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VOL. 5.

PETERBOROUGH, ONT., JUNE 1, 1885.

NO. 11.

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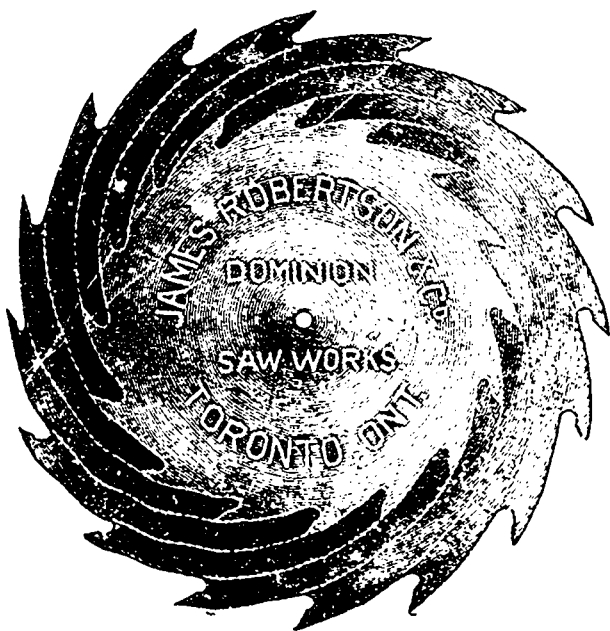
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OAK TIMBER IN THE UNITED STATES.

The causes that led to the disappearance of the oak trees in England have in the course of time come into operation in the United States, and within the recollection of persons now living the white oak has almost entirely disappeared as a shipbuilding timber in those states in which that industry has been most actively carried on, according to the census report. In Maine virtually all of the oak accessible from the coast is gone, and only a few small and scattered bodies of it now exist. It is thought that in the western part of the state, in the vicinity of Wells, there is oak enough still left to supply the frames of about 200 vessels; but it grows largely on property where it is valued for its effect upon the landscape, and cannot be utilized commercially. There are red and other species of oak found in the mountainous and broken parts of Maine; but they are at present inaccessible. It is believed at Augusta that in the older and better settled portion of the state the amount of timber and wood growing is suffering no material diminution, and it is thought by some that the area in the state devoted to forestry is now larger than it was 20 years ago.

The southern part of New Hampshire was once densely covered with oak, but on account of the excellence of the wood and the good workmanship of the ship builders, all the lumber within easy distance of the coast has now disappeared. The northern part of the state is stocked with red oak, intermingled with other timber, and when railroads are built in sufficient number to cover that region a great deal of timber will come into market.

In Vermont white oak is still in fair supply, and is scattered over large part of the state, more especially in the counties bordering on Lake Champlain. The state has enough oak for her limited use for a long time, and some to spare. Owing to the lack of cheap transportation much of it will not be called for until the supply elsewhere becomes so reduced that the increased price will pay the cost of hauling long distances, and by that time the supply will probably be much lessened by local consumption.

In Massachusetts nearly all the oak is gone, and little comes in the market, except by reason of the division of patriarchal estates and the necessity of paying off legacies, when the oak is cut and sold. Massachusetts oak is of excellent quality.

A small supply of oak is still to be found in the state of Connecticut, but shipbuilding has almost ceased there, and if that industry should ever reach considerable proportions again, the supply would not last more than a few years.

A large part of New Jersey was originally covered with the finest oak, but the clearing of land for cultivation, and the use of oak in the

general arts, has nearly removed the timber from the state. For a long period forests of this timber flourished, almost untouched, in the southern part of the state, but the railroads have made it accessible and it is disappearing at a rapid rate. There are but a few places left where oak timber of any size can be cut.

The largest oak forests now existing, growing close upon the Atlantic coast, are on the Peninsula of Delaware and in the states of Maryland and Virginia. The timber originally covered the whole face of the country from the Delaware river to the Chesapeake Bay and beyond, and the trees were so tall that the majority of them would yield 2½ feet square and 60 feet in length without a spot or defect. Delaware and Maryland white oak became famous more than fifty years ago for its lasting quality and general excellence. Serious inroads had already been made into the supply in 1861, and during the war an immense amount of it was cut. At least one half of the face of the country on the Delaware, Maryland and Virginia peninsulas is still covered with a thick growth of oak trees, but nearly all the first growth near navigable waters has been cut. It is supposed that Worcester county, Maryland, has more oak than any other locality at present, as there was very little cut in that county before the railroad was built through it a few years ago; but since a way of transportation has been opened, woodcutters have been operating there vigorously. Owing to the gradual clearing up of the country the soil has grown drier, or some other change has taken place which seems to affect the quality of the timber, and many of the local builders in Delaware and Maryland who are familiar with the timber resources of their states, believe that the first growth of white oak can never be replaced, and that the destruction of timber now going on is permanent. The demand from here is not limited to the United States, for Delaware and Maryland oak is now sent to Canada and Europe in large quantities.

There is good oak in the Alleghany region south of Pennsylvania extending nearly to Georgia, and though cheap where it stands, the expense of bringing it down for shipment would be considerable.

Along the northern lakes the white oak has disappeared with the same rapidity as on the sea coast. Originally the country was covered with almost one unbroken forest containing oak, pine, hemlock and hardwood from Lake Champlain to the head of Lake Superior; but in the place of this grand growth of timber there now exists an unbroken series of cleared and cultivated fields and thriving cities for a distance of more than a thousand miles. A few small forests remain, as in the Adirondack region in New York and on the peninsulas of Michigan and Wisconsin, and some oak remains scattered in small quantities all along the states border-

ing on the lakes, but nine tenths of all the timber is gone. Even in Michigan where the best white oak of the West is found, people are importing timber to some extent from Canada in order to make out the local supply. The western forests have been the more severely taxed for oak because that is the only good timber the ship builders on the great lakes have had. They are too far from the southern markets to buy pitch pine, and their white pine is too soft and perishable. This fact, and the general demand for oak timber for houses, cars and other local purposes, and its exportation to the East and to Europe, the clearing up of the country, and the disastrous losses by forest fires have caused the trees to disappear with remarkable rapidity. The wood has become so scarce that prices have risen 100 per cent. in the last 20 years.

The greatest hardwood forests in the country originally grew over the face of the territory extending from Arkansas and Missouri eastward all along both sides of the Ohio river and up the Cumberland, Tennessee and other great branches of the Ohio to the mountains of Virginia, and over the mountains down to the coast. On the northern side of the Ohio the oak has been pretty well cut off, except in scattered lowlands; but on the southern side of the river, in West Virginia, Tennessee and Western North Carolina, and away west in Missouri and Arkansas, there is an abundance of white oak timber. The quality is not always so good as that of the coast oak, but there is enough timber growing in moist lands to make the wood sufficiently sound for shipbuilding purposes.

Besides the oak used for shipbuilding, a large quantity is cut annually for the repairing and building of wharves and piers in harbors in which shipping is employed, and the trees cut for those purposes are unfortunately the younger ones. The forests are thus being stripped of both large and small trees. No opportunity is given them to recuperate, so that while consumption of white oak becomes greater, and increases immensely for many purposes, the circumstances are such that it is almost impossible to entertain the slightest hope of ever replacing the timber when it has finally been cut off.—*Lumber World.*

WHY REDWOOD DEPRECIATED.

The following reason of the decline of the price of redwood in the San Francisco market is given by the *California Building News*: It is a source of no small inquiry among our people as to what has demoralized the lumber trade during the past six months. As is well known, there existed for some time previous to the late brake in prices, a combination among manufacturers to regulate prices by limiting the supply. The California market will consume annually 150,000,000 feet of redwood lumber. To supply

this demand each manufacturer was allowed a certain quota, to be shipped to San Francisco, all the redwood lumber arriving in that port being, to all intents and purposes, sold through the agents of the combination. Last fall it was found that at least 20 per cent more than the market would take would be produced the coming year, and it was proposed to reduce the quota allowed each manufacturer 20 per cent. and thus hold the market at the figure which had prevailed for two years past, giving the mill men good profits and enabling them to employ a larger number of laborers at good wages, thus making business lively in all the lumber regions. Several of the Mendocino lumber manufacturers refused to accede to the 20 per cent. reduction of their quota, and sold their lumber under the combination price, and thus the market was broken. Others in the association said: 'Well, it is now every man for himself,' and the price has been gradually getting lower and lower, until now redwood lumber is being sold in San Francisco at less than the cost of manufacture and transportation. It is claimed that this state of affairs can be but temporary, and matters will sooner or later come back to a legitimate business basis—with some manufacturers many thousands of dollars out of pocket. The best informed manufacturers of lumber tell us the demand is up to the average, and if it had not been for the circumstances above related, the lumber trade would now be as good as it has been at any time within the last three years. There is a slight dullness at present in the foreign demand for what is known as large, rough, clear, suitable for export. This latter is a branch of the redwood lumber trade, which is supplied almost exclusively by Humboldt county, and renders her manufacturers independent of the home market to a considerable extent. Our lumber dealers feel the effect of the temporary depression in the California market, but take a hopeful view as to a readjustment of prices and better times."

THE VOYAGEURS.

LONDON, May 15.—That the large contingent of Canadian voyageurs should contain a stray black sheep is not to be wondered at, but it is no less a fact that as an entire the Canadians did excellent work, and won the praise of those with whom they came in contact. Early Derby has received the following very satisfactory despatch from Lord Wolsley:—"Certain unfounded statements having appeared in various papers to the effect that their employment has been attended with unsatisfactory results, I desire to place on record not only my own opinion, but also that of every officer connected with the direction and management of the boat columns, that the services of these voyageurs have been of the greatest possible value, and further that their conduct throughout has been excellent."—*Mail.*

THE USES OF TIMBER.

We think it will interest, and perchance profit, some of our readers to take a brief glance at the innumerable purposes for which timber is used. Timber merchants themselves are frequently not aware of how various are the hands into which the goods that they dispose of ultimately find their way. It may surprise some to learn that there are over sixty different trades which are daily engaged in using wood of some kind or other, and there are in the United Kingdom no less than five hundred thousand persons who are directly interested in timber, either as users or as dealers. These facts must also possess intense interest for the advertiser, who is thus able to judge of the enormous field that exists for his operations.

At the Jerusalem Subscription Rooms the other day two gentlemen were discussing this subject of the manifold uses of timber, when one of them made the smart observation that "We were rocked in a timber cradle and we shall probably be buried in a timber coffin." The remark certainly, very pointedly, serves to indicate that timber is with us from the cradle to the grave.

Look where we may, we find timber, either in its natural condition—growing—or made up as some article of furniture, or used in building—ship or house—or in a thousand other shapes. "Timber! timber! everywhere, but not a bit to eat." Stay! Did not an enterprising American once manufacture a considerable quantity of wooden nutmegs, and who will say that some of these did not find their way into a few mysterious mixtures of the cook, which are served at our tables? There are greater shams about the world than wooden nutmegs, "the manufacturer of which," said a humorous frequenter of the Baltic salerooms, only a few days ago, "did something, at least, towards encouraging business in the timber trade." "And we want it," ironically responded a Timber King, with whom of late times have not been over bright.

Dull as trade may be at times, we still continue to buy and sell timber. We have not, as yet, discovered any better material than wood out of which to manufacture our chairs, tables, couches, and other articles of domestic furniture, most of our implements of recreation, and most of our children's toys. Wood remains a favorite and will always remain a favorite, notwithstanding the keen rivalry in various respects of other materials. This is not without good reasons. What, for instance, is so pleasant and comfortable as the oak-wainscoted room? What floor is so pleasant to the tread and eye as "Pavodilos?" What ceiling looks so well as the oak-panelled? We may even go much further than this in our praise of wood. The warm pair of shoes the writer of this article ever possessed were made of wood—shoes which he thoroughly tested by wearing them throughout a winter in Sweden.

As a paving material, wood, a number of years ago, shot up to the top of the class, and stays there, little affected by all other comers. If properly laid down it will last longer than any other paving, and moreover, it is easier to repair. Besides, on the score of approaching the noiseless, in connection with the running of traffic, it is unsurpassed.

There is a great deal of nonsense talked nowadays about fire-proof construction. We do not think that we could justly be accused of unfairness if, instead of writing "fire-proof construction," we wrote "so-called fire-proof construction," for we have yet to see the building which is really fire-proof. Iron and stone in combination have been used in so-called fire-proof stair cases, and with what result?—that immediately the iron becomes heated by the flames, in case of fire, it expands, forces the stone out of position and down comes the entire erection. So much for two of the principal rivals of timber. It is a common error to suppose that wood really bursts into flame on the slightest provocation by fire. We would strongly advise anyone who differs from us to put our statement to a test. Let him take a piece of solid oak and apply a light to it with a view of setting it on fire—a by no means easy task he will find. If he continues the experiment to iron and stone, he will further find that the same amount of heat which will only scorch

the solid oak, will expand the iron and crack the stone; therefore, for safety's sake, in case of fire, a solid oak staircase easily bears away the palm from the staircase of iron and stone, for down goes the latter without note or warning when heated, but the former by its crackling, in the event of fire, gives a fair warning of the approaching danger, and affords you ample time to make your escape.

We are pleased to observe the increasing use of timber in our suburban villa architecture of the day. Both for exterior and interior work it is more used now than it has been, perhaps, for the past thirty or forty years. The revival of the Queen Anne style has undoubtedly given an impetus to the use of wood in domestic architecture. What, we ask, can be made to look prettier than a timber porch to a villa? Wooden mullions to the windows, and weather-boards to the roofs, lend quite an air of comfort and picturesqueness to the house, which inside is, perchance, made to look cosy and warm by the use of wooden chimney pieces instead of cold by those of marble or stone.

One word more we would like to say to our numerous architectural readers regarding the use of timber. Always, if possible, avoid painting it. Wood is beautiful in its natural grain, and if simply stained or varnished, will, artistically, look much better than it would were it besmeared with color, whether of a pleasing hue or not. Paint is often used to hide inferior woodwork—the general excuse being that it is preservative—but good honest timber should never have its complexion changed by color which prevents our being able to see the beauty of the natural grain of the wood.—*Timber.*

TRADE MEETING IN OHIOAGO.

There was a large attendance at the trade meeting held on Monday forenoon May 11. Mr. James Charney presided. The discussion was voluminous and animated on the proposition to make a reduction in the figures on the printed list. Mr. S. K. Martin figured conspicuously in the argument for reduction, holding that prices should be cut down so as to conform more nearly to actual selling values.

Mr. O. A. Street backed up this view with instances showing that lumber had been sold at prices much below the list.

Mr. A. C. Soper thought that the proposed cut was far too sweeping and inconsiderate, and that no such low prices as the others contended for were being made in actual sales. But the predominance of opinion went with the policy of reduction, and the pruning knife was set to work.

Thick clears and selects were cut down from \$1 to \$4 on a thousand. One inch finishing did not suffer so much, \$1 being the extent of reduction on some grades, third clear and B select being left untouched, as was proper. Twelve inch stock boards were reduced \$1 a thousand on all but the A grade, though why does not appear clear. A clean sweep of 50 cents to \$1 a thousand off 12 inch common boards was made, though dealers have said all along that all 12 inch stock was scarce and firm. The reduction of the prices of box boards appeared unreasonable, when we take into account the constant statement, for three months past, that box boards were in short supply, and firm at list prices, in most instances. After what had already been done it was not surprising that dressed and matched flooring felt the effect of the carving knife to the extent of 50 cents to \$1 a thousand, and that rough inch flooring strips were disposed of in like fashion. Beaded ceiling was not cut quite so much. Common and cull boards were reduced 50 cents a thousand, and, not, apparently, because it was actually necessary, but to show that no guilty lumber should escape. Common and cull fencing got a whack of 50 cents off for seemingly the same reason. Pickets and battens got behind a big pile of piece stuff and escaped until the butcher knife was wiped off and sheathed. In the dimension class that scapegoat of the trade, 2x8, was chipped off 50 cents worth on a thousand, and 2x12, good honest size as it is, and always in demand, was sacrificed to the amount of 50 cents to \$1 a thousand, except on 16-foot, which was allowed to go unhurt. The meeting showed its generosity on cull plank, and left that alone too. Shingles were reduced 15 to 20

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Single and Double Belting
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MONTREAL, QUE.

cents a thousand. The sacrificial work was finished by hitting lath a clip and taking it down from \$1.90 to \$1.75 a thousand.

While the list, as now printed, and published in the *Lumberman*, is probably nearer the average of selling prices than as it stood before, it seems as if the reductions were too general and did not discriminate sufficiently in cases of reduced and broken assortments. But the trade appears to have lost its appreciation of lumber values, and looks upon the entire commodity as a drug that deserves to be kicked and slashed more than to be treated considerately. Of course it is readily understood that now is the time of the year for the trade to depreciate values, for a new stock is to be laid in, and the manufacturers must be humiliated.—*North-western Lumbermen.*

CUBAN MAHOGANY AND CEDAR.

Speaking of Zaza, Cuba, the *Trade Bureau* says: Next to sugar timber is the leading article of export at this agency. The forests are wild and very extensive, but for want of good roads and easy means of transportation, the timber (mahogany and cedar wood) industry is confined to those lying nearer the coast.

Some persons buy the trees, generally paying from \$3 to \$4 (a dollar in Spanish is equal to .932 in American money) per tree, according to the number, as it stands, with the right to select a fixed number of trees, according to the dimensions of the forest. Others buy the land and after taking the timber off sell it again. The latter is the cheaper way, as the land at present can be bought at from \$50 to \$70 per caballeria (equal to about 33½ acres), and after taking the timber therefrom it can generally be sold at higher prices, being then convertible into pastures for stock raising.

The timber is cut and hewed at the forest in dimensions suitable for exporting, 12x12 and upwards. The rest of the tree, which is no doubt one third of it, is thrown away. Most of all the timber thus wasted could no doubt be utilized by the use of saw mills run by water power; or another way, the small branches of the tree could be sold to ship and boat builders for timber and knees, as both mahogany and cedar are excellent for those purposes. The remnants could be made into charcoal, which is used for fuel to a great extent all over the island. In this way, if the business were conducted by experienced parties with sufficient capital, the value of a tree might be worth double what it now is.

The timber thus prepared is conveyed to the seashore by teams of four to six oxen. In former years, when the forests were nearer the

coast, the expenses of conveying the timber to the seashore, were much less. Good sized timber tracts are now from 10 to 15 miles in the interior.

At the seashore the timber is sold at prices ranging from \$35 to \$40 per thousand feet of good size mahogany and cedar, and for mahogany of extra size at prices from \$50 to \$60 per thousand. The timber is then conveyed by lighters, and rafts towed by lighters, to the port of Trinidad de Cuba, which is 30 miles west of here. All the timber exported from Trinidad is taken from the forests lying east of this port, though within the jurisdiction of the consular agency. It costs \$4 per thousand feet to bring it to this port on lighters and rafts, but by arranging the business properly this price can be reduced, as the distance is only from 20 to 50 miles, and the water is very smooth all along the coast almost all the year except September and October.

When the timber reaches this port it is assorted and the ends cut off to meet the requirements of the market for which it is intended, at a cost of, say \$2 per thousand, though it is reported that this duty will be considerably reduced in a very short time. Prices in foreign countries have advanced for the last two years on account of the increased use of such wood in different industries, and if enterprising parties would enter into the business here, such exports would be largely increased. Generally the best quality and larger sizes are shipped to England, where they command a higher price.

Timber Limit Transfer.

It is understood that a large timber limit on the north shore of Lake Nipissing changed hands in Ottawa the other day. The sellers were Messrs. Mossom Boyd & Co., Bobcaygeon, and the purchaser Mr. J. R. Booth of Ottawa. It is said that the price was close in the neighborhood of \$200,000, and that \$120,000 was paid down, the balance to be paid in four months. The property was purchased by Mossom Boyd & Co. at the Government sale in Toronto a couple of years ago, and the firm are said to have cleared a snug little fortune on their investment. Mr. Booth has just launched a large steamer on Lake Nipissing, which, it is understood, will be used to tow the logs to the head of the lake.

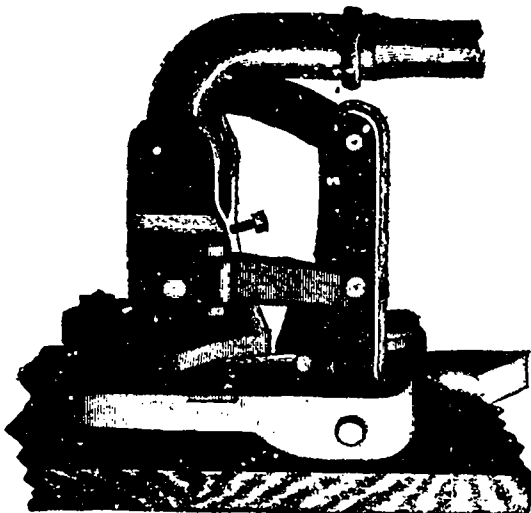
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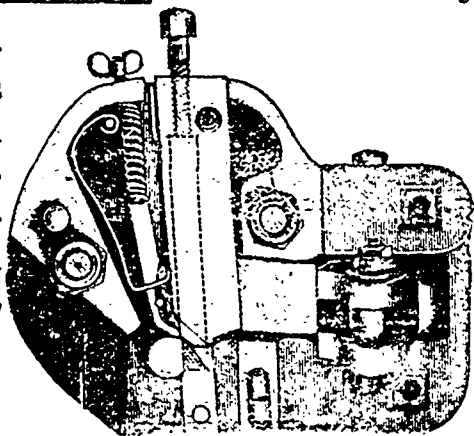
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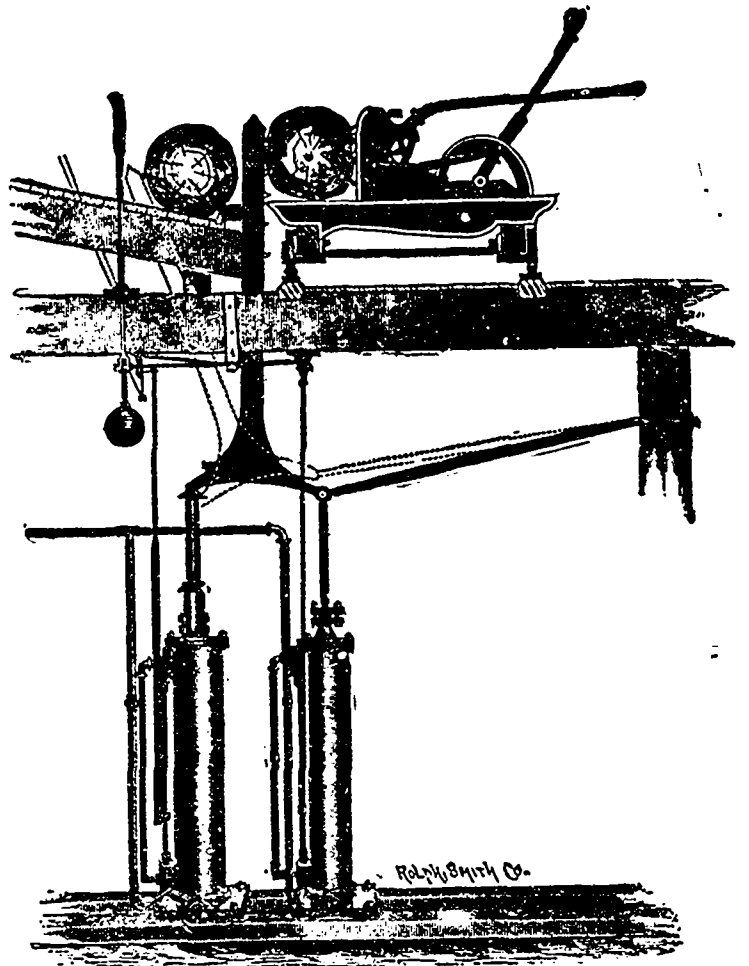
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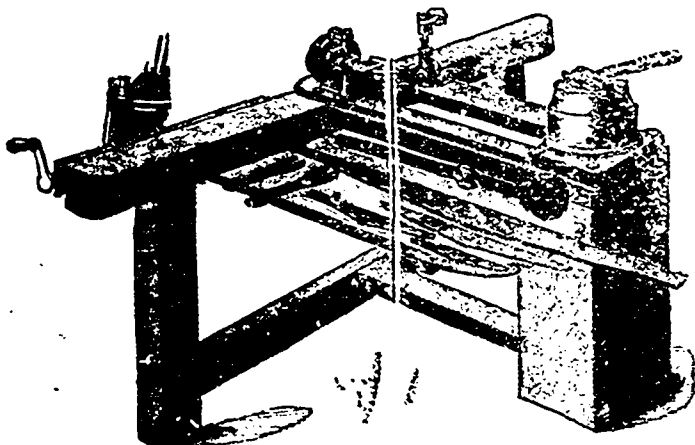


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It is four machines in one—Log Loader, Log Turner, Hand Spiking Machine, and Machine for Springing Timber Straight on Sawmill Carriages. It saves time, which is money. Is durable, being made entirely of iron, steel and brass. It is very quickly and easily controlled, the machine being worked by direct steam, is elastic in its movements (thereby obviating its liability to breakage) which is a very desirable point in a machine. By using this machine your circular mill will saw from five to seven thousand feet more per each eleven hours, according to cutting capacity of mill. We guarantee this machine to be first-class in workmanship, durability and utility. It has given entire satisfaction to every one using it. They are very cheaply set up in mill requiring only a base for the cylinders on lower floor, and no bridge-trees shafting, boxes, pulleys, belts or chains. Both cylinders are supplied with steam by a one and a half inch steam pipe. It requires less steam to work it than it takes to overcome the friction on the old style friction turners. It works only while turning or loading logs—balance of time it is entirely idle. Another important use to which we direct your notice, is in springing and straightening long timbers. We would be pleased to receive your order for one or more of the above Machines, feeling confident that it will give you entire satisfaction.

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This is without doubt, from my knowledge of what is wanted in every mill, together with the many testimonials I have received from those using them, the best outfit for hammering and the general care of Saws, that has ever been introduced, and accompanying each Bench is my "Handy Guide" book, giving all necessary instructions how to remedy any or all defects in the Saw. I have added improvements to it since I got the cuts out represented in the "Handy Guide" and done away with some parts there represented, leaving the Bench a model acquisition for the File Room.

We Guarantee each Machine in every Particular.

THE WATERSHED OF EASTERN ONTARIO.

The following is from Mr. R. W. Phipp's annual forestry report, published by the Ontario Government, and continued from our last issue:

At six o'clock in the morning we reach Mr. W. Mackey's mills at Benton, where, as the light grey mist which shrouds all, gradually disappears, you see first a pretty lake shining below the rising wreaths. A little more and belching hills appear, covered with yellow bushwood, surrounding it on all sides. And later yet, when clear and bright, the landscape glitters in the autumn sun, we see the destroying fire has wrought terribly here. Far around as the eye can follow, a breadth of many miles is clothed with brushwood, little pines, infant cedars, multitudes of sapling poplars, forming in red and yellow shadings a brilliant contrast to the shining sheet of water in their midst—but, nevertheless, a sad one. For all among these are the stumps, the trunk, the standing spectre of what was once one of the most valuable pine forests in North America. How rich in pine it was may be seen by the limit Mr. Mackey possesses just where the fire stayed its work, a block of ten miles square which he has cut through again and again, and which is yet a grand pine forest, fit to remain, fire permitting, a productive pine forest for ever. Here great rafts of timber have been taken out of small spaces, and saw logs innumerable floated down to the saw mill established near, which is in full operation, the roll and dash of its rushing water striking steadily on the ear, intermingled with, at momentary intervals, the sharp hissing cutting sound of the circular saws as the logs are driven against them. It is a saw mill so complete, well adapted, and thorough for its particular purpose, as to merit description. Here, above the water, stands a young *habitant*, bright in parti-coloured cap and jacket, his piko-polo guides a monster floating log near the spiked chain, it feels the point, it shivers, and seems feebly to resist its fate, as it is dragged up into the mill and deposited on the platform; rolled thence on a movable one, which, bearing three men, passes rapidly back and forth beside a circular saw; it passes up and loses a slab, back again, another is gone, and both run automatically along a platform of rollers outside; the remaining portion is run to another platform, manned likewise, and cut into boards; they pass to a stationary one covered with rollers, where a small saw squares their ends, and at this point they are out of the mill and borne on tramways to the board piles. About 50 men are around the mill. It is the most busy of scenes. All day the logs climb in—all day the boards pass out.

The manager here, Mr. Ryan, thinks that but little can be done, unless at great expense, to clear the forest of rubbish after lumbering. Chopping down the heads, he says, might serve a good purpose where the ground is flat, by keeping the pine foliage damp till it rotted; but on a high locality or hillside they would still be dry. The chips he thinks are safer on the ground than piled.

This trail, as remarked is in a burnt country, as it is called—or *brule*—of which there are, unfortunately, so many in Canada, and to which, still more unfortunately, each passing year adds others. It is many miles in extent, and from the mill, which occupies perhaps a central position, we travel eight miles before we reach the woods, on that primitive conveyance called a backboard—a carriage calculated, of all others, to pass over the roughest roads with the least amount of jolting—though so rough are those roads that amount is very large indeed. All the way the great *brule* spreads out before us—a vast extent of rolling land, brown red with the dying wild summer herbage over many a sloping hill, beautifully contrasted with thick groves of gold leaved aspen, covering many another, themselves again contrasted, every here and there, with bright green pyramids of balsams, and young soft maples of a brilliant crimson hue. Over the prospect, front and rear, right and left, as far as eye can reach, these successive hills stretch away, now and then varied along the river bank by a lofty precipice of granite rock. Everywhere, amid

gaunt dead pines; everywhere their great trunks lie rotting among the bush. The fire which took the forest has not spared the soil. Much of this is burnt so deeply that the life-giving humus has departed; a couple of crops would probably render it barren. The earth, too, is almost paved with large stones, as most of the road painfully witness to our shaken frames. At last we reach where, on a flat, receiving the fertilizing wash of surrounding slaves, a place has been found capable of making a farm for the lumbermen,—three or four large buildings—half barn, half storehouse—as usual, surrounding a large quadrangular courtyard. We enter the large kitchen occupied by two French Canadians, a stout lady busy cooking dinner, and thin husbandman busy waiting for it, and an army of cats and dogs—Newfoundland, spaniels, puppies, and tortoiseshells—all bipeds and quadrupeds, welcoming as much with the kindly manner of the native of Quebec, which even their animals seem to imitate. The feast is spread—masses of pork and potatoes, eggs, bread and butter, and the ubiquitous tea, in a tea pot of two gallons, suggestive of occasional numerous and thirsty guests, glad of refreshment after many an hour of axe handle and handspike. Dinner over, the horses are harnessed, and we soon arrive at the forest itself.

These broad, dark, dense woods form a magnificent specimen of a reproductive pinery. Far above you—a hundred—even sometimes a hundred and fifty feet, on all sides—straight, many branched, upright, tower the dark pine trees. These have been carefully used; the largest have been culled out—the last cutting here is three years ago—but still it is thick with pines of all sizes, from the half inch sapling to two feet through and more. Most of these are over a foot and a half, and of full height. These now rapidly add to their thickness, and fifteen years will give large trees again.

Every here and there, lie the long stretches of pine chips, four feet, five feet, two feet long, from the stump to the abandoned head of the tree, projecting all its branches—the *chevaux-de-frise* of the forest. These are not now dangerous—the needles—the pine leaves—being rotten. My guide, young Mr. Mackey, of some experience in lumbering is decidedly of opinion, that a few minutes work bestowed on each head at the time of chopping, in the way of cutting down the branches, and allowing them to fall to the ground, would rot the needles much sooner, and render the forest less liable to fire. As to the chips, it appears that to spread them would probably be a great advantage. A separate chip gets grown over and damp, while in piles, left, the upper ones lie dry for years. It is noticeable in this wood that there is much less timber carelessly felled to cut out logs than is observed in some others, and that this is evidently a forest which will, if give the present care, and fire allow, remain a forest. We can go on for hours; throughout the great pine wood mile after mile still you travel in the dense shade of the overgreen branches far above; still, rank on rank, grove after grove, the huge upright trunks stand all around you; still to right and left, front and rear, is one broad receding vista of those great pillar-like trees. Miles on miles, wherever you go, the brown-red carpets of pine leaves lie soft beneath your feet, the great rough-barked trunks rise column-like by your side, and far above, between you and the sky, the intermingling branches with a murmuring cadence the pine forest only knows, sigh mournfully in the breeze. A half mile on, we come to a place where hunters had carelessly dropped fire. It ran for miles, spoiling many a goodly tree, which now, its bark dead and blackened, stands in the path, but luckily rain came in time, otherwise this great woodland might have been but a *brule* now. The stream which rushes along the forest ravine flows through the *brule* we travelled over, down to the mill we have left, and carries there the great flotillas of logs we saw waiting their turn in the stream above the mill. Half way there, a curious instance is visible of the manner in which lumbermen overcome natural obstruction. There was a long stretch of very difficult rapids foaming through a narrow and tortuous bed, the walls on either side high rocky precipices. This pass was dammed the water raised to a

great height, and shoot made to one side, and its waters poured along a trough or slide, supported on massive timbers, for twelve hundred feet past the rapid. The slide is of thick plank, three or four feet wide, and two or three deep. The logs of course float on the surface of the raised water behind the dam, are directed into the slide, and pass with lightning rapidity to the calmer water below, thence floating unobstructed to the mill, are sawed there, sent to Brockville, and thence, through an American firm, the world over. Besides these, large rafts, from the same sources, but of squared timber, go to Quebec.

Leaving the woods, we drive back over the long *brule*, bright with the gleam of evening, across its purple, crimson and gold surface—a thing of beauty, but not of use, and reflects that all this hundreds of square miles—when Mr. Mackey came here, was a pine forest as beautiful and valuable as that we have left, and but for the careless use of fire, would have continued so. We see from here, in another limit across the river, a shanty of the kind previously described being erected, and near us, on this side, is the cook, two tents near him, but the whole ground around covered with the bales, boxes and tools, waiting for the cover which the newly roofed house will give. Ho, in the meantime, tall, young and white-aproned, is busily employed, with his vast pots hung over a glowing fire of birch coals, and, like the mountaineer in Scott,

"Gives us of his Highland cheer."

Not the "hardened flesh of mountain deer," though a bundle of fresh slain partridges lie under his bench, but the salted flesh of the swine, with bread, butter and molasses ad libitum.

The next point in our journey in Callendar, one of the headquarters of Booth & Co.'s large lumbering establishments, where we are hospitably received by Mr. Mark Cahill, acting at Callendar for Mr. Booth, and spend the next few days in going over part of their limits.

In travelling next day with Mr. Cahill, he pointed out from the summit of a hill, overlooking a large lake, a great and almost untouched forest, mostly of pine. The scene was grand. Around us lay the grassy field of an old abandoned clearing, backed by the forest from which we had emerged, a gorgeous mass of autumn's richest coloring—high poplar clumps of spruce, their light green foliage hung with moss, piercing the lofty air, while every here and there against the green and against the gold the soft maple fresh tinted by the last night's frost, shone with an intensity of delicate crimson I have never before seen equalled. The fields sloped downward to the inland lake, a vast circular sheet of little wavelets, their gently breaking edges flashing in the afternoon sun till they faded away in the deep shadows of the dusky wood which bordered the opposite shore. No gleaming colors there, all is sombre; for here we view that sight beyond others magnificent, the waving crests where far extend—right, left, and centre—to the extreme and distant horizon—the dark green billows of the great Canadian pine—an ocean of verdure alternately everywhere gleaming into brightness or deepening into shade, as the wind sweeps by, sending across the lake to our ears that deep, murmuring, softened *Æolian* chant which dwellers by the pine forests only hear. It is most beautiful, and might remain so. Yet it needs but a match—a careless hunter, a settler pressed by want and anxious to grow what wheat the scanty soil will yield, and this vast extent of millions of dollars' worth of pine—its possibilities of growing millions more—shall be a blackened wilderness of worthless trunks, scattered above a soil burnt into a barrenness well nigh utter. Part of this was in Mr. Booth's limit—part is Government land. It is a wood the forester would love to keep a wood.

In the evening of the same day, examining the state in which a bush was left after most of the logs had been removed, being taken, in this case, both for square timber and logs, we found that the surface was thickly spread, here and there where trees had been squared, with pine chips of all sizes, and close by, scattered in confusion, the heads of the trees, with others, which had been felled to assist in the operation.

Undoubtedly, there was much more lying rubbish than elsewhere. But Mr. Cahill was of opinion that the chips on the ground soon grow damp, and would not catch fire from sparks, though a fire once started, they would give it more material. On being asked whether, if the limbs were chopped off the tree heads after each tree was cut down, so as to form a dense pile on the ground, it would not be safer, he doubted it, as even then the top would be dry. It was, as he said, noticeable that rubbish abounded everywhere—dead branches in heaps, dry combustible on the ground in all directions which were ready to catch and carry fire, even in the places where no timber had been got out. To clean up after the lumbermen would be, he said, a great expense, and yet much would be left.

On Monday we left Callendar in the small steamer owned by the Booth company, and passed along the shores of a beautiful little lake, called Nosbonsing, its waters bright with sunlight, its banks on either side heavily clothed with forest. Here and there along the banks are the small clearings of settlers, but the soil, light and sandy, seems to promise little for agriculture.

It is so in much of this rugged land. But the scenery is of wonderful beauty. Our course, bending with the winding lake, shows a long succession of these inland waters. Here a dark pine forest fringes the shore, its great trunks deepening into blackness till lost in the heavy gloom within.

"E'en to tell,

It were no easy task, how savage wild That forest, how robust and rough its growth." Beyond this, a stretch of hardwood wreathes the water's edge with gold and crimson. While we admire its beauty, it is past, and all the shore is clothed with low dense masses of balsam and cedar. Then again for miles the bank will show poplar and birch alone. The light and shade, too, in this clear northern air, are often exquisitely contrasted. Near the bank your boat may lay in the dense shadow of a dark forest—a thousand feet off, the sloping sun beams turn the lake to silver, and light in breaks and gleams the great sea of foliage which clothes the opposite mountain, till it is lost in the dark and distant ridge which stands against the sky. In this pristine beauty much of this country should remain. There is perhaps, here and there the soil for a few good farms, but a light poor sandy loam, scant of lime, and scant of humus, seems everywhere around. It will grow, as long as we choose to preserve them, successions of magnificent trees, and, in the fast approaching scarcity of timber, these will form a valuable crop. But for the farmer, settlement on many of these lots would mean a life of penury and unrewarded toil.

But now, over the broad waves, through the purest air, the little boat, brilliant with white and green paint, puffs rapidly along, dark masses of foam tipped water rolling from our prow till five miles are passed, and we land half way to the head of the lake, where a wagon awaits us, its team of black horses quite unmanageable as the steamer nears. Three miles of a ride through a forest of birch, poplar, maple, balsam and spruce, bring us to the lumber depot, a farm of nearly two hundred acres, with many log buildings, great sheds with hundreds of lumber sleighs piled therein, and a comfortable house. Here we dine, and in the afternoon go by wagon to another lake beyond, where two stout oarsmen—French and Irish—row us a couple of miles to a river mouth where are camped a gang improving the dam, their house of logs and log-roofed, with a great opening above for chimney, whence rises the smoke from the fire built in the centre of the floor. It never, we are informed, smokes. Outside is the cooking apparatus—ham and pots and frying pans on great burning logs. The dam is examined and closed, with the effect of lowering the creek two feet for five miles, so that a gang of men clearing it out for next spring's drive can blast the stones in the bed. All the way are carefully examined the operations of the lumbermen, and we note again the debris left in the forest whence logs have been taken—the long line of chips, the fallen head heavy with projecting branches, the smaller trees felled for logways and for supports while the log is being squared. My lumbering guide

insists that it would be but useless to remove the rubbish, as even the virgin forest is full of lying trees. I do not agree with him. The tree falling here from natural causes is old and rotten; that felled is strong and sound—the numerous heads fill the forest with piles of very inflammable matter. The chips perhaps had better lie; they become damp on the ground while if piled they would dry; but every head of a tree cut should, I consider, have most of its branches "chopped down." They would then lie flatter on the ground, keep damp, and rot the sooner. This would cost but little trouble, and would be the next best thing to piling and burning, which would cost much, as, for safety, it would have to be done in winter. We embark again, and row, as evening shadows the lake, across its waters, wild ducks floating unconcernedly near us as we pass. All around a border of dead balsam trees, gaunt and bare, fringes the shore, and above them rises high a broad embossed ribbon of yellow and red—the birch and maple. The balsams are killed by the dam rising the lake. No clear inland water this—it is dark and brown with iron and copper pyrites; in our wake is a muddy foam. The depot is reached again, and in the morning we again meet the steamer at the rustic landing, and sail on Noshonong to its termination, whence a railroad, just built by the Booth company, leads to Lake Nipissing, five miles away. Here we dine—all is hospitality at the lumber camps—and watch the great wooden room, with its numerous pine board tables and benches, filled with a noisy and hungry crowd of French Canadians, Irish, English, and more—all apparently talking and joking in six languages at once. The tables are piled with food—boiled salt pork and beef—fried salt pork,—excellent potatoes, dry and floury, good shanty-made bread, stewed dried apples, molasses, boiled beans—all served in tin pans, and everybody eating out of a tin pan, and drinking strong tea, with sugar, but no milk, out of another. All is clean but all is rough, while the cook, generally French, in white apron, and striped stockings, makes every one as comfortable as he can.

(To be Continued.)

ENCOURAGING.

Reports from Minneapolis are certainly encouraging for the future lumber trade. The advance in prices inaugurated at the recent Minneapolis meeting has tended rather to increase than diminish the volume of trade. It is reported that the shipments from St. Paul and Minneapolis for the week ending May 14th, show an increase of 92 cars showing that lumber is moving with more freedom from Wisconsin points. Prices have pretty generally advanced at other points to correspond with the Minneapolis market, and the lists are pretty faithfully maintained. There are straggling reports of cuts, but the leading firms are sustaining prices, and the feeling is very much better than it has been for some time. The local trade is good in both cities, and the wonder of pretty much all the remainder of the lumber trade. Assortments were never so badly broken up as at the present time, and orders are filled with a great deal of difficulty. The mills are being pretty steadily operated at all points, and on the Mississippi and its tributaries the drives are coming along satisfactorily, but the water on the Chippewa is reported to be falling, and some of the drives are likely to be hung up. A dry season would certainly result in a steady and sharp advance in prices. For the present the Minneapolis list fairly represents the prices being realized by the dealers. The Lumbermen's Exchange decided on the 14th to throw out the grade known as 2nd common in dimension lumber, leaving the two grades common and culls, in accordance with the custom in other markets.—Lumberman's Gazette.

The New Orleans Exposition.

NEW ORLEANS, La., May 19.—The World's exposition will be closed May 31. Ninety-five thousand dollars has been raised to carry the exposition over till November, when it will be reopened. The railways and car companies reaching New Orleans will subscribe \$100,000 toward the reopening. The management has paid off fifty per cent. of its indebtedness.

BOARD OF TRADE RETURNS.

The following are the returns issued by the Board of Trade, for the month of May 1885, compared; and also for the 3 months ending April, 1884 and 1885, compared:

Quantity Loads.	Value.
NORTH ENDED 30TH APRIL 1885.	
<i>Timber (Hewn).</i>	
Russia	6,964 14,166
Sweden and Norway	77,839 102,518
Germany	68,381 145,770
United States	21,831 69,914
British India	7,210 103,141
British North America	725 2,857
Other Countries	40,507 62,408
Total	212,447 490,777
<i>Timber (Sawn or Split, Planed or Dressed).</i>	
Russia	14,032 28,742
Sweden and Norway	35,498 225,405
British North America	3,520 8,181
Other Countries	44,042 182,820
Total	107,092 394,948
<i>Staves, (all sizes)</i>	
Mahogany (tons)	0,907 46,288
Total of Hewn and Sawn	5,478 47,075
Total of Hewn and Sawn	379,659 885,025
FOUR MONTHS ENDED 30TH APRIL 1884.	
<i>Timber (Hewn).</i>	
Russia	10,163 25,453
Sweden and Norway	153,277 208,838
Germany	75,200 182,964
United States	40,016 157,328
British India	15,635 217,585
British North America	2,077 8,187
Other Countries	141,038 185,800
Total	444,003 985,464
<i>Timber (Sawn or Split, Planed or Dressed).</i>	
Russia	21,387 43,303
Sweden and Norway	183,190 403,107
British North America	15,726 34,214
Other Countries	102,632 316,825
Total	321,771 807,449
<i>Staves (all sizes)</i>	
Mahogany (tons)	22,025 108,850
Total of Hewn and Sawn	25,082 210,050
Total of Hewn and Sawn	771,774 1,787,913

FATAL LEAP.

NEW YORK, May 19.—This afternoon Prof. Robert E. Odium, dived off the Brooklyn bridge a distance of 135 feet to the river below. While the people on the bridge were horrorstruck, reporters, club men and Capt. Boyton with bated breath watched the descent from a tug. Odium held one hand on his head and held the other out straight to guide him. When within thirty feet of the water his body began to turn. As if realizing his danger Odium brought down his other hand with a wave-like motion to aid him in recovering his balance. Half a second later with a mighty splash his body struck the surface on one side and sank out of sight. The tug hurriedly pushed forward to the place where the body fell and Capt. Boyton after seeing that life preservers had been thrown out sprang over the side of the boat and waited for the body to rise. Soon he saw the white face of the professor rising from the water and a moment later he was by his side. Seizing a life preserver, he with difficulty placed it beneath the body of the insensible professor. Blood mingled with forth came from the mouth of the daring man. A rowboat was soon pushed within reach, and with considerable difficulty the body of the professor was dragged into the boat. A few minutes later it was transferred to the tug and restoratives administered. After considerable rubbing, the eyes of the sufferer opened. "What kind of a jump did I make?" he whispered. "First class, my boy," responded the captain. "You'll be all right in a little while." The professor immediately relapsed into insensibility. The tug was hurriedly started for shore and just as the pier was reached a shudder passed through the professor's frame and after breathing heavily once or twice his heart stopped beating and death came to his relief.

Drowned in a Millpond.

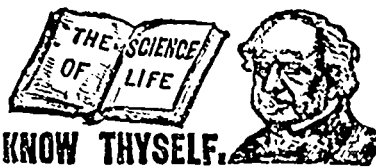
LONGFORD MILLS, May 18.—A lad named James Miller, about fifteen years old, while feeding logs at the large mill of the Longford Mill Company, accidentally slipped off a log into about ten feet of water and was drowned. His body was quickly recovered by the workmen, but life was extinct. His parents reside near Campbellford.

A STRAHER from the "Soo," Mich., to Cheboyan, lately brought down 800 empty beer kegs from one saloon. This would seem to indicate that they floated logs to the mills up there on rivers of beer.—Northwestern Lumberman.

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

PETERBOROUGH, Ont., JUNE 1, 1885.

A PORTION of the northern part of Langdale, and four townships of Lincoln county, Wis., have been set apart as Forest county.

UPRIGHT, EMORY & Co., during the past winter, got out 120,000 ties and 4,000 cords of wood at Charlevoix, Mich., and in that vicinity.

Of the 20,000,000 feet of lumber held by Mosher & Fisher, Bay City, Mich., January 1, 15,000,000 feet was sold by May 14th.

EDWARD WALKER, at Kingston, Kent county, N. B., lost his life, recently, by being struck by a slab and knocked from a mill railway.

A YOUNG man was drowned May 18th, while at work sorting logs in the Longford Lumber Company's boom at Longford Mills, Ont.

GOOD Norway strips are scarce in Saginaw valley, and sells at \$10 a thousand. Norway bill stuff sells at Bay City at \$8 a thousand.

A SHIPMENT of 12,000,000 tooth picks was recently made from a factory at Fond du Lac, Wis., to Chicago, St. Louis and New Orleans.

CEDAR posts and ties to the amount of 68,700 pieces were shipped from Alpena, Mich., during a recent week to Chicago.

McVITTY, Dr. Henderson, St. Cochrane and Frank White are about to erect a saw mill at Big Hill, 30 miles west of Calgary, N. W. T.

THE Gilmour Company have 160,000 logs stuck at the head of Black Creek. It is reported that they are dry and cannot be moved until next season.

LARGE quantities of square timber are being transported daily by C. P. R. specials from Chalk River and North Bay, Ottawa district, to Papineauville where they are made into rafts for Quebec market.

A LARGER number than usual of eastern men have been at Manistec, Mich., this spring to purchase lumber. One sale of 400,000 feet of selects to go to Worcester, was made.

ABOUT 100,000 feet of lumber and a quantity of slabs and cordwood were burned at Tioga Station, Ont., May 17th. The lumber was owned by Brennan & Son., of Hamilton.

A Bancroft, Hastings county, correspondent says:—Timber driving progresses slowly on those waters. Bronson's drives seem to have moved, but Eddy's large drive of 55,000 pieces of timber and logs has been more fortunate and will be in Madawaska river in a week or so.

A DULUTH business man recently remarked to a newspaper reporter of that place that very few people are aware of the amount of timber wealth in the Vermillion lake region northwest of Duluth. Good judges estimate that there is not far from 1,000,000,000 feet of pine on the lake and its immediate tributaries. Pike river has 300,000,000 to 400,000,000; East Two rivers over 100,000,000; Trout lake 100,000,000 to 150,000,000; Armstrong creek about 75,000,000, and Lake Vermillion itself 300,000,000 to 400,000,000. When the Duluth & Iron Range roads fills in the gap between Two Harbors and Duluth all this lumber will be tributary to a Duluth market and outlet.

ARBOR DAY.

ALL who are interested in the subject of arboriculture in Canada watched with a feeling akin to anxiety the manner in which the first Arbor Day in Ontario would be observed. The holiday was only extended to village and rural schools, but it was a commencement, and the manner in which the holiday was taken advantage of by the rural schools to plant trees and to otherwise beautify the school grounds was very satisfactory. The success of this experiment was such as to warrant the authorities in extending the holiday to all schools next year, and the question of making the day a general holiday might with propriety be considered.

There are two results to be aimed at in setting apart one day in each year as Arbor Day. One is the planting of trees, etc., for beautifying purposes, and the other is to teach the people the practical and monetary value of the forests. Towns and cities are as much interested, if indeed, they are not more interested, in the first object, than are the people who reside in the country. As regards the practical value of our forests, however, the farmers and owners of the land outside the centres of population are more directly interested. While all sections of the community are interested in the subject there appears to be no reason why Arbor Day should be confined to the village and township schools, and if by making the day a general holiday the people generally could be made to see the many reasons why they should take a more lively interest in the subject of arboriculture, it would be judicious to hereafter make the holiday partake of that character.

FENELON FALLS.

THE GOVERNMENT BOOMS—Mr. William Kennedy, of Bobcaygeon, who does a great deal of work for the Ontario Government, arrived at the falls on Monday morning, having received instructions to remove and repair the booms at the mouth of the Fenelon river. He tells us that the job will probably be finished by the end of this week.

FINISHED.—The war mentioned two or three weeks ago as being under construction by the Pulp Mill Co. is now finished and is a very solid structure. It is, as before stated, 60 feet square, and a very much larger steamer than the Swan could run up to it when the water is at its lowest. Part of the area between the warf and the shore is yet to be filled in, but enough of it has been made dry and firm to enable the company's teams to go to the warf for the wood that is daily being piled thereon.—Gazette.

THE British Admiralty has decided to send out a torpedo plant for the protection of Victoria, B. C. The consignment will be despatched via the Canada Pacific railway.

LIST OF PATENTS.

The following list of patents upon improvements in wood-working machinery, granted by the United States Patent office, May 12, 1885, is specially reported to the CANADA LUMBERMAN by Franklyn H. Hough, solicitor of American and foreign patents, No. 925 F. St., N. W., Washington, D. C. —
317,601.—Lathes, machine for feeding blanks to—J. Welker, jr., Central Falls, R. I.
317,745.—Saw, drag—J. H. Deam, Bluffton, Ind.
317,781.—Saw joining and setting device—J. L. Highberger, Sharpsburg, Md.
317,698.—Saw tooth, insertible—A. Adsit, Traverse City, Mich.
317,650.—Saw tooth, insertible—E. T. Lippert, Pillsburg, Pa.
317,730.—Wood, preserving wood—E. Z. Collings & O. F. Pike, Camden, N. J. and Philadelphia, Pa.

STOCKS IN THE DOCKS.

The London Timber Trades Journal of May 9th, says:—In the dock stocks we note that there is nothing of an oppressive character in the present proportions of the London supply of the principal north of Europe goods. Stocks of Baltic deals and battens are about equal to what they were a year back, and though battens are somewhat heavier in stock now than they were 12 months since, prepared flooring boards are nearly 400,000 pieces short of last year's supply at this date; pitch pine planks, again, are considerably less now in stock than they were May twelvemonth. Although timber of this description is now 22,904 loads, against 12,362 loads that were in the Surrey Commercial Dock ponds twelve months ago, the quantity arriving shows even a larger preponderance on the side of the present year's supply, considerable quantities having been rafted to the river from the ships' side that were not taken into account at all.

The heavy excess of ponded goods doubtless exercises an unfavorable influence on the value of planks, otherwise we ought to have these latter at a considerable premium at the present time. In Baltic log timber, on the other hand, we have to record a shortage as compared with the stocks of similar description that were in the ponds at corresponding date last year; but the difference though large is not sufficient to counterbalance the excess on southern pine. The present dock supply of ponded timber, coupling the two together, is 30,232 loads, against 29,079 loads that were in stock last year.

Wainscot logs are one of the items that, by comparison, are not heavily represented, being some 1,400 pieces less now than the stocks of May, 1884, which is decidedly favorable to prices. We have not seen so much of this description of timber figuring in the public sales lately. The chances of war with Russia no doubt influenced holders, and doubtless checked first hand transactions in Odessa goods. With peace almost assured, these, like other goods coming within the influence of war, will experience a reaction from the inflated tone of the past three or four weeks.

Stocks of pine and spruce, in the absence of any fresh additions, continue to present the same marked contrast to last year's stocks, and which which the trade have become so accustomed to that it hardly needs referring to. If, as reported, there are so many new vessels now chartered for St. John and Miramichi, this year's summer stock of lower port spruce will be the smallest ever known.

In the old days of sailing ships, with such a state of things existing at the loading places, we could pretty well discount the market for whitewood over here; but in this age of steamers it would be unsafe to reckon so strongly on a short supply. Tonnage, if wanted, could soon be secured, and the stuff shipped at short notice, to come upon the market as an eleventh hour supply, upsetting all previous calculations.

Stocks of birch and walnut are much on the same scale as a year ago. Elm, amongst the ponded goods, is represented by a few hundred loads, but the supply was very small last year. Ash is some 800 loads heavier in stock now than it was at the end of April.

GLASGOW.

The Timber Trades Journal of May 16th says:—Messrs. Malcolm, Carwell & Co. held a public sale of timber and deals at Greenock on 8th inst., prices are noted below.

There have been no auction sales at Glasgow by timber brokers during the week.

A small cargo of Laguna mahogany and cedar is advertised by Messrs. Farnworth & Jardine to be exposed at Queen's dock, Glasgow, on 19th inst.

Early imports of Quebec deals will come to an unusually bare market this season.

From the statement of stock at the end of March last it will be seen that of Quebec yellow pine deals the quantity on hand was only about a third of what was held at corresponding period 1884. Deliveries from Yorkhill yards during the last month (April) amounted to 85,353 deals and planks (Quebec and lower port), against 66,835 pieces in April, 1884.

First quality yellow pine deals are at present especially needed and would command high prices. Apparently, however, the first arrivals per steamer from Quebec will be later than they were last year, as reports state that immense quantities of ice are in the Gulf of St. Lawrence, completely blocking the usual outlet.

Arrivals at Clyde ports during the past week have been light, consisting of a cargo of greenheart and sundry small parcels of oak planks, staves, &c., per steamers. We learn that a cargo of birch timber from Halifax is daily expected. There has been a considerable import of Baltic goods at Grangemouth for the week; 16 vessels representing an aggregate carrying tonnage of 4,310 tons. A Greenock shipbuilding firm it is stated has secured contracts to build six ships, the aggregate tonnage estimated at about 7,000 tons; the prices are understood to be very low.

AUCTION SALES.

On 7th inst., at Greenock, by Messrs. Malcolm, Carwell & Co.:

Quebec waney boardwood—	Per c. ft.
60 c. ft. avg. per log	2s. 1d.
40 "	1s. 5jd.
Quebec yellow pine—	
112 c. ft. avg. per log	1s. 8d.
Quebec elm—	
40 "	2s. 8d.
Quebec cherry—	
21 1/2 c. ft. avg. per log	2s. 2d.
Quebec oak—	
55 "	2s. 3d. & 2s. 2jd.
Michigan 1st pine deals—	
18 to 15 ft. 5/24 x 8	2s. 10d.
14 " 5/15 x 8	2s. 9d.
Michigan 3rd pine deals—	
16 to 18 ft. 12/20 x 8	1s. 3jd.
16 " 7/10 x 8	1s. 1jd.
14 " 7/21 x 8	1s. 1d.
13 " 6/18 x 8	1s. 0jd.
12 " 6/11 x 8	1s. 0jd.
Michigan 4th pine deals—	
9 to 15 ft. 6/18 x 8	9jd.
Michigan 2nd, 3rd & 4th pine ends—	
8 to 8 ft. 6/18 x 8	9jd.

Fierce Forest Fires.

EASTON, Pa., May 22.—Mountain fires have been burning for a week north of Stroudsburg, Monroe county, and in the vicinity of Bushkill have devastated a large area. Great damage has been done to the farming and lumber interests. Forest fires are also reported at Bangor and Penn. Argyle, doing considerable damage. The fires on the Blue mountain in the vicinity of Danielsville, Northampton county, partly subdued two weeks ago, have broken out afresh, and are spreading rapidly. The forests are very dry, and a great deal of valuable timber will be destroyed. After sundown the fires resemble a huge torchlight procession.

FOREST fires this year seem to be confined to no section of the country in particular. Pennsylvania, Maine, and New Jersey in the east, have added their quota, as have some states in the west and Northwest, and last week the far off British Columbia comes to the front with her forest cremation, involving a considerable pecuniary loss. The town of Farwell was totally destroyed, railroad property burned, and other damage resulted. The year 1885 will be noted for early forest fires; or at least great destruction before the snow had fairly disappeared from the woods.

THE LUMBER SUPPLY.

For some time past there has been a good deal of discussion concerning the policy of curtailing the production of lumber, and the general drift of opinion in the trade has been decidedly in favor of such action, for although the lumber trade has not suffered so severely as many other industries during the dull times of the last two years, it is still a fact that for several years past the business has not been returning a satisfactory profit for the capital invested, and the cause of this was obviously the over-production of lumber.

But while most members of the trade were agreed on this point, there were many who believed that over-production would continue in spite of all the arguments urged against it, and some of the very knowing ones even intimated that the very ones who talked most earnestly against over-production had no intention of practicing as they preached. While urging others to restrict their operations, they intended to increase instead of curtailing their own production.

But the latest statistics relating to the lumber situation in the Northwest, as given by the St. Paul Pioneer Press, show that the number of those persons who preached the doctrine of curtailment of production to others, but did not apply it to themselves, was very small, or else that the circumstances were strongly against their little game; for, as the following figures show, there has been a very material decrease in the supply of logs now available as compared with that on hand in the spring 1884. Last spring the total production in the five districts of Mississippi, St. Croix, Chippewa, Black and Duluth, amounted to 3,238,500,000. This spring the production is estimated at 2,364,562,000, showing a decrease of 873,938,000 feet. In the Saginaw Valley the log product is about 300,000,000 feet less than that of last year. The stock of logs at the Mississippi mills, of which no estimate is made in this report, is, however, uncommonly large, many mill owners have taken advantage of the favorable condition of the market, and the high water following the Chippewa flood, to get a supply of logs to their mills for the spring sawing.—*Saw Mill Gazette.*

CANADA PACIFIC CHANGES.

General Superintendent Wm. White of the Eastern and Ontario division Canada Pacific railway, has just issued an official circular announcing the promotion of James Wilson to the position of superintendent of the Ontario division. Mr. Wilson will thus have the superintendence of the line between the terminal points of Owen Sound, Teeswater, St. Thomas and Smith's Falls Junction. The new superintendent was for many years in the service of the Grand Trunk, first as operator, and later as station agent at Ailsa Craig. He was agent of the Toronto, Grey and Bruce railway at the Queen's wharf, and when this line merged into the Canada Pacific he was advanced to the position of master of transport. As assistant superintendent to Mr. White, he retained charge of the Toronto, Gray and Bruce railway section until the opening of the Ontario and Quebec division, when he had the superintendence of this part of the line in addition to his former charge. That Mr. Wilson's administration has so far been singularly efficient is proved by his advance to the post of superintendent of the Toronto, Grey and Bruce, Ontario and Quebec and Credit Valley sections. J. W. Leonard, assistant superintendent of the Credit Valley railway, has been appointed to the same position over the Ontario division.—*Toronto Telegram.*

The Voyageurs.

OTTAWA, May 27.—The voyageurs returned by the Hanoverian were banquetted here to-night. Those belonging to Winnipeg leave over the north shore route of the C.P. R. to-morrow night.

All "Played Out."

"Don't know what ails me lately. Can't eat well,—can't sleep well. Can't work, and don't enjoy doing anything. Ain't really sick and I really ain't well. Feel all kind o' played out, somehow." That is what scores of men say every day. If they would take Dr. Pierce's "Golden Medical Discovery" they would soon have no occasion to say it. It purifies the blood, tones up the system and fortifies it against disease. It is a great anti-bilious remedy as well.

SEVENTEEN LIVES LOST.

CINCINNATI, May 21.—The fire at 19 Sixth street this afternoon caused the death of seventeen persons. It was at first thought that only five women who jumped from the fifth story window were killed, but when the fire was subdued so that the firemen could enter the building it was found ten bodies lay in heaps on the fifth floor and one lay on the fourth. There were six who jumped from the windows and were killed, and one man, after saving the lives of two women by letting down a rope from the roof, was himself killed by the burning in two of the same rope before he reached the ground. This was Mr. Sullivan, brother of the proprietor of the printing works. The fire originated by the explosion of a gasoline stove on the second floor. The flames entered the elevator chute, which is next to the stairway, and all chance of escape was cut off. The killed are mostly employes of the dye works occupied a portion of the building. Mary Beatrix, aged 17, of Newport, was killed in leaping from the fifth story; Chas. Braam made an effort to catch her, but the force was too great and she dashed on the pavement at his feet a shapeless corpse. In addition eleven corpses were found inside the building and search is now being prosecuted. The fifth story was completely burned out, but the walls still stand and the floors are not much damaged. The building was occupied by Sullivan & Co's printing works, Orth, Wissell & Co's dye house, the Ledger Postal News company, the Parisian dyeing and scouring company, J. R. Kingsley's printing works. It was not long until the flames were under control. The mass of telegraph and telephone wires prevented the fireman putting up ladders promptly for the relief of the inmates.

The fatal list now made up is; Anna Bell, aged 48; Dollie and Lizzie Handel, twins, 20 years; Fannie Jones 23; Della, Katia and Mary Leaban, 18, 23, 14, and 16 respectively; Katie Lowry, Lizzie Meiers, 16; Annie McIntyre, 20; Fannie Norton, 34; Katie and Mary Pitnam, sisters, 22 and 14; John Sullivan, 22; Lillie Wynn, 20.

The injured are: Will Bishope, printer, 23 years of age, crushed and burned, will probably die; Josie Hawkes, broken leg; Emma Pinchback, unconscious, will probably die; Nannie Shepherd, head badly cut.

BRIDGENORTH.

SAW AND SINGLE MILL BURNED.—On Saturday morning, May 22, between the hours of four and five o'clock, a fire broke out in the saw and single mill of Mr. J. H. Brumwell, and the entire building was consumed. It is not known how the fire originated. There was a quantity of lumber, about two hundred thousand shingles, and other stuff burned also. The loss will be \$3,000, of which only about one-third is covered by insurance.

The Royal Society of Canada.

OTTAWA, May 26.—The fourth annual meeting of the Royal society of Canada opened at 10 o'clock this morning in the railway committee room of the house of commons. Dr. T. Sterry Hunt, president, occupied the chair. Dr. Daniel Wilson, the vice-president, and Mr. J. G. Bonrinot, hon. secretary, were in attendance. The honorary president the Marquis de Lausdowne was present in the afternoon and delivered an interesting address on the work being performed by the society.

Escape of Convicts.

KINGSTON, May 25.—This morning two convicts escaped from the penitentiary. Their names are Robert Spencer and Thomas Buckley. Both the men came from Toronto, the former for two and the latter for three years, and both have served eight months. They were working on the quarry about 200 yards from the prison walls, and at noon when the keeper called the men into line the two named were missing. The escaped men are smart, active young fellows, and up to to-night no trace of them had been found.

It appears Mr. Henry George secured \$2,000 for his recent course of lectures in Scotland on land reform.

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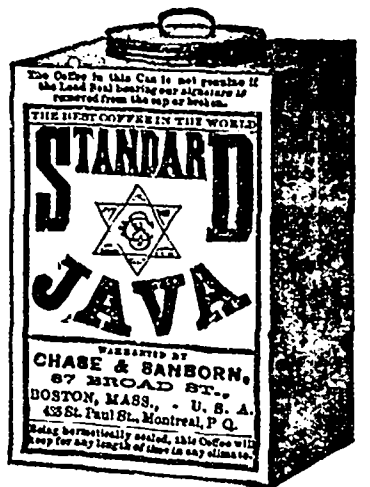
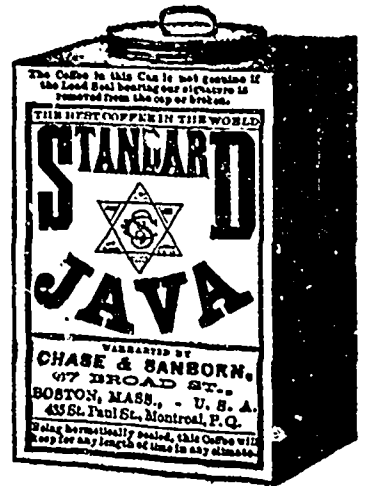
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If you Have BOOKS TO BE BOUND, Bring them to
THE REVIEW BOOKBINDERY.

AUSTRALIA.

The monthly circular of Messrs. Lord & Hughes, dated Melbourne 11th March, says:— Since the date of our last advice on the 11th ultimo, a moderate amount of business in timber and deals has been done, but we have no improvement in prices of any description of timber to report.

Stocks are large, and arrivals heavy, but business from the yards for consumption continues active.

RED DEALS.—Imports: 1,050 standard, from the Baltic; 125 standard red pine, from Canada. The arrivals have been—Andrea Wilhelmina, from Skolleftea; Indefatigable, from Sandwell; Elizabeth, from Gelle; and Lake Loeman, from Quebec. Sales by auction have been confined to portions of cargoes ex Border Chief and Wm. Le Lachour. D O M, 12x4, and 11x4, realising 6d. per foot; 9x3, 9x4, at 4 11-16d.; 11x3, at 5 1-16d.; 9x3, at 4 1/2d. K A B, 9x4, at 5 1/2d.; 7x2 1/2, at 4 3/4d. N A S, 11x4, at 4 1/2d.; 9x4, at 4 1/2d.; 11x3, at 4 1/2d.

SPRUCE DEALS.—Imports: 5,131 pieces. Arrivals have been—Lake Loeman, from Quebec; Haroldine and Penobscot, from Boston. Sales publicly have been of 9x3 and 11x3, spruces, ex Antioch, and small parcels of white Baltic deals, 3, 5, 6 and 7 cuts ex Erato and Schwanden.

OREGON TIMBER.—Imports: 2,735,130 feet super. Arrivals: Birchgrove, California, Quickstep, Tranmere, and Fresno. Sales by auction have been cargoes ex Birchgrove, Quickstep, California and Kemijio, at prices ranging from \$6 5a. to \$5 10a. Cd. per 1,000 feet super.

LUMBER.—Imports: Clear pine, 442,660 feet super; white pine sheling, 412,688 feet super; T. and G. Ceiling, 141,144 feet super. Sales publicly have been of various parcels ex Antioch, S. F. Hersey, Abner Coburn, Highlands, and C. D. Bryant, last month's sales being fully maintained. The parcel ex Haroldine is advertised for sale 15th inst.

REDWOOD.—Imports: Nil. The only public sale has been reported of parcel ex Romijio, at \$3 1/2a. to \$3 7a. Cd. per 1,000 feet super.

FLOORING AND WEATHERBOARDS.—Imports: 3,203,630 feet lineal, from the Baltic and Great Britain: 50,000 feet lineal from Canada. Arrivals have been Erato, from Christiania; Arthurstone, from Montrose; Melanope, from Glasgow; and Lake Loeman from Quebec. Sales by auction have been ex Java, Botvid, Wilhelm, Ole Moller and Bankville, at following rates:—Red, 6x1 1/2, at 1 1/2; 6x2, at 8s. 4-out weatherboards, 5s. 9d.; white, 6x1 1/2, at 8s. 3d.; 6x2, at 7s. 6d.; 6x3, at 4s. 11d. and 4s. 10d.; 4-weatherboards, 5s. 9d. per 100 feet lineal.

KAURI PINE.—Imports: 538,939 feet super. The arrivals have been—Linda Weber and Louise, from Kaipara; Albert the Good, from Wanganui; and Orsen, with portion of cargo ex Robin Hood, wrecked at Hummock Island. Sales by auction have been made of cargoes ex Mary Blair, Linda Weber and Dufrance, also of the parcel ex Orsen.

CEDAR.—Imports: 149,200 feet super. The arrivals have been per sundry steamers via Sydney. Sales have been made by auction of various parcels logs and sawn boards.

DOORS.—Imports: Nil.

LATH AND PICKETS.—Imports: Laths, 11,483 bundles; pickets, 7,120 bundles.

SLATES.—Imports: 336,911 pieces.

PASTER.—Imports: 1,372 barrels.

CEMENT.—Imports: 1,120 barrels. No business has been done during the month. Privately Knight, Bevan & Co.'s and Gostling's are quoted at £20 to £18.

GALVANIZED IRON.—Imports: 576 tons. There have been no offerings at auction, and but little has been done privately. Favorite brands are quoted at £20 to £18.

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

Don't hawk, and blow, and spit! but use Dr Sage's Catarrh Remedy.

LOG PRODUCT OF THE SAGINAW RIVER.

Estimates published by us last February, for which we were indebted to a considerable extent to Ed. Cowles, of the Saginaw Courier, the log crop for the Saginaw river mills was given as follows:—

	Feet.
Tittabawassee and tributaries.....	126,800,000
Tobacco and tributaries.....	56,300,000
Chippewa and tributaries.....	48,350,000
Tittabawassee pine.....	11,000,000
Scattering lots.....	10,000,000
Total.....	252,450,000

Past experience in lumbering shows that estimates made early in the season invariably fall short of the actual output, and while this may be true the present season there is reason to believe the excess over the foregoing estimates will be very small. Those competent to speak by the card state that it will not exceed the published estimates more than 8 per cent. and at the most will not overrun more than 10 per cent., which would make the total product of new logs above the Saginaw about 277,600,000 feet. Usually there is more or less summer logging, but the indications are that there will be little done the coming season in that direction. The highest estimate placed upon the new log product to come the Tittabawassee booms is 300,000,000 feet, and it is believed that the actual output will fall short of those figures.

The estimate of new logs put into Rifle river as furnished from official sources, is 60,000,000 feet of short and 12,000,000 feet of long logs. The long logs will be rafted to Port Huron and Detroit, and do not enter into the calculation of the supply of the Saginaw river mills.

From official sources it is also learned that the estimate of new logs to come through the booms on Au Gros river is 43,831,000 feet. There was put into Smith and Hale creeks 35,000,000 feet, all of which will be hauled by rail to East Tawas, and will be manufactured at that point.

The new log product of Kawkawlin river is estimated at 7,000,000 feet, and Pine river (shore) 5,000,000 feet.

The foregoing are the streams included in the area known as the Saginaw district, and which furnishes stock for the Saginaw river mills.

There will be a total of logs hauled over the Saginaw Bay and Northwestern branch of the Michigan Central and put into Saginaw Bay to be rafted to the Saginaw river, about 30,000,000 feet of logs.

RECAPITULATION OF NEW LOGS.	
Total above the Saginaw.....	277,600,000
Rifle river.....	72,000,000
Au Gros river.....	43,831,000
Pine (shore).....	5,000,000
Kawkawlin.....	7,000,000
Saginaw bay railroad.....	30,000,000
Total.....	435,431,000

Add to the foregoing 35,000,000 put into Smith and Hale creeks, tributaries of the Au Gros, and which go to East Tawas by rail and to be manufactured there, have a grand total for the district of 470,431,000 feet. Deduct the 35,000,000 feet referred to, and the 12,000,000 feet of Rifle stock going to Port Huron and Detroit, and there remains for the supply of the Saginaw river mills a total of 423,431,000 feet.

OLD LOGS.

There is in the booms and streams, logs put in during the season of 1884 and to come out the coming season, the following quantities:

	Feet.
Above the Saginaw.....	75,000,000
Saginaw river mill booms.....	74,034,800
Rifle river.....	20,000,000
Pine river (shore).....	2,500,000
Kawkawlin river.....	3,000,000
Au Gros river.....	20,000,000
Total old logs.....	194,534,800
Total new logs.....	423,431,000

Grand total..... 617,965,800

Rafted out in 1884..... 771,195,083

There will come to the Saginaw river direct during the season via the Flint & Pere Marquette and Mackinaw division of the Michigan Central, about 100,000,000 feet, or less than

one-half of the quantity hauled in 1884, which, providing all the stock put in upon the several streams is rafted out, gives a total of 717,000,000 feet, but it will be remarkable if all the logs put in are rafted. In fact it is safe to say they will not be.

When it is understood that the Saginaw river mills manufactured during 1884 a total of 964,135,684 feet of pine and 14,061,869 feet of hard-wood lumber, it will be conceded that lumbermen have been in earnest in curtailing, and that there is quite likely to be a good deal of leisure in store for some of the river mills the coming season.—*Lumberman's Gazette.*

ADJUSTING A BIG GEAR.

J. F. Hobart, in the *American Machinist*, tells how "Bob" engineered a big gear on to a shaft and got out of a bad scrape: "One day boss sent Bob and two 'bummers' twenty miles into the country to put on a big five-foot bevel gear. The shaft had been calipered by the owner. He sent a piece of wire and said it was just the size of the shaft. Bob engineered the gear into the wheel pit. He juggled it over bridge-trees, under stuff spouts (it was a paper mill) and between timbers and posts. It went on to the end of the shaft all right; and slid 8 inches and stuck. He turned it 1/4 around, and tried again. No use; that gear would fit too soon every time. He calipered the shaft. Owner got it just right at the spot when he measured it, but he didn't think to caliper that shaft at more than one place. Too bad! That gear has got to slide on about four feet. It is Saturday, 10 A. M., and the last train goes at 5 P. M. Bob got a file and scraped away for half an hour. The gear went on three inches further. 'No use,' thought Bob, 'six inches per hour, means eight hours to four feet and that means 6 P. M. Can't stand that racket anyhow.' Bob went to thinking. He thought easy. It came natural to him. He was always thinking about something. Bob rigged the differential chain falls to pull the gear on the shaft. Then he put his rope falls out the other way so as to pull the gear off. He put two six inch by six inch timbers between the arms of that gear, blocked up under one timber and shoved down the other. He set up one of his strikers with a bucket of water and tin dipper; the other man he rigged out with a barrel of sand. Bob started the water wheel. Mike wet the shaft, and Tom dusted on sand. Bob handled in on the chain falls. That gear walked right up to business, and came on four inches further than it had been before, then it stopped coming and began to squeal. Bob slackened up his chain falls, ran around the other side and worked the gear off again with his rope tackle. Mike and Tom wet and sanded the shaft again. The gear came right up again, hungry as ever. It slid over the bunch and went eight inches. Once Bob almost got sick. The gear hub was hot. The shaft smoked, and the wheel almost stopped before he could draw the gear back. If it had stopped there, Tom would have been in a box. He would have had to pull the gear off in a press. At 12.30 P. M., the gear was up against the bridge-tree where it belonged. It was very hot and Bob couldn't bear his hand on

it a second. It came awful hard the last inch. The sand had got all ground out, but Bob 'thought she would come,' and just got the gear in place, when it squealed and stopped. The key ways were a quarter turn off. Bob couldn't stop the gear again with a jack-screw. He packed up his kit, gave the owner the key, and told him to drive it in after the gear worked loose. Bob went to town on the 1.20 train. Owner ran the mill six weeks when the gear got loose and slipped. That shaft was 4 inches in diameter, and carried 120 horse power. Bob used his brains and got out of a bad scrape in good shape."

INSTRUCTIONS ON STRAIGHTENING SAWS.

Many saws become crooked or dished at the mill, that may be straightened by any good, patient mechanic acquainted with the use of a hammer. Secure a hardwood block, of suitable height, bedded on the ground (not on a floor). The upper end of the block upon which the saw is to be worked should be oval, i. e., about 1/2 of an inch, in a 12-inch block, higher in the centre than at the edges. Use ordinary blacksmith's hammer for say a 50 or 72 inch circular saw, of about 3 to 4 pounds weight, and a lighter hammer for smaller or thin saws. The face of a hammer should be oval, with the sharp edges ground off, so as not to cut the saw. Nail up a piece of joist or plank at opposite side of the block, with the upper side a little below the face of the block (say one inch) for the saw to rest on. While at work use a steel straight edge made of sheet steel about the thickness of an ordinary cross cut saw, say 20 inches long, 3 1/2 inches wider at centre, and tapered to about 1 inch wide at each end, perfectly straight, with the edge slightly oval (i. e., not exactly flat). For small saws use shorter ones and a little narrower. In trying the saw to find the lumps, stand it on edge and apply the straight edge, when the saw is at a poise and on a balance, at the point of tipping either way. Mark the lump with a piece of white chalk; have a helper to hold the saw on the block, hammer on the lumps or convex parts. All that is really necessary for a new beginner is to try the saw very often by standing it on edge and watch the effect of the blows. Any saw may be changed from a left hand to a right, or vice versa, in this manner. If, however, the saw is strained by gumming, with the rim or centre loose, or what is generally termed rim bound, or centre bound it must go to a good saw maker. An inexperienced person, however, should never hammer a saw on an anvil. There is no danger changing the strain of a saw in using a wood block of any kind. All kinds of log saws may be straightened in the same manner, including mill, mulay, gang, drag, cross-cut and hand saws.—*Lumber Trade Journal.*

Pile Tumors
When neglected or improperly treated often degenerate into cancer. By our new and improved treatment without knife, caustic or salve, we cure the worst cases in ten or thirty days. Pamphlet, references and terms, three letter stamps. World's Medical Association, 63 Main Street, Buffalo, N. Y.

LIVERPOOL STOCKS.

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

	Stock, May 1st 1885.	Stock, May 1st 1884.	Consumption for the month of April 1885.	Consumption for the month of April 1884.
Quebec Square Pine.....	220,000 ft.	317,000 ft.		
Waney Board.....	241,000 "	341,000 "	96,000 ft.	118,000 ft.
St. John Pine.....	19,000 "	21,000 "	1,000 "	11,000 "
Other Ports Pine.....	48,000 "	65,000 "	3,000 "	4,000 "
Rod Pine.....	37,000 "	50,000 "	4,000 "	3,000 "
Pitch Pine, hewn.....	611,000 "	201,000 "	77,000 "	112,000 "
" Saw.....	609,000 "	529,000 "	568,000 "	210,000 "
Planks.....	69,000 "	82,000 "	38,000 "	23,000 "
Dantzic, &c. Fir.....	88,000 "	100,000 "	22,000 "	5,000 "
Sweden and Norway Fir.....	48,000 "	85,000 "	1,000 "	13,000 "
Oak, Canadian and American.....	176,000 "	229,900 "	12,000 "	59,000 "
" Planks.....	180,000 "	150,000 "	31,000 "	91,000 "
" Baltic.....	14,000 "	12,000 "	1,000 "	1,000 "
Elm.....	11,000 "	7,000 "	1,000 "	3,800 "
Ash.....	24,000 "	19,000 "	4,000 "	7,000 "
Birch.....	80,000 "	43,000 "	40,000 "	81,000 "
East India Teak.....	25,000 "	48,000 "	13,000 "	10,000 "
Greenheart.....	74,000 "	67,000 "	26,000 "	15,000 "
N. B. & N. S. Spruce Deals.....	18,800 stds.	13,225 stds.	3,973 stds.	2,873 stds.
" Pine.....	830 "	1,040 "	1,742 "	1,742 "
Quebec Pine & Spruce Deals.....	2,500 "	6,365 "	563 "	170 "
Baltic Red Deals, &c.....	2,425 "	4,191 "	60 "	60 "
Baltic Boards.....	60 "	60 "	5 "	60 "
" prepared Flooring.....	3,825 "	4,664 "	1,562 "	2,042 "

Chips.

A NEW saw mill has been erected about 25 miles up the river from Birtle, Man.

THE N. W. O. & N. Co., Macleod, N. Y. T., have moved their saw mill to Letherbridge.

GEO. CARTWRIGHT, of Russell, Man., will shortly start a sawmill on the Bird Tail Creek, near Springfield.

THE Hudson, Wis., Lumber Company sold sold over 2,000,000 feet of lumber in a recent week.

THE United Lumber Company was formed and incorporated about a month ago, with headquarters at Buffalo, N. Y., for the purpose of handling a large hemlock lumber trade.

THE freight traffic on the Chicago & West Michigan railroad is reported heavy this spring, mainly on account of unusually large lumber shipments.

IT will require from 800 to 1,000 men to get the 98,000,000 feet of Penobscot river, Me., logs into the booms. Wages range from \$1.25 to \$2.50 a day.

CALVIN & Sons started their first raft of 50 drams of oak timber from Kingston to Quebec on the 4th inst. as tow of the tug, John A. Macdonald.

THOMPSON SMITH's sons of Duncan City, Mich., got out a stick of white pine in that vicinity that was 59 feet long and 33 inches square.

A. D. HENSEL & Bro., of Warren, Pa., have bought 200 acres of pine land near Chippewa Station, Mich., and have shipped their mill to that point.

THE Knapp, Stout & Co. Company's big mill at Menomonie in one day, recently, sawed 405,000 feet of lumber, and on the same day the steam mill sawed 112,000, making a total of 517,000.

THE Lynwood tannery, at Conklingville, N. Y., has been obliged to cease operations on account of a lack of hemlock bark. It was built in 1847. During the thirty seven years of its operation it is estimated that it has consumed the hemlock bark on 21,000 acres.

THE barque Harmonia, from Pensacola to England, with pitch pine, was waterlogged, and had to be abandoned April 7th in mid ocean. A severe gale tore things generally, and drove the men, 12 in number, to the mast, where they were lashed to the rigging for 48 hours. They were rescued by a ship coming this way, and brought to New York. The bark left Pensacola April 4th. The vessel and cargo was a total loss.

THE TIMBER TRADE.

With regard to the timber trade, we learn with much pleasure that the representative from this port who have visited Europe this winter have returned with an amount of business obtained far in excess of last year, and more than they anticipated. Deals have sold fairly well, also some descriptions of timber. In this connection the decrease in the production of white pine in the Ottawa district will, it is stated, be about one third less than last year. The demand for white pine square timber has not, however, rallied in the home market. A considerable quantity of this timber is reported still in first hands. On the whole, a good spring trade is anticipated. The late froshets have proved somewhat disastrous to mill owners, but the extent of losses is difficult to ascertain. The orders for grain and produce are reported to be very much in excess of the same period last year, so that a lively trade all around may be expected in Quebec, and there is need for it. —Quebec Chronicle.

Advice to Mothers.

Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain and cutting teeth? If so, send at once and get a bottle of Mrs. Winslow's Soothing Syrup for children teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhoea, regulates the stomach and bowels, cures wind, colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. Mrs. Winslow's Soothing Syrup for children teething is pleasant to the taste, and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle.

Catarrh—A New Treatment.

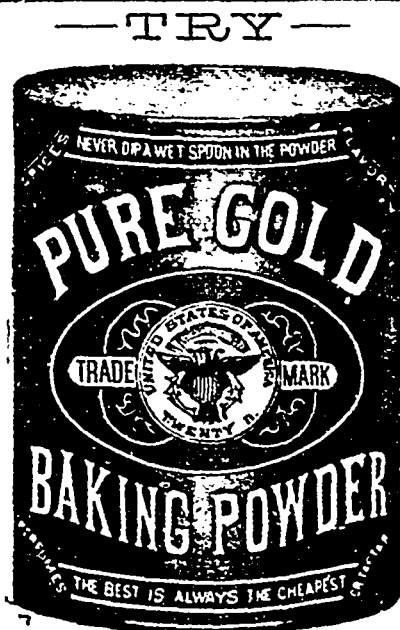
Perhaps the most extraordinary success that has been achieved in modern science has been attained by the Dixon treatment for Catarrh. Out of 2,000 patients treated during the past six months, fully ninety per cent have been cured of this stubborn malady. This is none the less startling when it is remembered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

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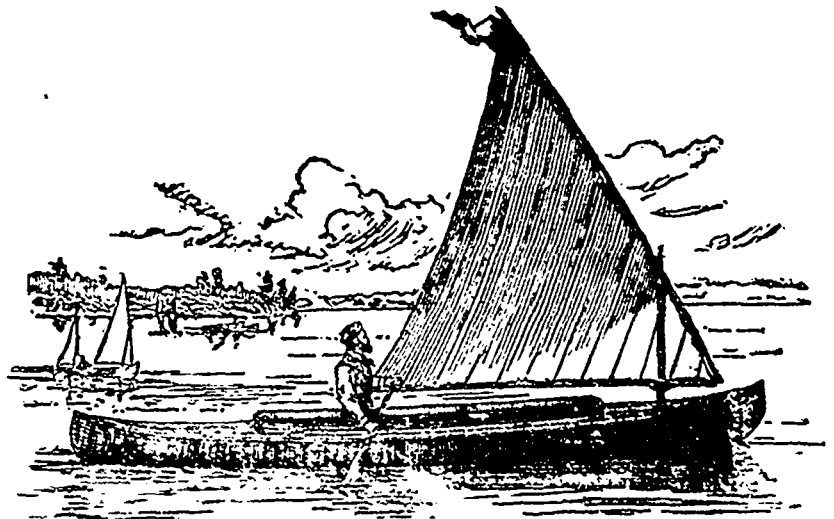
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Market Reports.

TORONTO.

From Our Own Correspondent.

MAY 25.—There is now a steady demand from the retail yards with considerable cutting in prices, although it must be understood that lumber, like grain, if furnished of a uniform grade, figures cannot vary materially. Either the dealer must be satisfied with small profits on his sales, or his lumber must be inferior, or, as is sometimes the case, contain a good sprinkling of hemlock, otherwise all dealers must quote nearly alike, and there is no earthly reason, except the wish to take the lion's share, why all the dealers should not quote prices exactly the same. Mill men held out firmly for \$9.00 per M on bill stuff 16 feet long and under, it will take \$2.25 to land it here, 50 cents more to take it into the yards and the same to deliver it out again, and yet some dealers are credited with delivering bills at \$12.50 from yard to the ground to be built upon. Such profits are pitiful in the extreme, and if considered satisfactory by the dealer we must come to the same conclusion that the old woman did who professed to sell her apples for less than cost, and when asked how she managed to live, said that it was the large quantity she sold that enabled her to do so. Now I would squarely ask the retail dealers why should this state of things continue to exist, if you say competition is so severe we cannot help it, then I answer the sooner some of you go out of the business the better, as on such profits before spoken of it only remains a question of time when some of you will have to go out of it. The same quantity of lumber can be sold at a fair profit as at such paltry remuneration as that I have named, so that it is only a question as to agreement between yourselves and then carrying out that agreement in a fair and honest manner, no one dealer seeking to take the advantage of the other.

The coarser grades of lumber are coming in by rail faster than needed, but the wholesale dealers do not seem disposed to sacrifice and are unloading by the side of the track.

Shipments over our docks are proceeding but slowly, the quantity on hand to ship before the new cut is fit to move is small and will soon be shipped out. The coarser grades of coarse box lumber is worth in the American market from 50 to 75 cents better than last season's prices. Purchasers fight shy of paying any higher prices, but will have to accept the situation.

Mill cull boards and scantling	\$10 00
Shipping cull boards, promiscuous widths	12 00
Stocks	14 00
Scantling and joist, up to 16 ft.	13 50
18 ft.	14 50
20 ft.	15 50
22 ft.	16 50
24 ft.	17 00
26 ft.	18 00
28 ft.	19 00
30 ft.	20 00
32 ft.	21 00
34 ft.	22 50
36 ft.	24 00
38 ft.	27 00
40 to 44 ft.	30 00
Cutting up planks to dry boards	24 00
Round dressing stocks	18 00
Picks Am. inspection	23 00
Three uppers, Am. inspection	35 00

B. M.

1 1/2-inch flooring, dressed	30 00
1 1/2-inch " " " " " " " "	18 00
1 1/2-inch " " " " " " " "	25 00
1 1/2-inch " " " " " " " "	15 00
1 1/2-inch " " " " " " " "	22 00
1 1/2-inch " " " " " " " "	16 00
1 1/2-inch " " " " " " " "	22 50
1 1/2-inch " " " " " " " "	14 00
1 1/2-inch " " " " " " " "	2 90
1 1/2-inch " " " " " " " "	2 75

WINNIPEG.

The Commercial of May 19th says:—The lumber trade still remains in the same slow and unsatisfactory state. The past week has brought about no improvement, and dealers think the outlook for the balance of the summer is very discouraging. Sales have all been of small lots, and there is very little hope of any very heavy undertaking which which would require big supplies being proceeded with this summer. Quotations are not to be had, and although no rockless cutting is reported, figures vary with the size of the order.

MONTREAL.

From Our Own Correspondent.

MAY 23.—Merchants say they have just got into summer business, and are making fair sales on barge, but business is not what it was in 1882 and 1883, although a fair consumptive demand is expected, and things are pretty lively in the United States. We again reduce the price of laths, but other quotations are unchanged as under, ex yard. Stocks are pretty full:—

Pine, 1st quality, # M	\$35 00
Pine, 2nd " " "	22 00
Pine, shipping culls, # M	14 00
Pine, 4th quality deals, # M	10 00
Pine, mill culls, # M	7 00
Spruce, # M	10 00
Hemlock, # M	9 00
Ash, run of log culls out, # M	20 00
Rose, # M	12 00
Oak, # M	40 00
Walnut # M	60 00
Cherry, # M	60 00
Butternut, # M	25 00
Birch, # M	20 00
Hard Maple, # M	25 00
Lath, # M	1 50
Shingles, 1st, # M	3 00
Shingles, 2nd, # M	2 50

SHIPPING.

Shipping has not begun yet for the river Platte, but we hear of engagements at \$12.50 to \$13.50. A considerable quantity of deals are shipped to England, the rates charged are 40s. to 52s. 6d. according to port of discharge, viz: To Glasgow, 40s. to 45s.; to Liverpool, 45s. to 50s.; to London, 50s. to 52s. 6d. The following are the shipments recorded at the Custom House since the opening of navigation: Per SS Sarmatian, to Liverpool, 4,114 pcs. deals; per SS Nipegeon, to Liverpool, 597 pcs. lumber; per SS Polynesian, to Liverpool, 8,749 pcs. deals and 11,874 boards; per Carthaginian, to Glasgow, 2,510 pcs. deals.

CORDWOOD.

Market prices are unchanged and business dull with downward tendency, large quantities are arriving by boat, but generally of a poor quality. We quote wholesale prices ex cartage at the wharves unchanged as under:

Long Maple	\$ 6 00
Long Birch	4 50
Long Beech	4 00
Tamarack	3 50

LIVERPOOL MARKET.

Our latest advices state that political complications have varied from day to day during the whole of last month and the suspense is causing serious injury to almost all commercial enterprises. Spruce deals—a cargo of St. John, N. B., of good specification, sold at £6 10s. ex yard, and Halifax, Nova Scotia, at £5 16s. 9d. ex quay. Sales by auction early this month are reported at £6 2s. 11d., ex quay, and a yarded cargo at £6 8s. 6d.

ALBANY.

Quotations at the yards are as follows:—

Pine, clear, # M	\$55 00
Pine, fourths	50 00
Pine, selects	45 00
Pine, good box	22 00
Pine, common box	13 00
Pine, 10-in. plank, each	03 25
Pine, 10-in. plank, each	03 25
Pine boards, 10-in.	00 25
Pine, 10-in. boards, culls	00 16
Pine, 10-in. boards, 16 ft.	23 00
Pine, 12-in. boards, 16 ft.	23 00
Pine, 12-in. boards, 13 ft.	23 00
Pine, 1 1/2 in. siding, select	40 00
Pine, 1 1/2 in. siding, common	20 00
Pine, 1-in. siding, select	42 00
Pine, 1-in. siding, common	18 00
Spruce, boards, each	00 00
Spruce, plank, 1 1/2 in., each	00 00
Spruce, plank, 2 in., each	00 12
Spruce, wall strip, each	00 00
Hemlock, boards, each	00 00
Hemlock, joist, 4 in., each	00 00
Hemlock, joist, 5 in., each	00 00
Hemlock, wall strip, 2 1/2 in., each	00 00
Black walnut, good, # M	100 00
Black walnut, 1 inch	80 00
Black walnut, 1 1/2 inch	00 00
Saymore, 1-inch	23 00
Saymore, 1 1/2-inch	21 00
White wood, 1-inch and thicker	33 00
White wood, 1-inch	23 00
Ash, good, # M	40 00
Ash, second quality, # M	25 00
Cherry, good, # M	60 00
Cherry, common, # M	25 00
Oak, good, # M	40 00
Oak, second quality, # M	20 00
Raswood, # M	25 00
Hickory, # M	40 00
Maple, Canada, # M	23 00
Maple, American, per M	28 00
Chestnut, # M	28 00
Shingles, shaved, pine, # M	0 00
2nd quality	0 00
extra, sawed, pine	4 00
clear	0 00
cedar, mixed	0 00
cedar, XXX	0 00
hemlock	0 00
Lath, hemlock, # M	0 00
Lath, spruce	0 00

CHICAGO.

THE CARGO MARKET.

The Northwestern Lumberman of May 23rd says:—Since our last week's report the wind has been piping in from the northward, and sending along from the ports on both shores of Lake Michigan every vessel that had its nose pointed this way. The daily arrivals since Friday last have averaged about 30, and on Tuesday 51 figured in the port list, the total for the week being 214. It is thought by the men about the market that fully one-half of the loads coming to port have stopped on the market.

The character of the stuff offered for sale has been the subject of emphatic comment. It has been termed "scabs," "rag tag and bobtail," "mill culls," and other choice names. One would naturally think that such an overload of poor stuff would have been sufficient to utterly blockade and break down the market, especially since the yard men are rather indifferent about buying. But such has not been the result. The fleet has been worked off with remarkable facility, under the circumstances.

The price of east shore green piece stuff—which now means 20-foot lengths and under—has been \$3.50 a thousand. Menominee dimension has been offered to some extent. Five loads from the Ludington, Wells and Van Schaick stock have been sold on the market, four of which changed hands at \$8.25 a thousand and one at \$8.50. The lumber was green from the saws. On the other hand, several cargoes of dry dimension, largely Norway, from Menominee, have sold at \$9.50 a thousand. One yard man says that he paid \$10 a thousand for a cargo of Manistee stuff, that was just what he wanted as to length, size and quality for his city contractors' and builders' trade. A cargo of Menominee piece stuff went into canal boats on Thursday at \$8 25 a thousand, but it was rather poor lumber. Without doubt a good quality of white pine short, east shore dimension, with a sprinkling of Norway in, would sell readily at \$8.50, and strictly dry would bring \$9.75.

When we come to inch lumber both sellers and buyers are somewhat confused in their opinions and statements. Mill culls are selling at \$5.50 to \$6.50; shipping culls from \$3.50 to \$9, and No. 2 stock, when it can be found, goes at \$10.50, while a strictly good cargo may bring \$11. These prices are for carried over stock that is considered dry. We hear of one cargo of mill run, with a percentage of siding strips out, that was sold at \$12.50, the strips going at \$30 a thousand. Little medium or No. 1 lumber is coming on the market, and such dealings there are in the better classes of lumber are of a peddling kind that does not make a market. Most of such stock going into yard has been purchased to arrive, and cuts no figure on the market.

The common run of standard shingles are reported at \$1.90 to \$2 a thousand, while strictly good brands in the standard class, like the Boyden & Akley, reach \$2.03. Few shingles of any other than standards are coming, while the arrivals of all sorts are not excessive.

Green lath is worth from \$1.25 to \$1.40 a thousand.

Lake freights are weak on a basis of \$1.12 1/2 from Muskegon.

AT THE YARDS.

There has been an increase of lumber movement during the week. If prices were satisfactory, the dealers could now be fairly satisfied. This is not saying that the trade has suddenly bounded from the dullness of a week or 10 days ago to one of extraordinary demand. The condition is simply one of a fair distribution to satisfy a consumptive requirement.

The price list, as lately revised in trade meeting, is giving more satisfaction than it did when first promulgated. It is still criticized as being too low on some of the better grades, but on the whole it is considered as near a good average as a price list can be made in open meeting, and steered by a man or two who have an object in view. Yet it is a fact that some items in thick selects, flooring and other strips are being sold at from \$1 to \$1.50 a thousand below the present list, and sold freely thus, too. But common boards and dimension are fairly firm at an occasional shade of 50 cents a thousand and off the list. Since it is impossible to please

everybody, it can be safely assumed that the list as it stands could not be materially improved in open meeting of the trade; but there should be a better system for arriving at a correct judgment of selling values, and incorporating that judgment in a price list. More harmony and hardwork would accomplish such a result.

It thought by some that the list price of standard shingles is placed too low. This class of shingles is selling on the cargo market at \$1.90 to \$2.00 a thousand, and is listed in the trade at \$2.10. This leaves but a small margin for handling. But it is a favorable season for cheap shingles, so far as the yard men are concerned, for they can lay in a stock at low prices, and trust to a later rise for their profits. Receipts of lumber, shingles, etc., from Jan. 1st to May 21st as reported from the Lumberman's Exchange:—

RECEIPTS.	
Lumber. Shingles.	
1885	63,459,000 16,269,000
1884	68,759,000 23,519,000
FROM JANUARY JAN. 1, 1885, TO MAY 21, 1885, INCLUSIVE.	

RECEIPTS.	
Lumber. Shingles.	
1885	202,055,000 61,204,000
1884	424,599,000 146,184,000
Decrease	222,544,000 84,980,000

STOCK ON HAND MAY. 1.	
1885.	
Lumber & timber	334,729,000
Shingles	184,710,350
Lath	18,664,887
Pickets	1,779,573
Cedar posts	132,600
1884.	
Lumber & timber	289,216,735
Shingles	204,607,875
Lath	27,003,540
Pickets	1,008,416
Cedar posts	235,493

LARGE RECEIPTS FROM JAN. 1 TO MAY 21.	
Lumber	116,969,000
Shingles	23,164,000
Lath	5,904,000

PREMIUM RATES TO EASTERN PORTS.

In effect from April 6th, 1885, to Oct. 31st, 1885, on pine, hard and soft lumber, lath, shingles and logs, in car loads, per 100 pounds.

Chicago to—	30c
New York and common points, per 100 pounds	30c
Albany	25c
Boston and common points	35c
Philadelphia	25c
Baltimore	27c
Washington	27c
Buffalo and Pittsburgh	17 1/2c
Eric, Pa.	17 1/2c
Dunkirk, N. Y.	17 1/2c
Troy	25c
Shenectady	25c
Wheeling	17 1/2c

OSWEGO, N. Y.

From Our Own Correspondent

Three uppers	\$4 00
Picking	34 00
Cutting up	24 00
Fine Common	20 00
Common	14 00
Culls	11 00
Mill run lots	10 00
Sidings, selected, 1 in.	30 00
" " " "	32 00
Mill run, 1x10, 13 to 16 ft.	10 00
Selected	21 00
Shippers	14 00
Mill run, 1 1/2x10	17 00
Selected	21 00
Shippers	14 00
Mill run, 1 1/2 x 13 in. strips	15 00
Selected	22 00
Culls	11 00
1x7 selected for clapboards	25 00
Shingles, XXX, 13 in. pine	3 75
Cedar	3 00
Lath, No. 1	1 90
No. 2	1 50

BUFFALO.

We quote cargo lots:—

Uppers	\$45 00
Common	17 00
Culls	12 00

TONAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

Three uppers	\$45 00
Common	18 00
Culls	12 00

BOSTON.

The Journal of Commerce of May 23rd says: The demand for pine is quite and moderate at about the prices recently prevailing. The southern pine trade is of limited proportions, with prices pretty steadily held. Spruce and hemlock are in good request, and are quite firm. Walnut about holds its own. Ash and oak are quiet. Cherry receives a moderate call. White-wood continues to move well.

CANADA PINE.

Selects, Dressed	\$48 00
Shelving, Dressed, 1st	40 00
" " " " 2nd	33 00
Dressed Shippers	27 00
Dressed Box	18 00
Shathing, 1st quality	42 00
" " 2nd	24 00

LIVERPOOL.

The *Timber Trades Journal* of May 10th says:—The arrivals during the past few days have imparted considerably more liveliness into the appearance of timber docks and quays, and as the cargoes are of a fairly diversified character there has also been more animation shown at the various forwarding centres. Several cargoes of Norwegian flooring are landing, the quality of some being of noticeable excellence, and these appear to be going into consumption with more freedom than hitherto. This, no doubt, has been effected through the recent advance in prices demanded by shippers of these goods, who, in expectation of the outbreak of war, raised the rates of white flooring five shillings per standard, and which they are still endeavouring to maintain. Whether they will succeed in doing this remains to be seen, as much will depend upon the attitude taken up by the holders and shippers of North American spruce deals.

With the maintenance of the increase in prices obtained at the recent auction sales, and the reported probable short supply available for the coming season's export from St. John, N. B., Miramichi and the Nova Scotian ports, prices do not seem likely to give way from their present position, and as there is also a steady demand from ports around the coast for spruce, shippers and their agents are very firm at their quotations.

The freight market from these ports show firmer than before, and this too has considerable influence in rendering any decline probable.

Sawn pitch pine timber is moving away from the quays in a satisfactory manner, and prices for cargoes to arrive have already shown an advance, but yet not sufficient to compensate for the increase in the rates of freight now being paid.

On the other hand hewn pitch pine timber is going off slowly, notwithstanding the fact that several cargoes of excellent quality and manufacture have recently been landed.

There have been no public sales during the past week, but that announced to be held by Messrs. Farnworth & Jardine will be of interest, as the spruce deals (which by the way are stored stocks) will possibly show an advance on late rates. Though the stocks of these goods are large, they are principally held by one firm, who are not likely to give them away.

LONDON.

The *Timber Trades Journal* of May 16th says:—The dock deliveries invite no comment this week, being very nearly on a par with those of the same week last year—slightly under with respect to flooring, but 165 loads of hewn timber in excess—the difference is something to the good for the present week. Whether the trade will maintain its pace or again become languid, as the peace prospects become more generally recognized, remains to be seen, but there will be less disposition to buy speculatively, no doubt, if the war preparations entirely subside: they doubtless gave a stimulus to trade while they were energetically pursued.

The arrival list to London this week, though not running into very big numbers, is nevertheless a full average one for the time of year, and and of the twenty two ships entering the port eleven are steamers of large tonnage with full cargoes.

Messrs. Churchill & Son had rather less than their usual attendance at Wednesday's sale, but then this appearance may have been partly due to the absence of many of the youngsters who attend for the purpose of marking catalogues. We observed that very few country buyers were present, but the cargoes submitted, with the exception of timber and sundries, were what the trade have had a surfeit of lately, —viz. flooring boards. Nevertheless, prices at the sale of this latter description held firm and on some descriptions a slight advance was traceable.

As respects London we have a very large increase in the comparative consumption of timber this year over last up to date of over 2,000 loads recorded, but probably much more than this would represent the difference in favor of the present year, of which the dock company take no account, the rafts having left the ships

side direct for the works where they were required.

All the large consumers—and the small too for the matter of that—in and around London will be all the happier for the return of prices to their former tone.

Thursday witnessed a much better muster of the trade than the previous day. The large parcel of Odessa wainscot submitted without reserve proved attractive to those of the large dealers who do a trade in hardwood, but prices in spite of the comparatively short stocks here showed a decided fall on those obtained a fortnight ago. The uncertainty attaching to the supply operates unfavorably on the market here, and dealers are timid about buying largely, in fear of the market being overburdened by heavy shipments later on. The readiness with which goods are now shipped consequent on the low freights directly any activity in the consumption is reported, is a great drawback to speculation.

With respect to Odessa, however, buyers can calculate with some degree of certainty that the fresh shipments of goods will not follow on the heels of the market in the same rapid manner that they do from the Baltic side. Though Odessa by water is only a three weeks' cruise for a fast steamer, things over there are not conducted with the same despatch as on the Baltic side, but this interval is a mere bagatelle where hardwoods are concerned, the sale of the stuff being slow. With the anticipation of a war with Russia all hesitation vanished and buyers were plentiful on all sides; now that this scare has disappeared prices experience the reaction.

TYNE.

The *Timber Trades Journal* of May 16th says:—Since the date of my report the arrivals of wood goods have been on a large scale and of a varied assortment. Two cargoes of teak are reported, one from Rangoon and another from Bangkok, several cargoes of Memel deals and timber, one of Riga, some cargoes of dressed boards from Drammen, a cargo from Stockholm, being first of the season from that district, and a large quantity of good by the Christiania and Gothenburg steamers, of which there have been several arrivals. These goods have as a rule been sent forward into consumption, the stocks of wood goods having been of late greatly reduced in amount.

So far trade does not very greatly improve. There are, no doubt, a good many contracts going forward, and the consumption of timber is large, but as compared with former years it is very small indeed. The railway companies' returns, which are a fair index of the volume of trade, show a very great decrease even as compared with last year.

Several steamers are reported to be loading at Baltic ports for the Tyne, so that in the course of fourteen days we may expect the import to be in full swing.

The war scare having apparently passed away, prices appear to be settling down to their former level. A few cargoes of deals appear to have been placed here during the excitement of the time at prices which will not allow the importer to sell at a profit on arrival.

Important Action.

One of the most important actions ever before the Courts of this Province was begun on May 18th, before the Chancellor in Osgood Hall. So far as appears on the record of the Court it is an action by the Attorney General of the Province for an action restraining the St. Catharines Milling and Lumber Company from taking timber cut on a tract leased from the Dominion and situated in what was lately known as the disputed territory. The defence set up is that this territory was ceded to the Crown in 1873 by a tribe of Ojibewas, consequently under control of the Dominion authorities. The Attorney General contends that the Indians had no title to the land in question, hence they could not cede the right to Crown. The territory included covers 13,000 square miles. The case is sure to ultimately reach the Privy Council.

Don't disgust everybody by hawking, blowing and spitting, but use Dr. Sage's Catarrh Remedy and be cured.

MONTREAL SAW WORKS

CHAS. M. WHITLAW, *Manager.* MONTREAL, QUEBEC

OFFICE: 452 St. Paul Street. P. O. Box, 1167.

—MANUFACTURERS OF—

CIRCULAR, GANG, SHINGLE, CONCAVE GROOVING,

TOP, DRAG, CROSS-CUT AND BILLET WEB, PIT,

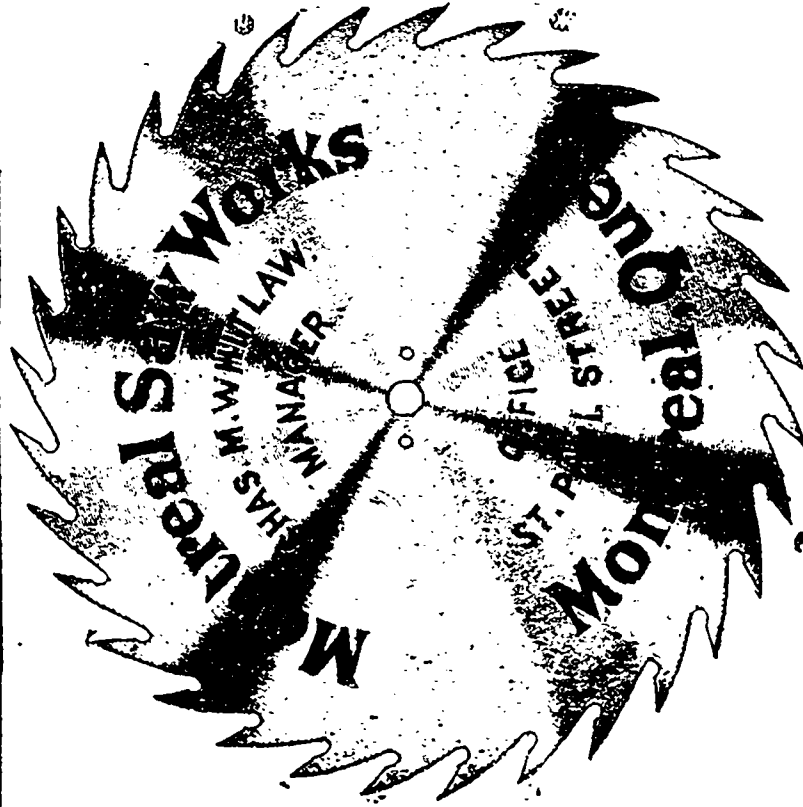
ICE, AND ONE MAN CROSS-CUT SAWS,

—AND DEALERS IN—

BAND SAWS, BARREL AND HEADING SAWS, EMERY

WHEELS, GUMMERS AND CUTTERS FILES,

RUBBER & LEATHER BELTING, SWAGES, SAW SETS.



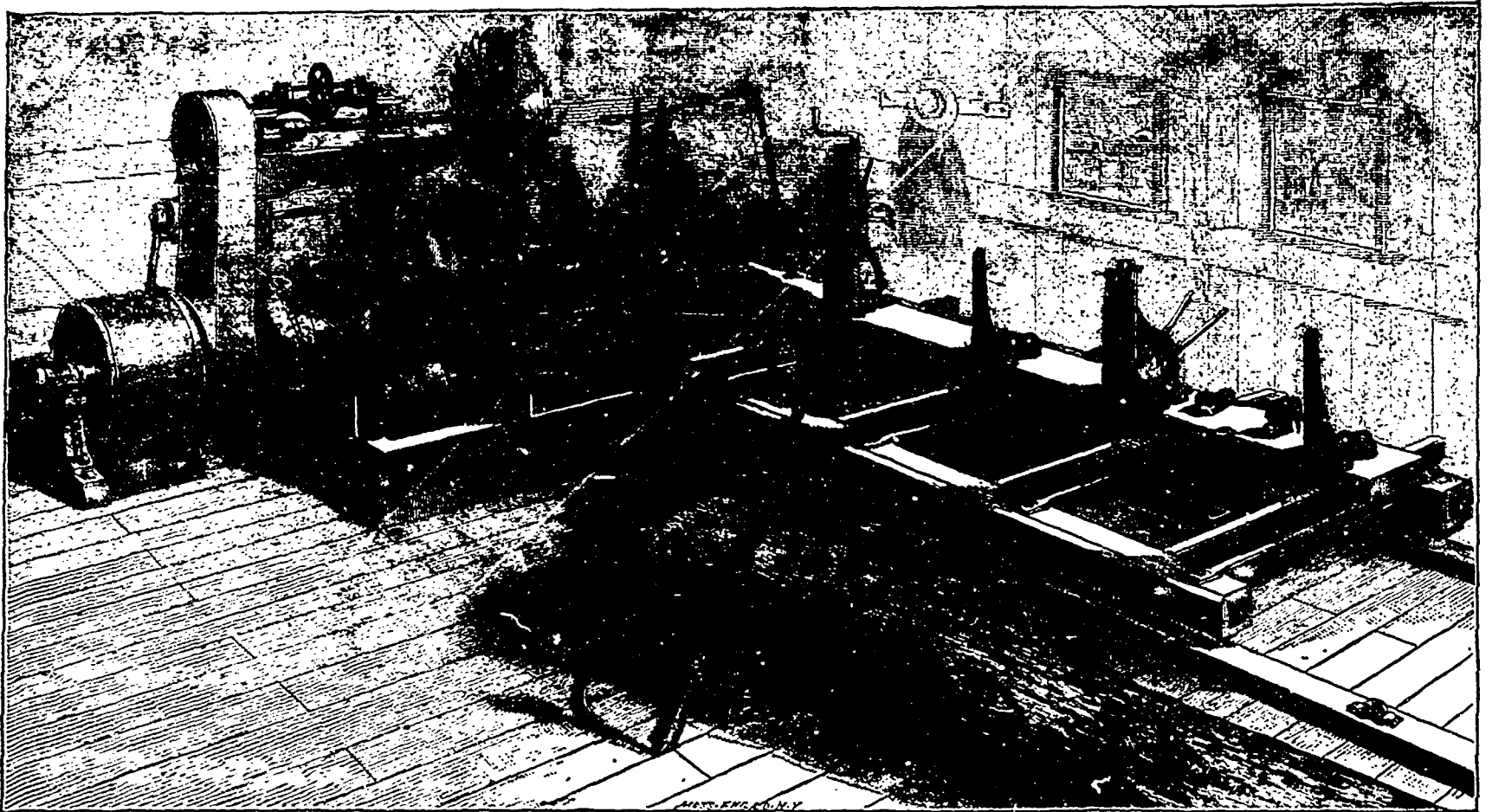
Catalogues and Price Lists furnished on application.

THE LANE MANUFACTURING COMPANY!

MONTPELIER, VERMONT,

MANUFACTURERS OF LANE'S CELEBRATED

CIRCULAR - SAW - MILLS



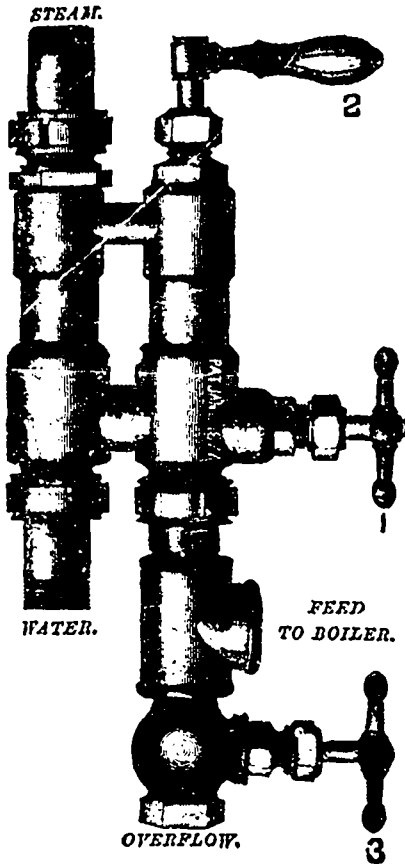
Circular Saw Mills,
Saw Mill Set Works,
Double and Single Traveling Bed
Planers, Shingle Bolters,
Bed Timber Planers,

Clapboard Machines,
Clapboard Planers,
Stationery Bed or Roll Feed
Planers,
Drag Saw Rigs,

Shingle Machines,
Lath Machines,
Double and Single Power Feed
Edgers,
Mill Supplies, Etc., Etc.

FOR DESCRIPTIVE CIRCULARS AND PRICE LISTS, ADDRESS:

LANE MANUFACTURING CO'Y, MONTPELIER, VT.



The Hancock Inspirator

Best Feeder known for Stationary, Marine or Locomotive Boilers.

The Injector Perfected!

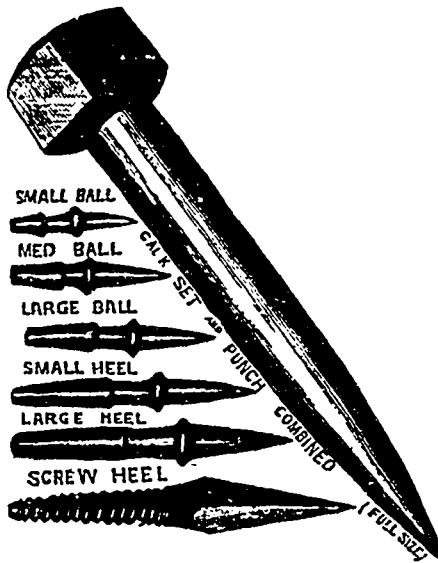
All sizes lift water 25 feet. No adjustment required for varying Steam Pressures.

Over 70,000 Now in Use.

MANUFACTURED BY THE
Hancock Inspirator Co'y

5 Custom House Square,
MONTREAL, P.Q. - CANADA

Manufacturers of Inspirators, Injectors,
and General Jet Apparatus. 1711



LUMBER DRIVERS' CALKS

Our CALKS are made with small trip hammers from the best quality of steel and tempered in oil. The quality and temper can be tested by driving them into a bar of wrought iron.

These calks are now used by all the principal Drivers in Maine and New Brunswick. Kept by dealers in Lumberman's Supplies.

T. McAVITY & SONS,
ST. JOHN, N.B.

23 Samples and Price Lists sent by mail on application. 12

HUGH GIBSON,

MANUFACTURER OF

KNIGHT'S PATENT "EXCELSIOR"

SAW MILL DOGS

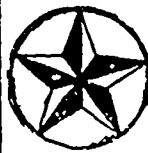
The Sawyer's Favorite

For Holding Logs upon a Saw Mill Carriage while being Sawed into Lumber.

These Milldogs I guarantee to give satisfaction in every case. They will hold a frozen log as well as a soft one, for cutting Scantling, Square Timber, &c. These Dogs cannot be excelled, I sell them all on their own merits, give ten or fifteen days trial, and then, if not satisfactory, return them to my order, as I have no agents on the road this year, I will sell them at a reduced price. Send for Circular and price list.



Manufactured by HUGH GIBSON, CHATHAM. EXCELSIOR DOG.



Something New in Leather Belting

To Mill Owners, Lumbermen, Manufacturers

USE ONLY



Dixon's Patent Lap Joint Star Rivet Leather Belting

To be had only from

F. E. DIXON & Co., 70 King Street East, Toronto

Send for Circulars and Price Lists.

PETER ROBERTSON

CHAUDIERE, - OTTAWA,

MANUFACTURER OF

LUMBERMANS' TOOLS!

Which took every honor awarded at the Centennial Exhibition.

THE CELEBRATED

Lightning Cant Dog.

PETER ROBERTSON, Chaudiere, Ottawa. 20117

ESTABLISHED 1856

OAK TANNED BELTING

Acknowledged by all to be the

Best Belt ever offered

IN CANADA

EVERY BELT GUARANTEED

The Best Mills in the Country use it.

QUALITY is what I aim at, the result being the Generous Support of all Manufacturers.

For Discounts and Terms, Address

JNO. C. McLAREN,

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MONTREAL.

Lease Leather, American Rubber and Cotton Belting, etc., always on hand

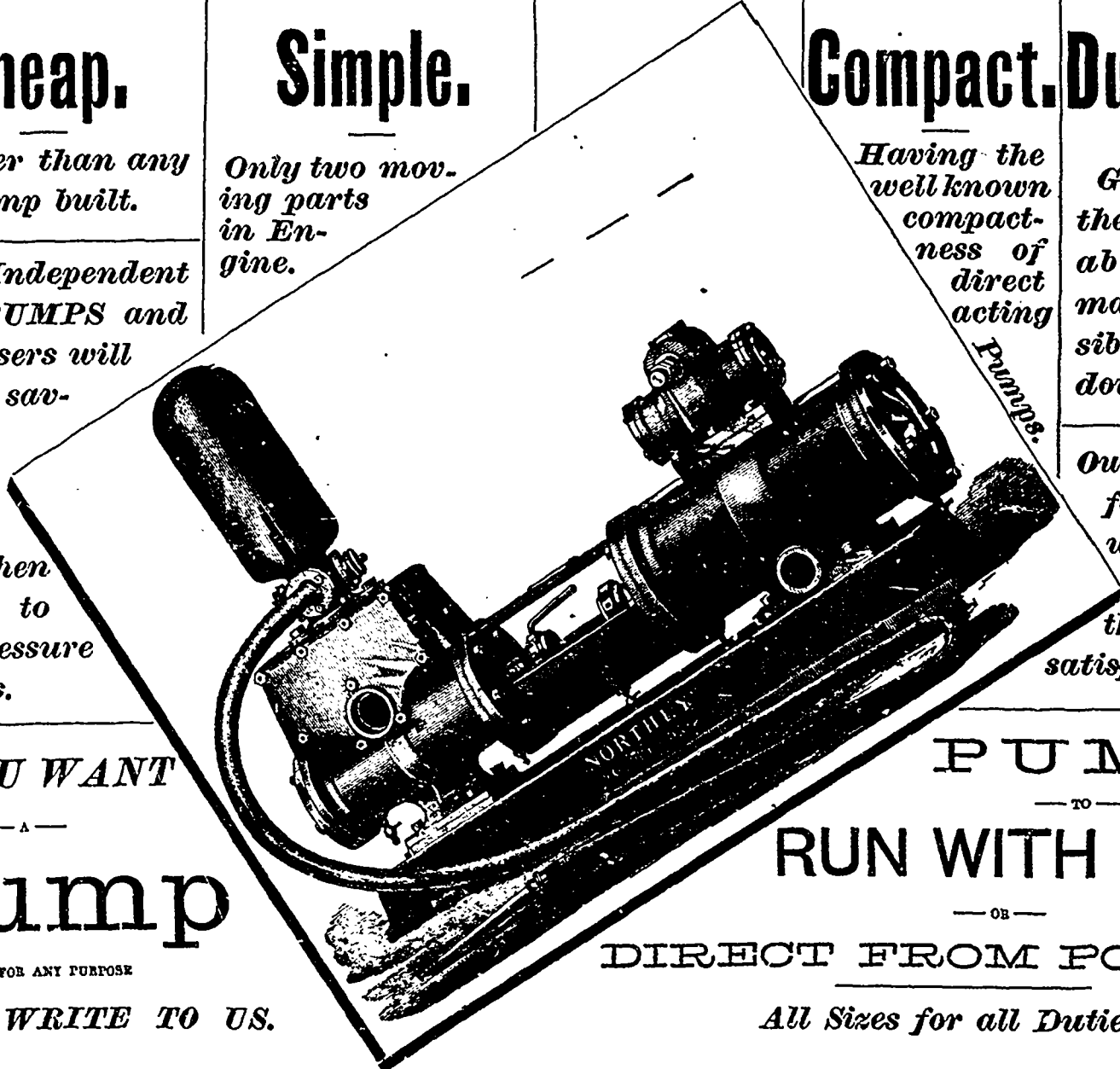
NORTHEY & CO'S STEAM PUMPS, TORONTO, ONT.

Pumps for Fire Protection a Specialty.

SAVE INSURANCE.

Our Combined Boiler Feed and Fire Pumps are a NECESSITY IN EVERY WELL ORDERED STEAM MILL or FACTORY.

<p>Cheap.</p> <p><i>Cheaper than any Pump built.</i></p> <p><i>Our Independent AIR PUMPS and Condensers will effect a saving of 30 to 50 per cent. when applied to high pressure Engines.</i></p>	<p>Simple.</p> <p><i>Only two moving parts in Engine.</i></p>	<p>Compact.</p> <p><i>Having the well known compactness of direct acting pumps.</i></p>	<p>Durable.</p> <p><i>Guaranteed the most durable Pump made; impossible to break down.</i></p> <p><i>Our PUMPS for general water supply give the greatest satisfaction.</i></p>
<p>IF YOU WANT</p> <p>Pump</p> <p>FOR ANY PURPOSE</p> <p>WRITE TO US.</p>		<p>PUMPS</p> <p>— TO —</p> <p>RUN WITH BELT</p> <p>— OR —</p> <p>DIRECT FROM POWER</p> <p>All Sizes for all Duties.</p>	



Our make of Pump is specially adapted to Mills in out of the way places, as they can be absolutely relied on, and occasion no vexatious stoppages for repairs.

WE INVITE CORRESPONDENCE ON ANY POINT CONNECTED WITH PUMPS.

SEND FOR CIRCULAR AND STATE YOUR REQUIREMENTS.

NORTHEY & COMPANY,

Corner FRONT & PARLIAMENT STS.,

TORONTO, ONT.

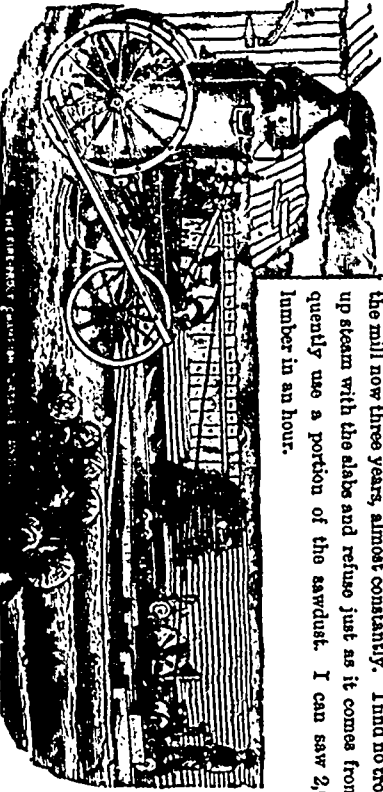
American Saw-mill Machinery, PORTABLE AND SEMI-PORTABLE Direct Action & Belted Saw-mills

From 16 to 300 horse-power, and from a capacity of 2,000 to 80,000 feet per day of 10 hours.

CHAMPION PORTABLE SAW-MILLS

12, 16, and 20 H.P.

Groose Brook writes as follows:—"St. Ann's, Ont., July 27th, 1882. I have just finished sawing with your 20-horse Champion Engine, and No. 3 mill before harvest. At the last place I set down, we cut 345,000 feet, mostly inch, 70,000 being oak, in nine weeks. We were just ten weeks from time we moved mill till we returned home with it. We saved above without an accident or delay of any kind. I have run the mill now three years, almost constantly. I find no trouble in keeping up steam with the ables and refuse just as it comes from saw and frequently use a portion of the sawdust. I can saw 2,000 feet 1-inch lumber in an hour.



WATERLOUS ENGINE WORKS CO., BRANTFORD, CANADA.

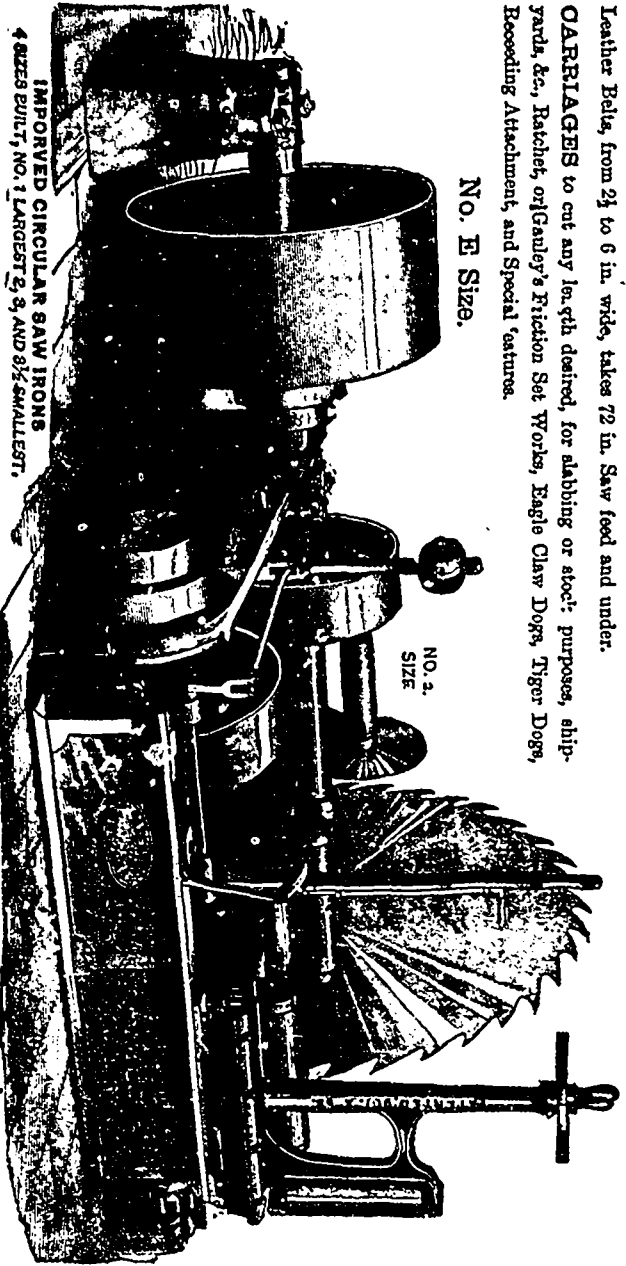
IMPROVED SAW FRAME.

Upright to 12 in. Reservoir Oil Boxer:—Double Leather Belts, from 24 to 6 in. wide, takes 72 in. Saw feed and under.

CARRIAGES to cut any length desired, for slabbing or stock; purposes, ship-yards, &c., Hatchet, or Ganley's Fitchon Set Works, Eagle Claw Dogs, Tiger Dogs, Receding Attachment, and Special features.

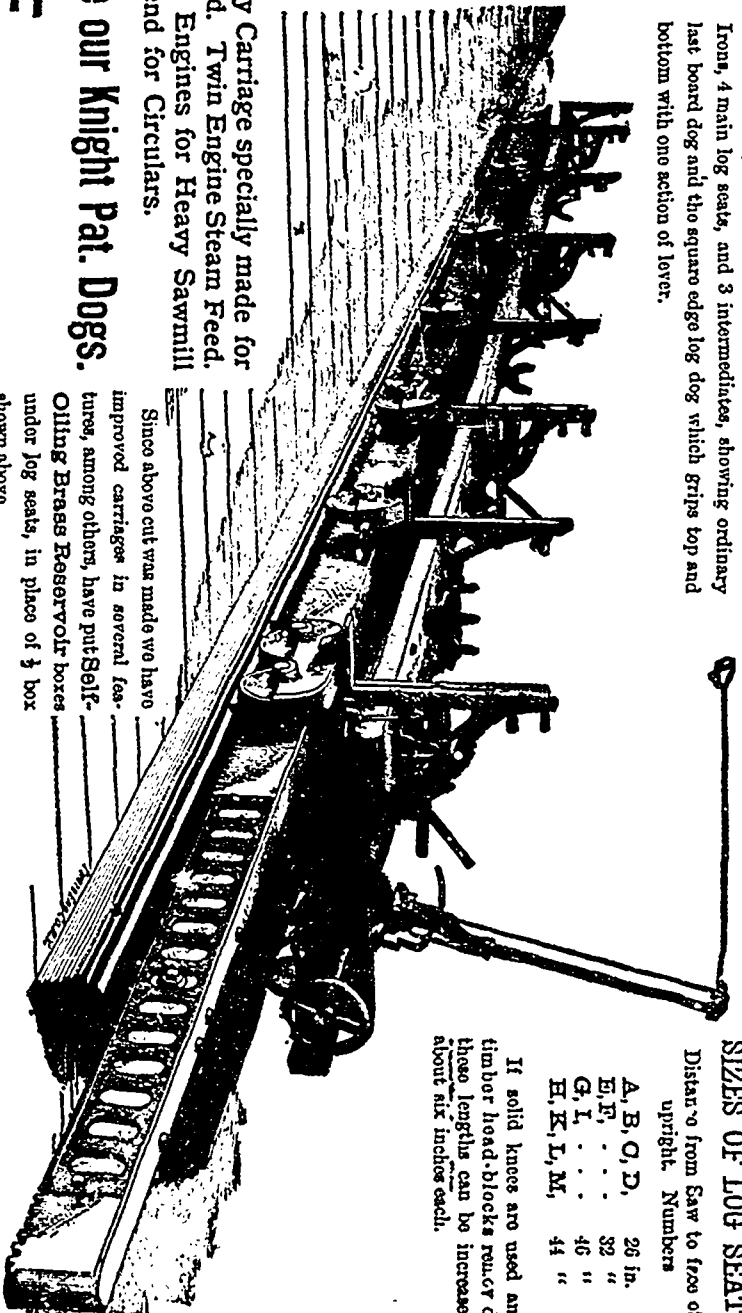
No. E Size.

NO. 2. SIZE



IMPROVED CIRCULAR SAW IRONS. 4 SIZES BUILT, NO. 1 LARGEST & 3, AND 2 & 4 SMALLEST.

Represents Log Carriage to cut logs 40 ft. long. No. E1 Saw Irons, 4 main log seats, and 3 intermediates, showing ordinary last board dog and the square edge log dog which grips top and bottom with one action of lever.



Heavy Carriage specially made for Steam Feed. Twin Engine Steam Feed. New Style Engines for Heavy Sawmill Work. Send for Circulars.

Examine our Knight Pat. Dogs.

Since above cut was made we have improved carriages in several features, among others, have put Self-Oiling Brass Reservoir boxes under log seats, in place of 3 box shown above.

By direct practical experience of over forty years in the lumber woods of Canada we have gained an intimate practical knowledge of what is necessary to produce a cheap, practical, efficient saw-mill, and have so built and improved our machinery that no mills can compare with them to-day in these respects.

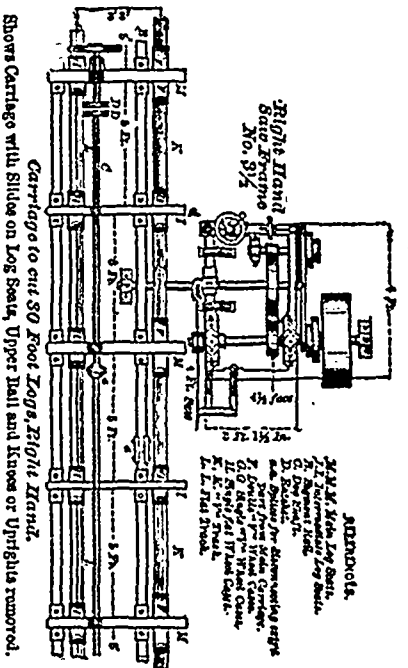
SIZES OF LOG SEATS
Distance from Saw to face of upright. Numbers

A, B, C, D,	26 in.
E, F,	32 "
G, I,	46 "
H, K, L, M,	44 "

If solid knees are used an 1 timber head-blocks removed, those lengths can be increased about six inches each.

Send for Prices and Illustrated Catalogue.

This view of our smallest Saw-Irons illustrates fairly all the eleven larger sizes that we make.



Shows Carriage with Slides on Log Seats, Upper Wall and Knives or Uprights removed.

Send for Sawyers and Lumbermen Handbook. A new treatise on Saws and Saw-mill furnishings, just published. Free to all using Saws.

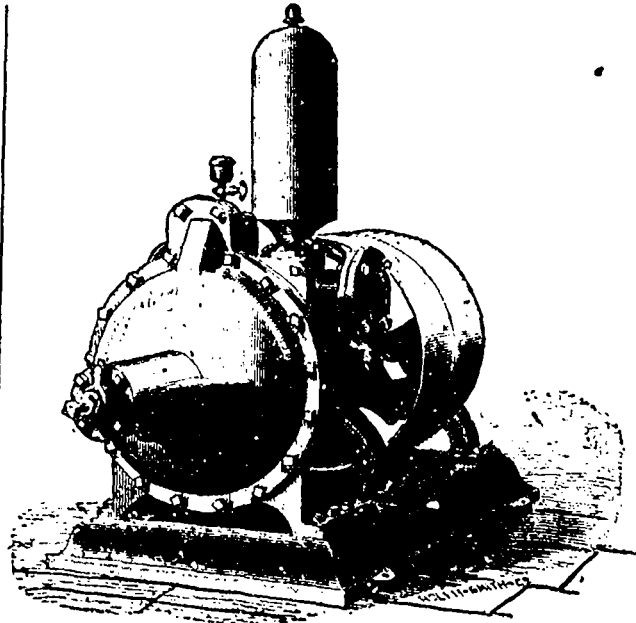
The Waterlous Engine Works Company, Brantford, Canada.

Central Iron Works

SIMCOE STREET

PETERBOROUGH, - Ont.

WM. H. LAW, PROP'R.



PROTECTION FROM FIRE

An Improved Rotary Piston Force Pump.

No.	Diameter of Pipes.		No. of Revolutions.	Capacity per minute at table speed.	Price.
	Suction.	Discharge.			
2	2½ in.	2 inch.	250	125	\$100
3	4 "	3 "	250	250	150
4	5 "	4 "	250	400	225

SEND FOR CIRCULAR.

MANUFACTURER OF

Engines, Boilers, Pumps, Saw Mill Machinery

STEAMBOAT PROPELLERS AND ENGINES.

CASTINGS

For Architectural Works. &c.

IRON ROOFING AND BRIDGES,

AND ENGINEERING WORK IN GENERAL.

Why do You Suffer when you May be Cured by Electricity ?

Without loss of time or great expense. Ten or Twenty Dollars spent in ELECTRIC BELTS will do you more good than a hundred expended any other way.

CRYING BABIES.—Babies cry because they suffer. Their little gums are inflamed, and their bodies are more or less feverish. If you will tie around their necks one of NORMAN'S ELECTRIC TEETHING NECKLACES you will see a wonderful change for the better, their sufferings cease, and their general health improves. Ask for Norman's, and take no other, and you will be pleased. Price 50c.

FEVER AND AGUE.—Do not throw away money on worthless remedies, when NORMAN'S ELECTRIC BELTS will cure you. Use one and you will find immediate benefit. Every one is guaranteed.

LUMBAGO.—Those who suffer from this disease will find a friend in NORMAN'S ELECTRIC BELTS when all other remedies fail. Ask your druggist for it, and take no other. Guaranteed.

CONSTIPATION AND BILIOUSNESS and all disorders of the Stomach and Liver are corrected by using NORMAN'S ELECTRIC BELTS. Try one and be convinced. Guaranteed.

FEMALE TROUBLES.—Ladies are benefited more by NORMAN'S ELECTRIC BELTS than by all the science of medicine. They are comfortable and durable. Guaranteed.

WEAKNESS and Lassitude yield to the influence of NORMAN'S ELECTRIC BELTS when all other remedies fail. Try one and you ... suffer no longer. Every belt guaranteed.

NERVOUS DEBILITY.—This dreaded and miserable disease is immediately relieved by the use of NORMAN'S ELECTRIC BELTS. Ask for them, take no other. Every belt guaranteed.

INDIGESTION AND SLEEPLESSNESS.—This seven headed monster is more easily overcome by the use of NORMAN'S ELECTRIC BELTS than any other remedy, and it possibly cannot do any injury. Guaranteed.

RHEUMATISM cannot remain long with any one who uses NORMAN'S ELECTRIC BELTS, and Neuralgia is driven away like smoke before the wind. Give one a trial. Every belt guaranteed.

NERVOUSNESS may be entirely cured in a short time by using one of NORMAN'S ELECTRIC BELTS, without any fear of injury. Try one and be convinced. Guaranteed.

TESTIMONIALS—A few Sample Testimonials that speak for Themselves.

MR. A. NORMAN,
DEAR SIR,—I am happy to inform you that the Appliances I got from your Chicago agent have had a most marvellous effect upon my patient who suffered from Sciatica. He could get very little relief from medicine. Shortly after he got your belts he was able to get out of bed, and is now on a visit to his Canadian friends. Send me some more circulars.
Yours truly,
DR. D. McLAUREN.

WALLATA, D.T., December 17th, 1883.

A. NORMAN, Esq.,
DEAR SIR,—I have experienced considerable benefit from your Appliances. I feel stronger and better every way.
Yours truly,
R. E. HALLIBURTON.

OTTAWA, September 3rd, 1883.

MR. NORMAN,
DEAR SIR,—I have been wearing your Electric Insoles for about six months, and have been greatly benefited by them. I recommend them to all who suffer from Rheumatism.
Yours truly,
MRS. J. GUTHRIE.

PERTH, Ont., June, 1883.

A. NORMAN, Esq.,
DEAR SIR,—Soon after I commenced to use your Electric Appliances they opened my bowels, cured my cough and cold, relieved my head, and considerably relieved my catarrh in consequence. The discharges from my head and chest are now easy, and I feel altogether better. My digestion has improved, my stomach is less sour and windy, and I am less troubled with lascivious and vivid dreams. I had previously tried almost all the advertised patent medicines without deriving any good.
Yours truly,
J. GREEN.

PETERBOROUGH, October 15th, 1884.

CURATIVE BATHS: Electric, Vapor, Sulphur, and Hot and Cold Baths.

Baths have been admitted in all ages by every school of medicine, to be one of the best means of curing ailments, maladies and diseases. The Electric Bath is the latest and best discovery in this line. Come and try them. Consultation free. Circular on application.

A. NORMAN, Proprietor, 4 Queen Street East, Toronto.

"POCONO" AND "PARADISE."

So many of our Mill Men and practical Sawyers have formed their opinions as to the quality of TANITE EMERY WHEELS for SAW GUMMING by a trial of one class only—our old and well-known CLASS 2 wheels—that we deem it necessary to call attention to the above comparatively new classes. All Mill Men should understand that there is no absolute and accepted standard as to Saw Gumming Wheels. The preference for one or another make is as much a MATTER OF TASTE as is preference for cheese, or wine, or music. Most of our competitors make but one class of Saw Gumming Wheels. We make FOUR, and there is about as great a difference among these four classes of Tanite Wheels as there is among the wheels of different manufacturers. It is quite probable that some who failed to be satisfied with our Class 2 may find some one of the other classes exactly what they want. It is equally probable that some who have been regular and well satisfied users of our Class 2 or 3 Wheels may be still better pleased with our "POCONO" or "PARADISE." We suggest your sending an order for four wheels, one each of Classes 2, 3, "Pocono" and "Paradise," in order that you may settle the question which does suit you best. We are furnishing the "Pocono" largely, and the demand is largely increasing. For the "Paradise" there is but a light demand, but it comes from experienced men. We also make a Special Class to suit the requirements of the AUTOMATIC SAW GUMMING MACHINES so largely used in the North-West.

THE TANITE CO., STROUDSBURG, PA.
MONROE CO.,

ST. CATHARINES SAW WORKS!

R. H. SMITH & CO.,

MANUFACTURERS OF EVERY DESCRIPTION OF

ST. CATHARINES, ONTARIO.

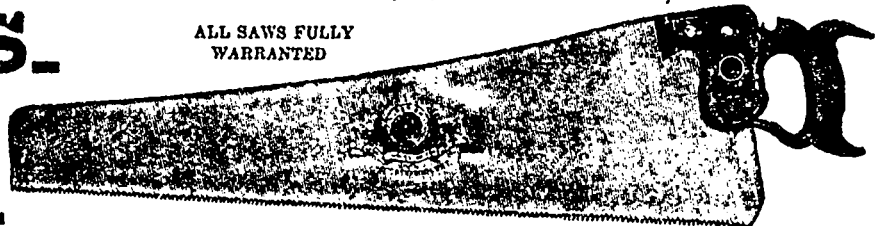
SAWS.

ALL SAWS FULLY
WARRANTED

Sole Manufacturers for the Dominion of
Canada of the

"SIMONDS" SAWS.

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

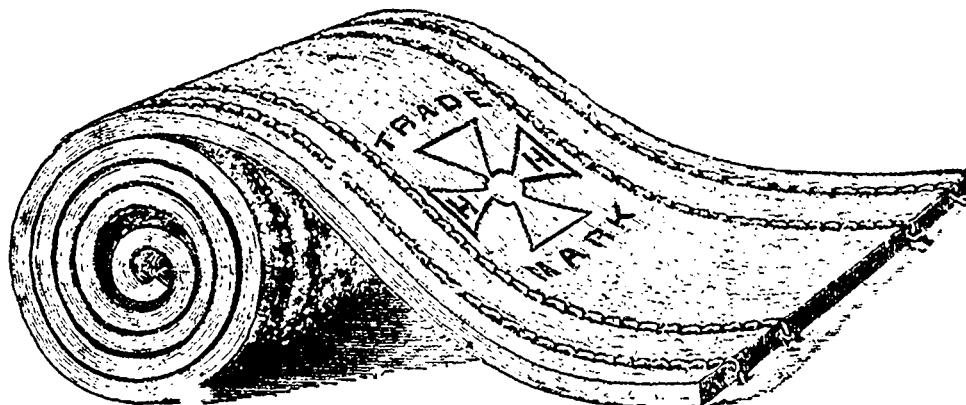


HARRIS, HEENAN & Co.

124 AND 126 QUEEN STREET, MONTREAL.

Patent Stitched—Steam Power Pressure, Stretched—Oak Tanned

TESTIMONIAL.
ISA. GOULD & SONS, CITY MILLS,
Nov. 15th, 1884.
Harris, Heenan & Co.
Dear Sirs:—Your Patent Sewed Belt has been in use in our City Mills for some time. We are thoroughly convinced of its superiority over any belt, American or Canadian, we have used in an experience of over 35 years. It stretches so little, and gives so little trouble, that compared with stretched belting, the sewed belt saves double its price in time and labor saved. We heartily recommend it to manufacturers as the cheapest and most satisfactory belt in the market.
Yours respectfully,
W. H. HAYSHALL,
Foreman City Flour Mills.



TESTIMONIAL.
PARK BERRY & Co., CASAL HOGSE SHOE AND
NAIL WORKS, MONTREAL, 16th Nov. 1884.
Messrs. Harris, Heenan & Co., Montreal.
I have pleasure in recommending the belting manufactured by Messrs. Harris, Heenan & Co., of this city. After thoroughly testing it, I find it greatly superior to any belting that has come under my notice and fully equal to all they claim for it, and certainly without an equal for cross or double belting.
CHAS. R. ELLACOTT,
Supt. H. S. & H. N. Dept.

LEATHER BELTING!

The Best, therefore the Cheapest, Belt in the market.
Replaces, when used, all others.

More Pliable and Durable, especially at the splices.
Single equals medium double.

Stretches but little, always retains its original width.
Superior for Cross or Double Belts.

Runs straight and true, does not start at the laps.

25 per cent Stronger, 33½ More Lasting, and 12½ Heavier, than any other Leather Belt.