson & Weston tested a new hoisting machine at the Rockcliffe piling grounds on Oct 12th. A scow with 10 car loads of lumber was sent down from the mills and the lumber safely and satisfactorily lifted from the scow to the level land above, an incline of 400 feet. The height from the surface of the ground is 40 feet.

—Messrs. McCraig & Mouchard, of Ottawa, have purchased Mr. E. B. Eddy's limits, with plant, &c. at the head of Lake Temiscamingue, comprising about 135 square miles of territory, situated partly in Ontario and partly in Quebec. They will commence at once the work of taking out square timber. The price paid for the limit is in the neighborhood of \$40,000 cash.

—The Big Mill of the Rathbun Company, Deseronto, recently cut in six days 609,000 pieces of lath, an average of 101,500 pieces a day. The largest cut made in one day was 109,000 pieces. All previous records were broken by cutting 49,000 pieces on a single machine in one day. The largest output in six days last year was 409,000 pieces, being an average of 83,166 pieces.

—A monster raft consisting of 550,000 feet of timber, owned by Mr. J. B. Grier, of Ottawa, was recently shipped from that city to Kingston, via the Rideau canal. The raft was principally composed of hemlock, and will be used in the construction of the dry dock being built at Kingston. The trip occupied five weeks' time, and the raft was the largest that ever went through the Canal.

—The value of exports to the United States from the Port of Deseronto for the quarter ending Sept. 30th, 1885, was \$153,981, made up as follows: barley \$3,611; charcoal \$2,485; cedar, \$107; flour \$85; fish \$109; household goods \$930; heading \$1,484; lath \$7,125; lumber \$93,342; mouldings \$1,708; pickets \$174; personal effects \$150; posts \$6,135; telegraph poles \$119; strips \$12,566; slats \$338; shingles \$10,604; ties \$12,999.

—A company is being formed at Orillia to manufacture special machines which are the invention of Mr. Robert Lloyd of that town. These comprise two improved shingle machines; two other machines designed to utilize the waste of large mills by converting it into shingles, headings and box stuff; an improved saw carriage for lumber mills with steam feed for same; a new automatic cut-off steam engine, and another engine designed for either stationary or portable use.

—Hepworth, for a small town, has been doing a lively lumber business this season. During the season there has been shipped from the station 11,000,000 feet of sawn lumber, 7,000 cords of tanbark, 10,000 cords of cordwood, 9,000 telegraph poles, 2,000 cords of cedar block paving, besides slabs and dimension timber, or an average for every day in the year of 25 cars. Business men claim that through the inability or indifference of the railway company to furnish cars, the volume of business would be much greater.

—The White Fish River Improvement Company, with a capital of \$15,000, is applying for an act of incorporation for the purpose of constructing slides and booms and other improvements to render possible and facilitate the passage of timber and logs down the White Fish river, in the Algoma district which enters Lake Huron near La Cloche island. The obstructions to be overcome consist of seven rapids and cataracts, with an aggregate fall of 167 feet, all within 10 miles of the mouth of the river. John Charlton, M. P., Thomas Charlton, J. C. Wells, Allen Francis and J. H. Francis are the provisional directors.

—Lumbering operations in the neighborhood of McKellar, Muskoka, have been quite brisk this season although not quite so brisk as last year. S. & J. Armstrong are getting out about three million feet for the Midland and North Shore Lumber Co., and John Thompson about one and a half million for the same firm. The Georgian Bay Consolidated Lumber Company are getting out a large quantity of board timber. Burton Bros. and Chew Bros. are putting in camps. The farmers have good crops and hopeful of good markets with the lumbermen. S. & J. Armstrong are making preparations to take out some basswood, black ash and other timber for their own mill.

—The Wm. Hamilton Manufacturing Company are busily engaged in turning out orders for mill machinery. They have orders ahead for ten boilers and three engines, with accompanying saw mill machinery. They are shipping this week the machinery for a large sawmill to Arnprior, and Mr. Wm. Hickey, one of their men, is in Richibucto, Que., engaged in setting up machinery for a large saw mill. The Company are

working now upon an order for an engine and three boilers, and a refuse burner, for a saw mill on the Pacific Coast. The works are running steadily to supply the demand, and some new machinery has recently been added, one piece being a 30-foot lathe from Bertram & Sons, Dundas, the largest of the kind in Canada.

—From an official return just published by the Dominion Government we find that in the item of forest products, timber and lumber, exported during July and August, there was an increase of \$2,866,370, or 43 per cent. as compared with the corresponding months of 1885, and 63 per cent. as compared with 1887. The total export of timber and lumber during July and August last was \$9,484,667, or 45 per cent. of the total quantity exported from the Dominion during the 12 months ending June 30th, 1888. Exports of timber and lumber during July and August, 1888, amounted to \$6,618,297, and in 1887 to \$5,827,279. The exports of the forest during July and August of this year, amount to 47 per cent. of the total export of products and manufactures of every sort from the Dominion during the months indicated.

—The following is the last published statement of the Dominion government showing the ratio of timber taken out in each of the several provinces, to every 10,000 acres of area:

	CUBIC FEET.					FEET. PER 1000 AC.
	WHITE PINE.	RED PINE.	OAK.	TANA- RAC.	BIRCH AND MAPLE.	
Prince Edward Island	11.1	2.5	1.3	82.5	686.5	35.5
Nova Scotia	92.9	26.7	17.0	79.2	410.5	37.0
New Brunswick	75.2	18.3	1.9	147.4	200.3	37.6
Quebec	400.8	54.3	4.0	234.2	130.7	47.7
Ontario	1883.3	283.9	836.7	232.7	94.1	2295.4
Manitoba	0.2	17.0	4.1	.....	.....	1.8
British Columbia	89.0	0.8	.....	.....	1.1	36.5
Northwest Territory	0.1	.....	.....	0.1	.....	.....
The Dominion	87.0	11.7	25.5	20.9	10.8	1167.3

—A law suit involving thousands of dollars has just been heard in Toronto between two well known firms in Muskoka, viz: Burton Bros. and the Ontario Lumber Company. Both companies have timber limits on the Georgian Bay, the license of the Ontario Lumber Company covering the Islands, and that of Burton Bros. covering portions of the main shore only. The Ontario Lumber Co. operated on, and removed the pine, from what they claim is an island in their limit. Burton Bros. claim that it is no island, but a point which their license covers, and sue for some \$15,000 damages. Abie lawyers were employed and witnesses were examined and re-examined for several days, and yet the Judge could not determine whether the piece of land in question is a point or an island. To settle the matter, we understand, he and the lawyers will visit the "disputed territory," and see for themselves. So far as we can understand it is both an island and a point, according to the height of the water. It will no doubt be a fine question to settle even after careful inspection.

—In order to facilitate the passage of barges from near the Chaudiere falls, and obviate the booming out of barges to keep them from running on the rocks near Bronson & Weston's dock, Messrs. Murphy & McRae, forwarders, decided to build a dam where the sluice runs out at a great rate of speed from between Perley & Pattie's upper lumber yard, and Bronson & Weston's. A dam of oak was accordingly constructed and towed down to the intended spot. The effect, however, was not what had been anticipated. Instead of the water being headed off, leaving a peaceful haven below, the height of the stream was increased and Bronson & Weston's dock was flooded. Stop logs were put in and Messrs. Pierce & Co., Bronson & Weston, McRay & Co., and Merrill's foundry all closed down to open sluices and stop the pressure of water. It became evident that the dam must be removed, and it was determined to blow it up with dynamite. This was done, and the channel opened. Accident did what design could not. In the operation of blasting, a large mass of the dam swung around to the off side of the sluice and settled down so as to form a breakwater, dividing the currents and completely doing away with the dangerous swirls and eddies.

BRITISH COLUMBIA.

—Another large lumber mill may be built on the Fraser river next spring. It will be nearly opposite the Ross-McLaren mills and will be as large as any in the province.

—The Brunette Sawmill Company (Ltd), New Westminster, is cutting 3,000,000 to 10,000,000 feet, in addition to which they are turning out large quantities of shingles, lath and pickets.

—The Revelstoke Star says there is a bonanza better than a gold mine for the person who will establish a saw mill at that place. The banks of the Columbia river are lined with cedar, hemlock, fir, etc. pine, etc. Navigable water for floating logs to Revelstoke, etc.

—The Vancouver *World* says the Vancouver Shingle Mill owned by G. F. Slater, recently cut 125,000 shingles in ten hours.

—The saw mill at Cowichan, B. C. which has been idle for several years, has started up again. It has a capacity of 30,000 feet a day.

—W. J. Macauley, president of the Chemainus Sawmill Company, states that the company has decided to build its new mill at Chemainus.

—Andrew Haslam and A. E. Lees, owners of the Nanaimo saw mills, Nanaimo, B. C., have dissolved partnership. Mr. Haslam has purchased the entire interest of his partner in the mills. It is the intention of Mr. Haslam to further increase the capacity of the mill by the introduction of new machinery. Mr. Lees, it is said, will embark in business in Alaska.

—Last year the cut of logs in British Columbia was estimated at 100,000,000. The estimated output for this year is placed at 125,000,000, feet. Along the coast between the Fraser river and Port Neville there are now twenty camps and two on Howe Sound. The number of men employed in connection with the camps is placed at 600, which, with the same loggers scattered along the coast will probably make a total of 700 men who are cutting logs for the various lumber companies in that province.

—The Royal City Mills, New Westminster, are under the general management of Mr John Hendric, who with his partner, David McNair, established them in 1878, adding to them from time to time until they are now cutting 15,000,000 feet. The shingle mill is in a separate building, in it are two machines of Toronto make cutting 30,000 feet each per day from the famous cedar of the coast. The company has also an extensive sash door and blind factory in which doors of cedar, sash of sugar pine, cedar and fir, and house finish of all these woods, and also of native maple, alder and yew is turned out in artistic styles.

NEW BRUNSWICK.

—The Restigouche Spool Company (Ltd) has been incorporated with a cash capital of \$12,000, for the purpose of manufacturing and dealing in spools, and all kinds of wood and lumber.

—Exports of lumber, deals, etc., from St. John, N. B., during September show an increase of from \$147,843 to \$250,302, as compared with the corresponding month of 1888. The shipments were: Scantling and boards, 2,715,392 feet; deals, 17,095,717 feet; deal ends, 738,133 feet; birch timber, 610 tons; pine timber, 7,200 tons; palings, 38,285; lath, 8,170,300; piling, 1,637 pieces; shingles, 2,909,576; spruce timber, 7,502 feet, and clapboards, 13,425 feet

—The rise in the rivers has given a new impetus to lumbering in the Province along the Nashwaak and the logs are getting down in fine style. The Marysville saw mills are again at work and will continue sawing the balance of the season. The demand for lumber is strong with a rising market. The *St. John Gazette* announces that Mr. Alex. Gibson recently paid \$12 a thousand for 120,000 piled at Pleasant Point. No man in the Province better knows the value of lumber.

MANITOBA AND THE NORTHWEST.

—Fires have destroyed a large amount of timber 60 miles above Edmonton.

—J. Sanderson will erect a new saw mill at Prince Albert, Saskatchewan territory.

—R. T. Goodfellow has sold out his interest in the sash and door factory at Prince Albert, to his brothers A. and W. B. Goodfellow.

—A timber limit located on the Assiniboine river, near Port Pelly, was recently sold at auction in Winnipeg. It brought \$3,000.

—R. Sutherland & Co., of Winnipeg, have purchased the entire stock of lumber of Curtis & Lawrence, of Motley, Minn., amounting to 2,000,000 feet.

—D. W. Cummings, of Birtle, Man., has disposed of his banking and lumber business to R. Gibson, who has been for some time connected with Mr. Cummings in the lumber branch of his business.

—The Elkhorn Lumber Company, Elkhorn, Man., has sold out to I. Broadley. Mr. Broadley has the masonry foundation laid for his new warehouse which will be sixty feet by thirty, two stories.

—The *Manitoba Gazette* contains notice of application for the incorporation of the Western Lumber Company, with headquarters in Winnipeg, and a nominal capital of \$50,000. The applicants are Messrs. W. B. Scarth, M. P., W. E. Macara, or A. Burrows, Winnipeg; and Shields and John Montgomery of Toronto.

AMERICAN.

—The Buffalo Lumber Exchange now has 35 members, all wholesale.

—Some of the red gum from Arkansas and Tennessee is so red that it resembles cherry.

—Yellow pine, says the New York *Herald*, is as saleable as cotton, and as good as wheat.

—It is stated that the big barge Wahnapitae is billed to carry on her next trip 3,000,000 feet of lumber from Duluth to Tonawanda, the largest cargo she has ever had on.

—Forest fires are raging in the Mission Creek country north of Hinkley, Minn. Pine, hay, and lumbermen's supplies have been destroyed for miles around. Fires have also raged at the north of Snake River and at Pine City.

—A raft containing 5,000,000 feet of Canadian logs, belonging to Smith Bros, of Bay City, Mich, went ashore on Fitzwilliam island in the Georgian Bay, during the terrific gale early last month. The raft was worth \$50,000 and was badly broken up.

—The box factory business is assuming magnificent proportions in the cities on the Saginaw, in response to the demand for the finer manipulation of lumber, and millions of feet of the product are being thus transformed which was formerly shipped in the rough. Over 2,000,000 feet were recently sold in a single transaction for the purpose.

—The lumber output of the mills on Muskegon lake, Mich., this season will fall short considerable of the output of 1888. A manufacturer who is well acquainted with the mills on the lake and their work up to date, estimates the total cut at \$482,000,000 feet. The shingle cut will be approximately 300,000,000. In 1888 the shingle output was in round numbers 500,000,000.

—Jnicoi county East Tennessee, has no superior, if indeed an equal in any state or Territory in the United States. There can be found poplar in great abundance, from two feet up to four and five in diameter—some trees that will cut from six to eight thousand feet of lumber per tree. Ash, cucumber, white oaks, and chestnut oaks are in great abundance. Chestnut, white and yellow pine, lynn, cherry, mahogany, birch, locust, beech, sycamore, cedar, spruce, pine, hickory, some black and white walnut, sugar maple, sweet and black gum, and many other varieties of valuable timbers, all of virgin growth, and accessible to creeks and rivers, capable of cutting thousands of million feet of lumber.

—The largest sale of the season was made at Bay City, Mich. recently. It consisted of 8,500,000 feet of lumber made by Charles Mathinson for R. G. Peters to Stewart Bros., of Buffalo, N. Y. The stock was held at \$24, and at this rate would in the aggregate amount to about \$190,000. The logs came from Georgian Bay, and was the first installment of the 28,000,000 feet of Superior logs to be received by Peters. The contracts for sawing them were awarded to four different Saginaw valley mills. It is some of the finest white pine lumber to be found in the valley, and will be shipped immediately. This clears up all the Peters lumber saved, though it is expected there will be some 6,000,000 more manufactured before the close of the season.

EDITORIAL JOTTINGS.

WE owe our patrons an apology for the late appearance of this month's issue. It was occasioned by an unavoidable delay in getting our paper, a difficulty over which we had no control.

THE Ottawa lumbermen have undertaken the task of clearing the entrance to the canal of sawdust. In two days 400 feet square by 5 feet deep, or, in other words, 30,000 yards of sawdust were scooped into the main channel.

It is announced that the Department of Crown Lands at Quebec will hold a large public sale of timber limits sometime during the month of December. We hope to be in a position to give our readers full particulars in our next issue.

THE Grand Trunk Railway Co. has contracted for 1000 new cars to facilitate the lumber and grain shipments. It is to be hoped that ere very long the complaints of the lumbermen on the car question will be found no longer necessary.

MR. A. A. SCOTT, of the well-known lumber firm of Scott, Scott & Co., Toronto, was a welcome caller at

this office during the month. He was on his way home from the Midland district where he had been making purchases. He reports business fairly good.

AMONG the recent callers at this office we have pleasure in mentioning the name of Mr. W. S. Robertson, of Messrs. Porter, Robertson & Co., wholesale lumbermen, Toronto. This firm is in need of 500,000 feet of good cull Basswood, a fact which parties holding such stock would do well to note.

THE Dominion Government has refused the petition of Peterborough saw mill owners in regard to throwing sawdust in the Otonabee river. Inspector Gilchrist, of Peterborough, has received fresh instructions from the department of Marine and Fisheries to see that the fines imposed by the magistrates are collected, and also to continue prosecutions as long as the mill-owners violate the law. The Government is evidently determined to enforce the law regarding sawdust in streams, so far at least as it refers to the Otonabee river.

MESSRS. W. R. THISTLE & CO., Pembroke, Ont., in order to wind up their business, are offering for sale their saw milling properties, timber limits, etc. The milling property consists of the Pembroke mill, with lath and shingle mills, boomage and piling grounds. The timber limits to be sold with the mill are known as the Forks limit, between the north and south branches of the Petewawa, containing about 12 square miles, the Chalk river limit, about 35 square miles, and the Indian river limits, being that portion of the limit in the watershed of the Indian river containing some 50 square miles, or making in all about 95 square miles to be sold. With this property there will be sold two and a-half miles along the rear of limit of License No. 151 of 1888-9, about 10 square miles, and about 2,500 to 3,000 white and red pine logs on the lake at mill. The rear of Indian river limit licenses, Nos. 151 and 152 of 1888-9, will be sold separately in two parcels of about 15 square miles each. For further particulars see advertisement on another page of this issue.

CORRESPONDENCE.

THE HARDWOOD LUMBER TRADE

DURHAM, Ont, Oct. 23rd, 1889.

Editor Canada Lumberman.

This section is principally interested in hardwood lumber, composed of maple, beech, birch, rock elm, soft elm, basswood and cherry; also hemlock and cedar. Your paper does not give the attention to those kinds of lumber we would like. We think it would be mutually profitable, to you and to the saw mill men of western Ontario, which is principally interested in the lumber mentioned, if you gave more space to the hardwood lumber trade than you do. We find a great deal of difficulty in getting the names of dealers in the different towns and cities, and also a difficulty in knowing the sizes required.

A very small export trade is being done at present with Britain. Is there no way that some move could be made? Again, on the American side, prices vary very much. Is there no way in which saw mill men can ascertain these changes so that we may know the best sections to try to sell the different kinds? Again, there are more culls in the hardwood timber than there are in soft timber. Can any information be given as to the best mode of disposing or utilizing them?

We have two saw mills, the new one was built last winter by the Waterous Engine Works Co., of Brantford, and is one of the best equipped mills for cutting hardwood that we know of.

We hope that you will not feel amazed at our criticism, for our object in doing so is wholly business.

If at any time we can be of any use to you in giving you any information on the matter we will gladly do so.

N. G. and J. MCKECHNIE.

[We thank our friends most cordially for their timely criticism, and the matters referred to shall in

the future receive our attention. We are always glad to hear from any of our subscribers when they have information to give, or suggestions to offer in the way of business.—ED.]

MADAWASKA, N. B., Oct. 20th, 1889

Editor Canada Lumberman.

There is more than usual activity in the lumber interest, our lumbermen are waking up, and from all appearances there will be a greater output in the spring, providing we have a favorable winter; but owing to the scarcity of lumber, it is possible that the increase may not be much larger than in former years. Our cedar is being rapidly slaughtered, and our woods will soon be denuded. Considerable lumber came down from the upper streams during the raise of water, but too late to risk a drive to the booms. Most of it is lodged along the shores where it is likely to remain until next spring.

Many new buildings are going up in our county, and quite a number of natives are returning from Montana and other parts of the States, saying that Madawaska, with all her faults, is good enough for them.

I am of opinion that many of our lumbermen will fall short of their calculations. Lumber chances are scarce, wages high, and if unfavorable weather should interfere, their margin of profit will be very narrow.

The Ward steam mill was put up for sale and bid in by the mortgagee, and it is not known what will be done with it.

The Grand Trunk line to Moncton is progressing in good style, and hopes are entertained that they will soon put it through and open up the best portion of our province. It requires railroads to do it.

P. O. BYRAM.

LUMBERMEN AND THE G. T. R.

TORONTO, Oct. 5th, 1889.

Editor Canada Lumberman.

DEAR SIR.—After reading your editorial anent the miserable service accorded the lumbermen by the G. T. R. Company, I can fully endorse all you say and then one tithe of the whole truth has not been told. Some time ago a deputation of the lumbermen obtained an interview with Mr. Hickson at Montreal, and many of the grievances complained of were presented to him quite forcibly enough to have ensured redress ere this, but up to the present time nothing has been done, and in fact the evils complained of have been growing worse daily, and if the lumbermen have any sand in them they will take such steps before long as will compel the company to give some attention to the wrongs complained of.

I will now give you some of the many complaints we have to make of the treatment we receive at the company's hands. In the first place we never can depend on being able to supply any customer with a bill of lumber in time to complete his contracts, owing to the so-called blockade in the Toronto yard, so that frequently a month passes before a car arrives here after ordering from the mills. Then, again, if we require that car shunted to Parkdale we have to wait the company's pleasure and pay \$2 for the service, and this charge is still in force, although Parkdale is now part of the city. The company will send a car to the extreme east of the city without extra charge, but to the extreme west we are forced to pay them for so doing, and if we require a car to Carlton or Davenport (only four miles west of the city) two to three weeks are required to get it there. The facts are the company are so bound around with red tape, that Dickens' circumlocution office will only faintly compare with the company's method of doing their business. Another serious cause of complaint is the differential rates made over their road so that some shippers are able to bring lumber into our city and make nearly a living profit by the difference on the freight alone, and also able to undersell others in the trade. Then, again, one agent will make quotations for shipping to points on the other side of the lake, two cents per hundred less than another agent on an another division, although the distance covered is the same. This discrepancy in rates frequently deprives us of making a sale of what

might prove extensive orders. When any complaint is made as to the difference made by one freight agent over another, there is not the slightest attempt at giving any explanation; we are simply and very tersely told that this particular agent has nothing to do with the rates made by the other, although both men are under the control and acting for the same company. Then the matter of weights is another serious difficulty. Why should lumber not be carried by the thousand instead of by weight? The grain men know exactly how much per bushel their grain will cost them for carriage and the miller the same for his flour. The coal and wood dealers are in the same favorable position, wood being carried by the cord, so much for dry and so much for green, and one ton of coal will weigh the same as another ton, but with lumber we know nothing as to cost until it arrives here. If in a cattle car with one or two tons of manure this simply adds to the weight of the car of lumber that is all, and the unfortunate lumberman must stand the whole thing. The earnest prayer of all lumbermen here is that competition to the mills North may soon be an assured fact.

LUMBERMAN.

THE SAW DUST QUESTION.

BRIDGEWATER, N. S., Sept. 20th, 1889.

Editor Canada Lumberman.

DEAR SIR.—We were favored with a copy of your September paper and note your lumbermen have been hauled up for breaking the sawdust law. As we have had quite an experience of that for the last ten years we are interested in its action in other districts. In the greater part of our province the law is a dead letter, the officers, through political influence, not daring to act. On our two nearest rivers in Queen's County, the Liverpool and Medway, the law was suspended, since the whole population contended there was no good in enforcing it, and we are demanding similar treatment.

We did not operate last winter and still have 40,000 logs of our 1888 cut lying in the mill booms waiting for a chance to saw. Other mills on this river were fined severely, paying \$100 and having \$150 more demanded from one mill for about ten days work. The small mills working out the last of the timber near them are also suspended, and will have to be abandoned if the law is enforced.

The most exasperating part of the business is that other sections of our province are doing a most thriving business this season without the least interference, and in the County of Cumberland, as we are informed, over seventeen large mills are running freely. In the face of this the Minister of Marine says he is enforcing the law equally, and poses as a regular Solomon to us, and as noticed by our Ottawa despatch of yesterday, he replied to the Peterborough delegation. I only hope that he may stick to it, and next session of the House will kick both him and the Sawdust Act to their natural end. I enclose a subscription for the paper next year and hope to see this subject settled fairly all around.

Our small scrubby timber will not at present prices stand any more expense, in fact the last six years has been without any profit to very many of our lumbermen who have wasted their timber without anything to show for it, and we cannot see the justice of exempting the only rich men in the trade, as the Ottawa men and Gibson of New Brunswick, and then squeezing all us small fry to death. It is just the natural application of the "National Policy," but we are bound to make a howl over it and an change four Nova Scotia counties to the right side should such partiality continue.

FRANK DAVISON.

FORESTRY.

TORONTO, Sept. 27th, 1889.

To the Editor of the Lumberman.

SIR.—The following article, from the *New York Garden and Forest*, is of importance to Ontario; as we have made too many errors of a similar nature in clearing. Perhaps you would allow it space in your

columns. It is from the pen of one of the best informed writers in the United States.

R. W. PHIPPS.

FORESTS AND CIVILIZATION.

We might have some real forestry here in the State of New York if we had been sufficiently advanced in the art of living; if we had the interest in the public welfare and the perception of our obligation to coming generations, which are necessary to the development and persistence of civilization. The entire Adirondack Wilderness should have been held permanently in the possession of the state. Then a real school of forestry could have been established somewhere in the woods, and young men could have been trained in the practice of this art, and they could have been employed in the care of the forests and woodlands of other portions of the country. The whole tract of 8000 square miles was originally heavily wooded. The timber could have been cut off as the tree matured, and, of course, should have been so cut off. Nothing could be more absurd than the notion that trees should never be utilized or removed. Whenever a tree has come to its best it should be cut down, and its wood applied to some useful purpose, so as to obtain its value and in order to provide for a succession of generations of trees, and thus for the permanent life of the forest.

If the Adirondack forests had been thus intelligently managed and administered they would now have been for a long time yielding an increasing revenue to the people of the state. The whole population would have been greatly benefited by the reduction of taxation. Every man and woman in the state, would have been richer to-day—would have had more of the means of subsistence and of comfort and happiness than at present. Every child in the state would have been born to a better inheritance, and into more favorable conditions than now. The forests would have been better now than ever before, and they would have gone on increasing in value to the people of the state, with the increasing density of population, and on account of the exhaustion of the timber supply in regions fit for agriculture.

The Adirondack region is not fit for agriculture. No part of it is suitable for any other than forest-conditions, and these should have been maintained forever. It is indeed impossible to disturb these conditions very extensively, or to remove the forests permanently without destroying the regions itself and annihilating everything that makes it of any value. I doubt if an instance of more obvious and complete adaptation of a region to a special and particular use can be found in the whole world. Nature made this region for the permanent and everlasting growth of forests, and this sole and exclusive adaptation to a most important function should have been recognized.

As I said years ago, if the Adirondack forests could be saved by legislation, one of the best possible measures would be "An Act for the Discouragement of Agriculture in the North Woods." The lumber business is not by any means the only destructive agency at work here. Tens of thousands of acres, entirely unfit for any use except forest growth, have been stripped of trees, and by cultivation and pasturage have been rendered incapable of reproducing the only crop for which the land ever had any adaptation. It is strange—if any thing in human folly is strange—to see so many people persist in the effort to "farm" where the soil is so meagre, and the country so high and cold, that no profitable return for their labor is possible. The thin film of soil disappears after a few years, leaving only the bare, inert sand or gravel, and as most of the "farming land" here is rolling or hilly, the slopes soon begin to break down and wash away. Great gullies are formed, which grow wider and deeper every year, till vast waterless tracts of shifting sand, or of clay and gravel, varied only by rock-ledges and boulders, stretch before the unhappy traveller where once grew noble forests fed by perennial springs.

The region was meant to be let alone. It has no natural fitness for agriculture. It is pitiful to see the scanty growth of vegetation which the farmer's toil produces here cut off by frosts in both spring and autumn, and in many places, even in the middle of summer, while in the Southern States of this country there are millions of acres of fertile soil lying untilled beneath most genial skies. The effort to farm these inhospitable lands has also been the source of a large proportion of the fires which have destroyed so much of the remaining forest. Land is cleared by being burned over, and in a dry time the fire extends from the fallow to the woods, despite the best efforts to keep it within bounds, and it is a common saying in the woods that such a conflagration is often a convenient accident for the farmer, as he plants corn the next spring in the burned woods without any clearing whatever, and raises a crop in the ashes. A great deal of the "farming land" here has been brought into cultivation in this way. It is all from beginning to end, a most wasteful and suicidal progress, and the inevitable end, the ruin and disappearance of the soil itself, is speedily reached. Man has no power to create a new world. He has not yet learned how to take care of the one which he inherits, but his ability to wreck and exhaust is very great.

J. L. HARRISON.

TRADE REVIEW.

Toronto, Ont.

Toronto, Oct. 31st, 1889. The approaching end of the season of navigation has perceptibly enlivened the lumber trade at this point during the month. Wholesale dealers have experienced considerable activity from western Ontario and from the eastern States in orders for shipment by water. The business done, however, has been strictly limited to the immediate requirements of the purchasers. Customers show very little disposition to anticipate future trade. Prices have ruled steady and there is not much likelihood of a decline this fall. There has been a fair demand for all sorts of building lumber for the city trade, and bill stuff at the present time is active and prices are stiff. There is still a large amount of stock, this season's cut, which has not yet changed hands, and it is probable that many manufacturers will have to hold their lumber for some time to come.

CAR OR CARGO LOTS.

Table listing various lumber products and their prices, including items like 1 1/2 inch thicker clear picks, American inspection, and various sizes of mill run and dressing.

YARD QUOTATIONS.

Table listing yard quotations for various lumber products, including mill cull boards, shipping cull boards, and various sizes of flooring and shingles.

Hamilton, Ont.

HAMILTON, Oct. 31st, 1889.

Table listing lumber prices in Hamilton, Ontario, including mill cull boards, shipping cull boards, and various sizes of flooring and shingles.

Montreal, Que.

MONTREAL, Oct. 31st, 1889.

The movement in lumber has been more active during the month than for some time past, with considerable quantities placed in car lots. Prices continue without change, and from now until the end of the season a lively trade may be expected.

WHOLESALE. RETAIL.

Table comparing wholesale and retail prices for various lumber products in Montreal, including pine, spruce, hemlock, and ash.

Ottawa, Ont.

OTTAWA, Oct. 31st, 1889.

The demand for pine has been fairly good, but there has been no improvement in price. Black ash and basswood are in light demand. There has been considerable advance in lake rates and vessels are scarce. Collections are slow. Trade is generally fair but not so good as could be expected at this time of the year. The prospects are fair for a winter car trade as buyers are putting in light stocks evidencing their lack of confidence in any advance in price. It is estimated that the cut in the Hull and Chaudiere mills during the past season will run over 400,000,000 feet, which will be about 25 per cent more than last year.

Table listing lumber prices in Ottawa, Ontario, including pine, spruce, hemlock, and ash.

Vancouver, B. C.

VANCOUVER, Oct. 31st, 1889.

Table listing lumber prices in Vancouver, British Columbia, including car load and ship rates, rough lumber, and various sizes of edge grain and green lumber.

Saginaw, Mich.

SAGINAW, Oct. 31st, 1889.

Although the volume of business during the month has failed to justify the anticipations of the most sanguine, it has proved fairly satisfactory and several important transactions have resulted, making the aggregate sales comparatively satisfactory. The sales during last month were very large. The car trade continues good, and when the figures are secured they will show an increase over those of last year. There is no change worthy of note in the shingle market; and it is anything but satisfactory to producers. Shipments are active and vessels are in strong demand.

CARGO LOTS.

Table listing cargo lots for various lumber products, including uppers, common, shipping culls, and mill culls.

YARD QUOTATIONS CAR LOTS DRY.

Table listing yard quotations for car lots of dry lumber, including clear, select, and finishing lumber, as well as joist, scantling, and timber.

New York City.

New York, Oct. 31st, 1889.

White pine is slow and prices have a drooping tendency. Export is moving fairly well. Eastern spruce timber remains about the same, random cargoes ranging from \$15 to \$18 per thousand feet. The demand for hemlock is fairly good and there will be some lively work soon to stock up for the winter. Hardwoods in general are doing well. Export takes about the usual volume of oak, ash and walnut. Buyers of export lumber are always ready to purchase. Ash is in good demand, cherry is wanted; oak, both plain and quarter-sawn, is wanted; poplar sells well but at rather low prices; quartered sycamore, red-birch and gum are wanted beyond the incoming supplies, and basswood is in good demand. Logs are still dull with inquiries confined to a few good walnut sticks for shipping.

Black Walnut.

Table listing prices for black walnut lumber, including 3/4 inch all clear, 1 inch and 1 1/2 inches, and thicker.

Poplar, or White Wood.

Table listing prices for poplar or white wood lumber, including 3/4 inch, 1 inch, and thicker.

Ash.

Table listing prices for ash lumber, including 1 inch white, 1 1/2 to 2 inch, and 2 1/2 to 4 inch.

Oak.

Table listing prices for oak lumber, including 1 inch plain sawed, 1 1/2 to 2 inch, and thicker.

Cherry.

Table listing prices for cherry lumber, including 3/4 inch white & clear, 1 inch, and thicker.

Miscellaneous.

Table listing prices for miscellaneous lumber products, including chestnut, basswood, maple, birch, and cottonwood.

Buffalo and Tonawanda, N. Y.

BUFFALO, Oct. 31st, 1889.

Pine and hemlock are ruling well at fair prices. Hemlock prices are still with extra sales as an inducement to keep up prices. Hemlock lath has had a great run, and the supply is not equal to the demand. The indications are that trade will remain good. The quotation price is \$1.50. Hardwoods are selling well. Cherry is very active and is now going ahead of anything else in use for inside finish for residences and for furniture makers. No. 1 and No. 2 are worth \$75 per M, much thicker, and from \$82 to \$85 for from 1 1/2 to 2 inches, and are very scarce. The rejects are worth \$45 per M, all thicknesses, and the common \$30 per M. The demand for culls is in keening and inclined to bring better prices. Ash is in good demand but maple is very slow. On account of the scarcity of good cherry, birch is now coming into use. A gratifying feature of the business is that collections are better than earlier in the season.

Table listing prices for various lumber products in Buffalo and Tonawanda, including clear, dressing, and uppers.

Table listing prices for uppers, pickets, and pine common.

Table listing prices for pine common, No. 1 and thicker, and No. 2 and thicker.

Table listing prices for mold strips and shingles.

Table listing prices for various sizes of shingles, including 18-in, 16-in, and 14-in.

Oswego, N. Y.

OSWEGO, Oct. 31st, 1889.

Trade is brisk at this point, and the activity in the lumber district is gratifying to behold. The demand for pine has been pretty equally distributed for the different grades, with no particular change in price. Hemlock boards have been in good demand for the New York market, with a slight tendency towards an advance in price. Lath and shingles are moving more rapidly and prices are unchanged. Boat shipments have been large and are likely to continue good until the close of navigation.

Table listing prices for three uppers, pickings, and No. 1 cutting up.

Table listing prices for No. 2 cutting up and 1 in strips.

Table listing prices for 1 in siding, cutting up, and 1 in dressing.

Table listing prices for 1 in No. 1 culls and 1 in No. 2 culls.

Table listing prices for 12 & 16 ft, mill run, and 12 & 16 ft, No. 2 culls.

Table listing prices for 12 & 13 ft, mill run, mill culls out, and 12 & 13 ft, No. 1 culls.

Table listing prices for 14 to 16 ft, mill run, mill culls out, and 14 to 16 ft, No. 1 culls.

Table listing prices for mill run, mill culls out, and dressing and better.

Table listing prices for 6 7 or 8, mill run, mill culls out, and 6 7 or 8, drsg & better.

Table listing prices for XXX, 18 in pine, clear butts, and XXX, 16 in pine.

Table listing prices for stocks cedars and various sizes of shingles.

Table listing prices for No. 1, 1 1/2 x 1 1/2, and No. 1, 1 x 3.

Table listing prices for No. 1, 1 1/2, and No. 1, 1 x 4.

St. John, N. B.

ST. JOHN, Oct. 31st, 1889.

Table listing prices for spruce deals, pine, deal ends, and scantling.

Table listing prices for spruce extra, clear, and No. 1 extra.

Table listing prices for pine extra, clear, and 2d clears.

Table listing prices for 6 in, No. 1, and No. 2.

Table listing prices for staves and heading.

Table listing prices for lath and pickets.

Table listing prices for staves and heading.

Boston, Mass.

BOSTON, Oct. 31st, 1889.

Lumber of all kinds is in good demand, stocks are in good condition, being well rounded out in all directions and price are well maintained. Spruce is in good demand. Upper grades of western pine are in good request and the market is firm. The lower grades are not wanted. Hardwoods generally are in very good demand. Walnut, quartered oak and whitewood are selling freely at good prices. Clapboards and lath are steady, but shingles are less active.

Western Pine—by car load.

Table listing various types of Western Pine (Upper, Selects, Moulding boards, etc.) with prices per car load.

Eastern Pine—Cargo or Car Load.

Table listing various types of Eastern Pine (Nos. 1, 2 & 3, Shipping bds, etc.) with prices per cargo or car load.

Spruce—by Cargo.

Table listing various types of Spruce (Scantling and plank, Yard orders, etc.) with prices per cargo.

Lath.

Table listing Lath with price per car load.

Shingles.

Table listing various types of Shingles (Spruce, Pine, etc.) with prices.

Burlington, Vt.

BURLINGTON, Oct. 31st, 1889.

Trade is quite active and likely to remain so for the balance of the season. Lumber brought to this market will compare favorably with the corresponding period of last year. There is a fair demand for all kinds of lumber, and prices are ruling about the same as they have been for some time, and collections are fair.

Canada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Table listing Canada Pine Sidings with prices.

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Table listing Canada Pine Stock with prices.

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Table listing Canada Pine Stock with prices.

Canada Pine Stock—1x14 in. 12 to 16 ft. D 2 or 4 S.

Table listing Canada Pine Stock with prices.

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Table listing Canada Pine Short Boards with prices.

Canada Pine Sheathing, D M & B—1 in. & 7 in. 5 in. & up C B 1/2 in.

Table listing Canada Pine Sheathing with prices.

Canada (Quebec) Spruce—1 and 1 1/2 in. 4 to 10 in. D 2 S and M.

Table listing Canada (Quebec) Spruce with prices.

Albany, N. Y.

ALBANY, Oct. 31st, 1889.

The receipts of lumber by water in this market, during the past month amounted to 37,608,671 feet, as compared with 45,184,463 feet received during the month of August. The total receipts to October amount to 216,348,712 feet. Trade in pine lumber has been steady, but nothing like what was expected for October. Spruce and hemlock hold firm as quoted. Hardwoods are doing fairly well, with prices unchanged, and a good stock to pick from. Shingles and lath are in good demand and in good supply. The current prices for mill work are: Planing, per M ft. \$1.50. Strips, per M ft. \$2.50; 7.5 and 9 in. strips, price according to agreement. Freight to New York and adjacent points is eight cents per 100 pounds lighterage free, and six cents without lighterage. To New England points, ten cents per 100 pounds, rough or dressed.

Hemlock.

Table listing Hemlock (Boards, Joist, etc.) with prices.

Pine.

Table listing various types of Pine (2 1/2 in. and up, 1 1/2 in. good, etc.) with prices.

Shingles and Lath.

Table listing Shingles and Lath (Shingles, Lath, Spruce, Hemlock, etc.) with prices.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN, } Oct. 31st, 1889. }

The lumber trade during the month has been generally satisfactory and prices have been well maintained. The builders and smaller retail men at Toronto give a rather desponding account of business. They say the late boom in real estate has caused the value of land to increase so rapidly, and to such a fictitious value, it is impossible to induce loan societies and other capitalists to advance money for building purposes, hence their trade is practically at a standstill; but they admit prices are not so bad at present, but have a lowering tendency. Real estate men, however, expect a greater boom, and more business at increased values.

Some of the large wholesale dealers speak in very hopeful tone of the future of the lumber trade, whilst at present prices are good and firm with plenty of business doing. The crying demand of the trade is for cars, box and flats, on which to forward lumber already sold. Both the C. P. R. and G. T. R. are short of cars at shipping points, but as the bulk of the lumber in the Toronto district is moved by the G. T. R., the deficiency in the rolling stock is severely felt. The worst feature of it is that there are plenty of empties lying in the Grand Trunk yards while the shippers are telegraphing, telephoning and writing, begging and beseeching the company to send them cars. The trouble seems to be not so much an actual scarcity of cars as the want of proper facilities for handling the traffic. Between blockades in the city and no cars up the road lumbermen have had a hard time of it during the season.

There is still a large amount of stock this season's cut which has not changed hands, and it is probable that many manufacturers will have to hold their lumber for some time to come.

Mr. J. H. Eyer, the courteous manager of the Toronto & Midland Mfg. Co., reports a largely increasing business, especially in dressed lumber. They are contemplating enlarging their present shed, and in this case the G. T. R. seems to be meeting their views in every way by furnishing them with better facilities for rail transit.

The Ottawa lumbermen should be well satisfied with the season's business, as circumstances have been largely in their favor. Plenty of water, good prices and a steady demand. There will be a large amount of lumber held over no doubt, but this is not to be wondered at, for it is estimated that the season's cut will be about 25 per cent. larger than last year. The value of our splendid lumber supply is being more fully appreciated, and not only Australia, but China, Japan and South America are becoming good customers.

The shipments from Vancouver, New Westminster, and Victoria, B. C., have been quite large, and the mills are worked to their full capacity. Prices have been fairly well maintained, and an increase of trade next year is confidently looked for.

The returns of the Customs Department for the first three months of the current fiscal year show the country to be in a prosperous condition. The exports amount to \$32,782,190, against \$27,294,710 last year, indicating the enormous increase of \$5,500,000. The exports for September amounted to \$10,005,684, of this amount \$3,385,400 was for forest products.

At Quebec the deal market is firm with a good demand for spruce. Further sales of White Pine square timber are reported, but the price has not transpired. An Underwriters' sale of lumber, damaged ex-steamship "Canopus," took place at Quebec, Oct. 14th, when the following prices were realized:—300 pcs. 2-inch pine lumber, \$120; 622 pcs. 2-inch do., \$31 per thousand feet, \$485; 700 pcs. 1-inch do., \$45; 178 pcs. 3-inch do. \$35; 1,068 pcs. 1, 1 1/2 and 1 3/4-inch do., \$185; 460 pcs. 1-inch do., \$47. All of the above, with the exception of the second lot, was damaged by fire.

The following transactions in ocean freights are reported:—Quebec to Liverpool (steam), Deals, 72s. 6d.; Quebec to E. C. England, Timber, 28s.; Quebec to range of ports, 29s. The s.s. "Bratsburg" was chartered to load deals at Montreal for Glasgow or Liverpool on private terms. The charters for the season are about closed for the port of Quebec. Following is the comparative statement of timber, masts, bowsprits, spars, staves, etc., measured and culled to date:

Table comparing timber, masts, bowsprits, spars, staves, etc. for 1887, 1888, and 1889.

FOREIGN.

The imports to London have recovered somewhat

since the strike and now present their usual volume. Ship-building proceeds with increased activity, and the new orders placed on the Tync, Wear and Barrow, give promise of a continuance of work throughout the year. The recent importations of Black Walnut logs to London have been of a particularly poor character, and it is always difficult to find buyers for such wood. Large prime logs are wanted. The arrivals of American Whitewood have been large, though mostly in the shape of lumber, of which the consumption is very considerable: prices remain unchanged. Stocks of Cedar have accumulated, and there is not much business doing.

The high import cost has checked the demand for all descriptions of Canadian timber, but the present very moderate stocks must realize full prices, as they cannot now be materially augmented until next season. Advances from Quebec point to prices being fully maintained for next season's goods.

The stock of Quebec Pine Deals in Glasgow at present is considerably larger than that held at the corresponding period of 1887-8. The excess, however, is in the lower-price Deals, chiefly 4ths. The proportion of 1sts, 2nds and 3rds now in stock is well suited to the requirements of the market.

The London Board of Trade returns for September are of a favorable character. The import of timber and deals was exceptional. A year ago the returns for September far exceeded those of September, 1887, but those of same month of the current year exceed those of the corresponding month last year (apart from Staves and Mahogany) by 102,923 loads, the total import of the month exceeding a million loads, which, added to the previous eight months' supply, brings the quantity imported to the large total of 5,640,222, for the three-quarters of the year now accounted for, and exceeding the whole three years' importation of either 1886 or '87. The value of the supply to date is estimated at £13,717,446, as against £9,403,517 last year, showing an excess of £4,313,929. It appears from this showing that the trade has paid nearly four millions four hundred thousand pounds more for its foreign timber than it did twelve months ago up to the same period.

WASTE POWER.

(Manufacturers in the Canadian West.)

The statement that out of every hundred men engaging in business but three are successful, is a statistical chestnut which may be correct in the main, and if so, the pertinent inquiry, "What is the matter with the other ninety-seven?" is in order. This query, so far as it relates to manufacturers using steam power, has a partial answer. A leading firm has recently been pursuing a systematic series of investigations to determine what percentage of power actually developed was utilized in production, and how much was wasted. Careful tests in some of the most prominent manufacturing concerns in the country gave some curious results.

In nearly every case it was found that at least fifty per cent. of the power was wasted. One large establishment wasted sixty-five per cent. and another seventy-three per cent., while in another, where the engine was developing sixty indicated horse-power, eleven-twelfths of this amount was wasted in friction and other useless work, and only five horse-power was available for purposes of manufacture. In most manufacturing enterprises the cost of fuel is a very serious item, and The Stationary Engineer thinks it would appear to be well worth the time of the owners to start a little investigation as to what becomes of the power they pay for. Economical production of steam and judicious transmission of power from the engine to the line shaft, and from the line shaft to the different machines throughout the factory, is the beginning and end of steam using, and the manufacturer who pays no attention to these points need scarcely hope to be one of the lucky three. In general practise the shafting is too light and the hangers too far apart. Then the shaft is loaded up with heavy cast-iron pulleys, thus producing excessive journal friction. Belting does not grip well on iron pulleys, and, in order to prevent slipping, the belts have to be kept tightly laced. This excessive tension, added to the great weight of the pulleys, invariably puts the shafting out of alignment, and further aggravates the journal friction, all of which uses up the coal heap rapidly, shortens the life of belts, and swells the engine expense account. Manufacturers would consult their own interests by using ropes and grooved wood pulleys for all main drives, and light, strong, well-finished wood pulleys for all belt transmissions. The ratio of friction to pressure for 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.

HOW TO MANAGE SAWS.

(Price 25c per 1000)

In writing on the management of circular saws I shall begin with the arranging of the saw. First see that the foundation is solid and level, then lay the frame and track. See that the saw stands plumb when the frame is bolted down. The mandrel should fit the boxes as tight as possible and run without heating. I prefer flat collars—or both rightly concaved—as the saw will then run straight and true without dishing. The number of teeth in a saw is not of so much importance as some sawyers suppose. It is held by some that a tooth will cut a quarter of an inch deep as easy as it will an eighth, the same force being required to break the grain of the wood. This would be true if we were cutting straight-grained logs all the time, but logs are curly, twisted, knotted and crooked. If a tooth cuts too deep it loses power in forcing out the sawdust as well as in breaking the grain of the wood. Therefore it is best to run a saw with few more teeth than the saw makers usually put in. The more teeth and the higher speed the smoother will be your lumber. In lining a saw stretch a line parallel with the saw, set the first head-block up to it then run the carriage back eight or ten feet, the head-block should then be one eighth of an inch back from the line. This will give the saw room to clear the log in running back. If your last board is wedged move your set pinions to suit. Keep the sawdust brushed off the rack so that your carriage will run smooth.

Swage the saw in all kinds of weather, and for all kinds of timber, using a side file; you have then a perfect saw, every tooth cutting exactly alike, which is not the case with a saw set with a spring set. File as straight across as you can without letting the file scratch, and file from both sides; you will then have bevel enough to ensure the outside corners being the longest at the very point. I have run an 8-gauge 50-inch saw, having fifty teeth filed as I have directed, and I find that it cuts easier and runs as true and steady as a thicker saw with the same set.

Keep the points full, square and sharp and you will never be troubled by your saw dodging knots. I think it advisable to keep the throats well gummed out so that there will be but little filing to do. File all from the under side, then smooth off the upper side with a rub or two to bring the point to a fine edge. The shape of the teeth will then be kept the same, being round on the back, all but about one-half inch at the point also about one-half inch on the front.

To file a saw, keep your saw round, take a file, hold its edge on the guide and shove square on the saw until it touches the teeth, then stop and file off all that are marked, repeat the operation until you have accomplished your purpose.

Run your saw on such a feed that your power will keep the speed regular, as regularity of speed is one of the first requisites of good sawing. A mandrel must not be too light or it will spring and heat. In mills where three bearings are used they sometimes heat by getting out of line, a belt too tight will cause a bearing to heat. If the belt will not drive the saw without being very tight it will be better to increase the size of the pulley and lose some speed if the engine cannot be run faster. A tightener is a good thing, but if a mill will do its work without it, it is certainly better to do so.

If you wish to give a saw more dish, put a ring of paper about one-half inch wide the size of the inside of the collar, put it on next to the fast collar, then put on the saw, cut another ring the same width and of the size of the outside of the collar, wet and stick it on the saw, put on the collar and tighten up, this will force the saw over to whichever side is desired. If the saw is out of true you can bring it up straight by putting in pieces of paper and tightening up the nut.

To level up the track lay a straightedge across it at the saw making sure that it is level. With another straightedge try the track two feet from the saw and see if the top of the second straightedge is in line with the first; if so then try two feet further away, and so on until the whole track has been gone over. By this method the slightest twist can be discovered. The strain of the belt has a tendency to draw the saw out of

line and wears the bearings all on one side, consequently the saw will require constant care, attention and watching to keep everything in perfect running order.

SPEED OF SAWS.

(Prof. J. P. Blum, in Iron Trade Review)

Judging from the noisy din and clatter heard at many mills, there is evidently a miscalculation in adjustment of machinery somewhere, and a close examination will generally reveal the fact that the small saws are all running too fast. It has been aptly remarked that a saw running too fast is a very poor tool in any event. Better run slow than too fast. It has been noticed in many shops, eight and thirty-inch saws are often run on the same arbor with no arrangement for changing the speed with the saw. According to the best authorities, four thousand revolutions per minute is a fair speed for an eight-inch saw, but a twelve-inch is working very rapid at a third this rate. So when different sized saws are to be run on the same arbor, a couple of step-pulleys would be a desirable attachment.

Of course, saws can be made to run at very high speed and still do good work in light wood, but high speed does not amount to much in heavy, hard work.

For high speed a saw should be well hammered near the centre, thus making it appear dishing when not running, so when run at a high rate of speed the centrifugal force, which is enormous, will be counterbalanced by the tight rim. Sometimes a saw not hammered at the centre, while running at a high speed, will stretch the rim and make the saw buckle, cutting a swath an inch wider than the set of the saw.

In the use of a dish-hammered saw, the expansion of the outer edge brings the saw true and flat. Again many are run with insufficient set. This will cause a saw to buckle, by the surface sides of the saw being brought in contact with the work, this friction causing much heat, which, of course, expands the outer portion of the saw. Some little time ago, a well-known sawyer and saw expert was called upon to trace out the trouble with a saw-mill; he went there and found them sawing wet, green cedar with a saw set for dry, seasoned pine. The saw was not large enough to reach through the cedar logs, and before one cut could be made, the saw would become hot from friction with the furred, ragged edges of the work. As a natural consequence, it began to cut a very wide kerf, caused by the saw buckling. When the log was backed out, the saw rattled badly and seemed full of kinks. The expert found the saw completely spoiled, being bent and twisted all out of shape and had to be rehammered before it was of any use.

Many sawyers spoil their saws by not attending to the different speeds and calculating the various labors required to saw the different woods. When a saw begins to rattle do not shut down, but keep the mill running, with a narrow board dressed up against one side, until the saw becomes dished all one way instead of kinking. By this means it will soon stop rattling and then get cool and keep its shape.

A saw should not fit tight on the arbor. If it does, any heating of the bearing will play the mischief with the work, as the saw receives it and suffers severe strains thereby. When the center of the saw is made to expand by heating, it is really worse than the outer edge expanding. In the former case, there will not only be friction against the wood but in nine cases out of ten the saw will burst instead of buckling. The results are much more disastrous both to life and property.

CHANGEABLE-BIT SAWS.

By Foreman

The inserted-tooth saw of to-day is by no means a tool that will give way to the solid. One-third of our mills would cut more and better lumber if they used the inserted-tooth saw. Many mills of 20,000 to 40,000 capacity have nothing but the inserted-tooth saw. It is known by but few mill men what kind of an inserted-tooth saw is now put on the market. They are made fully as thin and much stiffer than the solid. The plate is of a higher temper, is not so much affected by the strains which it is subjected to, and will run three times as long without hammering.

Now with one-half the sawyers in this country (not

saying a harmful word about one of them), the inserted-tooth saw is the best and cheapest. One-half of the new solid saws in such hands are practically ruined the first 30 days they are run. First, how many such filers can exactly imitate the filing of a new saw from the shop? After the saw is filed and swaged the tooth is changed, the saw changes its course and the result is a hot saw, strained in the guides, lead of mandrel changed probably, and in a short while the saw is ready for the saw hammerer. The inserted tooth, on the contrary, is filed two or three times, and when it shows an inclination to go wrong what is done? why a new set of teeth is put in, and a few changes convinces the filer that that shape of tooth is the best, and he has it before his eyes day by day to imitate in his filing.

It is not the use of a saw that makes it lose its tension, half as much as its abuse. A saw constantly heating quickly calls for hammering. An inserted-tooth saw requires but little if any gumming, and this is not done in the saw but in the tooth, so the tension is disturbed but little. Some of them requires no gumming at all, so on medium mills such saws can be run for years without hammering, while the solid saw in the same hands would have been replaced several times by a new one.

The additional cost of a good inserted tooth saw over a solid, is but little when compared to making good lumber and having a saw that can be relied upon. Inserted-tooth saws will run with less power, because they are not chock full of teeth, as we often see solid saws. The first are confined to the limit most suitable for the work, and each tooth cuts a chip instead of scraping. The solid saw is seldom, if ever, kept rounding, a great detriment to a good saw—bad filing and swaging soon get them out of round and they seldom get back. Few men realize the fact that if the teeth are not of the same pitch, the saw is soon filed out of round. Inserted-tooth saws have the proper set, and it is maintained as the teeth are changed. The filer has an example to be governed by, and is led to watch results. A saw with but limited set runs very deceivingly, first heating on the rim, then in the centre, running out and in, and unless a man has a kind of a "go by" he resorts to tinkering with the guide, lead, etc., all a detriment to the saw. It is well to admit that in the hands of first-class filers no such trouble is had.

Inserted-tooth saws are never hammered as open as the solid, from the fact that there are fewer teeth, higher temper, and less points of centrifugal strain to affect it. We now have inserted saws running on steam feed mills cutting 40,000 feet per day, with excellent results. On the whole, taking the capability of filers, the inserted saw is the cheapest for at least one-third of our mills; in fact, our largest mills are adopting the inserted-tooth for their edger saws, because, they require less attention and do equally as good if not better work than the solid. One maker guarantees his saws not to heat; that a board can be left between them without the least fear of heating. Many men undertake to run a saw with too little set, and this is why the inserted saw generally gives satisfaction. It requires more power to drive a 10-gauge imperfect saw with limited set, than it does a 6-gauge with ample clearance.

In the hands of men who know how to take care of a saw, the solid is the best, but then not over one-half of the filers through the country can properly use an emery wheel, swage a saw to hold its corners, nor shove a file squarely, and I would like to know why there is not room for many an inserted-tooth saw where there is now a buckled plate of steel, with a lot of "pigs" "picking" away at the owner's pocket strings.

UNDER the title of the Canada and the Northwest Coal and Lumber Syndicate, a company at Bristol, Eng., with a capital of £70,000, has been registered according to the laws of the country, for the purpose of acquiring certain freehold coal and timber lands in the Northwest territory. Investment in Canadian timber lands seem to find favor in England.

THE B. F. STURTEVANT BLOWER WORKS.

The development of the fan blower in its many applications, is a feature of the mechanical progress of the last twenty-five or thirty years. But little over a quarter of a century ago, B. F. Sturtevant the pioneer in this business, and now by far the largest manufacturer, constructed his first fan blower. At that time Mr. Sturtevant, having just come to Boston from his birth place in Maine, where he had learned the trade of a shoemaker, was inventing and experimenting upon a machine for pegging shoes. This experience revealed the necessity of, and led him to invent and place upon the market, a type of small fan blower, for removing, by exhaustion, the fine leather dust and clippings from shoe buffing machines. The call for these fans rapidly increasing, he established a small shop at 82 Sudbury St., where seven or eight men were employed.

The utility of the fan blower was readily appreciated, and as readily applied for the removal of light refuse material from all classes of machines, to the ventilation of apartments, and to the blowing of boiler, forge and cupola fires. In the latter cases particularly, it rapidly superseded the cumbersome positive blast blowers, so called

As the business gradually increased, room after

three miles outside the city proper. Here extensive and convenient shops were erected, and additions gradually made until they form at present by far the most extensive works in the country devoted to the manufacture of fan blowers. The accompanying cut clearly shows the comparative size and arrangement of this extensive plant. The buildings are all of brick with one, two and three stories, according to the class of work. All are generously supplied with light and fresh air and contain all of the modern improvements, conducive to the welfare of the employees and the production of the best work.

Passing in at the office door which is directly across the tracks from the Jamaica Plain station of the Boston & Providence R. R., two commodious offices are entered. One devoted to the uses of the superintendent, purchasing agent, timekeeper, and other clerks connected with the manufacturing end of the establishment. The other office, excellently, lighted from three sides, is given up to the general manager, correspondents, cashier, bookkeeper, advertising department, &c., while directly over head is the draughting room, equally well lighted and having accommodations for twelve to fifteen draughtsmen.

Passing out from the offices, one enters upon the first floor, the engine shop, where are built all the engines required for driving the Sturtevant Fans, as

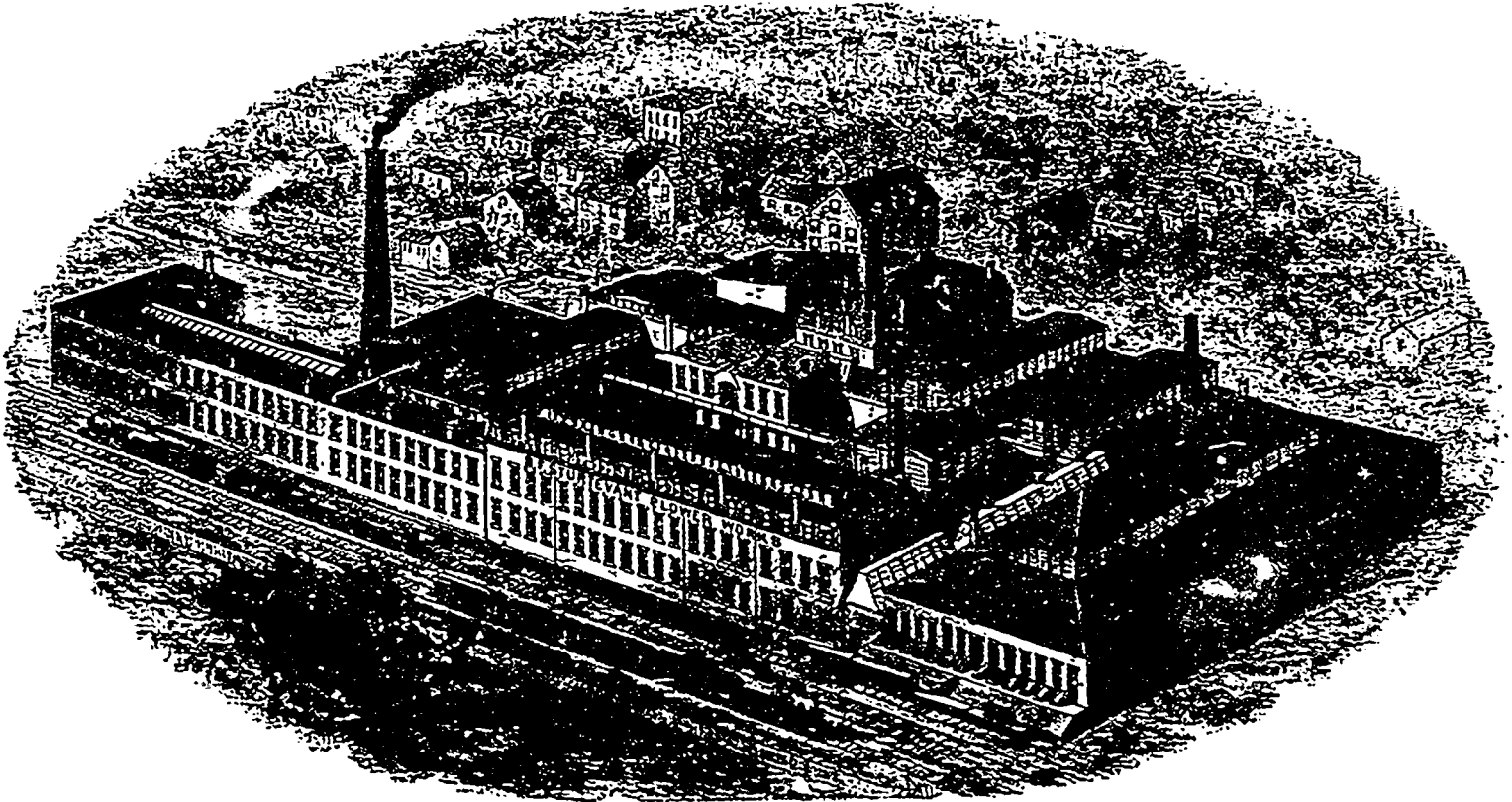
establishment, are made within its walls, and the highest quality is always maintained. A large new foundry building, seen in the foreground of the cut, has recently been erected, and will soon be occupied, thus giving much more additional room for this important branch of the manufactory.

As the shops run parallel to and near the tracks of the Boston & Providence R. R. the general supplies have to be simply transferred from the cars to the buildings. Special bins are arranged so that coal, iron, moulding sand, materials of manufacture, &c. can be unloaded direct from the cars. The entire length of the works facing the tracks is about five hundred feet.

A packing room, paint shop, erecting shop, pattern storage rooms, sheet iron and tin pipe shop, shipping room and stables occupy a large space at the back of the main building mid way of its length. Owing to the comparatively bulky nature of a fan blower and the large stock always carried, considerable space is necessarily reserved for storage, and all regular sizes of fans can be shipped immediately on receipt of order.

The establishment now has about five acres of available floor space, and employs over three hundred men in the various departments. The principal shops are lighted by electric light, the dynamos being driven by a Sturtevant engine. A large increase in the capacity of the works is even now imperative and extensive additions will be made during the coming year.

The growth of the business during the past few years has been marvellous, increasing about 100 per



room was rented, until 72, 76 and 82 Sudbury St. were all occupied and forty to fifty men employed. In 1866 Mr. Sturtevant received the order for the large ventilating fans for the U S Capitol and built what were then the largest encased fans in the country. The subsequent construction of a fan wheel 16 inches in diameter for the Danvers Insane Asylum, was at that time looked upon as a remarkable piece of work.

Being one of those men, who is never contented until he is fully master of all matters pertaining to his business, Mr. Sturtevant made during this period his extensive and widely known experiments upon the efficiency and capacity of fan blowers. Few men would ever have carried out to such perfection experiments entirely at their own expense. But the time and money thus expended has been repaid a thousand times in the success which has attended the introduction of the Sturtevant fans. Constructed upon scientific principles, and fully tested by untiring experiments they have proved themselves invaluable in almost all lines of trade. The results of these experiments were given to the public in a series of elaborate catalogues containing many tables of great utility.

The lack of room and the inconvenience of a city shop finally compelled, in the spring of 1878, the removal of the entire plant to Jamaica Plain, some

well as the high grade Sturtevant Automatic Engines, both upright and horizontal. This shop has recently been very fully refitted with new tools of Niles, Hendy, Brainard, and similar makes, so that the best work can be turned out. The second floor immediately above the engine shop, is given up to the manufacture of shafts and boxes, brass work, &c.

In the centre of the building adjoining the engine shop is the boiler plant, and near by a Sturtevant Automatic Engine furnishes power for the shop. The next room entered is devoted entirely to the manufacture of the Sturtevant Heaters, which are used in connection with the fans for heating and drying purposes. Here from thirty to forty men are employed, and special tools are introduced for the tapping of the sectional bases, piping of the sections, &c. Steel pipe is now used in all of the sections, and each one is tested to 150 pounds hydraulic pressure before it leaves the shop. Enormous heaters are conveniently and readily constructed upon the sectional plan, in fact a single heater recently shipped contained about five miles of 1-inch pipe.

Immediately over this room, on the second floor, is located the fan housing shop, where all the steel plate fan housings are constructed. Above this in turn is a large room devoted to the construction of fan wheels of all sizes, and shapes and for all uses. Here may be seen the delicate fan wheels for the smallest fans for jewellers use, and the ponderous ventilating fans with housings standing twenty to twenty-five feet high. In the centre of the building, above the boiler and engine rooms, is the pattern shop of ample dimensions.

All of the brass and iron castings required in this

cent. in three years. Although Mr. Sturtevant was the original inventor of the Steam Hot Blast Apparatus (consisting of a fan and heater combined) and has sold a great many during the past twenty-five years, yet the development of mechanical drying, ventilating and heating systems during the past few years, has put out of sight all previous business in this line. Last year's sales of the Sturtevant Steam Hot Blast Apparatus show an increase of forty per cent. over those of the year before, bringing the total up to about 5,500, but this year will completely over-shadow this record.

Lumber, wool, cotton, fabrics, pottery, glue, tobacco, &c., are now successfully dried and buildings of all classes are most satisfactorily heated and ventilated by the apparatus. Every planing mill has its Sturtevant Exhauster; every foundry its Sturtevant Steel Pressure Blower, and in many a manufactory where one could imagine no possible use for a blower, he finds one at use for some novel but useful purpose.

Mr. Sturtevant's personality is every where evident in designs and unique arrangements, his whole attention being devoted to that all-important branch, the constructive details of the business. The business as a whole is now directly controlled by Mr. E. N. Foss, Gen. Manager. The branch houses and sale rooms are maintained at Boston, New York, Chicago, Portland, Ore and London. The Chicago house is under the local management of Messrs. Foss & Noble, who handle all of the dry kiln and heating trade of the middle, Western and Southern States. A new branch in charge of Mr. O. C. Gove has recently been established at Portland, Ore. to reach more effectually the rapidly increasing trade of the Pacific coast.

PUBLICATIONS.

The *Brickmaker* is the title of a new semi-monthly trade journal issued from Chicago. It is gotten up in excellent style, contains 40 pages, is filled with well written editorials and for a new publication is well patronized with advertisements. It is the only paper published in the world devoted exclusively to the interest of brick manufacturers, and we wish it every success. Published by Chas. F. Davis & Co. 182 and 184 Monroe, St. Chicago, at \$1 a year.

We are in receipt of a specimen copy of the *Scientific American Architects and Builders* edition. This is a master work of its kind and should be extensively patronized, as it is replete with valuable information and profusely illustrated. Subscription \$2 50 per year. Published by Munn & Co., 361 Broadway N. Y.

Ottawa Lumber Trade.

The following is the amount of timber run through the Chaudiere and Gatineau slides and booms this season up to June 22nd.

May 20th—Ninety cribs containing 2,021 cubic feet, belonging to A. Barnet from the Petewawa; 46 cribs containing 1,111 cubic feet of Barnet & Mackay's timber from White Trout lake; 146 cribs, equal to 4,098 cubic feet, belonging to R. H. Klock & Co., from Rock Farm Deep river 11 cribs, or 328 cubic feet, from Campbell Bay, Calumet, owned by R. H. Klock & Co.

May 21st—Ninety-four cribs, or 2,574 cubic feet, from the Coulonge river, belonging to Messrs. J. & G. Bryson.

May 29th—One hundred and sixty-one cribs or 4,091 cubic feet of Thistle, Carswell & Co.'s timber from the Petewawa river. Also 146 cribs, or 3,582 cubic feet, from the Petewawa river belonging to the same firm.

June 6th—Gillies Bros. raft of 53 cribs or 1,420 cubic feet from the Coulonge river.

June 8th—Mr. R. Hurdman's raft of 96 cribs, or 2,326 cubic feet, from the Magnissippi river.

June 10th—Hawkesbury Lumber Co., a raft of 121 cribs, or 2,697 cubic feet, from the Dumoine river.

June 13th—A raft belonging to Messrs. Booth & Gordon, consisting of 121 cribs, or 3,126 cubic feet, from Indian river.

June 14th—201 cribs, or 5,314 cubic feet, belonging to Mr. Alex. Fraser from the Coulonge river and 14 cribs, or 2,848 cubic feet, belonging to the Hawkesbury Lumber Co., from the Dumoine river.

June 22nd—76 cribs, or 1,896 cubic feet, belonging to Mr. R. Hurdman, from the Magnissippi river.

LOGS PASSED DOWN.

Grier 1,070 through the Hull slide.

MacCracken and Booth 45,122 from the Gatineau river.

Rathburn Co., 8,482 by the Gatineau.

W. C. Edwards, 112,573 by the Gatineau.

Hawkesbury Lumber Co., 12,449 by the Gatineau.

J. Maclaren & Co., 62,332 by the Gatineau.

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at various United Kingdom ports since our last issue:

ANDROSSAN.—Amund Tveten, Halifax, 6715 deals.

BARROW.—Famlien, Halifax, 6984 deals and ends, 2164 birch deals.

BELFAST.—Fredrick, St. John, 18,678 deals and ends. Norman, Miramichi, 28,108 deals and ends, 12,000 fir palings. Vase, Miramichi, 15,047 deals, scantlings and ends, 10,800 palings. Bolivia, Quebec, 81 pcs. hewn elm, 30 pcs. hewn oak, 346 pcs. hewn fir, 34 pcs. birch, 20,892 deals. Lothair, Miramichi, 18,881 deals and ends. Lord Devonshire, St. John, 67,898 deals, 10,000 palings. Lady Blessington, Quebec, 4004 pcs. sawn fir, 30,608 deals and ends, 7200 oak staves. Cathineca, Bay Verte, 14,345 pcs. sawn fir.

BEAUMARIS.—Falcon, Quebec, 19 pcs. hewn oak, 26 pcs. hewn elm, 12 pcs. red pine, 423 pcs. yellow pine, 20 round pine spars, 2867 deals, 250 pipe staves, 600 w.o.w.i. staves. Christian Wilhelm, Richibucto, 15,324 deals and scantlings.

BERWICK.—British Constitution, Quebec, 176 pcs. hewn fir, 41 pcs. hewn oak, 125 pcs. hewn timber, 5982 deals and boards, 437 staves, 18 lds. lathwood.

BRISTOL.—Maretta Braille, Miramichi, 28,521 deals, battens and ends. Sognedalen, Shediac, 21,702 deals, battens, scantlings and ends. Ragnar, St. John, 30,010 deals and battens, 457 scantlings, 3279 deal ends. Ontario, Montreal, 1595 pine deals, 4172 pine boards, 3 bds. doors, 56,256 ft. elm, 10,728 ft. oak. Egglestone, Montreal, 12,309 deals, 15,994 boards. Texas, Montreal, 2674 spruce deals, 3462 pine deals. Lagartha, Shediac, 13,997 deals, scantlings, boards and ends. Arizona, Quebec, 231 pcs. oak

timber, 111 pcs. elm, 1007 pcs. yellow pine, 5209 deals and ends. Uranos, Halifax, 12,521 deals, battens and ends. Alfhild, Quebec, 264 pcs. oak timber, 1459 pcs. pine, 2715 deals. Oxo, Miramichi, 20,635 deals, boards, scantlings and ends, 28,930 palings. Tasmanian, Quebec, 231 pcs. oak timber, 941 pcs. pine timber, 2370 deals, 1567 ends. Dominion, Montreal, 4563 pine deals, 34,530 ft. ash, 1200 ft. basswood.

CHESTER.—Marie, Buctouche, 6963 spruce deals, 937 spruce scantlings, 2192 deal ends. Fortuna, Campbellton, 6768 spruce deals, 22 deal ends. Glynwood, Jordan River, 8648 spruce deals and ends, 471 spruce deal ends.

COLERAIN.—M. A. Nutter, St. John, 11,768 spruce deals. Victor, Halifax, 5385 fir deals, 573 deal ends. Martana, Quebec, 10,678 deals, 2315 fir staves, 12 pcs. hewn fir, 6 pcs. hewn elm, 5 pcs. hewn ash. Ailsa, Quebec, 16 pcs. hewn oak, 42 pcs. hewn n. o. e., 526 pcs. hewn fir, 3369 pcs. sawn fir. Mary Coles, Miramichi, 7795 deals and ends. S. B. Hume, St. John, 10,817 spruce deals.

CORK.—Eva Lynch, St. John, 16,663 spruce deals and ends.

CARNARVON.—Vaaren, Halifax, 8557 deals.

CARDIFF.—Homewood, Quebec, 692 pcs. hewn fir, 298 pcs. hewn oak, 76 pcs. hewn ash, 240 pcs. hewn birch, 111 pcs. hewn elm, 4569 pcs. sawn fir. Anna Camp, Quebec, 97 pcs. hewn oak, 81 pcs. hewn elm, 63 pcs. hewn birch, 755 pcs. hewn fir, 11,339 pcs. sawn fir, 2794 fir deals and ends, 750 oak staves. Gaetanin, Miramichi, 16,913 fir deals. Magnolia, Quebec, 5180 pcs. sawn fir, 172 pcs. hewn oak, 149 pcs. birch. Vesta, Quebec, 56 pcs. hewn elm, 366 pcs. hewn fir, 1839 deals. Caterina G., Miramichi, 18,323 fir deals. Vesta, Quebec, 150 logs hewn oak. Romulus, Quebec, 38 pcs. hewn oak, 117 pcs. hewn elm, 3471 pcs. 177 pcs. hewn fir. Iona, Quebec, 470 pcs. hewn fir, 3942 deals. Senator Weber, St. John, 44,040 deals. Cora, St. John, 47,363 deals. River Indus, Miramichi, 85,184 pcs. sawn fir. Pioneer, Bathurst, 34,201 deals, ends, scantlings and boards. Rose, Miramichi, 14,905 deals, battens and ends. Emil Stang, St. John, 28,161 deals and boards. Edsawa, Montreal, 6695 pcs. sawn fir, 3000 staves. Salmoni, Miramichi, 19,711 deals.

DOUGLAS.—Earnest and Marie, Dalhousie, 8385 pcs. sawn fir, 24 pcs. birch.

DUBLIN.—Arklow, Miramichi, St. John, 19,092 pcs. sawn fir, 2734 sawn fir ends. Chittagong, Miramichi, 48,572 deals. Skien, Quebec, 30 pcs. oak, 20 pcs. elm, 30 pcs. birch, 20 pcs. ash, 218 pcs. walnut, 14,664 deals, 30 pine boards. Hiawath, Bay Verte, 13,220 deals, 875 palings.

DUNDALK.—Sunshine, St. John, 12,687 deals, battens and ends.

DU'NDIE.—Agnes Linch, Quebec, 13 pcs. hewn oak, 67 pcs. hewn elm, 11 pcs. hewn ash, 416 pcs. hewn birch, 442 pcs. hewn pine, 2728 sawn deals. Skjold, Quebec, 29 pcs. hewn pine, 20 pcs. hewn ash, 260 pcs. hewn birch, 8148 pine deals. Nelga, Miramichi, 22,778 deals and ends.

FLEETWOOD.—E. T. G., Quebec, 58 logs hewn hickory, 52 logs hewn cherry, 4250 pine deals, 668 pcs. hewn pine, 44 pcs. hewn oak, 33 logs hewn ash, 66 logs hewn birch, 50 logs hewn elm, 32 logs hewn oak, 41 logs hewn birch. Poseidon, Montreal, 22,286 deals, boards and ends, 131 logs sawn fir, 6000 fir palings. Onkel Christian, Halifax, 10,212 fir deals. Lora Lytton, West Bay, 37,038 fir deals, 1306 fir boards. Stad, Halifax, 18,051 deals and ends.

GLASGOW.—Concordia, Montreal, 358 pcs. oak lumber, 4568 deals, 94 pcs. ash. Etua, Quebec, 1800 lds. deals, 790 lds. pine, 176 lds. birch, 3 lds. ash, 3 tons walnut, 19 tons hickory. Siberian, Montreal, 3267 deals, 107 pcs. timber. Warwick, Montreal, 543 deals. Pomeranian, Quebec and Montreal, 355 lds. deals. Thorsholme, Montreal, 49,916 deals, 42 bds. pickets, 1 ldl. beam handles. Hartlinger, Montreal, 48,791 deals, 12 lds. pickets. Aldeles, Montreal, 9636 deals. Corean, Montreal, 5300 deals. Colina, Montreal, 2700 deals. Samaritan, Quebec, 7342 deals. Somerset, Bathurst, 10,686 pine deals, 281 scantlings, 871 pine deal ends. Circe, Montreal, 2012 deals, 2250 deals and ends, 563 boards. Resille, Campbellton, 332 pcs. birch timber, 44 pcs. spruce timber, 4 pcs. pine, 7610 pine deals, 355 spruce deals, 165 spruce scantlings, 470 spruce deal ends, 171 birch planks, 892 pine ends. Norwegian, Montreal and Quebec, 600 deals.

GLoucester.—Ignoff, Montreal, 11,011 deals. Lucy Rippen, Miramichi, 30,625 deals, 4703 pcs. birch. Lilla, Grand Pabos, 55,271 deals. Lucy Rippen, Miramichi, 12,000 fir palings. Vertha, Pughwash, 16,556 deals. Lita, Shediac, 17,303 deals. Lina, Parrsboro', 25,646 deals. Kong Sverre, Bathurst, 22,101 deals. Lina, Pictou, 1,344 pcs. hewn birch, 2,682 deals and ends. Iris, Bathurst, 42 pcs. sawn fir. Hortensia, Parrsboro', 23,266 deals. Darja, Buctouche, 13,710 deals.

GREENOCK.—Bertie Biglow, Quebec, 286 pcs. oak, 60 pcs. elm, 461 pcs. ash, 214 pcs. red pine, 4241 red pine deals, 1405 red pine deal ends, 750 pipe staves, 3600 w.o.w.i. staves, 278 white pine logs. Aarvak, Quebec, 199 pcs. oak, 20 pcs. hickory, 107 pcs. red pine, 168 pcs. square white pine, 2658 spruce deals, 2640 pine deal ends. Trio, Quebec, 2 pcs. square white pine, 519 pcs. oak, 87 pcs. elm, 115 pcs. red pine, 57 pcs. waney white pine, 167 pcs. square white pine, 895 white pine deals, 1000 white pine deal ends, 803 red pine deals, 1017 spruce deals. Prince Eugene, Quebec, 107 pcs. elm, 167 pcs. red pine, 756 pcs. square white pine, 254 pcs. waney pine, 3660 spruce deals, 1730 pine deal ends, 77 pcs. oak. Fortuna, Quebec, 50 logs hewn oak, 5 logs hickory, 30 logs hewn elm, 16 logs hewn ash, 171 logs hewn birch 45 logs red pine, 141 logs yellow pine, 204 logs waney pine, 2157 deals and ends. Golden Horn, Quebec, 316 pcs. oak, 185 pcs. ash, 11 pcs. basswood, 19 pcs. maple, 5 pcs. birch, 4 pcs. cherry, 4 pcs. butternut, 447 pcs. white pine, 2,792 pine deals, 1,282 pine deal ends, 217 spruce deal ends, 20 pcs. walnut, 366 pcs. red pine.

LIVERPOOL.—Vanloo, Quebec, 145 pcs. red and 354 pcs. ww. pine, 2444 w. p. deals, 268 pcs. oak, 714 pcs. square w. pine, 1,194 w. p. deal ends, 87 pcs. w. ldl. pine, 26 pcs. birch, 68 pcs. ash, 393 deal ends, 1645 fir deals. Rossignol, St. John, 25,883 deals and battens, 3483 deal ends, 363 scantlings, 1180 pcs. birch. Polynesian, Montreal, 2923 deals; from Quebec, 431 cs. splints, 2715 deals. Waverly, Montreal, 91,610 deals and boards. Asta, Bay Verte, 15,403 deals, 1812 scantlings, 2,304 deal ends. Lake Huron, Montreal, 10,442 deals, 2059 boards. Livingstone, New Richmond, 169 pcs. birch timber, 12,815 deals, 1992 birch planks, 1597 deal ends. Lanarkshire, Quebec, 190 pcs. oak, 307 pcs. birch timber, 1069 pcs. white pine, 4475 spruce deals, 1667 pine deal ends. Familien, Bay Verte, 16,987 deals, 900 ends. Caspian, Quebec, 2240 spruce deals. Adelpia, Bay Verte, 14,447 deals, 822 deal ends, 552 scantlings. Vancouver, Montreal, 800 lds. hickory squares. Carthaginian, Montreal, 3295 deals. Cadiz, St. John, 879 stds. deals, 44 stds. ends. Antoinette, St. John, 995 pcs. birch timber, 24,364 spruce deals, battens and ends, 14,000 palings. Lake Ontario, Montreal, 462 deals, 16 logs timber, 7281 deals. Vancouver, Montreal, 11 elm planks, 10,014 deals and ends, 4039 boards. Nicolette, Quebec, 396 pcs. waney and 225 pcs. white, 227 pcs. oak, 100 pcs. elm, 2424 spruce and 500 pine deals, 278 deal ends, 804 pipe staves. Hilara, Montreal, 795 stds. pine deals and boards, 27 pcs. hewn oak timber. Tikoma, Richibucto, 29,327 fir deals and ends. Thorndale, Miramichi, 154 pcs. square timber, 56,136 deals, 11,413 scantlings, 27,030 boards, 9042 ends. Delhi, Miramichi, 5051 deals, 73,699 deals, boards, scantlings and ends. Lake Nepigon, Montreal, 5572 deals, 1145 boards, 375 pcs. lumber. Sardinian, Montreal, 2205 deals, 1169 boards; from Quebec, 641 cs. splints, 3759 bds. spool-wood, 156 bds. birch planks, 6 birch deals. Enterprise, Quebec, 222 pcs. oak, 332 pcs. waney white pine, 142 pcs. waney board pine, 123 pcs. cherry, 25 pcs. oak, 1 pc. elm, and 71 pcs. ash timber, 67 pcs. red and 624 pcs. w. pine, 6374 spruce deals, 53 spruce deal ends. Samia, Montreal, 493 doors, 11,780 deals, 4083 boards, 125 stds. deals and boards. Bellona, West Bay, 30,217 deals and battens, 988 scantlings, 12 deals, 2213 deal ends. Alumagh, St. John, 2937 birch planks and ends, 28,626 deals and battens, 746 spruce scantlings, 2490 deal ends, 3831 spruce boards. Coventry, Chatham, 65449 deals and boards, 6661 ends, 311,335 palings. Havelock, West Bay, 23,316 deals and battens, 2342 scantlings, 2126 deal ends, 7306 boards, 3363 birch deals, 317 birch deal ends. Lake Superior, Montreal, 7025 deals 222 pcs. studing, 948 boards. Lizzie Burrill, Quebec, 45 pcs. oak, 75 pcs. elm, 74 pcs. ash timber, 1060 pcs. white pine, 4424 pine deals, 1601 pine deal ends. Lennie, St. John, 7880 deals and battens, 4538 deal ends, 8000 palings. 810 pcs. birch timber, 325 scantlings. Emma Parker, Pughwash, 16,400 deals and battens, 1783 deals and batten ends. Zenobia, Parrsboro, 12,375 deals and battens, 104 scantlings, 1583 deal ends. Konoma, Richibucto, 8204 deals and ends. Erema, Charlottetown, 9900 deals and ends, 104 pcs. birch timber. Veritas, Parrsboro, 28,715 deals and battens, 446 scantlings, 2856 deal ends, 514 boards, 2 deals. Edmondsley, Montreal, 40,819 spruce deals, 2856 spruce deal ends. Ossama, Richibucto, 27,756 deals and ends. Joseph, St. John, 41,230 deals and bat., 3541 scantlings, 6001 deal ends, 2722 boards. Oregon, Montreal, 71,116 boards, 11,587 lds. 3630 red pine deals, 37 stds. Acis, West Bay, 26,102 boards and scantlings, 2086 deal ends. Keswick, St. John, 22,508 deals and battens, 764 scantlings, 733 pcs. birch timber, 3365 deal ends, 8000 palings. Fri, Pughwash, 17,801 deals and battens, 1203 deal ends. Paramatta, Quebec, 57 pcs. oak, 173 pcs. elm, 50 pcs. ash, 396 pcs. square white, 390 pcs. waney, 370 pcs. white pine, 1000 pine deal ends.

LANCASTER.—Orion, Dalhousie, 159 pcs. hewn fir, 93 pcs. timber unrated, 15,120 deals. Neptuneus, Quebec, 30 pcs. timber unrated, 757 pcs hewn fir, 3990 deals. This Lundegaard, West Bay, 15,230 deals and scantlings, 402 deals. America, Dalhousie, 4414 deals, scantlings and boards. Concorlin, Montreal, 280 lds. sawn fir, 8 oak logs, 6378 pcs. birch, 64 fir logs. Bishop Brun, Halifax, 1312 birch deals, 12,784 fir deals, 137 pcs. birch timber.

LANGLY.—Isipoven, Campbellton, 59 pcs. hewn birch, 3960 pcs. unrated sawn, 6017 pcs. sawn fir. Grethe, Halifax, 9706 pcs. unrated timber, 2403 pcs. sawn fir. Tancred, Halifax, 8435 pcs. sawn timber, 2774 pcs. sawn fir, 8 lds. birch.

LEITH.—Saga, Quebec, 17 pcs. hewn oak, 78 pcs. hewn elm, 8 pcs. hewn ash, 88 pcs. hewn birch, 19 pcs. hewn hickory, 340 pcs. hewn pine, 6377 deals and ends.

LONDON.—Angerton, Quebec, 67,688 deals. Ulunda, Halifax, 10,152 pcs. timber. Gerona, Montreal, 2 cars lumber, 5571 deals, 60 pcs. timber. Acuba, Montreal, 48,756 deals. Canadian, Montreal, 2 pkgs. lumber, 4476 deals. Fama, Quebec, 28,484 deals, 7371 planks, 3032 deal ends. Huanu, Quebec, 26,608 spruce deals. Hovding, Quebec, 46,051 deals, 2350 deal ends. Mathilde, Pabos, 20,633 deals and ends. Fin, Quebec, 17,802 deals, 1307 ends. Angers, Montreal, 2460 boards, 7905 deals, 6,866 deal ends, 2 cars lumber. Guy Colin, Montreal, 7797 battens, 1439 deal ends, 35,103 deals; from Quebec, 2584 deals, 18,412 deals, 2299 deal ends. Eri King, Montreal, 10,886 boards. Haverton, Montreal, 57,921 deals. Tropic, Quebec, 35,929 deals; 4384 deal ends. Tyn-dale, Montreal, 52,400 deals, 11,748 deals and ends. Smeaton Tower, Montreal, 32,493 deal ends. Carin, Quebec, 31,834 spruce deals, 1463 deal ends.

MILFORD.—Sigrid, Quebec, 15 lds. oak, 5 lds. elm, 269 pcs. hewn fir, 4627 deals. Sigrio, Quebec, 26 pcs. elm timber, 303 pcs. fir timber, 2657 deals.

NEWRY.—Culdoon, Parrsboro, 15,065 deals and ends. Kong Oscar II, Quebec, 30,096 pcs. sawn fir.

NEWPORT.—Niord, Quebec, 60 pcs. hewn oak, 20 pcs. hewn elm, 124 pcs. hewn birch, 20 pcs. red pine, 93 pcs. yellow pine, 7831 fir deals. China, Dalhousie, 24,966 deals, scantlings and ends. Eyr, St. John, 11,160 deals, deal ends, battens and batten ends. Muriel, Miramichi, 14,199 spruce and pine deals, 6920 boards and scantlings, 2061 fir ends. Rose Markham, Chatham, 1969 deals, scantlings and ends, 38,550 deals, scantlings, ends and boards.

PORTSMOUTH.—Winnifred, Quebec, 146 pcs. hewn elm, 55 pcs. wancy pine, 693 pcs. white pine, 4279 fir deals, 748 pcs. pine fir, 4733 deals and ends.

PLYMOUTH.—Canova, Quebec, 12 pcs. hewn oak, 8 pcs. hewn ash, 38 pcs. hewn birch, 20 pcs. hewn elm, 1591 pcs. hewn fir, 4544 pcs. sawn fir.

SOUTHAMPTON.—Netherholme, Quebec, 1,081 pcs. hewn oak, 274 pcs. hewn birch, 118 pcs. hewn ash, 8 pcs. hewn walnut, 53 pcs. hewn fir, 14,245 pcs. sawn fir, 7200 staves.

SUNDERLAND.—North Star, Quebec, 115 pcs. hewn oak, 179 pcs. hewn elm, 12 pcs. hickory, 191 pcs. hewn birch, 643 pcs. hewn fir, 1695 fir deals and ends. George Linck, Quebec, 161 pcs. hewn oak, 28 pcs. hewn elm, 74 pcs. hewn birch, 662 pcs. hewn pine, 1892 pine deals.

SWANSEA.—King's County, Quebec, 68 pcs. hewn oak, 44 pcs. hewn elm, 696 pcs. hewn pine, 7111 pcs. sawn pine. Nipolini, Miramichi, 17,425 pcs. sawn fir. Carl, Richibucto, 13,573 pcs. sawn fir. Anne Elizabeth, Miramichi, 11,303 fir spruce deals, 1180 fir spruce deal ends.

TROON.—Island, Quebec, 149 pcs. oak, 432 pcs. hewn pine, 976 deals, 485 deal ends, 1274 spruce deals, 1284 spruce deal ends. Ruby, Miramichi, 9237 deals and ends.

WESTPORT.—Sylphiden, St. John, 726S fir deals.

WHITEHAVEN.—Paulus, Richibucto, 13,530 deals, sleepers and ends.

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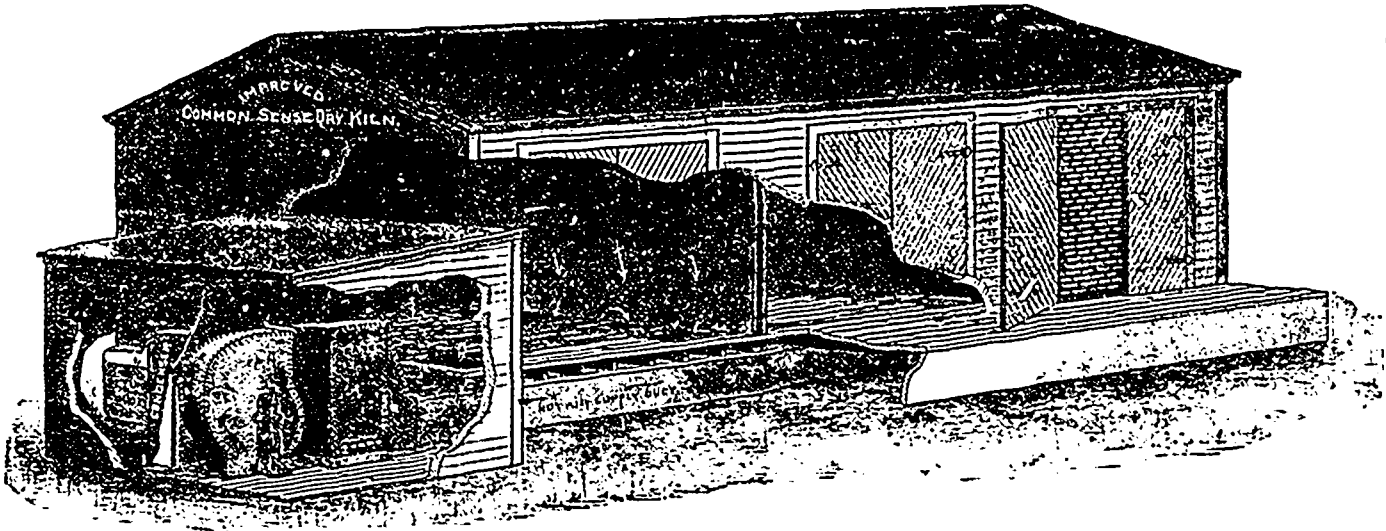


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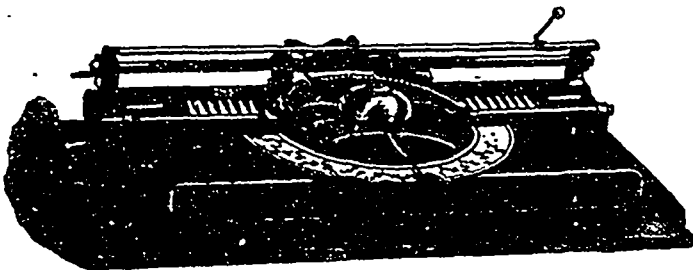
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(Lieut. Govr. of Ontario)
JOHN L. BLAIR, ESQ. VICE PRES.

The only Canadian
Boiler
Insurance Company
Licensed.

Economy of fuel
secured.

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of fifteen cents per line, each issue, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty-five per cent. will be allowed. Eight words of ordinary length should be counted as one line. Copy must reach this office by the 25th of the month to secure the appearance of the advertisement in the paper of the following month.

ENGINES FOR SALE AT A BARGAIN. One 25-horse power and one 35-horse power, with boiler, both nearly new; adapted for saw or grist mill use. Money to loan to purchaser, secured. J. A. CULL, Port Perry, Ont.

SAW MILL FOR SALE—NEAR GOODWOOD—with or without buildings—or would take good sawyer as partner. Address, JOHN DRUMMER, Blackwater.

SAW MILL FOR SALE—DOING LARGE lumber business—in County Bruce; also, grist mill site; fine water power. W. WHITE & COMPANY, Business Brokers, Toronto.

BOSS AUTOMATIC SHINGLE MACHINE by Turner & Burns, London, also six knife jointer, only used two weeks, equal to new, cheap. F. DRAKE.

AUTOMATIC SHINGLE MACHINE WITH two horizontal saws; guaranteed good as new; cheap for cash. F. J. DRAKE, Belleville.

FOR SALE—SAW MILL—CAPACITY FROM ten to twelve M. per day; in good running order, with shingle and lath mills, also dwelling house, store-house and stable, situated on Lake Huron, at the mouth of Sauble river, in County Bruce; any amount of good timber convenient; a splendid opportunity for a practical man. For further particulars address GEORGE QUIGGIN, Sauble Falls, P. O., North Bruce.

VALUABLE SAW MILL PROPERTY FOR sale—almost new; in good running order. Township of Tilbury East, Kent County, district well timbered, elm, maple, etc., purchaser may secure 500 acres of timbered land or the timber thereon, price of mill and three acres, \$3,000. Apply to J. G. STEWART, Fletcher P. O.

SAW MILL FOR SALE—VERY CHEAP best of its size in the country. JAS HUNTABLE, Hornings Mills, Ont.

FOR SALE—FOR \$1,600—NEW STEAM saw and shingle mill—with first-class machinery—worth \$2,500, grand opening for experienced man, satisfactory reasons given for selling. Apply Box 22, Keldon P. O., Ont.

PLANING MILL AND LUMBER BUSINESS for sale—Western town—plant and machinery in good condition; splendid chance for practical man to secure well-established paying business; terms favorable. W. WHITE & CO., Business Brokers, Toronto.

WANTED TO PURCHASE—PINE TIMBER limit of twenty to thirty million feet; must be good quality of timber, easy accessible to water or rail, and must stand close inspection as to quantity and be well worth the price asked. Address Packet Orillia Office.

MACHINERY FOR SALE

- 1. Circular Saw Mill (heavy) with steam feed, 3 head blocks, to cut thirty feet.
2. Circular Saw Mill (heavy) with rope feed, 2 head blocks, to cut twenty feet.
3. Lane's Patent Lever Set Circular Mill, No. 1, to cut 25ft.
4. Two Law's Shingle Machines.
5. One Iron Pulley 5ft x 16in face.
6. One Iron Pulley 4ft, 2in x 15 1/2 in face.
7. One Iron Pulley 8ft x 14in face.
8. 52in Lefel water wheel, made by Jos. Hall Co'y. good as new.
9. 30 1/2 in Lefel water wheel, made by Jos. Hall Co'y. G. order.
10. 14in Little Giant water wheel, made by J. C. Wilson & Co. Good order.
11. Wood Shaper (heavy) iron frame; wood top, two spindles and counter shaft; in good order.
12. Iron Planer, 28in x 28in x 8ft. Good order.
13. Iron Turning Lathe 28in x 14ft bed. Good order.
14. Iron Turning Lathe, rod feed, 8ft bed x 12in. Good order.
15. Iron Turning Lathe 15in x 8ft bed, screw feed; fair order.
16. Heavy Iron Boring Lathe 42in in gap x 8ft bed. Good order.
17. Bolt Gutter, cuts from 3/8 to 1in; in fair order.

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Insurance Companies.

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Combined Authorized Capital, \$3,000,000 00
Subscribed " 730,700 00
Cash " 150,760 00
Combined new business for 1888, 9,575,525 00
Combined new business for 1889 to June 1st, about \$3,000,000.

A FEW GOOD AGENTS WANTED APPLY TO

JAMES GALLON

District Manager,

PETERBOROUGH.

LUMBER

TRUCK * WHEELS.

The Montreal *

* Car Wheel Co.

MANUFACTURERS OF

CHARCOAL IRON CHILLED RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.

Works: Lachine, Quebec.

WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

CORRESPONDENCE SOLICITED

MACHINERY FOR SALE

List of SAW MILL MACHINERY for sale by H. W. PETRIE, Brantford and Toronto.

SAWMILL outfit, Waterous direct action at a bargain.

SEVERAL second hand saw rigs, two, three and four block.

A fine 66 inch inserted tooth saw also 52 inch do.

ONE new eclipse saw mill with all late improvements.

ONE saw Gummer, Disston make, Philadelphia.

ONE set hoop machines, American make.

Canadian agent for the celebrated Winne hoop machinery, catalogue free.

ONE drag saw rig, Waterous Engine Company make.

ONE hub turning lathe, American build.

ONE automatic handle lathe.

ONE broom handle lathe with wood frame, cheap.

BROOM handle lathe, Lockport N. Y. make.

ONE set of spoke machinery Fay & Co. make.

ONE Goldie & McCulloch stave cutter, set equalizing saws &c.

ONE gauge lathe, Bailey make.

ONE Blanchard spoke lathe, Fay & Co. make.

ONE new axe handle lathe.

ONE lot Ewart chain belt, good as new with sprocket wheels.

4 pole road cars, also a number of lumber cars.

ONE self feed lath machine, Waterous make.

NEW gang lath machine.

ONE Fairbanks timber gauge.

ONE saw mill head block, Galt make.

HEADING turner, Goldie & McCulloch make.

ONE single edger with frame work.

NO. 2 large size smallwood shingle machine.

DOUBLE edger, Waterous Engine Co. build.

ONE Drake's patent self feeding parallel shingle edger.

DOUBLE block shingle machine, Pierce make, 40,000 capacity per day.

TWO Hall self acting shingle machines, Goldie & McCulloch makers.

TWO Smallwood shingle machines, Waterous make.

FOUR Laws patent upright swing shingle machines.

ONE Doherty swing shingle machine.

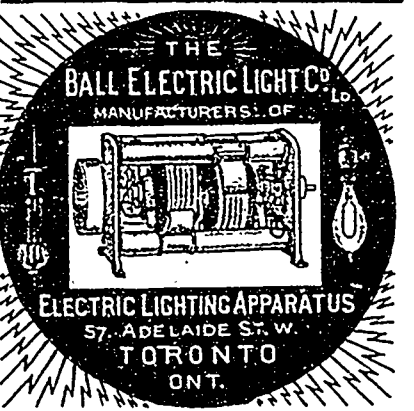
DRAG saw machine, Goldie & McCulloch.

TWO new shingle packers, all iron.

SHINGLE jointers, 3, 4 and 6 knives.

ONE new No. 3 Rogers saw filer and gummer.

Send for full description of any machine in above list, H. W. PETRIE Brantford and Toronto.



Over One Million Sold. MOST complete book of its kind ever published, Gives measurement of all kinds of Lumber. Logs, Planks, Scantling; cubical contents of square and round Timber; hints to lumber dealers; wood measure; speed of circular saws; care of saws; cord-wood tables; felling trees; growth of trees; land measure; wages, rent, board, interest, stave and heading bolts, etc. Standard book throughout the United States and Canada. Get the new illustrated edition of 1889. Ask your book-seller for it. Sent post-paid for 35 cents.

G. W. FISHER, Box 238, Rochester, N.Y., or A. G. MORTIMER, Peterboro', Ont.

Sovereign Grease

St. Catharines, July 20th, 1889. To whom it may concern:— I have been using SOVEREIGN GREASE for the past two months, and I can say that it has given me entire satisfaction, and is a saving of 60 per cent. over Oil, and is that much better than Oil. I have been running eight (8) trips from St. Catharines to Montreal and return on 40 lbs. GREASE, and using it on my crank-pin as well as all other bearings. Yours respectfully, (Signed,) SAM BRISDIN, Engineer "Ocean."

OTTAWA, Aug. 5th, 1889. THE STOCK OIL & GREASE CO. GENTS.—We have used the SOVEREIGN GREASE for some time, and do not hesitate to pronounce it a first-class lubricator, and as such has given us entire satisfaction as to its durability and cheapness.

Truly yours, ARTHUR JONES, Foreman of Union Machine Shops.

DEARBORN MILLS, Aug. 12th, 1889. MESSRS. McDUGAL & CAZNER, Ottawa Dear Sirs,—We have been using the Stock Oil & Grease Co.'s SOVEREIGN GREASE in our saw mills since spring, with very satisfactory results. Yours truly, R. & W. CONROY.

ROCKLAND, ONT., Aug. 20th, 1889. STOCK OIL & GREASE CO., Montreal. DEAR SIRS,—Please send us per first freight boat, two hundred (200) pounds of GREASE, same as sample left by you here a short time ago. Yours truly, W. C. EDWARDS & CO.

AGENTS. F. G. STRICKLAND & CO., New Westminster, B. C. McDUGAL & CAZNER, Ottawa, Can CHINIC HARDWARE CO., Quebec, P. Q. DUNLOP & CHAPMAN, Pembroke, Ont.

STOCK OIL & GREASE COY

SOLE MANUFACTURERS 59 Common St., Montreal

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—Civil Service Gazette. Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus: JAS. EPPS & CO., Homoeopathic Chemists, London, England.

Jas. Sheppard & Son. WINTER SAWING, Ship's Decking, Bill Timber, Dressed Lumber, Mouldings, Etc. MILLS. - SOREL, QUE.



W. J. KRAMER FINE WOOD ENGRAVER 21 MELINDA ST. TORONTO

* * WATEROUS * *

WROUGHT STEEL SCREW SET HEAD BLOCKS.

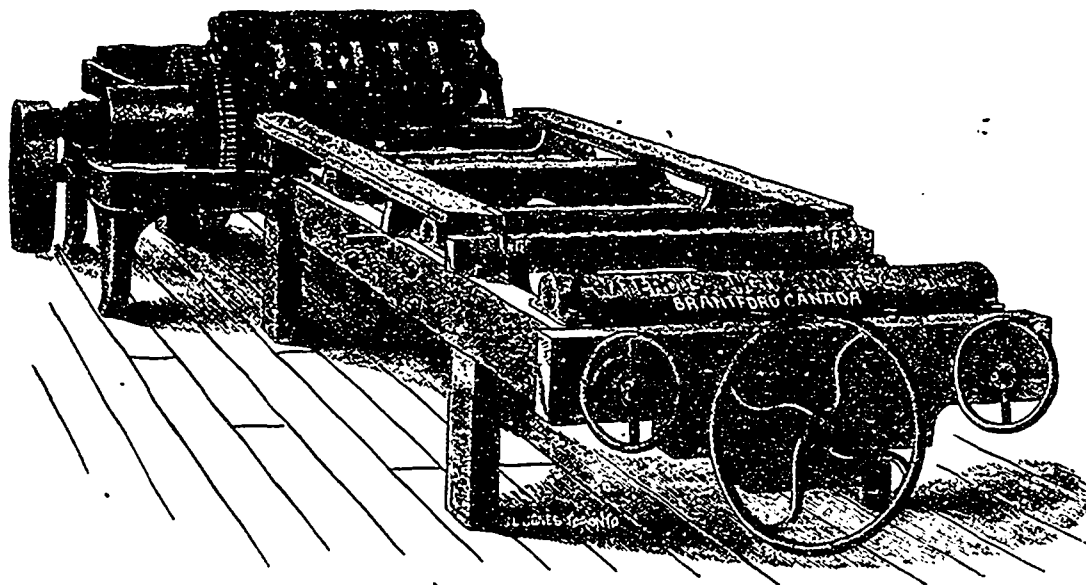
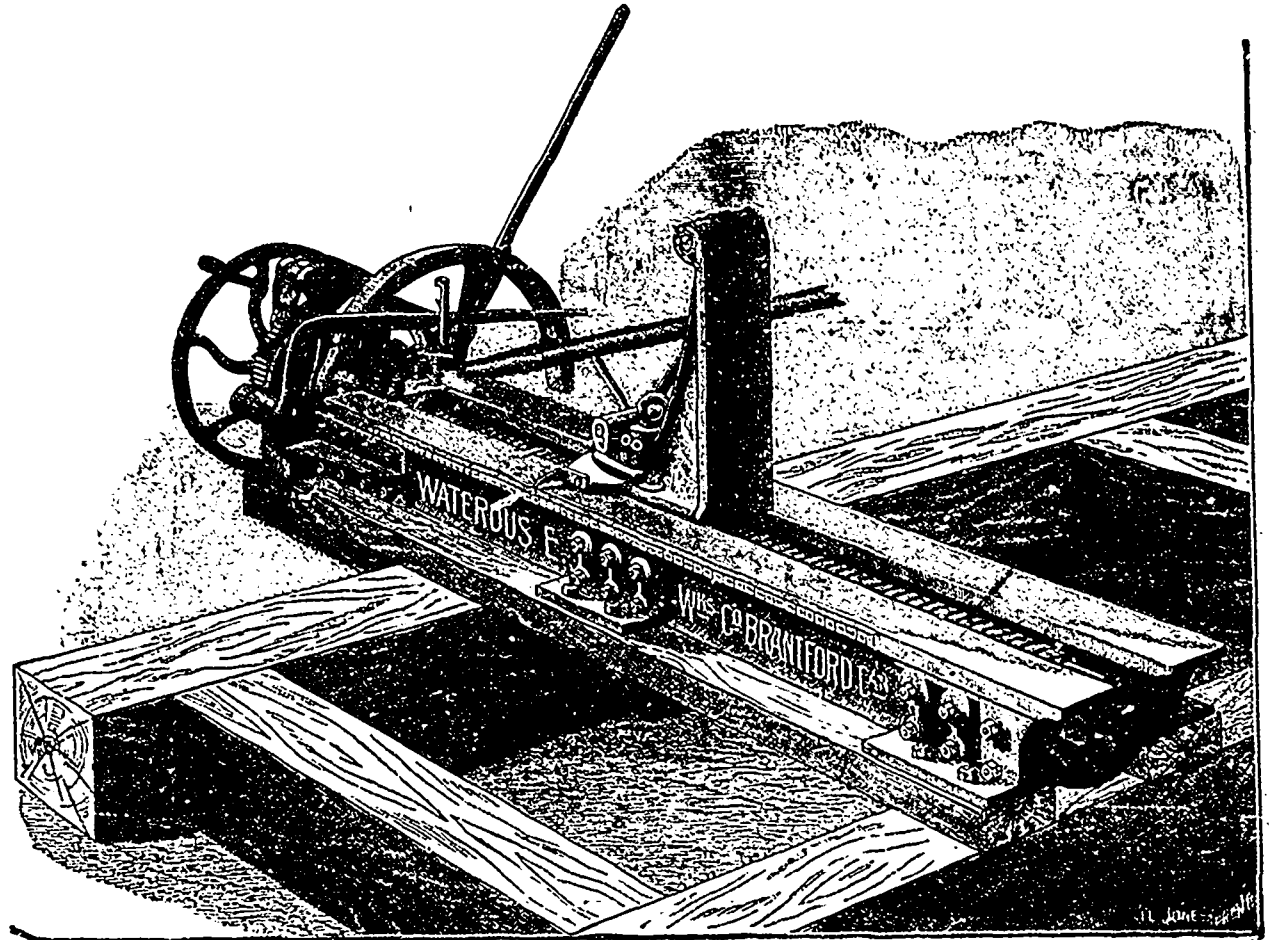
Specially adapted to very Large and very Hard and Heavy Timber, such as is found on the Pacific Coast and in warm climates.

* * *

We make Several Sizes Steel Head Blocks the smaller sizes with Rack and Pinion Set.

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Send for Estimates, giving diameter and length of logs to be handled.



LIVE ROLLS FOR TIMBER, LUMBER, &c.

This roll is made of cast iron with internal chilled bearings. The bracket bearings are also chilled and provided with a flange, which acts as a keeper for the chain, holding it in position on the wheel. The wheel is cast on to the roller and being the same diameter does not deduct from working length of roll. This roll is about as cheap as a wooden one in first cost, and will out-wear a dozen wooden rolls.

No. 1 Gang Edger, with 3 Saws, floor space including tables, 29 ft. long x 6 ft. 8 in. wide.

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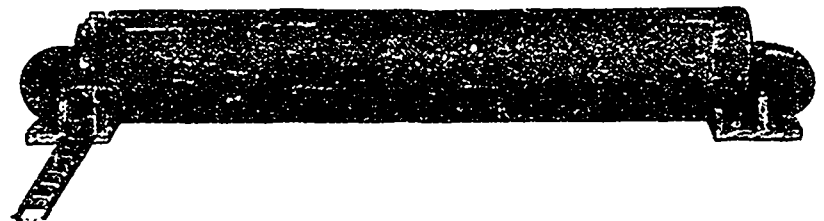
No. 2 Edger, with 4 Saws, floor space 29 ft. x 7 ft. 2 in. wide.

* * *

No. 3 Edger, with 6 Saws, floor space 29 ft. x 8 ft. 3 in. wide.

* * *

Tables arranged as in cut with side gauges to move, or with saws to move and gauges stationary. Speed of mandrel about 1,500, Feed $\frac{3}{4}$ in. to revolution, Pulley 12 in. diameter, 16 in. face; Saws, 16 to 18 in. diameter, 10 in. Gauge.



Ewart Patent Link Belting.

8 to 10 tons kept constantly in stock. Specially adapted to hauling logs into mills and mill products, cants, lumber, slabs, refuse, sawdust, in all the different stages through and out of the mills. Most labor saving improvement adapted to sawmills ever invented. Send for Special Catalogue of Link Belting. Send for Special Catalogue on Circular Mills, Band Mills, Shingle Mills, and Price list of Mill Supplies

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TO MILL OWNERS, MANUFACTURERS

AND ALL WHO ARE USING

Leather* Belting

IF YOU WANT BELTING

*Which will Run Straight on the Pulleys,
Which is Thoroughly Well Stretched,
Which will not Tear at the Lace Holes,
Which will give Complete Satisfaction,*

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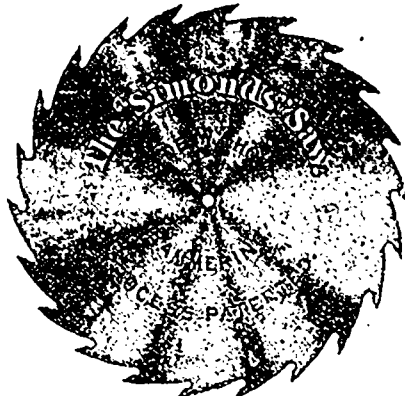
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Finest
Material
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The
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Our Circular Saws are Unequaled
Our Cross-Cut Saws are Unexcelled
And our Hand Rip and Butcher Saws
FULLY EQUAL TO ANY MADE ON THE CONTINENT.

OUR SPECIALTIES.

THE "SIMONDS" CIRCULAR SAW
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THE LARGEST SAW FACTORY IN THE DOMINION.

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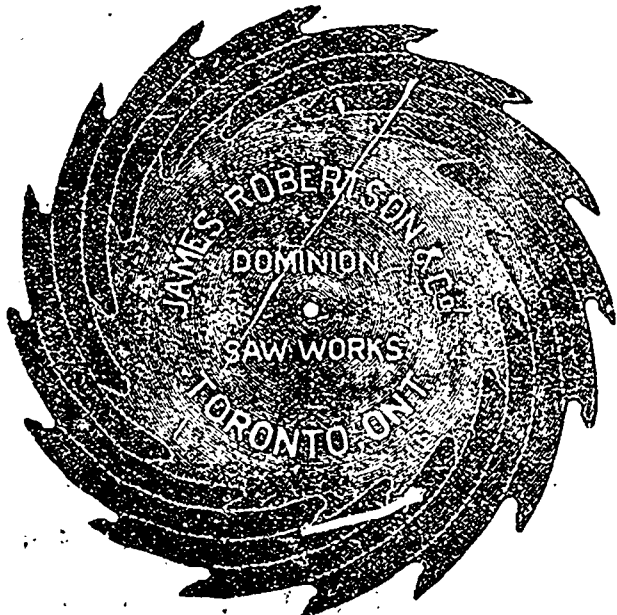
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Circular, Shingle, Gang, Cross Cut, Concave, Mulay, Drag, Grooving.

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EVERY SAW FULLY WARRANTED.
Prices on Application.

