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THE CANADA LUMBERMAN.

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NUMBER 5. }

PETERBOROUGH, ONT., MAY, 1889.

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THE CANADA LUMBERMAN

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ARTHUR G. MORTIMER.

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

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

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

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

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

MOST of the lumbering business in British Columbia is being carried on in and around Vancouver, Victoria and New Westminster, the great bulk of the timber manufactured there being exported to other countries. There are a few small saw and planing mill plants scattered in different parts of the province, engaged in manufacturing timber for home consumption; but these plants will be largely augmented, particularly in places where transportation facilities are limited, providing the manufacturers of wood-working machinery would furnish small outfits at prices within the reach of men of limited means. In view of the rapidity with which the Western portion of the province is being settled, and the advantageous terms upon which good timber lands can be leased, it is to us a matter of surprise that manufacturers of saw and planing mill machinery have not paid more attention to the furnishing of small outfits. There are hundreds of locations where little saw mills could be erected and a good paying business done; and a planing mill that will do efficient work on all material used in the construction of country dwellings, &c., and that could be put up and run by men of limited means, would find a ready sale where now no machines are used.

LUMBERING is about over and the condition of the business is as satisfactory as could be well desired. What is wanted now is a good supply of water. Though late in commencing, the winter has been a favorable one for operations in the woods. A large quantity of timber has been prepared for sawing and export purposes, at a less cost probably than for some years past, and large sales of the cut have been made in the differ-

ent districts at considerably enhanced prices over those of last year. There is a demand by Americans for white spruce, cut in four foot lengths, for making wood pulp. The boom in shipbuilding in England and Scotland opens up a demand for white oak, and as negotiations for the purchase of all the land required for the Manchester Ship Canal scheme have been completed, the work will be pushed forward with renewed vigor and an immense amount of timber will be required for that stupendous undertaking. The trade with South American and Australian ports bids fair to be larger than usual. From all directions we hear of active preparations being made for a large cut the coming season, and upon the whole the future prospect of the timber trade is anything but gloomy.

THE forests of the world so far as ascertained, comprise 1,201½ million acres, Russia leading the nations with an acreage of 485 millions, or more than one-third greater than Canada and the United States combined. Although Canada is looked upon to a great extent by the outside world as a nation of forests, though it comprises a greater land area than the United States, yet its acreage of forests is two million less than that of the United States. The acreage of the world, leaving out Russia, is distributed as follows: United States, 176 million acres; Canada, 174; Brazil, 135; Scandinavia, 63; Australia, 46; Gran Chaco, 37; Germany, 33; France, 23; Italy, 11; Spain and Portugal, 8; Algeria, 6; United Kingdom, 2; Netherlands, 1½. Since 1848 the French have converted 9 million acres of waste land into forests, producing about \$2 an acre. Paris burns the timber of 50,000 acres yearly, requiring an area of 1 million acres to keep up the supply. In the United States 10,000 acres are cut daily, or 3 million per annum. There were 15,000 saw mills in the United States and 640 in Canada in 1882. It is stated that in Asia Minor there is not a board of any sort, or even a plank or beam ever sawed there by any other power but that of the human hands.

THE Forestry Inspector's Report for the Province of British Columbia, for the year ending December 31st, 1888, gives the number of saw mills in the Province at 24 in operation and one in course of construction. Twenty-six timber leases have been granted up to the beginning of the present year, comprising 135,063 acres. The annual rentals at which these leases were granted amount to \$15,074.73, from which is deducted the annual rentals, as revised by the Land Act of 1888, which amount to \$5,540.83, making the reduction or amount realized \$9,533.00. The quantity of timber cut during the first half of 1888, is given at 31,868,384. 10,939,040 of which was cut from Crown Lands, 8,169,067 from timber leaseholds, 9,429,365 from timber limits and 3,332,352 from private property. The royalty from this product amounted to \$12,675.59 from which is deducted a rebate from timber exported of \$3,051.40, making the net revenue derived \$9,624.19. This statement, says the Inspector, while showing all the timber upon which royalty is payable, would have been more valuable for statistical purposes had the returns received from the various saw mills been more complete—had they contained more particulars of all timber cut from leaseholders not subject to the payment of royalty, and of all timber cut from Dominion lands and private property, thus enabling such particulars to have been included. It is satisfactory to note that from present appearances and circumstances, there is a prospect of a very considerable increase in the timber business of the Province taking place in the immediate future, as both Eastern and local capital is being directed and invested

in the lumber industry. An extensive saw mill is now being built on the eastern confines of the City of Vancouver, and still more extensive saw mills are being erected on the Fraser River above New Westminster.

THE interests of capital and labor are not necessarily antagonist, but they are often made so. To remove the friction between them various methods have been resorted to, but none have proved to be more successful than the arrangement which some employers have entered into, that of providing a bonus fund to be taken from the proceedings of certain branches of operations to be divided annually with the employes proportionately to the amount of each man's earnings. Some time ago Messrs. John Bertram & Sons, manufacturers of wood-working machinery, machine tools, &c., of Dundas, Ont. entered into an agreement of this kind with his foreman, as representing his employes. It was stipulated in the agreement that in case any employe absented himself without permission, unless on account of sickness, he should forfeit twenty five cents for every day he was absent, the amount to be deducted from his share of the fund, and, should he leave without a month's notice, he should forfeit his share. The system has been in force for nine months, and recently the first distribution was made. The fund amounted to almost \$1,200, and the amounts received by each employe, including apprentices, ranged from \$25 to \$50. Both parties to the arrangement have expressed themselves as well satisfied with the result. Other firms, with which we are acquainted, who have followed this system for years express themselves as eminently satisfied with this method of treating with their employes, as it secures to them a good class of men, and besides, it has proved to them far more remunerative.

UNDER the amended Land Act of the Province of British Columbia, leases of unpreempted Crown Lands may be granted by the Lieutenant-Governor in Council for a term not to exceed thirty years, to any person or corporation duly authorized for the purpose of cutting spars, timber or lumber, and actually engaged in these pursuits, subject to the payment of an annual rental of ten cents per acre, and a royalty of fifty cents per thousand feet on the scaled measurement of the logs cut on the leased premises, provided, however, that any person may hereafter acquire a preemption claim to or upon any part of such leased land by complying with the requirements of the Act. The preemptor is only entitled during the term of the lease, to cut such timber as he may require for use upon his claim, and if he cuts timber on the said land for sale, or for any purpose other than for such uses, or for the purpose of clearing the said land, he forfeits all interest in the land acquired by him, and his claim shall be cancelled by the Commissioner. It further provides that the lease shall contain provisions binding the lessee to erect in some part of the Province, as may be approved of by the Chief Commissioner of Lands and Works, a lumber mill capable of cutting not less than 1,000 feet of lumber per day of twelve hours for each and every four hundred acres of land included in such lease. "Crown Lands" mean lands which are the public lands of the Province, and do not include lands held under lease. Every lessee of timber land, and every person owning or operating a mill which may cut timber which is subject to the royalty imposed is required to keep correct books of account of all logs brought to his mill, stating from whom they were acquired, where they were cut, the date received and their scale measurement, and make monthly returns to the Chief Commissioner of Lands and Works showing the measurement of such logs, and such other particulars

as the Lieutenant-Governor by Order in Council may require. These books are to be open, at all reasonable hours, for inspection of any person appointed for carrying out the provision of the Act. On the exportation beyond the limits of the Province of any spiles or spars, or any timber manufactured in British Columbia upon which royalty has been paid, a drawback or rebate equal to one-half of the royalty is allowed.

IN felling large heavy trees, where it is necessary to cut them considerably above the roots, to get rid of the heavy end, which would sink the butt too much in the water when the tree is made into a raft, and in the other cases, a foot board is sometimes used for the chopper to stand upon and make a higher cut. A device to facilitate such work has been patented by Mr. Aaron L. Stevens, of Little Falls, Washington Territory. The foot board has an arm, beveled at its front end, to pass into a notch in the tree, and on the inner end of the arm are upwardly projecting points adapted to engage with the tree. The outer end of the arm is provided with two arms, one above the other, between which is pivoted a tongue, having at its outer end a socket into which fits one end of a board of suitable width and length for the operator to stand on when chopping the tree. The arms and pivot head of the board have roughened surfaces and notches, whereby the head is conveniently held in any desired position on the arm. The board can be moved around, to promote the convenience of the wood chopper as his work proceeds.

SOME time ago a numerously signed petition was sent from Algoma to the Department of Indian Affairs, praying that the Department make a rebate of interest due on lands in Thessalon township. The request was refused on the following grounds:

1. There has been an utter indifference on the part of the settlers to pay up either interest or principal

2. Other lands in that locality are held at a higher figure for sale; lands unimproved, distant 3 miles from Thessalon, having been sold at \$18 an acre; and the municipality has assessed the unimproved lands at \$5 an acre, and improved at \$20, and the township all through is the best on the North Shore, except Day, which it joins. Every assistance has also been given in the shape of government roads; and to ascertain the value of the lands, a person has only to try and buy a lot. If the settlers were laboring under any disadvantages incident to a new country, there might be some grounds for their application; but where every facility is to hand, such as railways, public roads, saw mills, flour mills, furniture factories, etc., there is no reason why their request should be complied with, and an injustice thereby done the Indians for whom the lands have been sold by the Department.

THE custom of weighing lumber by the railway companies who transport it, at the point of destination instead of the place of shipment, has long been a great source of grievance to Toronto lumber dealers. Another great source of complaint has been the almost continuous scarcity of cars, and the constant stagnation in moving lumber from one point to another. With a view to getting their grievances remedied, a meeting of prominent lumbermen of the province was held at Toronto on the 28th of December, 1888. At that meeting the points in question were discussed at considerable length, and the requests of the lumbermen made known—what they wanted was one of two things—either that a scale of rates per feet be adopted, or that the railway companies make provision for the weighing of both cars and lumber at each point of shipment. As the Grand Trunk Railway annually handle nine-tenths of the lumber going into Toronto it is with this company that the lumbermen's grievances mainly lie. At the meeting mentioned a committee was appointed to wait upon Mr. Hickson and others of the Grand Trunk Railway to see if these grievances could not be remedied. Last month a large deputation of lumber dealers from Toronto and Hamilton waited upon the officers of the G. T. R. at Montreal, and laid their grievances before them. A full discussion was entered into, after which the deputation retired, fully impressed that something would be done to relieve them.

K F BURNS M P has given the assurance to the President of the St. John Board of Trade, that the timber inspection act is not intended to be applied to New Brunswick and Nova Scotia. Commenting on this statement the *Miramichi Advance* very justly remarks: "There is one thing which we cannot understand and that is the statement made in behalf of the author of the bill that it was not intended to have it applied to New Brunswick. If that be so why were New Brunswick, Nova Scotia and Prince Edward Island expressly set apart as one inspectorial district, and why did it expressly repeal the New Brunswick statutes relating to the survey of lumber? We see it stated in some of the papers that the bill, if enacted, would not necessarily apply to New Brunswick, because of the section which provides that nothing in it 'shall oblige any person to have any timber or lumber inspected,' but, as we pointed out a fortnight since, with our provincial survey acts repealed and the obnoxious provisions compelling our lumber manufacturers to furnish the Dominion Government with complicated returns and pay a tax of \$20 per million s. f. on their output, the statement that the measure was not intended for New Brunswick as well as the other parts of the Dominion expressly mentioned in it, would be simply inexplicable. Manitoba and all the Northwest territories were exempted, because they were omitted from amongst the provinces, especially mentioned as inspectorial districts, but the bill covered the remainder of Canada. Let it be unmistakably understood that the Maritime Provinces do not want any such measure. If it is required for Ontario and Quebec let them have it by all means.

MR. J. C. BAILLEY, the veteran railway engineer, and Mr. Matthew Butler, C. E., have recently returned from an extended trip through the wilds of Northwestern Ontario, where they have been engaged in locating the line of the Nipissing and James Bay railway from North Bay to Lake Tamagaming. Lake Tamagaming is 75 miles from North Bay. When five miles from North Bay they encountered the forest and through it they had to cut their way the greater part of the 75 miles they travelled northward. Mr. Butler who was specially commissioned to examine the timber, found unlimited quantities of white pine, birch, rim ash, and tamarac in such quantities as to supply millions on millions of railway ties. Both gentlemen are very enthusiastic over the great wealth of timber land they have discovered. An examination of the soil was made and found to be very rich with a clay subsoil. This was ascertained not only by an inspection of the trees that grew on it, but by an actual view to be had on the banks of all the rivers. An abundance of game of all kinds was seen, moose are there by the thousands, and beavers, martins, mink, foxes and wolves also abound in great numbers. The Indians are the only trappers, and they make remunerative profit by their occupation. They carry their furs to the Hudson Bay Company's post at Lake Tamagaming and there do their trading. Mr. Bailley was surprised to find so many lakes not indicated on any map published. Large and small stretches of water were met with frequently, and one lake was found thirty miles long which was not shown on any map. In further describing the country through which they passed, or rather had to cut their way, Mr. Bailley says: This country, which the Nipissing and James Bay railway will develop, is marvelous. There is enough timber there to supply the continent. On our way up we were continually meeting large belts of the very finest red and white pine and on our way back we saw even more. The country is rich, too, in minerals. At Lake Tamagaming we were shown samples of copper ore, but being unable to carry them back we threw them away. Across on the Montreal river Mr. Donnelly, the lumberman, showed us samples of lead, copper and silver ore taken from mining property held in the district by some Americans. The new line is eagerly looked for by the lumbermen who are carrying on operations on the Montreal river, and also by those who are interested in mining. At present it takes a whole season to float the logs down, but when the line is built mills will be built and the lumber brought down in a few days. I do not notice any

difference in the temperature from that of Toronto. At Lake Tamagaming we heard the birds singing in March, and everywhere we went the grass was quite green under the snow and the flowers were already coming up through it. I thought this a rather remarkable circumstance. The land is very rich all through the district. In Widdifield township we were shown fine farm products grown by Mr. Sache, formerly of Port Hope, who has been there only 20 months. Among them was a very fine sample of potatoes, of which he has hundreds of bushels. There is room in this district alone for a million people to make themselves happy homes.

IN this age of rapid transit any scheme which tends to shorten distances or save time becomes a matter of public importance. Quebec shippers are very much elated over the commencement of operations upon a most novel undertaking, a ship railway across the Isthmus of Chignecto to obviate the sea voyage of from 500 to 600 miles around the Atlantic coast of Nova Scotia. This is a matter of great importance not only to the shippers of Quebec, but also to the shippers of the western lake ports who are doing a large trade with the New England States. Upon the completion of this work, a vessel loaded with grain or lumber may be shipped from Chicago, or most any of the western ports, to Boston, without breaking bulk. A glance at the map of Nova Scotia and its surroundings will convey an immediate and striking idea of the commercial importance of the undertaking. The Isthmus of Chignecto, which acts as a barrier to the continuous navigation of the Gulf of St. Lawrence and Bay of Fundy is hereafter, according to the plans of the Marine Railway Company, to be sailed by ships on rails. The ship railway will reduce by 600 miles the distance to be sailed between Montreal, Quebec, the Upper Lakes and St. John, N.B., and by 500 miles that between the St. Lawrence on the one side, and Portland, Boston and New York on the other. The line of railway is straight and almost perfectly level, and the distance is only about twenty miles. It will extend from Cumberland Basin in the Bay of Fundy to Baie Verte in the Gulf of St. Lawrence. At each of the termini will be docks for the reception of the vessels to be transported, which will be raised and lowered on cradles by hydraulic ship lifts to the level of the rails and hauled by powerful locomotives, the capacity of the works being to transport vessels as large as one thousand tons burthen. The entire work is estimated to cost \$5,000,000. In addition to its being advantageous to the western shippers to eastern ports, it will also be of immense advantage to the fishing fleets of both Canada and the United States.

SPLINTERS.

THE imports of forest products at Melbourne, Australia, from the United States for the year 1888 were 67,082,732 feet.

* * *

BUNA Verta timber, which strongly resembles oak, is being imported from Central America by parties in New York, to be manufactured into cigar boxes and furniture. The sticks are about twenty-four inches square and of considerable length.

* * *

SAWDUST is being used by some builders for mortar instead of sand. It is said to answer well; as it is one-half lighter than sand, and it has some advantages when used on ceilings. Mortar made of quick lime and saw dust mixed with cement, does well for brick or stone work.

* * *

The imports of wood and manufactures thereof in the Dominion of Canada for the month of February 1889, amounted to \$82,696.00, the duty on which (exclusive of British Columbia) amounted to \$20,271.39. During the same month there were exported of forest products \$591,705.

* * *

T. A. WALKER, the English contractor, who has the contracts for constructing the great ship canal from Liverpool to Manchester, England, and the docks at

Buenos Ayres, South America, has decided on yellow pine as the best timber for the purpose, and their works will require many feet of this class of timber.

* * *

THE railway statistics of the Dominion up to June 30 last year have just been completed. The total miles of completed railway in the Dominion were 12,701. Capital paid \$727,000,000; government bonuses paid, \$134,000,000; earnings, \$42,159,152; working expenses, \$30,652,046; net earnings, \$11,500,000.

* * *

THE Illinois legislature has passed resolutions requesting Congress to construct a ship canal connecting lakes Michigan and Superior, commencing at a point on the Little Bay de Noc, Lake Michigan, up to the Whitefish river, down the Au Train river to Au Train Bay, on Lake Superior, thus saving to commerce over five hundred miles in the round trip between Chicago and Duluth.

* * *

HON. MR. COSTIGAN has given notice of a resolution to provide that the rates and dues payable under the Cullers Act and the classification therein set forth may be changed by Order-in-Council, and to make better provisions respecting the reduction of the number of cullers and the annuities payable in consequence, and to provide that culling and measuring under the Act shall be compulsory only in respect of square and wany timber.

* * *

A NEW transcontinental railway route is contemplated. The Spokane Falls and Eastern Railway company has been organized with a capital of \$5,000,000. The company will build a line east from Spokane Falls, Washington Territory, to some point on the St. Paul, Minneapolis and Manitoba road, connecting the Manitoba with the Seattle and Lake Shore and forming a new line from St. Paul to Puget Sound on the Pacific.

* * *

THE E. B. Eddy Mfg. Co., of Hull, Province of Quebec, having decided to retire from the wholesale manufacture and sale of lumber and timber in order to devote more time and attention to the other branches of their manufacturing business at Hull, will offer for sale by public auction at the Russel House, Ottawa, on Wednesday, August 14th, their immense timber limits with all improvements. For particulars see advertisement in another column.

* * *

LESS than ten years ago, the treatment of drying Yellow Pine boards by artificial means was unknown, and considered impracticable by many, but the requirements of the trade demanded the adoption of some method of more rapid seasoning, in order to produce a finished article in the least possible time, and the result has been in every way advantageous to the lumber interest and settled the question the doubts as to the superiority of kiln-dried over that of air-dried lumber.

* * *

FROM the latest statistics of the Colonial Office for 1889, it appears that the British Empire, India included, embraces no less than 9,289,000 square miles, with a population of 328,000,000 souls. Other statistics which help one to realize the wealth of the British Colonial Empire are those relating to railways. There have been built in the colonies during the last half-century 45,000 miles of railway at a cost of about £400,000,000. Indeed the growth of the Colonial Empire is so continuous and so rapid, that statistics of a few months old are sure to be much below the mark.

* * *

WE are in receipt of a business card from Albert J. Hill & Co., real estate, financial, shipping and commission agents, New Westminster, B. C. One of the firm, Herbert J. Ross, was for ten years junior member of the lumber firm of W. J. Ross & Son, Ross Mills, P. Q. For the past two years he has been in B. C. engaged in the lumber commission business and inspecting shipments. The firm buy and sell property for non-residents, and they are prepared to supply the most reliable information in regard to lumber and timber properties that can be obtained in the Province. See their card in another column.

AND now comes Dr. George Themous, of Vienna, who has a process for the manufacture of artificial leather from red burchwood. The best wood is taken from 50 to 60 year old trees, cut in the spring, which must be worked up immediately, bark peeled off, steamed, treated with chemicals in a kettle under pressure, and exposed to several operations. From the prepared wood strong and thin pieces are made by means of heavy pressure. The inventor states that a solid sole leather can be obtained which he claims is superior to the animal leather in firmness and durability, and can be worked up in the same way as animal leather, nailed and sewed.

* * *

OUR advices from London indicate that the booking of emigrants to the Dominion, show a decrease of 50 per cent. as compared with 1888. This is partially due to the immense emigration to the Argentine Republic under the stimulus of free passages, and also to Canada's slackened efforts in promoting emigration. So far as Canada is concerned, it would be better for the country if the Government would bend its energies to the development of a scheme to locate our worthy poor upon the unsettled lands in the Northwest, rather than spend money in the promoting of pauper emigration from Europe. Our motto should be.—Our own poor first, last, and all the time.

* * *

REFERRING to the drought that is being experienced on the other side an exchange says: Heavy and continued rains alone will be able to rescue the winter's cut and keep the mills running the season through. The Saginaw lumbermen estimate that the number of feet of logs cut for their mills and now stranded will reach 400,000,000, of which there is a fair probability that 50,000,000 can be floated down. Bay City lumbermen estimate that no more than 30,000,000 feet tributary to them will fail to reach their mills. The Cadillac lumbermen say that 100,000,000 feet are awaiting transportation in Missaukee county, of which one-half is in danger. While Ludington reports the greater part of 100,000,000 feet belonging there endangered unless heavy rains come. Cheboygan reports about 40,000,000 feet in the same predicament, Menominee 200,000,000, Alpena 75,000,000 out of 160,000,000, and Au Sable 80,000,000. From Marquette it is estimated that fully 150,000,000 feet are in the streams waiting for water. 450,000,000 feet of logs are waiting to be driven to Muskegon, over one-fourth in side streams, with every prospect of being "hung up" for the season.

EXCHANGE ECHOES.

Ottawa Packet.

It is significant of the northwestward growth of Ontario, and of the benefit the province is deriving from the construction of the Canadian Pacific, that the quarter million dollars in railway subsidies the Government proposes to grant are all for lines in what is practically the new territory opened up by the transcontinental railroad. The Ontario and Rainy River line will benefit a mining and agricultural district at the head of Lake Superior from which much is expected. The Manitoulin and North Shore will increase the facilities for communication with the fairly prosperous settlements on the Manitoulin islands. The Parry Sound line will connect an already large industrial center with the railroad system of the country. All these are in what was not long since regarded as waste territory, but which is now known to afford large possibilities of development. Ontario is certainly going ahead, and the estimate that at the next census she will be found to possess two millions of people is more likely to be under than over the mark.

Ottawa Free Press

If sawdust, slabs, edgings and other saw mill refuse can be put to economic uses in the manufacture of paper, pulps, etc., a problem which has caused our lumbermen much uneasiness will be effectually solved. Down in Maine the commercial value of sawdust is estimated at twelve dollars a ton. This does not mean that it will bring that in the market, for it is a drug. But it is worth twice as much as it will bring for fuel if it is put through the process whereby wood alcohol, acetic acid, and other chemicals are extracted. Considerable sawdust is baled and pressed in Maine for fuel, and a Lewiston farmer regards the kiln-dried article worth \$2 a cord to enrich the soil, after first using it as bedding for cattle. Some day it will be found that lumbermen who have allowed their mill refuse

to fall into the Ottawa have been throwing away gold dollars. Some authorities contend that owing to improvements in the methods of making wood pulp the time is not far distant when most of the refuse of the mills may be profitably converted into pulp. Paper for ordinary newspapers can be made from sawdust and shavings. Pulp manufactured from slabs and edgings has a longer fiber, and will consequently produce a better grade of paper. From two to three cords of mill refuse, not including sawdust, will make a ton of pulp worth at present market conditions \$80.

The London Board of Trade Journal

Never except in the wonderfully busy period comprised within the years 1881-82-83, has the shipbuilding trade been so active as it is at present, and the number of men fully employed in it is now very nearly equal to the figures of that time. The great society which represents the iron shipbuilders has now a membership of 27,500, and of these only 1.8 per cent. are returned as out of work. Taking the societies of all the principal branches of the engineering trades connected more or less directly with the shipbuilding, we have a total of 80,803 members, and of these the proportion of unemployed is not more than 2.5 per cent. For the season of the year this figure is unusually low, and is certainly in marked contrast to the return for the corresponding month of last year, when the percentage was about 7 for these branches. So great, in fact, has been the demand for men in these trades, on the north east coast especially, that in some departments a positive scarcity of hands has been experienced.

PUBLICATIONS.

We have received from J. H. Brownlee, D. L. S., Brandon, Man., a copy of his new 25 cents indexed map of Manitoba. The map is original and graphic. The fourteen pages of indexing, make a complete guide to the map, which is folded into a neat cover for pocket or office reference. Mr. Brownlee's idea is to supply a reliable low priced map, and we are of opinion that he has succeeded. For further particulars, address J. H. Brownlee, Brandon, Manitoba.

Saturday Night is one of the most popular and we may say readable papers issued from the Toronto press. It is a first class society paper, and its stories, thrilling with interest, are the best that can be obtained. The various subjects treated upon by its racy editor denote the masterly pen with which they are written. It is a paper which may be profitably read by every family. Published by the Sheppard Publishing Company limited, 9, Adelaide St. West, Toronto, who are also the publishers of the *Canadian Fireside Weekly*.

Splinters

Messrs. William Rider & Son, publishers of the *Timber Trade Journal*, London, England, are publishing a series of "Timber Trade Hand Books." These books are printed on good paper and well bound. We are in receipt of No. 3 of the series, entitled, "How to Select Wood-Working Machinery," by J. Stafford Ransome, associate member of the Institution of Civil Engineers. The object of the work is to point out to intending purchasers the most suitable machine for their purpose, and the qualities to be looked for in such machines; while at the same time showing them the most practical manner of making their inquiries, and putting them in the way of getting at reliable and detailed particulars of their machinery before completing their purchase. The book is illustrated and divided into chapters being originally published in the form of articles in the *Timber Trade Journal*.

Measured Lumber.

Statements of lumber measured, at the Ports of Montreal, Lachine and Sorel, for the year ended 30th June, 1888: Square Pine, 6,141 pieces; Flat Pine, 5,278; Round Pine, 942; Square Hemlock, 6,472; Flat Hemlock, 773; Round Hemlock, 1,975; Flat Pine, 727; Cedars, 3,510; Flat mixed, 1,866; Round Pine, 178; Round Spruce, 16; Flat Tamarac, 2,520; Round Hemlock, 615; Flat Hemlock, 334; Flat Ash, 161; Flat Tamarac, 1,158; Square Oak, 16; Hardwood, 776; Square Red Pine, 748; Wany Pine, stringed, 579; Wany Red Oak, stringed, 43; Flat Spruce, (lineal), stringed, 289; Sawed lumber for exportation, 1,166,585. Total amount accrued on the above \$1,818.30.

THE WAR OF THE WOODS.

White pine is king. It is still supreme in the northern states, but its power has been weakened by the forays of other woods, especially yellow pine. The war between the northern and southern rivals is to be hereafter waged with increasing zeal on the part of the combatants. It is to be another war between the north and south, though the fight will be along the peaceful lines of commerce. But, though the contest must go on, there is no danger that the northern force will be utterly defeated until the last forest giant shall have been laid low, and that not by the might of the southern foe, but by the hand of its friend, who will give the last mortal blow, instigated by selfish greed. White pine will never be crowded out of the market by its southern competitor. There are those who think otherwise, perhaps, and point to the rapid displacement of white pine in Kansas by the yellow variety as an evidence that such a thing is possible. But conditions in that state are exceptional. There cheapness is greatly in favor of the Arkansas and Texas product. There, also, the demand is mainly for building purposes. In the older sections of the country, where the requirement is more varied on account of manufacturers that consume lumber, white pine holds a place from which it cannot be dislodged so long as a supply can be obtained.

The peculiar advantage of white pine is in its light weight and its softness and easiness of working. There is no other wood that can equal it in these respects. It is also a reliable wood when put in place, on account of its lack of warping tendencies. Now that the struggle is fairly on between the two great lumber woods of the country, it is well enough to take a fair look at them by comparison, with the view of placing each where it properly belongs. Since white pine is the kind that is resisting attack, let us examine its entrenchments for the purpose of seeing whether it can hold its position beyond a possibility of doubt.

There are several conspicuous reasons why white pine will continue to be in large demand in spite of any opposition. The qualities referred to—light weight and softness—render it adaptable to various kinds of manufacture. Beginning with its coarser qualities, what can equal it for packing boxes? Lightness of weight commends it as a material to ship, in which it has a great advantage in the cost of transportation. It also works handily and easily, which is an important consideration in a box factory, where nearly everything is done by machinery or quick manipulation. The profits of box making are small, and depend on cheapness and adaptability of material. White pine also is kind to tools, and the wear and tear of appliances on that account is less when white pine is used than in the employment of any other wood. Furthermore, white pine can be used to the very last and lowest grade board, so that there is no waste, and refuse does not accumulate as in the case of yellow pine. It is frequently remarked in this city that white pine lumber is always salable, even down to and including the foundation sticks; nothing is wasted. This is because the coarser qualities are available in the manufacture of boxes, crates and various other things that use up cheap lumber. Coarse boards are also adaptable to numerous cutting-up purposes, and for building and repairing the poorer class of structures, sheds, etc. In fact the coarser and cheaper the stock the readier it sells in this and all other important white pine markets. The like cannot be said of yellow pine in the present development of the consumptive demand.

When it comes to the medium grades, there is an unrivaled demand for all white pine lumber from four inches wide and upward. It is probable that in the strip trade white pine is to suffer most from competition with southern lumber. For flooring, ceiling and wainscoting, yellow pine is well adapted, and it is now being placed at all northern points at prices that undersell white pine, when the quality of the respective woods is considered. Still white pine has the advantage in some respects for flooring. Where it is to be covered by carpets in the cheaper class of houses, fencing flooring, and No. 2 at that, answers the purpose, and it will be hard work for the yellow pine purveyors to undersell the lower grade of white. In all the populous

centres around the great lakes, where white pine is received by water, or by short railroad hauls, no other cheap strips can entirely crowd it out of market. The sharpest rivalry between the two kinds of strips will be in the select and clear grades. Yellow pine flooring and ceiling, where oil treatment is contemplated, is undoubtedly the better, and will largely take the place of white pine. For siding, white pine will continue to take the lead, on account of its workableness, the ease with which it can be put in place, its freedom from warp, and above all its adaptability to transportation at a low cost. This demand will use up a large portion of the select and clear strips that are likely to be put on the market. Car building will also continue to call for the better grades of strips. Large quantities will also be wanted for house finish.

There are certain adaptabilities of white pine that will use up the upper grades of wide and thick lumber while the supply holds out. There will always be a demand for wide cutting-up lumber. In the east the demand for such stock is always pronounced in comparison with that for other purposes. Thick clears and selects are wanted for pattern making, scroll work, door manufacture, etc. Consumers will continue to use white pine because it is so easy to work. Cypress and Pacific coast cedar and redwood are rivals with white pine in the wood-working industry, but they can never take possession of the demand in the great interior of the country, or on the eastern seaboard.

Thus a few of the special adaptabilities of white pine have been glanced at. Less of this kind of wood will be cut into framing timber, joists and scantling than hitherto. In fact, the supply of dimension in the lake region is now largely Norway, and hemlock is rising into prominence for such purpose. Yellow pine can command the market where freights are not against it. As southern lumber is pushed more and more into recognition throughout the northern states, the tendency will be to saw white pine into boards, in case of coarse logs, and into thick stuff in case the logs run well to clear timber. Yellow pine will make its way in the form of flooring, ceiling and interior finish, and that of timber, joist and scantling where the cost of transportation is not too high. White pine will hold its own in the door factories, the box factories and among wood workers generally. Thus both woods will have their sphere, and the demand for white pine will be sufficient to absorb the supply, while that for southern lumber will steadily increase. The competition will go on, but each will hold positions from which it cannot be dislodged by the other.—*Northwestern Lumberman.*

LAKE ABITTIBI.

E. B. Borron, Esq., Stipendary Magistrate, in his recent report on that part of the basin of Hudson's Bay belonging to the Province of Ontario, in regard to the cultivation of forests in the vicinity of Lake Abittibi says:

"Whatever else this northern part of the Province may be valuable for, no one who has ever visited it or read the reports of others who have, can entertain any reasonable doubt as to its fitness at all events to grow trees. These trees may not be exactly everything that we could wish either in respect of kind or quality, but in the view of rapidly increasing population and consumption of timber on this continent, of the equally rapid destruction of its forests, and of the inadequacy of the efforts made to replace them, nothing can be more certain than that in the near future any kind of timber whatever that this vast territory may be capable, spontaneously or otherwise, of producing, will be required and become of more or less economic importance. In order to obtain the best results, however, the judicious and timely invention of man is indispensably necessary. A judicious expenditure in the drainage of lakes, marshes and swamps, if not also of muskegs, in promoting the growth of the more important trees and plants and at the same time in repressing the growth of those of least value, in the prevention of bush fires, where certain to be hurtful, and in the cautious employment of fire where likely to be beneficial, as it sometimes undoubtedly is, such an expenditure (however large) would, I verily believe, in due time be returned to the Province many fold, in the vastly

increased extent of our forests and the better quality of the timber obtained.

Unfortunately, though it is easy to persuade peoples and legislatures to launch out in expenditures, the benefits anticipated from which are immediate, it is almost hopeless to expect them to do so if the returns, however large, are distant or tend to the advantage chiefly, if not wholly, of posterity. It might not be amiss, however, to remember that while drawing so largely on the patrimony that has descended to us in the matter of timber it may not be either unfair or unwise to make some such provision as I have suggested for the future, even if the benefits anticipated should fall chiefly to the share of the children or grandchildren the present generation. I know a few instances in which the borrowing of money necessary and its prudent and economical expenditure would be, I shall not say as justifiable, but commendable, or which would be fraught with greater benefits and advantages to them, even if they should have, ultimately, to pay both the principal and the interest.

Which are the Hardwoods?

With the majority of lumbermen the term hardwood includes every thing except white pine, and is accepted in that sense generally by the trade, though in reality there are two or three woods, such as buckeye and Southern white lynn, that are softer than white pine. Some writer, we know not who, says: "The relative hardness of woods is calculated by the hickory which is the toughest. Estimating this at 100, we get for pignut hickory 96, white oak 84, white ash 77, dogwood 75, scrub oak 73, white hazel 72, apple tree 70, red oak 69, white beech 65, black walnut 65, black birch 62, yellow and black oak 60, hard maple 56, white elm 58, red cedar 56, cherry 55, yellow pine 54, chestnut 52, yellow poplar 51, butternut and white birch 43, and white pine 35."

According to this formula woods possessing a degree of hardness equal to only about 40 per cent., or less than that of hickory, shall not be classed as hardwoods. Such woods are, however, limited in quantity, and are not of sufficient importance to justify a classification, and the trade will continue to construct hard wood to mean every thing except white pine.

They Got Here.

Deputy Sheriff Jones, of Detour, arrived in Sault Ste Marie, in a hurry early last month, and in conversation stated that Moiles Brothers of that place, who are largely engaged in lumbering in the vicinity, had packed up their goods to leave for Canada. Hurd & Hovenstein, of Buffalo, held a mortgage of \$45,000 on the mill of the firm, and it was due in a few days. About this time the tug Dowling, loading two vessels from Saginaw, landed at Detour presumably for a cargo of lumber but at night a hundred men concealed in the boats came ashore and began removing all the machinery of the mill and movable property on board. At noon all was loaded except the boiler, and the workmen began tearing down the mill. The Sheriff received notice to stop the operations at any cost, but no authority was sent. The telephone and telegraph wires were cut in three places, and there was no communication with Detour. At midnight all was loaded, and the tug and vessels were soon on their way to Spanish River, Canada, where the firm has lately purchased a site.

Blasting Holes to Plant Trees.

"Few people elsewhere in the world may ever have heard of blasting holes to plant shade or fruit trees," said a cultivator the other day, "yet the practice is common here and shows good results. In most places there is found sufficient top soil for that purpose, but as land has become valuable, people have cast about for means to utilize lands where the coarse sand rock comes too near the surface for successful tree planting. A blast, well put in, creates a pocket for broken rock mixed with top soil, which furnishes a basin to hold moisture as well as a deeper and cooler hold for the roots. It is yet too early to say what will be the ultimate results of such planting, but in a climate like ours, where a superfluity of rainfall is not likely to occur, it will no doubt be successful."—*San Diego, Cal., Union.*

THE NEWS.

ONTARIO

—Mr. J. Brennan is erecting a shingle mill at Phelpsston.

—Mr. Alex. Perry is erecting a shingle mill near Terranova, Dufferin county.

—The shingle mills at Washago have orders for about all they can turn out.

—The Deseronto Navigation Company have started their boats for the season.

—The output of logs up the Gatineau is said to be larger than previous seasons.

—Fifty carloads of lumber of all kinds were shipped from Coldwater during March.

—Two tugs will be employed during the season in towing logs to Barrie and Bradford mills.

—Lummis' saw mill and Robin's shingle mill, at Wyebridge, started operations early last month.

—The planing mills of H. Williams, Campbellford, Ont., were burned March 25th. Loss about \$1,300.

—Messrs. Sadler, Dundas & Co., Lindsay, have added a matching and planing machine to their saw mill.

—The Ontario Lumber Company, Midland, expect to cut about double the quantity of lumber they did last year.

—Mr. S. Rogers, of Cedarville, has purchased machinery in Toronto for his saw mill, which he is about to rebuild.

—The big lumber mill of the Rathbun Company, Deseronto, started up April 11th, twelve days earlier than last year.

—The Sheppard & Morse Lumber Company are shipping large quantities of timber daily to the American markets.

—The Magnetawan River is open, and the Muskoka and Georgian Bay Navigation Co. have commenced towing logs.

—Mickle Dymont & Son have about 75 men employed to assist in driving their Oakley & Hindon stock of logs on Black River.

—Messrs. Gillies Bros., of Braeside and Carleton Place, have purchased Mr. Thomas Kean's lumber business at Morristown.

—The Collins Bay Rafting Company have completed preparations for timber rafting on an extensive scale at Belleville this season.

A big cut of lumber will be made in Penetanguishene this season. The two mills of Beck & Co. are expected to turn out a very large cut.

—Mr. E. Livingston, of Blyth, is busily engaged in cutting maple timber for the Scotch market. He has recently added hoop machinery to his mill.

—Messrs. Perley & Pattee, of the Chaudiere, have been making of late large shipments of lumber, by the C. A. R. to New York, and Burlington, Vermont.

—The C. A. railway shipments of lumber from the Chaudiere extension have been livelier of late and are expected to increase largely as the season advances.

—The mill owned by the Rathbun Company at Lime Lake was burned April 9th. Some of the workmen lost their tools. It is supposed the fire originated from the furnace.

—The net revenue derived from slides and booms for the fiscal year, 1888, amounted to \$65,403.56. The authorized expenditure for collecting the same amounted \$21,211.62.

—The firm of Patterson & Hall, Midland, has dissolved, Mr. Patterson, 13 Victoria Street, Toronto, assuming all liabilities. The business at Midland will be discontinued.

—Mr. Wm. Dunn, of Atwood, cut last season 1,000,000 feet of logs, mostly hardwood and pine. He has made up 18,000 cheese boxes this year and has 900,000 feet in stock.

—The car shops at Perth have closed down and in consequence a great many men are out of employment. The C. P. R. have at present all the freight cars that they require.

—Mr. I. Cockburn, of Gravenhurst, has taken out in his own camps in Cardwell and Humphrey, and by jobbers in Muskoka and Wood townships, an aggregate of five million feet.

—The Dominion of Canada Manufacturing Co. is seeking incorporation. The chief place of business at Toronto; capital stock \$100,000; object, the manufacture of church furniture.

—The steam saw mill of Mr. John Urquhart at Moose Creek, on the line of the Canada Atlantic, was burned on the 7th ult. The origin of the fire was unknown, and there was no insurance on the property.

—The sale of the Shelburne planing mills and factory advertised to be sold on April 6th., under mortgage from Thomas Jennings, did not take place. The present owners have paid up the amount due, and the sale is withdrawn.

—The Canada Lumber Cutting Company, Belleville, established a year ago, are largely increasing their capacity. Engines and Boilers are being put in. A large hot blast dryer and a quantity of other new machinery is also being added.

—The cedar mill at Deseronto has been shut down for repairs. The engines and boilers received a thorough overhauling and many repairs have been effected elsewhere. The timber, shingle and ice departments have resumed operations.

—The running of the stocks of logs from Lake of Bays and Hollow Lake by the south branch Muskoka river, has been let to the Muskoka Mill and Lumber Company, and from Vernon Lake by north branch to J. J. O'Neil.

—Thompson & Co. have purchased from the Ontario Lumber Company, French River, the steam barge Lethair and three consorts. It is the intention of the firm to keep them plying in the lumber trade between the upper lakes and Windsor.

—Application has been made for the incorporation of the Dominion Lumber Company. The chief place of business of the company will be at Vevee City, in the Nipissing district, and its head offices at Toronto. The amount of the capital stock is to be \$200,000.

Simon Fraser, of Amherstburg, and John Shaw, of Forest, have purchased over eleven million feet of lumber in the Georgian Bay district, for this season's trade, six millions of which are of last year's cut. They have an extensive wholesale trade covering all the western parts of the Province, and they report the prospects for the coming season as very bright.

—The Lakefield Lumber Company's men have been withdrawn from the limits, and their mills at Lakefield have begun sawing on their reserve stock from last season. Their present winter cut of logs was all on their Burleigh limits near their mills at Lakefield. The Strickland's have cut 130,000 logs this season which involved the employment of between 150 and 200 men, and from 60 to 80 teams.

—A syndicate of English capitalists represented, by Montreal lawyers, have purchased extensive property in the tenth concession of Templeton, north east of Gatineau Point. It is proposed to commence the construction of dwellings for the miners in a few weeks, and a saw mill will also be erected there this spring. The capital stock will be \$500,000. A Mr. Perkins, of Montreal, will be the manager.

At a public sale of timber limits on the Kippewa, held at Ottawa, Parcel No. 1, berth 10, containing 41 square miles was purchased by Mr. Joseph Riopelle, of Ottawa, at \$665 per square mile. Parcel No. 2, berths 12, of 40 square miles, and 13 of 33 square miles, was sold to Mr. Alexander Fraser, of Westmeath, for \$310 per square mile. The limits were the property of Hurdman & Co., and realized in all \$50,265.

—Mr. J. W. McLaren, long the active manager of J. McLaren & Co.'s concern, Buckingham, has retired to assume the management of the pulp mill. Mr. Alex. McLaren, son of the senior partner in the lumber concern, will take Mr. J. W. McLaren's place as manager. It is said that great improvements are to be at once made in the pulp mill, the business of which is growing day by day. All the old machinery is to be replaced by new of superior description.

—The saws invented and patented by Mr. B. W. Washburn of the Cedar Mill, Deseronto, says the *Tribune*, have been pronounced first-class by experts and manufacturers. As an illustration of the rapidity with which they cut we may state that the other day two men with one of the N. tooth cross-cut saws, cut through a twelve inch log in fourteen seconds, and it could, no doubt, be done in less time. A section of a log cut by one of these saws has been placed on our desk, from which it can be seen that each time the saw passed through it cut to a depth of one half an inch.

—Messrs. John Bertram & Sons, of the Canada Tool Works, Dundas, have completed ready for shipment to the Polson Iron Works Co., Toronto, a machine which is a veritable jumbo in size and weight. It is a C size punching and shearing machine, is 15 feet long by 11 feet high, and weighs 25 tons. The two main castings weigh 8 1/2 tons each. The main shafts are steel 8 inches in diameter. There are two fly wheels on the main shaft which weigh 1500 lbs. each to give momentum to the punch. It will punch a 3 inch hole through a 1 inch plate and shear 1 1/4 plate and can be converted into a double punching or double sheaving machine.

—A large deputation of lumber dealers from Toronto and Hamilton waited upon Messrs. Hickson, Sargent, Wainwright and others of the Grand Trunk Railway, at Montreal, and laid their grievances before those gentlemen. Up to the present time the railway companies which transport their lumber to deep water have been in the habit of weighing it at the point of destination instead of the place of shipment, and consequently it is alleged that, in the winter season especially,

a great deal of snow and ice is included in the quantity upon which the freight is calculated. The object of the deputation in calling upon the officers of the company, was with a view of having this grievance removed. A full discussion was entered into, and the deputation retired, fully impressed that their mission would not be in vain.

Messrs. Mickle, Dymont & Son have completed a very successful season's saw logging operations. The stocks taken out are as follows:—In the townships of Oakley and Hindon (five camps) ten million feet; from Sherburne and Ridout townships five million feet. These fifteen millions will be watered in Black river and taken to Barrie and Bradford mills for manufacture. From the townships of Drawer, Mauley, McLean, Ridout and Sherburne fifteen million feet will be brought down the Muskoka river and lakes Rosseau and Muskoka to Gravenhurst for manufacture at the mills there; and an additional two million feet from the lakes will be manufactured at Clark's mill, Windermere. With about two million feet on Muskoka bay, left over from last year, the firm will have a grand total of 34,000,000 feet to be cut into lumber during the ensuing summer.

The *Algoma Advocate* says that work has been resumed on the new mill by an order from Mr. Dymont, and it is to be got ready for operations as soon as the weather permits. Mr. Dymont intends that this mill shall far surpass any other on the North Shore, and is accordingly having all the very best machinery erected to obtain this end. One of the many improvements is the addition of a set of gang saws, which will increase the cutting capacity to 80,000 feet a day. Another valuable addition is the steam feeder which will have a greater speed and a steadier motion than the old friction feeder. The carrier has necessarily been made to have double the carrying capacity of the old one, and is placed in a more convenient position to the slash and trimming tables. An entirely new and more substantial tramway is to be built in the shape of a circle, and horses will be used in hauling away the cut lumber to be piled. A new pump has also been placed in the engine room to which will be connected a two and a-half inch iron pipe leading to several parts of the mill for fire protection.

Two or twelve years ago it was no uncommon sight to Torontonians to see huge rafts of timber being towed out of the bay and down lake Ontario. Of late years this practice was abandoned, and all the timber and heavy logs coming from the north and bound to Quebec and other eastern ports have been carried by the different railroads. This year, however, promises to see a revival on a large scale of rafting. For some weeks past the Canadian Pacific Railway Company have been dumping great quantities of huge timbers into the water between the Queen's wharf and the old Northern lumber dock. A boom is stretched across the water to prevent these logs drifting away. The Grand Trunk Company have followed suit, and recently a long train containing some enormous pieces of timber, mostly white ash, many requiring two flat cars to carry them, was side-tracked between the Grand Trunk and Northern elevators at the foot of Brock street, and one gang of men were busily engaged in placing a boom, while others were dumping the timber into the water. All of this timber comes from the north over the Midland, Northern and Grey and Bruce roads, and is consigned to the Collins Bay Rafting Company. Its destination is said to be Quebec. —*Empire*.

QUEBEC.

—Quite a fleet of lower port vessels have been chartered for Montreal to carry lumber to South America.

Frank B. Howard, of Montreal, has obtained a patent for an apparatus for manufacturing hollowware out of pulp.

—Mr. Finnan Dugas, ex M. P. for the county of Montcalm, and the owner of several extensive saw mills, died suddenly recently.

—Spruce trees in Quebec are being killed in large numbers by a small fly, said to be 3/4 of an inch long, brownish in color and bearing four wings.

—A number of Quebecers are applying for incorporation as The North Pacific Lumber Co., Limited, with the chief place of business at Ottawa and a capital stock of \$100,000.

Wenceslas Drouet, an employe who was working a circular saw in Geo. Cole's saw mill at Base St. Paul, was recently killed by a piece of wood which flew from the saw, fracturing his skull and the bones of his face.

Messrs. Dohell, Beckitt & Co., Quebec, shippers of lumber, are said to have purchased considerable quantities of timber since the close of navigation. Amongst the lots are the following:—Francis & Bechar's raft about 125,000 pine; Thistle & Carswell's raft, about 300,000 pine; Gale & Booth's raft, about 340,000; Bryson & Co.'s raft, about 100,000; McCormack's raft, about 50,000; Hurdman's raft about 160,000.

—Mr. E. B. Eddy is going to dispose of his large saw mill and piling grounds in Hull together with his valuable timber limits on many of the tributaries of the Ottawa. On these limits are large and well cultivated farms and depot buildings. The whole of the property is valued at \$1,250,000, and will be sold by auction at the Russell House on the 14th of August. Mr. Eddy is relinquishing the lumber business for the exclusive purpose of going into manufacturing.

BRITISH COLUMBIA.

—John Frederickson will start a shingle mill near Oyster Harbor, Vancouver Island.

—Captain Armstrong, of Golden, will build a saw mill at Oliver's Landing on the Columbia river.

—The Chemainus Mill Company, it is said, will open lumber yards in Nanaimo and other centres of British Columbia.

—Leamy & Kyle, Vancouver, contemplate putting in increased power and machinery in their mills, on False Creek, including a Corliss engine.

—Mr. T. L. Ruggles, of California, and James Anderson have bought the Vancouver Company's saw mill (late Grady & Anderson), and are now engaged in putting in new machinery.

—The increased traffic between Vancouver and the Orient has necessitated additional facilities. Commencing May 1st a steamer will arrive and depart every twelve days instead of monthly as before.

—The new company which has taken the Chemainus mill B. C., has appointed a Mr. Peabody as manager. It is said to be the intention of the new company to erect three large saw mills in different parts of the province during the coming summer.

—The Royal City Planing Mills Co., Westminster, are manufacturing 105 land rollers for Sir John Lister Kaye, for use on his farms in the territories. The rollers are turned out of fir logs and are said to be heavy enough for all purposes without weighting.

—The Canadian Pacific Railway has made a material reduction in the rates of freight on lumber and shingles in carload lots from British Columbia coast points to Manitoba and the Territories. The new schedule of rates amounts to a reduction of about one-eighth.

—An order in council has been passed extending the time for homesteading in the railway belt in British Columbia to the 1st January, 1891, and increasing the price of lands in the belt, which are sold for agricultural purposes without conditions of settlement, from \$2.50 to \$5.00 per acre.

—Truth, of Donald, says: This week Garden, a Dominion land surveyor, surveyed four mill-sites on the banks of the Columbia east of Donald. One of the four has been applied for, and that by a gentleman largely interested in the saw mills at the Beaver. Garden also surveyed four sites at Revelstoke, all of which are applied for.

—A bill is before the British Columbia Legislature to incorporate the Victoria Lumber and Manufacturing Company. The capital stock of the company will be \$1,000,000, divided into 10,000 shares of \$100 each. The principal shareholders are W. J. Macauley, of the city of Victoria, John E. Glover, W. H. Phipps and J. A. Humbard, of Wisconsin.

—The new McLaren-Ross Lumber Co., which will operate in British Columbia, has a capital of \$500,000, of which \$350,000 is paid up. The company purchased some time ago, a site on the Fraser River, near Westminster, upon which they proposed to build a large mill. The agent now declares that the mill will not be built on this property, unless the council of Westmeath agrees to locate the proposed railway bridge across the Fraser at some point above the mill, as it is claimed that the bridge would interfere with the passage of large vessels to the mill. The council objects to locating the bridge above the mill, as the bridge is to be used for general traffic as well as railway purposes, and such a location would be too far from the city to render the bridge valuable or convenient for general traffic.

MANITOBA AND THE NORTHWEST.

—Mr. W. C. Larkin, Brandon, Man., will erect a planing mill.

—Brown & Rutherford took out about 25,000 logs at Fisher Bay, Lake Winnipeg, during the season.

—A Board of Trade has been organized at Rat Portage, to be known as the Board of Trade of Rainey River.

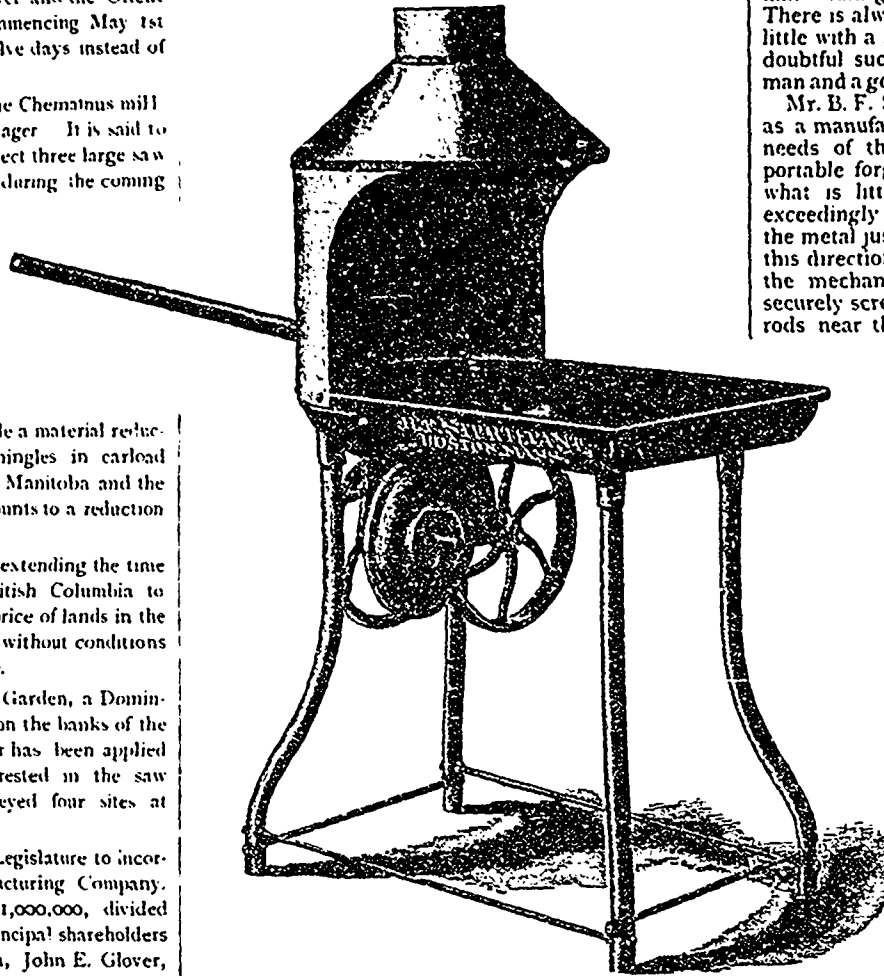
—Messrs. Ackerman Bros., Westminster, are building a planing mill and sash and door factory, having purchased property at that place for the purpose. A small saw mill will also be built to run in connection with the factory.

—J. A. Christie's new saw mill at Brandon will soon be in running order. They are putting in the engine, boiler and machinery.

—Messrs. Knight Bros., of Popcorn, are rebuilding their saw mill, and have purchased additional machinery which will double their output.

—Official reports from the Icelandic settlement in the Northwest Territories state that their settlers have sawed about 3,000,000, feet of lumber during the past year. They have two saw mills, two steamboats and a number of barges, which they are working in connection with their mills.

—The Eau Claire Lumber Company, of Calgary, says an exchange, will be permitted to purchase the land now leased from the Dominion Government, upon which its mill stands, at a certain valuation fixed irrespective of the buildings and improvements placed on the lands by the company, and the additional value the lands may have gained thereby. The application of the company to be allowed to construct a dam across the Bow river, has been referred to the Department of Public Works. The Eau Claire company contemplates the erection of a roller flour mill at Calgary, but before doing so, wishes to attain the ownership of the leased lands now used by the company, and also to acquire the right to construct a dam on the river.



THE STURTEVANT PORTABLE FORGE
NEW BRUNSWICK.

—George V. Hammond, general trader and lumberman, of St. Leonard's, Victoria county, has made an assignment.

—A large number of lumber operators of New Brunswick, recently held a meeting at St. John, to discuss the Lumber Inspection Act now before Parliament. Nearly all the mill men of the St. John river were represented. A resolution was passed that the Act "is unnecessary and wholly inapplicable to this province, and that a committee be appointed to memorialize Parliament not to pass the law, or else to limit its operations to other provinces."

NOVA SCOTIA.

—Thirteen new vessels were built at the shipyards in Lunenburg last year, with a total registered tonnage of about 1,200 tons. The cost of these vessels when completed and ready to sail is about \$60 per ton register.

—Eight hundred men have been thrown out of employment in Lunenburg county within the last year, by the closing down of three of the large mills on the La Have River, the law prohibiting the depositing of sawdust in navigable streams having been put into force there. The firms mentioned were fined several times and finding that the law was to be enforced, chose to shut down their mills rather than run them by steam.

Ottawa Forest Exports.

Forest products exported from Ottawa to the United States, from the records of the Ottawa Consulate, for the Quarter ending March 31st, 1889.

	Quantity	Value.
Lumber, sawed	26,326,855 ft.	\$387,521.67
Laths	6,747,450 pcs.	7,938.71
Hemlock Bark	994 cords	5,020.00
Railway Ties	9,575 pcs.	1,932.80
Shingles	562,500	1,033.20
Box Shooks		56,735.11
Poles, Hop	77,805 pcs.	331.00
Posts	586 pcs.	51.60
Wood	24 cords	24.00
Doors and Mouldings		822.00
Pickets	373,949 pcs.	2,293.13
Total value of exports		\$463,753.22
The lumber as above was shipped as follows:		
Lumber for Consumption	16,458,228	\$232,745.70
Lumber in bond for export	9,868,627	154,775.97
Total	26,326,855	\$387,521.67

THE STURTEVANT PORTABLE FORGE.

No establishment is fully equipped for its work unless provided with that indispensable article, a portable forge. Many a dollar is saved by its presence that would go into the pocket of the village blacksmith. There is always some man in the mill who can tinker a little with a hammer and red-hot iron, sometimes with doubtful success, but as a rule the presence of such a man and a good portable forge are a great convenience.

Mr. B. F. Sturtevant, of Boston, Mass., so well known as a manufacturer of blowers, has well considered the needs of the forge using public, in the design of the portable forge presented herewith. He has produced what is little looked for in this line, an article of exceedingly neat design, light and graceful outline, with the metal just where it is wanted for strength. Care in this direction bespeaks equal thought in the design of the mechanical arrangements. The legs which are securely screwed into the pan are kept rigid by the tie rods near the floor. The hood is not constructed of the ordinary stove pipe iron, but is of substantial steel plate. The pan, of cast iron, is of double thickness and is lined with asbestos, which prevents the heat from cracking the main pan, or affecting the running gear, which is strong, simple, and is easily operated. The blower, the all important part, is made in the same thorough manner as the regular Sturtevant Steel Pressure Blower, so celebrated throughout the world. The boxes are carefully babbitted, the shaft is of steel and the wheel of galvanized sheet steel. The blower is guaranteed to give a stronger blast than any other wheel made. A three or four inch weld can be made with ease in a few minutes. The height of forge to the top of the pan is 31 inches, and the size of the pan, 22x33. (A larger size of the same design is made with the pan 26½x38½). The diameter of the fan is 10 inches, while the total height to the top of the hood is 56 inches and the total weight 157 pounds, (173 pounds in the larger size).

It is in all respects superior in material, workmanship, capacity and durability, and while designed for all classes of work, it is especially adapted to wagon and carriage smiths, woodworking establishments, job shops, on ship board, plantations, farms and the like. Further information may be had of the maker.

JOTTINGS FROM TORONTO.

Mr Patterson, of the late firm of Patterson & Hall, of Toronto and Midland, is engaged in organizing a new company (limited) for the purpose of carrying on and extending the business of Patterson & Hall. They are now seeking incorporation, a full account of which will appear in our next issue. The company as soon as they are organized, will open a wholesale lumber yard in Toronto.

Robert Thomson & Co., the well known lumber firm of Hamilton, have opened out a branch establishment at 103 Bay St., Toronto, under the management of Mr. Thos. Meaney. This is a highly respected firm and we predict for them a good share of the trade of Toronto. They still have on hand and for sale 25,000,000 of last year's stock. We call attention to their card in another column.

The new firm of James Tennant & Co., now occupy the premises of the late firm of Christie, Kerr & Co., 9 Victoria Street, Toronto, and will carry on business at the same place. Both members of the new firm are well known to the trade.

Messrs. Burland & Co., wholesale dealers in lumber, Church St. Toronto, are now under way and are doing a fair share of the trade. Mr. Burland is a young man pushing and energetic, and thoroughly up in the business. See their card in another column.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN, }
April 29th, 1889. }

Local trade is generally very good throughout Ontario. During the winter months dealers throughout the Northern and New England States expected a very active trade but this has not been realized.

There is no scarcity of lumber or shingles, and buyers take hold very sparingly in view of the general feeling that prices are or will be lower. Even with a continuance of the scarcity of water in many of the smaller streams the general belief is that there will be an abundance of logs to keep the mills of Canada pretty well supplied.

Shingles are lower in price and only standard brands are wanted at all. To meet the requirements of the trade Canadian manufacturers should take more pains in the manufacture and putting up of these goods.

Ash and basswood are this spring feeling more than ever the competition from the states bordering on the eastern provinces, and this is notably the case as regards Michigan and Wisconsin.

While some sales of cuts that are above the average have been made at even higher figures than last year, since the views of buyers to-day average lower than the markets closed last fall. Our correspondent from the Ottawa district writes: "We have thought that there would be a steady business the whole of the season, but do not see any prospects of an advance - indications are to our minds a little the other way, in fact quite so. Notwithstanding the short time we had sleighing through the section of country north of here and Peterborough, still a full supply of logs has been taken out but the cost will undoubtedly average something higher than the year before. There is a difference of opinion among manufacturers as to prices being sustained."

The absence of rain has created some consternation among river lumbermen, and the indications at present are that most of the cut will spend the summer in the dry beds of the smaller streams. The early and rapid thaw melted the ice in the smaller streams, and there being no spring rains of any consequence, there is not water high enough to float the timber. It is estimated by lumbermen this will be the cause of the decrease of fifty million feet of lumber next season. This season's cut at the mills will be covered by the logs held in reserve. All the mills at the Chaudiere have commenced sawing and the first lumber tow of the season left for Montreal on the 24th. Square timber, cut last winter, is already on the way to the Quebec market. A large raft belonging to Thistle, Carswell & Co. pulled out, Thursday, from Klock's mills on the Ottawa. The raft contained 160 fine cribs, and the owners expect the lumber will be delivered in Quebec by the 10th of June. With one exception, this is the earliest period on record which square timber has been started for the Quebec market.

Our correspondent at Goderich, Ont., under date of April 27th, writes: "Navigation opened here about a month earlier than other years. Some lumber, lath and shingles have already arrived. It is expected the usual quantities of lumber will be transhipped at this port during the current season. The imposition of 3 cents per M. feet as harbor dues by, and in addition to heavy rents paid to the Government by lumbermen, will not it is hoped very materially lessen the volume of business done here, though lumbermen know 3 cents sometimes turns the scale from profit to loss. Prospects for business over this part of Ontario are fair. Retail dealers, planing mill and factory men are now in most cases, careful and judicious purchasers and the results are seen in prompter payments and fewer failures. The car service has been all that could reasonably be expected, and as regards extra freights no complaint can justly be made."

There has been an increase in the cut in New Brunswick at many of the leading points. Above Grand Falls 50 per cent more lumber has been put in over last year. Ice was running on the 20th in the Madawaska river—logs mixed with it. Unless there are copious rains many drives will be hung up, as there is not sufficient snow to depend upon. As usual lumbermen lose a few days of good driving owing to their tardiness in getting to work in time. A very few have commenced driving.

The agreement arrived at between the ship laborers and the merchants, shipowners and stevedores seems to be fairly equitable. They are to be paid from April 1 to November 1, \$3 per day on sailing vessels and \$4 per day on steamers; from November 1 to April 1, \$2 per day on sailing vessels and \$3 per day on steamers. Employers select their own crews, and many employ six seamen on ships and four on barks in loading and discharging. The employers agree to give their work exclusively to Union men except as above provided.

The total export of railway ties in 1888 from the maritime provinces to the United States was 489,146 of a total value of \$92,206, and by reference to the statistics of the trade of Moncton we find that during the same period Moncton exported 220,805 railway ties, practically one-half of the total export of the provinces, showing its importance as a lumber centre.

Railway ties are admitted into the United States free of duty, yet the trade has undergone considerable

change within the past few years. Shippers find it hard to make contracts at 28 cents where they were nearer 38 a few years ago. As they pay 7 cents freight by vessel to Portland, 9 for cedar and 10 for other kinds to Boston, and 13 to New York, besides railway freights, labor in handling and commission charges, there is not a large margin after paying the first cost. The fact that the entire export of railway ties from the Maritime provinces to the United States, admitted as they are duty free, does not exceed the number required for renewals on the Intercolonial railway alone, to say nothing of renewals on other roads and the requirements of new lines, is significant.

Pulp wood is another article which has of late been quite extensively shipped from Moncton. The wood costs about \$2.50 per cord, and the freight is \$3.50 to Providence, where it is admitted free of duty. The kinds of wood most in demand are spruce and poplar. The latter wood is not considered of any value in this country, and the export is a clear gain.

From the reports of sales in England and reports from other sources, quite an impetus is expected to be given to all branches of trade in Quebec and the greatest boom in the lumber trade that has been experienced for many years is expected. Freights are high and there is a good demand for ships. Quebec trading vessels are many of them unavailable, having been tempted to accept coal freights for South American ports in consequence of the favorable charters offered several weeks ago. They will undoubtedly come to Quebec after their return to British ports, but it will be near mid-summer before the majority of them need be looked for. Then we may expect to see a large timber fleet in port. The officials of the cullers department are making preparations for a big season's work this year. It is stated that the quantity of square timber coming to the market will largely exceed that for many years past. A rough estimate places the quantity made during the winter at about thirteen million feet. The following steamers have been chartered to load deals and timber at Quebec and Montreal for the United Kingdom.—"Capulet" (1,416 tons), "Avlona" (1,279 tons), "Elbe" (1,748 tons), "Guy Colin" (1,463 tons), all at 65s; also, the "Austerlitz" (1,076 tons) and "Thornholme" (1,101 tons), at 68s 9d.

There is a marked renewal of life in the trade in the eastern States, and much interest is manifested in the prospective opening of the New York canals. New York and Philadelphia are booming in the building trades, the consumption of lumber is very large, and the lesser cities appear to be doing their proportion of improving. At Boston there is very little change in the condition of the market but a good demand for lumber is looked for later on. Spruce lumber of all kinds continues firm. The export trade from New York is much more active, shipments are heavy and are likely to continue for some time, as orders are in good supply and only held in check by the scarcity of vessels. Trade at Cleveland is dull and prices are unsettled. There is a good consumptive demand at Chicago but the shipping requirement is anything but satisfactory. At Minneapolis the market is quiet and lumber is selling lower than it has for a long time.

FOREIGN TRADE REVIEW.

Referring to the unusual winter shipments from Montreal, via Boston to the London market, indicating a desire on the part of shippers to get their goods early in the market, a London trade journal says: "These shipments cannot leave a satisfactory result to the exporter, and it may be hoped that this will prevent their continuance as in the general interests of the trade it appears undesirable to interfere with what has heretofore been the close season for Canadian deals. We trust that the comparative bareness of this market, as regards pine deals, will not lead the shipping houses to overdo us with consignments. This they could easily do, as there is no shortage on the other side, but it probably would not prove profitable business. At present there is a fair demand for 1st and 2nd quality with a sufficient supply. Considering the scarcity of 3rd and 4th the demand for these is remarkable for its sluggishness. Although we anticipate a fair consumption for these qualities in the future, this may easily be checked by high prices (which are a necessity if shippers are to make any profit), freights being higher than last year, and the forward contract prices in Canada, taking them all over, the highest on record. When prices of pine deals from any cause reach a very high level, consumption is checked by the substitution of whitewood or other goods. The accounts from the Clyde, Tyne and other shipbuilding ports continue to be very encouraging. It is said that it is almost impossible to make a contract for a steamer in any of the well known ports for delivery this year. Ship-builders have their hands as full of work as they care to undertake."

Messrs. Simson & Mason's London wood Circular says: "During March a good volume of business has been transacted, although prices have not continued on the advance as in the previous months of this year."

During the month the dock stock of pine deals has been reduced by 135,000 pieces, and we carry forward 560,000 pieces. At this rate of consumption there will be but an insignificant balance remaining when fresh

arrivals come forward. Prices firm.

The present supply of spruce is very short, viz., 360,000 pieces, against 395,000 in 1888, 716,000 in 1887, and 880,000 in 1886, consequently prices have been well maintained. With the good demand and high values ruling at the great spruce centres, enhanced freights from the spruce ports, and the continued firmness of the Baltic white, this is likely to continue. Stock reduced 90,000 pieces during the month.

Some fair lines of yellow pine and ash changed hands at good rates. Deliveries during the month embrace 310 loads of ash and elm and 130 loads of birch. Of ash and elm there is scarcely a month's consumption remaining on hand, the total amounts to only 390 loads! The market is open for the new imports.

The wood circular of Denny, Mott & Dickson, under date April 2nd, says "The demand for Yellow Pine, Oak and Elm has been dull during last month, but the stocks are so bare that holders are certain of realizing them at good prices long before the high-priced new season's shipments can come to hand."

A moderate amount of business in Pitch Pine has been transacted at extreme rates for sawn logs; hewn timber being very scarce with slow demand. The first cargo of the new season's shipment is now in dock, and as stocks become replenished with arrivals of steamer cargoes, it remains to be seen if present high quotations will be sustained in face of the recent heavy additions to the stock of Memel Fir timber, which latter can now be brought in at much lower prices than Pitch Pine.

Recent arrivals of fresh Fir timber from Memel by steamers have swelled stocks to about 9000 loads, and more is to follow. There are now about 4000 loads more in the ponds than in the corresponding month of 1888. Demand has been fairly active and may be expected to increase as the import price of Fir now being much less than that of sawn Pitch Pine, it should compete more successfully with the latter than it has been able to do for years past. Prices continue steady, and no appreciable fall is to be expected until easier freights contribute to lessen the import cost.

PERSONAL.

Mr. John C. Whyte, of the firm of F. G. Strickland & Co., machinery agents, of New Westminster, B. C., paid us a visit last month. Mr. Whyte reports business good in the Western Province, and the lumber business rapidly increasing on the Pacific Coast.

A representative of the firm of Porter, Robertson & Co., wholesale lumber dealers, 31 Adelaide Street East, Toronto, made THE LUMBERMAN a call last week. This is a new firm just started in business, and we wish them every success in their new enterprise.

John McLaren, who for three years has been head bookkeeper of the Grape Sugar Refining Company, at Walkerville, goes to New Westminster, B. C., where he will manage the finances of the McLaren Ross Lumber Company, who have purchased a large tract of land in the western Province.

Mr. Levi Booth, foreman for Mr. J. R. Booth, lumber merchant, Ottawa, was recently stricken with paralysis. He had just returned home from a tour through the lumbering districts of the west and the southern States, where he has spent the past winter. We understand he is in a fair way for recovery.

We received a call last week from Mr. W. R. Rawlings, travelling agent for the well known firm, The R. H. Smith Co. (Limited), saw manufacturers of St. Catharines, Ont. He says their saws are fast growing in favor and showed us some fine testimonials. He reports trade good and prospects very encouraging.

SALE OF VALUABLE
TIMBER * LIMITS
SAW MILLS AND LUMBER BUSINESS.

TENDERS

Will be received by the undersigned at their OFFICE IN KINGSTON, up to Thursday, 20th June Next, For Valuable Timber Limits, comprising 100 square miles, situated in the Townships of North and South Canamo, Darling and Lavant, in the Counties of Frontenac and Lanark, in the Province of Ontario, on the Madawaska, Mississippi and Clyde Rivers.

These limits largely contain pine, and have convenient water ways, greatly facilitating the driving of logs.

A FIRST-CLASS STEAM MILL is situated in their centre, equipped with modern machinery, including Dressing, Lath and Shingle Machines, all in perfect working order. There are spacious piling grounds, containing three sidings from the main line of the Kingston and Pembroke Railway, giving every facility for handling, loading and shipping to a well established and growing retail connection in Kingston, which has also unequalled advantages for shipping by rail or water.

AT THE MILL are about 18,000 pine logs, which the purchaser can have at cost. Plant and rigging for the working of the business are all in good order, and will be sold with the properties.

AND AT ALMONTE.

A STEAM SAWMILL AND MACHINERY,

situated on the Mississippi River, together with spacious and convenient yard containing about eight acres, with siding from Canadian Pacific Railway, and a well assorted stock for an established retail trade.

Parties may tender separately for the Mills and Limits. Possession given immediately. Terms easy.

Full particulars can be obtained on application to the undersigned
A CALDWELL & SON,
Lumber Merchants, Kingston, Ont.

CANADA'S WOOD WEALTH.

The Hon. H. G. Joly de Lotbinière's Sommerville lecture on "The Forestry of Canada" should be read with more than passing interest, and should be taken to heart by every Canadian.

Forestry, Mr. Joly said, was one of those subjects which did not awaken the interest it deserved in Canada. This was regarded in Europe as the land of forests, and we should feel proud of the natural advantages which Providence has bestowed upon us in this respect. Two hundred years ago, under the old French regime, the attention of the Governors was called to the fast disappearance of wood in the neighborhood of Quebec. He pointed to the comparative absence of trees in the North West of Canada, and strongly advocated the systematic cultivation of new ones by Government aid. The white pine the treasure of our forests, was fast disappearing and deteriorating in quality, while each year they had to go farther than ever to find it. He laid down as an admitted fact that the presence or absence of forest land influences very largely the water-courses.

There was a very unreasoning prejudice against forestry, Mr. Joly went on to say, even among lumbermen, who supposed that it meant the stoppage of the entire timber trade of the country. Whereas, just the contrary was the case. He held the true meaning of forestry to be the cutting down of trees on a judicious and systematic scale at a proper season, so as to promote the growth of their fellows, by which means they could continue to enjoy forever the advantages to be derived from forests, instead of precipitately exhausting their sources of supply. The forests of Quebec belong to the Crown, under an ancient deed of conveyance, and he felt that they must look to the Government to be careful in their preservation and maintenance of this responsible trust. They were certainly far from doing all that they ought to do; but, at the same time, there was some good and hopeful features about their administration.

He warmly approved the amended Dominion Act of 1883, by which the Governor-General was entrusted with large powers of maintenance of the forest slopes of the Rocky Mountains, and urged the more general application of the spirit and intention of this law to all the disafforested lands of Canada. He quoted the opinions of our neighbors across the border, who admitted that though our methods in this respect were crude and undisciplined they strongly upheld the fact of the title of ownership being wholly vested in the Crown instead of being sold outright to the purchasers of timber limits. This, he urged, should teach them that there was still time to profit by the hard-earned experience of the past.

Giving a number of practical suggestions for the guidance of those having authority over the forest lands of Canada, Mr. Joly strongly urged that there should first of all be a rigid classification of lands, or arable lands, showing the difference between agricultural and non-agricultural lands, or arable lands and those only fit for the growth of timber, and declared it to be a most refined species of cruelty to force the poor unfortunate settlers to take up land which was wholly unfit for agriculture. Next, he held it to be wrong to force the timber limits on the market, saying he never saw advertised the sale of these limits—over thousands and thousands of miles of country—without feeling sorry; then he urged the regulation of the size of timber, the discontinuance of the manufacture of square timber, and resistance to the strong effort being made to remove the export duty on logs. His final point was the preservation of our forests from fires, and he was glad that the Governments both of Quebec and Ontario were disposed to enforce this latter by calling on the limit-holders to contribute one half the cost of ensuring a thoroughly efficient means of protection. In Canada they, unfortunately, possessed no school of forestry, and he knew not when they would get one, but it was a healthy sign of the times that the era was now past when the settler regarded the lumber on his holding as his worst enemy. He was no longer obliged to sacrifice it to the flames, but now that the railway system carried the iron road to some of the remotest corners of the Dominion he was able to dispose of his incun-

ance to more pecuniary advantage.

As to the creation of new forests, it was principally in the North-West that we wanted them. Throwing out some valuable hints as to the means to be taken to re-afforest the country, Mr. Joly urged the cultivation of such trees as the ash-leaf maple which gave almost as large a percentage of sugar as sap-maple itself, and the black walnut, which was even more valuable than mahogany. This latter required a better quality of ground than ordinary timbers, but there were vast tracts of virgin soil, never broken by the plough, which could be utilized for this purpose. The Government, he urged, should make the most liberal experiments with the view of securing the very best results for the different localities of Canada and said this could be done at a very little expense. The whole machinery was practically at hand, as the Government had stations of mounted police at various points along the prairie which could be made into depots. If only now in the Province of Quebec, after all its neglect and spoliation, the vast areas of former forest land were to be properly kept from the ravages of the cattle, it would do much towards re-afforestation. In conclusion, he spoke strongly in favor of the advantages already derived from the institution of Arbor Day; and above all urged the duty of instituting a thorough system of education on this subject in all the schools of Canada in order that the young and rising generation might be drilled in a course of moral and mental gymnastics, teaching them all that was to be taught in connection with tree planting, and giving them practical lessons upon it, besides inculcating the great moral truth contained in the lesson of not living selfishly for themselves alone, but for the benefit of the generations that were to follow.

THE TIMBER INSPECTION BILL.

The act respecting the inspection of timber and lumber brought before the House of Commons by the Government is in many respects very distasteful to the manufacturers of sawn lumber. Under the meaning of the act the terms timber and lumber mean sawlogs, square timber, planks, boards, deals, scantlings, masts, spars, handspikes, oars, lath, lathwood, shingles and staves. Four inspection districts are established, the Maritime District, consisting of the Province of New Brunswick, Nova Scotia and Prince Edward Island; each of the three provinces, Quebec, Ontario and British Columbia constituting a district. Boards of examiners are to be appointed by the governor-in-council, who will also appoint a chief inspector for each district, who are to receive salaries not exceeding two thousand dollars per annum each; and the governor may appoint so many inspectors or measurers for each district as he may think necessary, but no one will be so appointed without a certificate from the board of examiners of his district representing his fitness in respect to the classes of lumber or timber he is appointed to inspect, excepting, however, certain officials now in the office of supervisor of cullers, at Quebec, or who are, at the passing of the act, surveyors, cullers or measurers of timber or lumber under the law then in force.

Neither the chief nor any inspector may traffic directly or indirectly in any timber or lumber they are appointed to inspect, under a penalty of not more than five hundred dollars or less than two hundred dollars, besides forfeiture of office.

All inspectors are sworn to perform their duties faithfully and impartially, and are to furnish bonds to the Queen, which shall avail to the Crown and to all persons who may be aggrieved by any malfeasance of office.

Every inspector is to hold himself in readiness to execute the duties of his office from daylight till dark on all days but Sundays or holidays, and for each neglect of duty shall forfeit eighty dollars to the person injured by such neglect.

The governor in council may establish regulations establishing a tariff of fees for inspection and reinspection. The board of examiners are to determine the classification of timber and lumber for each district.

The act does not oblige any person to cause any timber or lumber to be inspected. All inspection fees are to be paid to the inspector for his own use, and

their fees are a special lien on the timber or lumber inspected. When there is an inspection the party requiring it shall be entitled to reimbursement of the cost of inspection from the vender. In case of dispute between buyer or seller and the inspector, the aggrieved party may demand reinspection by three inspectors duly qualified, one each to be appointed by the parties to the dispute, and the third to be named by the two so appointed.

The party requiring the reinspection to pay cost of same in the first instance, and if first inspection is not confirmed he may recover the cost from the first inspector.

The act further defines the penalties for changing inspectors' brands or marks, counterfeiting brands or marks and for acting as inspector without legal authority.

It is further provided that every manufacturer of timber or lumber shall, on or before the first day of March, in each year, register his name in the office of the chief inspector for the district, paying a fee therefor of ten dollars excepting manufacturers whose annual output is less than a million feet B.M., or its equivalent, each of whom shall pay a registration fee of two dollars.

Every manufacturer of timber or lumber shall transmit to the chief inspector of the inspection district, before the 1st day of March in each year, a statement made up to the 31st of December preceding, and containing the following details: The quantity, in tons, of forty cubic feet of square timber; the number of saw logs produced, purchased and which reached the mill, stating the slides or other public works through which such square timber or saw logs passed; the number of logs sawn; the quantities of timber or lumber produced during the year, designating, as nearly as possible, the proportion of each class of timber or lumber produced. Such statements are to be verified under oath, and every manufacturer neglecting to furnish such statement within the time fixed incurs a penalty of one dollar a day till it is finished. At the time of making this statement each manufacturer shall pay to the chief inspector one-fifth of one cent for every thousand feet board measure, or its equivalent of timber or lumber manufactured by him, except square timber; and a sum of one-tenth of one cent for each ton of forty cubic feet of square timber manufactured by him. The revenue thus derived to form a fund, together with any moneys voted by Parliament, for defraying the expenses of carrying out this act. It is also provided that certain annuities are to be paid out of the fund. The act to take effect by proclamation of the Governor General.

The Ottawa correspondent of the *Lumber Trade Journal*, commenting on the bill, says:—It will be noticed that the inspection of lumber and consequent fees is not compulsory, and, in fact, would be impossible of fulfillment under existing circumstances if it were so, as nearly all our manufacturers have different methods of grading, very few of them agreeing as to what constitutes the several qualities of lumber, excepting, perhaps, the best grades. Therefore, there can be no objection on this score. The great trouble is in that part requiring manufacturers to register and pay a tax on their output. Consequently the bill will meet with determined opposition from the lumbermen, and unless they can prevail on the government to modify it in this regard, it is likely to become law, for the most of our legislators act as if they thought the lumber trade so prosperous and continuously profitable that it is unreasonable on the part of lumbermen to object to the ridiculously low tax of one-fifth of a cent per thousand feet, levied to meet the cost of providing an elaborate system of inspection. Doubtless many lumbermen will be pleased to see a staff of saw log inspectors established, composed of men who have proved their fitness as such by an unbiased board of examiners, who, being sworn to perform their duties without fear or favor, and who are, besides, liable to severe penalties for negligence or partiality in the performances of their duties, and who are appointed by the government, not as a reward for political services, but simply on their merits. For with such a staff in the woods the continual trouble between lumberers and contractors and with the provincial governments as to alleged shortages in returns would be at an end.

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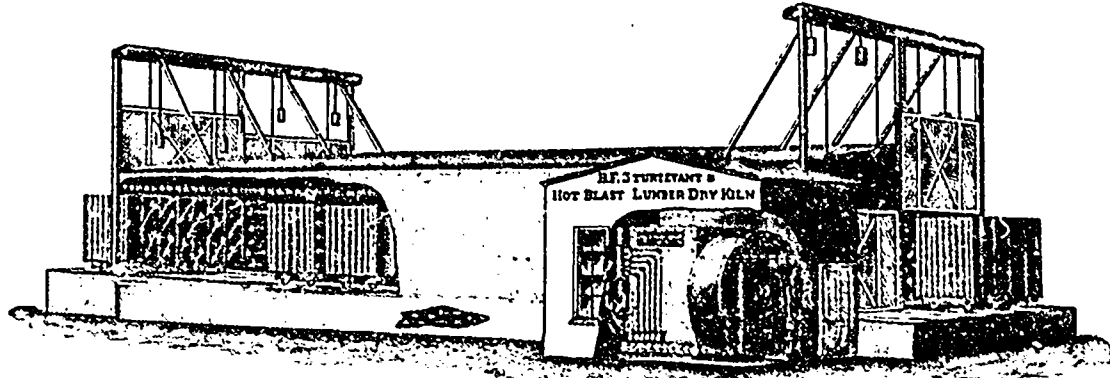
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BELTS MADE ANY WIDTH, LENGTH OR STENGTH REQUIRED; SEWED, RIVETTED OR PEGGED.

ALSO, SOLE AGENTS FOR

Hoyt's Pure Oak Tanned American Leather Belting

11 JORDAN STREET

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ROBT. BRAMMER

VICTORIA FOUNDRY, ORILLIA, ONT.

Manufacturer of Every Description of

IRON and WOOD-WORKING MACHINERY,
SAW, PLANING, SHINGLE AND SAWING MACHINES, ENGINES BOILERS, &c.

The special attention of lumbermen is directed to the accompanying illustration of

THE "CLIPPER" SHINGLE MACHINE

With all the Latest
Improvements, and undoubt-
edly the best machine in
the market

PRICE LIST: Shingle Machine \$300.00; Drag Saw complete \$50.00; Joinder \$10;
Knot Saw Machine, \$27

LONGFORD MILLS, ONT., Nov. 24th, 1889.

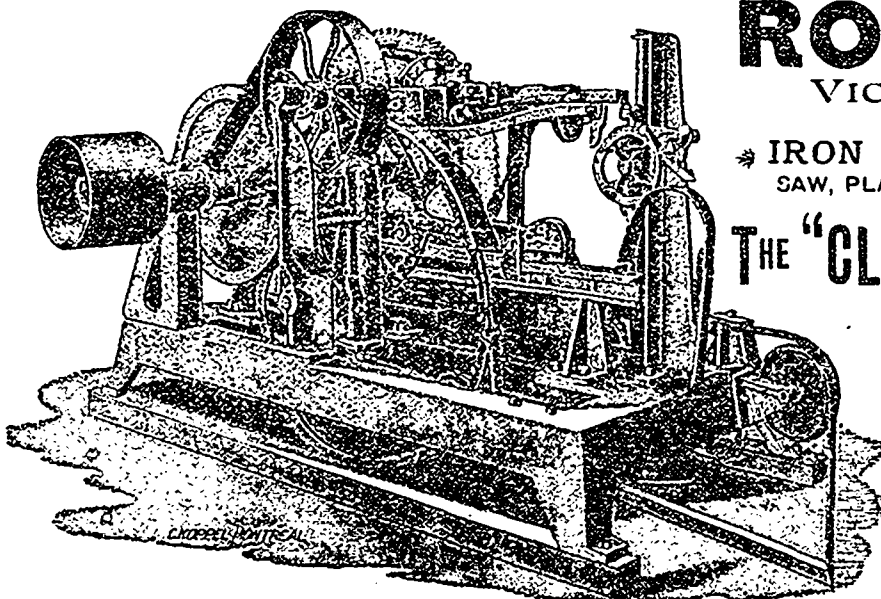
R. ROBERT BRAMMER, Orillia,

Dear Sir - The two Shingle Machines we got from you are doing good work. They are the best machines we have ever had anything to do with. They are both fast and do good work and give every satisfaction. We have no hesitation in recommending your machines to any person in want of a good shingle machine. Yours truly, THE LONGFORD LUMBER CO., WM. THOMSON, Pres.

To Whom it may Concern - This is to certify that I consider Mr. Brammer's make of shingle Machines has no superior. I have used the first one he made of the kind called the "Clipper" and several more since. The firm of Heath, Tait & Turnbull, of Mountsville, recently sawed in one day of eleven hours, one hundred and three and a half thousand with two of the machines, and the average during the season has been over seventy-two thousand per day. A. TAIT.

ORILLIA, NOV. 7th, 1889.

To Whom it may Concern - I purchased of R. Brammer his latest improved patent Shingle Machine, and have great pleasure in bearing testimony to its vast capacity and durability and I have no hesitation in stating that it is the best machine I have ever worked, or have ever seen. THOS. B. TAIT, Gravenhurst.



TRADE REVIEW.

Toronto, Ont.

TORONTO, April 27th, 1889.

The spring trade is opening up briskly. Although yard men complain of orders coming in slowly and a number of large contractors have not yet obtained work, yet a great deal of local business is being done and many contracts are already under way.

Wholesale dealers are very busy, though a lively demand from Western Ontario has contributed with the local trade to produce this result.

A statement published in the city papers shows that the contracts for buildings and works, public and private, now in progress or to be started this year, amount to about 12 million dollars. The expenditure of this amount of money, to which is to be added the large outlay on residence building, will certainly keep business from stagnation for a few years at least.

Prices generally remain unchanged but firm. The demand for clear pickings, 1 1/2, 1 1/2 and 2, from the United States is still slow and prices have a downward tendency in consequence. The export demand for dressing and better grades is fair and prices are firm.

There is quite a boom in West Toronto Junction property and a large amount of building may be expected in that town this year. A number of contracts for stores and mills have already been closed, and there is every prospect that the new town will make substantial progress.

A new firm, Jas. Trennant & Co., has entered the wholesale trade, taking the place of Christie, Kerr & Co. It is not known as yet what will be the final outcome of the failure of the latter firm.

On April the 6th a deputation representing the lumber trade visited Montreal and had a lengthy interview with General Manager Hickson of the G. T. R.

The deputation consisted of John Donogh, A. K. McIntosh, James Tennant, J. G. Scott and Geo. Gall, of Toronto; Robert Thomson and H. S. Brennan, of Hamilton, and Secretary E. A. Wills of the Toronto Board of Trade. A full statement of the lumbermen's grievances was presented and the General Manager was convinced that they were not without foundation. He promised early consideration of excess weights with the understanding that as speedily as possible weigh scales would be put in at the principal shipping points. He also promised immediate relief in the matter of car supply, and this has been realized during the past ten days. The lumber manufacturers and dealers have reason to be well satisfied with the result of this interview and it shows what can be done by united action, a lesson which lumber dealers have been slow to learn.

One result of the increased supply of cars has been to show the utter inadequacy of the G. T. R. shunting facilities in Toronto. The accumulation of only four or five days shipping has so completely congested the Toronto railway yards that orders have been issued cutting off the supply of cars for Toronto. It seems to be impossible to have cars placed for unloading in less than a week or ten days no matter how urgent may be the demand for the material. It is strange the Grand Trunk Company does not remedy promptly a state of affairs which must cause serious loss to the company as well as to all its customers.

CAR OR CARGO LOTS.

Table listing various lumber products and their prices, including American inspection, pickings, and different grades of spruce and pine.

YARD QUOTATIONS

Table listing yard quotations for various lumber products, including mill culls, shipping cull boards, and different grades of spruce and pine.

Ottawa, Ont.

OTTAWA, April 29th, 1889.

Nearly all the mills have got down to business. The whiz and hum of machinery is heard in every direction. The prospects for a good season's cut is good. Manufacturers are somewhat apart in their views as to prices, but the general opinion is that if an advance is not had present prices may possibly be sustained. Much depends upon the export demand.

Table listing dimensions and prices for mill culls, cull strips, mill cut outs, scantling, laths, stock shorts, and shingles.

Hamilton, Ont.

HAMILTON, April 29th, 1889.

Prospects for this season can only be considered fair. Prices are stronger than they were last year. The demand for lumber only fair—not above the average. No building of great importance is going on—only ordinary building and improvements.

Table listing prices for mill cull boards, shipping cull boards, and various grades of spruce and pine.

St. John, N. B.

ST. JOHN, April 29th, 1889.

The cut of logs will be much smaller than expected. It is impossible to make any safe predictions as to future prices. All reports point to a very large amount of building the present season, and we hope to see a firm and active market.

Deals, Boards, Scantling, etc.

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

Shingles.

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

Clapboards.

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

Flooring, Dressed.

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

Miscellaneous.

Table listing prices for shaves, heading, and laths.

Detroit, Mich.

DETROIT, April 29th, 1889.

Uppers, Selects, Stocks, etc.

Table listing prices for uppers, selects, and stocks.

Flooring, Siding, Ceiling, etc.

Table listing prices for flooring, siding, and ceiling.

Bill Staff and Culls.

Table listing prices for bill staff and culls.

Shingles and Lath.

Table listing prices for shingles and lath.

Boston, Mass.

BOSTON, April 28th, 1889.

There is greater activity in most all the different lines. But little spruce by cargo has arrived, although the river mills are all sawing. The eastern men want \$1 advance over fall prices, and in many instances they are obtaining it. Clapboards are still in small supply and high. Both pine and spruce are scarce. The hardwood trade is only fair.

Western Pine—by car load.

Table listing prices for Western Pine products, including uppers, selects, and various grades of pine.

Eastern Pine—Cargo or Car Load.

Table listing prices for Eastern Pine products, including Nos. 1, 2 & 3, and various grades of pine.

Spruce—by Cargo.

Table listing prices for spruce products, including random cargoes and yard orders.

Lath.

Table listing prices for lath.

Shingles.

Table listing prices for shingles.

Saginaw, Mich.

SAGINAW, April 28th, 1889.

There is not much activity in the cargo market. Manufacturers adhere to quotations a little in advance of last season. The car trade is moderately active. Yard dealers, with a few exceptions, report a fairly good trade. Nearly all the shingle mills are now in motion.

CARGO LOTS.

Table listing prices for cargo lots, including uppers, common, and shipping culls.

YARD QUOTATIONS CAR LOTS DRY

Table listing prices for yard quotations, including clear, A, B, and C grades.

Flooring and Siding Dressed.

Table listing prices for flooring and siding.

Finishing Lumbering.

Table listing prices for finishing lumbering, including three uppers, selects, and various grades of pine.

Just Scantling and Timber.

Table listing prices for just scantling and timber.

Lath, Shingles and Pickets.

Table listing prices for lath, shingles, and pickets.

Oswego, N. Y.

OSWEGO, April 30th, 1889.

Trade at this point is good. There is no change in prices worthy of note. Navigation opened about two weeks ago, and lumber is coming in quite freely.

Pine.

Table listing prices for pine products, including 1 1/2, 1 1/2, 2 and thicker uppers.

Table listing prices for 1 inch selected sidings and other pine products.

Table listing prices for 1 & 1 1/2 in. strips and other pine products.

Table listing prices for 1 & 1 1/2 in. strips and other pine products.

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Table listing prices for 1 & 1 1/2 in. strips and other pine products.

New Works of the Dodge Wood Split Pulley Co., at West Toronto Junction.

We take much pleasure in giving special mention and a partial description of the above enterprising company's new works which have lately been erected at West Toronto Junction. The site selected is on the north side of C. P. R., track, covering an area of some 4 1/4 acres, which gives every facility for the shipping and receiving of stock, having special sidings for that purpose. The works, consisting of main building, 250x54, three stories, with annex 80x60, large store house, machine and blacksmith shops, &c., all of solid brick, having been erected especially for the manufacture of the Wood Split Pulley, and are completely equipped in the most modern and substantial manner.

Entering the annex we find the Engine Room, a model of completeness in itself, and are at once attracted by a beautiful and practical illustration of the Transmission of Power by manilla ropes, a system now very popular in the United States and Great Britain, and being largely adopted in this country through the efforts of this company who make that their specialty. The power is taken from the 13ft grooved fly wheel of a handsome 100 H. P. compound engine, and conveyed to the 250 feet of main line shafting by means of 11 wraps of 3/4 rope running on to a 63 grooved pulley, which with the lighter pulley on travelling carriage and necessary idler and winder, constitute the main drive which runs the shaft at 300 revolutions per minute and drives all the machinery in the factory. In addition to the main drive there is a second transmission from engine shaft upright to counter shaft, from which is driven the mammoth Sturtevant Fan. This fan, with the heater attachment, supplies all the hot air necessary for the heating and ventilation of the whole factory and dry kilns. It discharges 82,000 cubic feet of air per minute at 250 revolutions per minute, and requires 18 H. P. to drive it. The boiler is a "Field Stirling" water tube safety boiler, having a working pressure of 165 lbs and 125 H. P. capacity. In this building we also find the dry house, which holds 60 M.

feet of lumber, all on trucks of 4 M. feet each, and arranged so that as soon as a truck is passed out for use, a fresh one is pushed in from the other end, thereby keeping the kiln constantly full. The loaded truck of dried lumber is carried on an auxiliary car into west end of main building and deposited close to the large endless bed surface planer and planed, then passed to the cutting up saws. We have now passed from an annex into main building and are shown the direction in which the lumber travels after leaving the planer. We find that all arm and bushing stock courses down one side of the large ground floor while the rim stock goes down the other side. In this way the work is systematically classified, each man and machine having his special portion of the pulley work to do. The pulley as it now appears, has reached the last end of 1st floor, and is taken on elevator to next floor, where it commences to travel westwards, passing through the different stages it arrives at west end of second floor, when we find it a "Dodge Wood Split Pulley," ready for the paint shop. It is now taken in on elevator (at that end for the purpose) to paint shop on 3rd floor, where it is thoroughly filled with a patent specially prepared filler, painted and varnished, and afterwards wrapped with special wood wrappers, size marked on end and is ready for shipment.

The machine shop is completely equipped for all iron work necessary in the making of Iron Centre Grooved Pulleys for rope transmissions, turning, shafting, belt, and nut cutting, tapping, smithing, &c.

The dust arrester and shaving service, which works most effectually, depositing into the vault in boiler room, is also worked with a Sturtevant Fan.

The works throughout have been constructed with a view to being considered "Standard" by the Fire Insurance Companies, all elevators and stairways being bricked in from ground to roof, and all doors iron covered. Each flat is provided with two fire plugs and 100 feet of 2 in. hose, also 3 bbls. and 20 pails kept constantly filled with "salt" water.

The company holds eleven Canadian Patents, and

the factory has a capacity of about two hundred pulleys per day without working overtime.

The article itself many of our readers have no doubt had an opportunity to try and benefit by the practical use of the Dodge Independence Wood Split Pulley, now a password in almost every factory and mill in the country. To those who have not used them we say get the company's special guarantee, which reads as follows.

"Every pulley made shall be in every respect as represented. The maple face pulley in every case to transmit from 25 to 60 per cent. more power with the same belt than any other iron pulley made with the like tension of belt. The compression fastening guaranteed to be perfect, the compression of wood and iron guaranteed to hold stronger than set screws in any case and to be the most perfect fastening ever invented. To summarize. Satisfaction entire guaranteed. Any pulley found defective and not as represented may be returned at the expense of the company. Any party skeptical as to the merits of the Dodge Wood Split Pulley, and who means business, will be allowed 30 days trial and to return at the Company's expense if then not found satisfactory."

The entire construction and fitting up of this model establishment has been under the direct supervision of Mr. Samuel May, the President and Manager, to whom too much praise cannot be given for his untiring zeal in placing his company in a position to supply the power users of Canada with an article which has long been so universally popular on the other side of the line.

Correspondence and orders should be directed to the office of the Dodge Wood Split Pulley Co., which remains at 89 Adelaide Street, West, Toronto.

THREE very large driving belts are being made by Kobin & Sadler, of Montreal and Toronto, for the new engines of the Royal Electric Co. Two of the belts will be 32 inches and one 38 inches wide and each about 100 ft. long, made of double leather.

OFFICES	TELEPHONE	MILLS
Hamilton, Toronto	No. 1046	Gravenhurst, Huntsville
Windsor, Gravenhurst		Katrine, Essex Centre

ROBERT THOMSON & CO.

DEALERS IN

Pine and Hardwood

LUMBER * TIMBER

Mills Operating all the year round. Correspondence Solicited.

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LONDON CANADIAN CHAMBERS 103 BAY STREET,

THOMAS MEANEY, REPRESENTATIVE. **TORONTO**

HURLAND & CO.

Wholesale * Lumber * Dealers

HANDLING ALL KINDS OF

HARD AND SOFT WOOD LUMBER

Lath and Shingles.

82 Church Street, - **TORONTO.**

Jas. Tennant & Co.

Manufacturers and Wholesale Dealers in

PINE AND HARDWOOD LUMBER

Office: 9 Victoria Street.

TORONTO.

Lumber Shipped to all parts.

PORTER, ROBERTSON & CO.

STOCKS
STRIPS
SIDINGS
BILLSTUFF

WHOLESALE

LUMBER

DEALERS

HARDWOODS
HEMLOCK
SHINGLES
LATH, ETC.

Millichamp's Buildings,

31 * Adelaide * Street * East
TORONTO.

SPOONER'S COPPERINE.



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

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

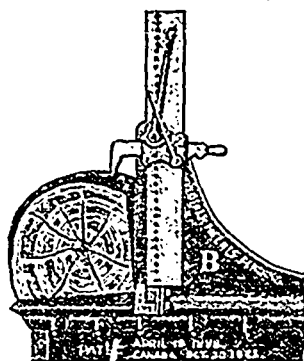
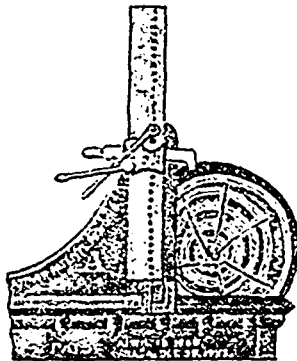
Canada Patent For Sale.

S&W + MILL + DOG

NO. 30,005; DATED OCTOBER 30th, 1888.

It is the Simplest and most Effective Dog made. Can be sold on a profit of 25 per cent. and be much cheaper than any other first-class Dog. Other patents pending, including Deplex, which is novel in simplicity. Will sell very cheap. Address, J. H. MINER, Baton Rouge, La., U.S.

Read this Letter. DEAR SIR, - Having had 15 years experience throughout the State of Michigan in the mill business, and having used all makes of Dogs, I do not hesitate in pronouncing yours superior to K, C, or R, which are the best of all. Its durability, ease and simplicity of operation, makes it the quickest Dog of the upright Mill ever saw. The draw up of the form will be appreciated by all mill owners. Yours truly, R. B. KNIGHT Sawyer, Baton Rouge, La., U.S.



ESTABLISHED 1871.

J. W. LANG & CO.

Wholesale Grocers & Importers

33, Front St. East, Toronto.

We shall be pleased to have you write to us on samples and prices of

TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.

We can and will cut prices fine to large buyers.

We have a GOOD SOUND, FINE FLAVOURED TEA at 12 1/2 cents.

Write for sample list. Address,

J. W. LANG & CO. TORONTO.

GEO. BISHOP ENGRAVING & PRINTING CO.

2500 AND PRINTING CO. LIMITED

ENGRAVING

On Steel, Copper, Stone and Wood.

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169 St. James Street, Montreal.

Galt * Machine * Knife * Works.



MACHINE KNIVES

OF EVERY DESCRIPTION FOR

Planing, Moulding & Stave Cutting.

SEND FOR PRICE LIST

PETER HAY, - - - GALT, ONT.

TIMBER LIMITS FOR SALE

Four valuable Limits on Lake Nipissing, containing 36 square miles each, being Nos. 12, 20, 31 and 30, will be sold to close the Estate of the late Hon. Jas. Ross of Quebec. The timber from these limits can be taken to market either via French River or the C. P. Railway.

Apply to ROSS & CO., QUEBEC.

NAPANEE CEMENT COMPANY (LIMITED)

MANUFACTURERS OF

Hydraulic Cement

PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Caisons, etc.

ENDORSED BY LEADING RAILWAYS AND CONTRACTORS.

ROACH + LIME

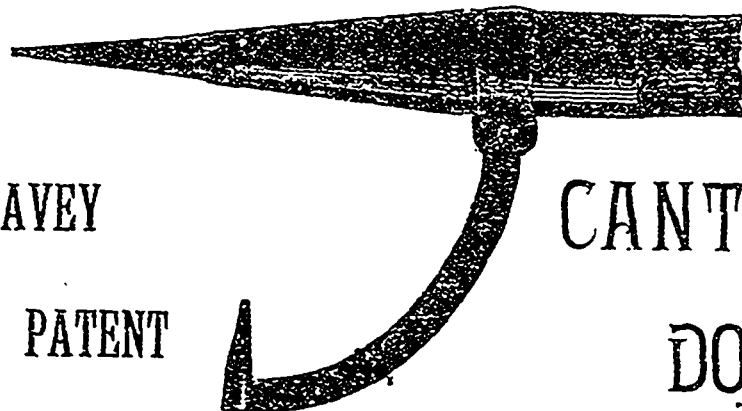
For Building, Plastering, Gas Purifying, Paper Making, &c.

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THE LIGHTEST, STRONGEST AND MOST PRACTICAL CANT DOG MADE

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LEWIS BROS. & CO., AGENTS FOR CANADA, MONTREAL, QUE.



The Gutta Percha and Rubber Mfg. Company OF TORONTO.

Offices: 43 YONGE STREET, TORONTO. Factories: PARKDALE, ONT.

SOLE MANUFACTURERS OF "MONARCH," "RED STRIP," AND "LION" BRANDS OF

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PARTICULAR ATTENTION GIVEN TO SPECIAL BELTS FOR LUMBER MILLS

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

LUMBERMEN'S HEAVY RUBBER CLOTHING, OUR OWN MANUFACTURE.

Address all Communications to

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HEAD OFFICE, 83 King Street West, Toronto.



Combined Authorized Capital, \$3,000,000 00
Subscribed 739,700 00
Cash 150,760 00
Combined new business for 1888, 9,575,525 00

MESSRS. WILSON & MORRISON
Managers for Eastern Ontario, Peterborough.

AGENTS WANTED.

FOR SALE

FOR ACCOUNT OF THE
Joseph Hall Machine Works.

- Iron Turning Lathes
Wood Turning Lathes
Sand Belt Machine
Upright Boring Machine
Emery Wheel Frame
Facing Machine
Horizontal Iron Boring Lathe
Punching Machine
Post Drilling Machine
Iron Column Drilling Machine
Gang Drilling Machine
Nut Tapping Machine
Cutting-off Machine
Set 40 inch Hand Rollers, 3 1/2 dia.
Traveling Crane and Cranes
Horizontal Engine, with Lift Pump and Heater, Cylinder 18 in x 36 in. stroke, fly wheel 10 feet in dia., in one casting.
New Model Vibrators
Portable Engines
Horse Powers

All for sale at sacrifice prices, and may be seen in the Toronto Bridge Building, Toronto. JOHN LIVINGSTONE, Trustee. 31 York Chambers, Toronto, 29th Jan. 1889.

THIS YEAR'S MYRTLE CUT and PLUG SMOKING TOBACCO

FINER THAN EVER.



IN BRONZE

ON EACH PLUG AND PACKAGE.

- LIST OF WATER WHEELS FOR SALE BY H. W. Petrie, Brantford and Toronto
ONE 60-inch Turbine, Goldie & McCulloch, Bldrs
60-inch Tyler
48-inch Lefel
60-inch Sclater
48-inch Tyler in Scroll Case
48-inch Sclater
48-inch Improved Turbine
PAIR of Sampson Turbine wheels, 42 inch, run TWO 40-inch Leffels together.
ONE 42-inch Sampson Turbine
38-inch Lefel
44-inch Little Giant
36-inch Sclater
30-inch Burnham
26-inch Lefel
21-inch Archimedian
20-inch Lefel
24-inch Lefel
15-inch Archimedian, in Globe Case
12-inch Little Giant
21-inch Little Giant
17 1/2-inch Lefel
Water Wheel Governor, Galt make
Full particulars regarding any of above wheels sent on application, address, H. W. PETRIE, Brantford, Ontario

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EPPS'S COCOA. BREAKFAST,

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

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General will be received at Ottawa until noon, on FRIDAY 17th MAY, for the conveyance of Her Majesty's Mails on a proposed contract for four years, between APSLEY AND PETERBORO' and APSLEY AND CHEDDAR from the 1st July next. The conveyance to be made in a public or other vehicle. Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of Tender may be obtained at the Post Offices of Apsley, Lakefield, Peterboro' and Cheddar, and at this office.

GILBERT GRIFFIN, Post-Office Inspector. Post-Office Inspector's Office, Kingston, 5th April, 1889.

THE MONARCH BOILER AND HERCULES ENGINE.

(PATENTED) A. ROBB & SONS CELEBRATED ROTARY SAW MILL



Guaranteed to Saw Lumber Perfectly Smooth and Even in thickness. Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved. The 70 horse power can be taken over thorough-est roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars. A. ROBB & SONS, Amherst Foundry and Machine works. Amherst, N.S. ESTABLISHED OVER 40 YEARS.

A. ALLAN, President.

J. O. GRAVEL, Secretary-Treasurer.

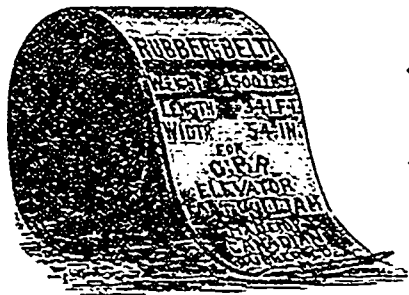
F. SCHOLLES, Managing Director.

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All Kinds of Rubber Packings; Rubber, Engine, Hydrant, Suction Steam, Brewers' and Fire Hose; Rubber Valves, Car Springs, Wringer Rolls, Carriage Cloths, Blankets, &c., &c.

MOULD GOODS OF EVERY DESCRIPTION.

Our Garden Hose is the Best in the Market.

CANADIAN RUBBER COMPANY

Western Branch: cor. Front and Yonge Sts., Toronto

J. H. WALKER, MANAGER.



Important Sale

OF VALUABLE

TIMBER * LIMITS

Saw Mill, Mill Site,
Piling Grounds, etc., etc.

Having decided to retire from the wholesale manufacture and sale of Lumber and Timber in order to devote more time and attention to the other branches of our manufacturing business at Hull we shall offer for sale

BY PUBLIC AUCTION

-AT THE-

Russell House, Ottawa

-ON-

Wednesday, August 14th, 1889

At 2 o'clock p. m.

Unless Previously Disposed of by Private Sale.

Our valuable Timber Limits comprising about 1,377 square miles, more or less, together with all

Improvements, Depots, Farms, Buildings, Supplies, Plant, Rigging, etc., etc.

The limits will be offered as nearly as possible in the under mentioned parcels:-

1. Temiscamungue Berths 47, 149, 148, 243 125 square miles.
2. Fort Eddy Berths 207 S. 211-12 13-14. 243 274 square miles.
3. Magnissippi Berths 219-17-18-19. 243 156 square miles.
4. Kippawa Berths 101, 125, 154, 243 129 square miles.
5. Lower Dumoune Berths 209-10, 215, 243 714 square miles.
6. Upper Dumoune Berths 207, 208-1-2, 243 202 square miles.
7. Black River Berths 243-5, 243 120 square miles.
8. Coulonge Berth 225, 243 39 square miles.
9. Madawaska Berths 278, 104-5, 174, 179, 243 150 square miles.
10. Township of Nightingale, Berth 197, 243 124 square miles, together with the unimproved rights of the same on all stumpage charges and other dues till the 1st March, 1892. The same are part of the whole of the Township of Clyde and that portion of the Township of Eyre falling towards the Madawaska River 110 square miles, with benefit of extension of said rights for a further period of five years from the 1st March, 1892, at an annual rental thereafter of \$2000.

Also our Large Water Power Saw Mill, Splitter Mill and Piling Boom at Hull with the Water and Pondage privileges, Dams, Bulkheads, etc., etc., used with the same. Fully equipped and in first class order. Cutting capacity three feet by six feet, per season, day watch, full complement of Lath, Picket and Shingle Machinery.

Together with Lumber Yard "No. 5" and the "Point" Yard, being sufficient piling grounds for the said mills. These yards are well equipped with all necessary Tramways, Engines and Cars, Slides, Docks, &c., are second to none in Canada and are convenient and contiguous to the Mill property.

Also, their valuable Steam Mill Site at Nepean Ont., 3 miles distant from Ottawa, comprising 72 acres, with brick chimney, boilers, foundations, walls of buildings, etc., etc., with piers, booms, and boomage capacity for 50 M logs.

The terms and conditions of the sale will be made known at the time of sale or further and fuller particulars can be had on application to the Proprietors

THE
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April 3rd, 1889.

MACHINERY FOR SALE

List of WATER WHEELS for sale by H. W. PETRIE, Brantford and Toronto

- ONE 6 inch Turbine, Goldie & McCulloch Builders.
- ONE 6 inch Tyler
- ONE 60 inch Sclater.
- ONE 48 inch Lefell.
- ONE 48 inch Tyler in Scroll case.
- ONE 48 inch Sclater
- ONE 48 inch Improved Turbine Water Wheel
- ONE 42 inch Sampson Turbine.
- PAIR of Sampson Turbine Wheels, 42 inch run together
- TWO 4 inch Lefells
- ONE 36 inch Sclater
- ONE 35 inch Lefell.
- ONE 33 inch Little Giant.
- ONE 3 1/2 inch Lefell.
- ONE 3 inch Burnham
- ONE 26 inch Lefell
- ONE 24 inch Lefell.
- ONE 20 inch Lefell
- ONE 21 inch Little Giant
- ONE 17 1/2 inch Lefell.
- ONE 15 inch Archimedian in Globe Case.
- ONE 12 inch Little Giant.
- ONE 10 inch Lefell, all brass, Springfield Ohio make

WATER WHEEL GOVERNOR, Galt make.

Full particulars regarding any of the above wheels, sent on application, Address H. W. PETRIE, Brantford

List of WOOD-WORKING MACHINES for sale by H. W. PETRIE Brantford, branch 9 Yonge St. Toronto.

- ONE 24 inch Surface Planer, Rogers maker.
- THREE side Moulder, Rogers make. Connecticut
- BROOM Handle Lath with wood frame, cheap.
- NEW No. 2 three side molder, Galt make
- SHINGLE JOINTERS 3, 4 and 6 knives
- SAW ARBORS all sizes, Galt make.
- FOOT Wiring Machine, Galt make.
- ONE 12 inch Diagonal Buzz Planer
- ONE Automatic Handle Lathe.
- NEW 25 inch Band Saw, Galt make.
- NEW Dovetailing Machine, Tyrell's patent.
- ONE Set of Hop Machines, American make
- ONE Hub Turning Lathe
- BROOM Handle Lathe, Lockport, N. Y. make.
- MATCHER, Kennedy & Sons make, Owen Sound.
- ONE Doherty Swing Shingle Machine
- ONE car load of new Wood-working Machinery Galt make.
- ONE Laws Patent Swing Shingle Machine.
- GOLDIE & McCULLOCH Stave cutter, set Equalizing saws, &c
- NO. 2 three side Molding Machine, Galt make
- SET of Box Nailing Machines.
- UPRIGHT SHAPER, Galt make.
- ONE Gauge Lathe, Bailey make.
- ONE Planing Machine Knife Grinder.
- ONE Blanchard Spoke Lathe, Fay & Co. make
- ONE New Axe handle Lathe.
- POWER MORTICER, Goldie & McCulloch makers
- ONE set of Spoke Machines, Fay & Co. make.
- ONE Smallwood Shingle machine, Waterous make.
- 4 POLE Road Cars.
- ONE 5 1/2 Feed saw Machine, Waterous make
- ONE 4 1/2 Box Nailing Machines.
- NEW Gang Lath Machine
- Sand Paperer- new and second hand
- ONE Saw Mill head Block, Galt make
- ONE Fairbanks Timber Gauge.
- HEADING TURNER, Goldie & McCulloch.
- ONE Shingle Edger with Frame Work.
- ONE Power Scroll Saw
- TWO Self Acting Shingle Machines, Quebec make
- TWO Sangle Packers all iron
- POWER MORTICER with Boring Attachment.
- DOUBLE Coppe Tenoning Machine, Dundas make
- WOOD Turning Lathes several sizes
- Drag Saw Machine, Goldie & McCulloch
- POWER MORTICER, Galt make
- NEW Blind Slat Tenoner, Galt make
- NO. 4 Cant Gourelay, Planer and Matcher
- ONE 24 inch Pony Planer, Cowan make.
- ONE 24 inch Planer and Matcher, Dundas make.
- PLANER and Matcher, Michaels make, Detroit.
- NEW Eclipse Planer and Matcher, Galt make.
- NO. 6 Planer and Matcher Galt make
- NEW Pony Planers and Matchers only \$75

SEND for Descriptive List giving full particulars and mention wants, to H. W. PETRIE Brantford and Toronto.

Department of Indian Affairs,
Ottawa, April, 1889.

Department of Indian Affairs,
Ottawa, April, 1889.

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Forms of tender containing full particulars relative to the Supplies required, dates of delivery &c., may be had by applying to the undersigned, or to the Indian Commissioner at Regina, or to the Indian Office, Winnipeg.

Parties may tender for each description of goods (or for any portion of each description of goods) separately or for all the goods called for in the Schedules, and the Department reserves to itself the right to reject the whole or any part of a tender.

Each tender must be accompanied by an accepted Cheque in favor of the Superintendent General of Indian Affairs on a Canadian Bank, for at least five per cent. of the amount of the tender, which will be forfeited if the party tendering declines to enter into a contract based on such tender when called upon to do so, or if he fails to complete the work contracted for. If the tender be not accepted the cheque will be returned.

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L. VANKOUGHNET,
Deputy of Superintendent-General of Indian Affairs.

Department of Indian Affairs,
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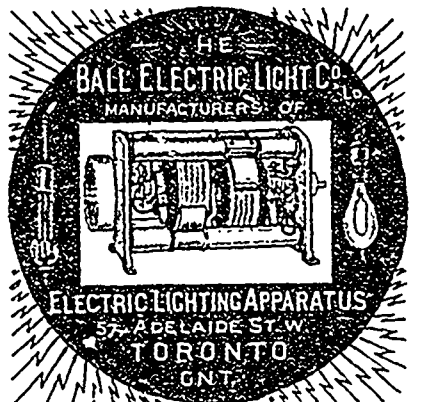
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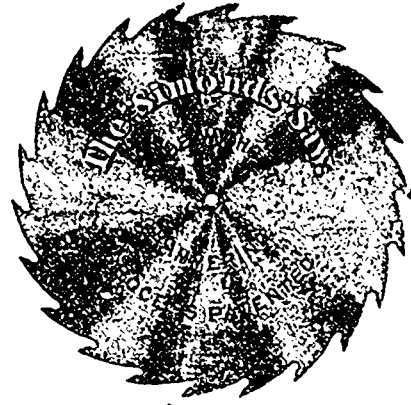
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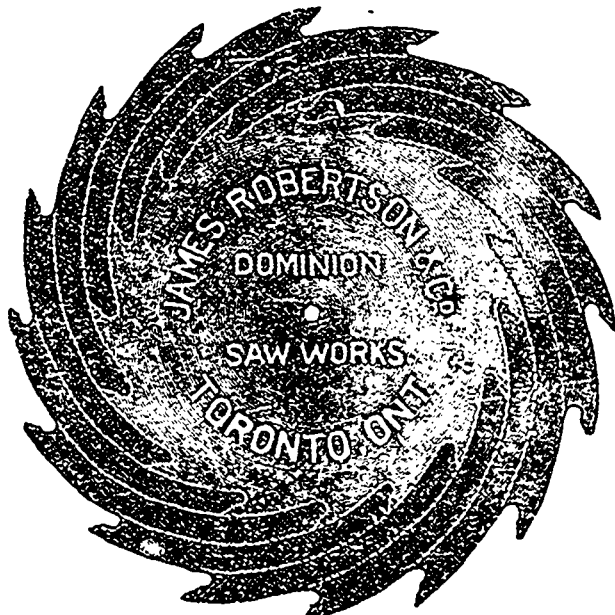
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