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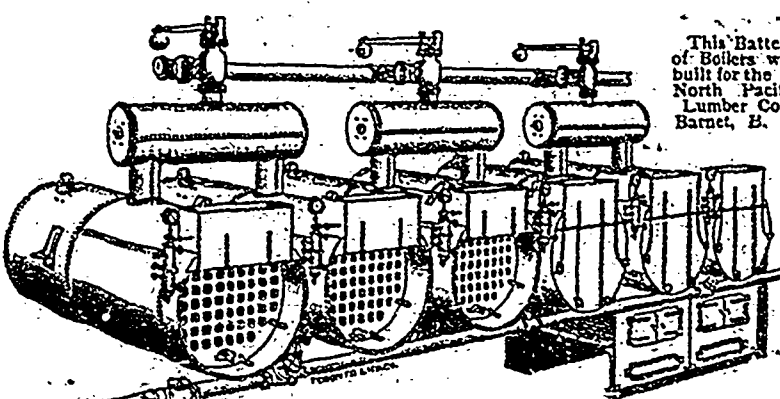
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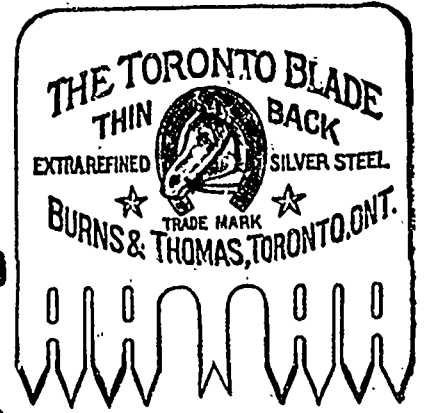
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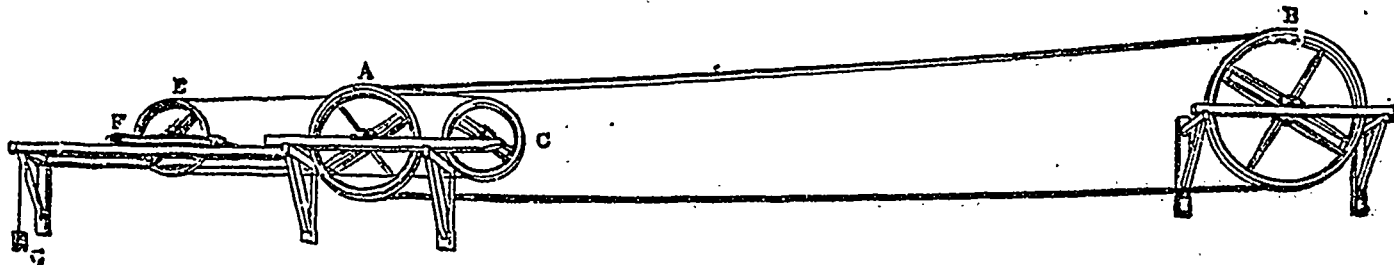
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THE CANADA LUMBERMAN.

VOLUME XII }
NUMBER 2 }

TORONTO, ONT., FEBRUARY, 1891.

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{ SINGLE COPIES, 10 CENTS.

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER,

OFFICE:

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TORONTO, ONTARIO.

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

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

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

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicuous position at the uniform price of 25 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.

TO VISITING LUMBERMEN.

LUMBERMEN visiting Toronto are invited to use the office of the LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way that they may desire.

THE E. B. Eddy Manufacturing Company, limited, will apply to the Parliament of Canada at its next session for an act empowering said company to reduce the capital stock to three hundred thousand dollars and otherwise to amend its act of incorporation.

A TRACK cutter for logging roads was patented in Nov., 1890 by Mr. E. R. Week, of Stevens Point, Wis. The device is intended to true up the bed of the logging road, and consists of two bob sleds carrying a frame, having their runners arranged to give a long sled base; a pair of adjustable cutters are supported by the frame between the sleds, in line with, but separate from the runners.

At the preliminary trial of the prisoners arrested for robbing the stores of the Muskoka Mill & Lumber Co. last Nov., no evidence was produced sufficient to connect the Perraults with the burglar Geo. Perrault was sentenced to four months in jail with hard labor for carrying a revolver, and disorderly conduct in Nov. last. "Jim" Landrigan, who from the evidence undoubtedly committed the crime, was sent up for trial, bail being refused.

IT is argued that oak will continue as the fashionable wood for furniture and house finish because there is nothing to take its place. There is a good deal in that. But there are other and better reasons why it will continue in favor. Its endurance, richness and beauty will always keep it in high favor for certain uses. It would certainly have been just as popular years ago as it is now, had we known as well how to bring out its beauty and richness.

A SHAFT coupling was patented in Canada last fall by Mr. David Doorman, of Altoona, Penn. It is a device whereby a pair of shafts may be readily tightened, loosened, coupled or uncoupled, and consists of a collar having key seats or recesses therein and an opening through it to receive the ends of the shafts to be coupled; wedged shaped keys adapted to fit in the recesses in the ends of the shafts and the collar secured by nuts securely couple the two ends together.

STATEMENTS prepared by Government Statistician Johnson go to show that while Canada only sent \$1,100,000 worth of lumber and other products of the forest last year to the West Indies and South Central America the United States sent \$7,000,000. There is a big market for lumber to the south of us, outside of the United States, and to that market it would be well if our lumbermen would direct their attention as well as to the West Indies.

THE experiment of transporting lumber on barges instead of by raft, is to be tried on a large scale on the Mississippi river next season by Capt. Sam Vansant, a well known raftsmen of Winona, Minn. It is claimed that it can be moved cheaper in this way than by the time honored method of rafting, as much will be saved in handling, aside from the advantage of having the lumber kept dry while on the way. It is computed that 2,500,000 feet can be transported in a tow of eight barges and that the saving on this quantity over the old method would be \$800.

THE *Australasian and South American*, a trade paper devoted to the interests of our foreign trade, thinks that the governments of the United States and Canada should unite in some course of action with regard to the Leary rafts. As it is, it says, these immense floating islands of timber creep along the coast in the track of vessels going in all directions over the same track. The greatest danger is incurred, according to the same authority, in the liability of the sections of the raft to drift derelict about the coast, after abandonment in a storm; or, in the shape of scattered logs, dispersed over a wide area, they may prove a constant menace to shipping.

APPLICATION will be made to the Parliament of the Dominion of Canada, at the next session thereof, for an act to incorporate a company to be called "The Pembroke Lumber Company," with power to carry on the business of manufacturers of timber, saw logs and sawed lumber, and the buying, selling, mortgaging, or pledging the same and dealing therein, and to become parties to promissory notes, drafts and bills of exchange, and to borrow money, and to carry on the business of wharfingers and warehousemen, and to acquire and hold lands and Crown timber limits for the purpose of said business in Canada; and to buy and sell, mortgage or pledge the same, and to do all other acts incident to said business in Canada or elsewhere.

A MAHOGANY tree lately cut in Honduras made three logs, which were sold in Europe and brought \$11,000. The mahogany tree ranges from one to seven feet in diameter, is often sixty feet to the first branches and frequently exceeds ninety feet in height. The Honduras mahogany comes to market in logs from two to four feet square and twelve to fourteen feet long, planks sometimes being obtained that are seven feet wide. The weight of a cubic foot of mahogany varies from thirty-five to fifty-three pounds. As compared with oak, which is called 100 per cent., the strength of mahogany is 67 and 96, its stiffness is from 73 to 93, and its toughness from 61 to 99 per cent. The government engineer of Honduras estimates the total value of the trees, such as are regarded fit to be cut, at \$200,000,000 while the smaller trees, not ready to cut, are also worth a large amount.

SUB-CLAUSE c. of Section 2 of the Timber Regulations approved by the Order-in-Council of the 17th day of September, 1889, establishing regulations affecting Timber on Dominion Lands, chapter 98 of the consolidated Orders-in-Council of Canada, has been amended and now reads: Licensees shall have the option of either paying the royalty of five per cent. therein specified, on the value of the lumber in the log, or at the period at which the lumber, when manufactured is sold; and that if the dues are paid at the former period, the royalty shall be on the average price received for lumber during the three months next previous to the date upon which the dues are paid. Section 20 of the Regulations in question, which provides for a drawback or rebate of the dues paid upon timber which has been exported beyond the limits of Canada, has been repealed.

SAMPLES consisting of various kinds of maple, alder, cottonwood, cedar, spruce and fir were sent by the Brunette Sawmill Co., New Westminster, B. C., to Mr. J. W. McRae, of the firm of Murphy & McRae, forwarders. This is the firm who recently shipped 17 car loads of fir to Toronto, the freight on which was \$4,000. They are cutting the timber for the new vessel being built for the Hudson Bay Co.—one stick is 82 feet long and another is 5x18—and filling an order for 150,000 feet dimension stuff for a cannery. The invention in the shape of endless chains alternated with stationary timbers sloping to the lower part of the mill, for the safe transfer of trimmed lumber is working very satisfactorily. The lumber is pushed on to a system of hooks attached to the chains after coming from the saws, and is gently and continuously deposited to where it is transferred to the waiting trucks by the men in attendance. The Brunette Mills were the first in the province to take advantage of this way of carefully handling the lighter class of lumber from the upper floors of the mill to the ground.

MR J. W. TODD, of the firm of Watson & Todd, lumber merchants, of Liverpool, Eng., was in Ottawa towards the end of last month and on being questioned by a reporter from the Ottawa Journal as to the British prospects said: "The probability is, that the English market will improve as the new year advances, and this is a pretty reliable prediction if only from the fact that it cannot possibly grow worse." Speaking of the past year's trade, Mr. Todd said it was a very calamitous year, being one of almost constant disappointment and loss. The importations had been excessive and were followed by hampered financial stress, and the market became to a certain extent de-

moralized. There were other reasons for the falling off in the timber trade. Every market is, of course, regulated by the law of supply and demand, and though their operation may be retarded or temporarily rendered ineffective, these laws must ultimately assert themselves and they have done so in the English market. The supply has been greater than the demand, and if the year just closed has suffered most it was, in his opinion, because the climax had been reached.

THE failure of the J. E. Potts Salt and Lumber Co., of Potts, Mich., reported in our January issue, has proven a calamity. Over 1,000 men were thrown out of employment. The village is dead. Twenty two new locomotives, over four hundred cars and sixty eight teams of horses are idle. The mill cut during the season 98,399,466 feet of lumber, said to be the largest season's output of any mill in the world. To saw this it ran continuously 207 days and 201 nights. Enough logs are at the mill or in the limits to keep the mill running for a year, and the company's own railroad runs up to the tract of land on which there stands uncut over 350,000,000 feet of pine.

WE received an invitation from the Buffalo Lumber Exchange to attend a dinner on the 31st ult. at the Genesee, Buffalo. It was our intention to be present at the gathering, and we regret that other business engagements prevented us from partaking of the hospitality of our Buffalo friends. We wish the guests an enjoyable evening, even if they have to protract the time into "the wee sma oors." They can do this in Buffalo without being molested. In Toronto "the good" lumbermen enjoying themselves early on Sunday morning would have to extract comfort from the soft side of a pine plank in a cooler.

IT is a peculiar fact that forest trees do not, as a rule, succeed their kinds. In several parts of Western Ontario where ridges or plateaus of pine once flourished there are young forests of maple, beech and other hard wood. There is a natural law governing the succession of timber. Hemlock is succeeded by poplar, particularly in swales, oak by hickory, ash and beech. The rule would seem to be that other timber than the original takes its place very likely from the fact that wood, like grain, flourishes for a period until they have robbed the soil of the elements necessary for their existence, and left untouched the compounds necessary to feed some other kind.

OUR list of accidents and fatalities is unusually long this month. The occupation of a chopper, hewer or logger, is very hazardous, and when injured, the distance to cover before reaching medical assistance frequently puts the unfortunate beyond human aid. Shantymen go into the woods in gangs in the fall; they are deprived of the most of creature comforts; exposed to inclement weather from daylight to dark, and bunk in a log shelter at night, far from palatial. If the owner of the limit, or the foreman of any shanty, will send the addresses and the name of the nearest post office where mail matter can be delivered the LUMBERMAN will be glad to send copies of its issue free of charge, and if any foreman finds that his employees take an interest in the news items and the various topics discussed in the journal we will mail him some of our exchanges.

MR. SAMUEL PLIMSOLL, that gentleman with a "mission," the sailor's friend, is after the scalp of the deal and sawn lumber shipper of eastern Canada. As soon as he has been presented with an address and a gold medal by the "Bovines" for whom he is to provide Pullman and Wagner stalls, his attention will be directed to vessels employed in the deal and sawn lumber trade. Somebody has told him, or he has found out by accident or enquiry, that many vessels are employed in the trade positively useless to carry any other cargo and unfit even to carry deals; that the deck-loads are carelessly piled, and so high that in foul weather limbs and life are endangered; that vessels flounder about in mid-ocean uncontrolled by

sail or helm from being greatly overloaded and that many partially controlled are weeks behind on their trip. The old gentleman, if he gets an idea into his cranium, pushes it with bull-dog tenacity, takes little notice of the opinions of others and ferrets around until he snuffs out by his own efforts the truth or the falsehood of the reports. If there is anything in the reports, --look out for squalls, Eastern shipper.

THE lumber section of the Toronto, Ont., Board of Trade held its annual meeting January 22nd, and elected the following committees: Executive, Joseph Oliver, (chairman), A. A. Scott, William Leak, George Gall, James Tennant. Arbitration, A. R. Christie, J. B. Christie, John Donogh. Inspection, A. R. Riches, George Gall, James Tennant. Edgar A. Wills was re-elected secretary and treasurer. The main item of business was the question of representation on the Council of the Board of Trade. Mr. John Donogh of the wholesale lumber firm of Donogh & Oliver, received the appointment, no opposition being offered. At the annual meeting of the Board of Trade held the same day Mr. Donogh's name was added to the Council as the representative of the lumber section. In the selection of the appointee the lumbermen, who for the first time will have a voice in the deliberations of the Council, chose one of the strongest men from amongst their membership and their interest cannot but be safe in Mr. Donogh's hands.

THE different lumbermen's organizations have been busy during the past month holding their annual, bi-annual, or quarterly meetings. The first to meet at Toledo, Ohio, on the 19th ult., was the Union Association of Retail Lumber Dealers of Ohio. The Michigan Retail Lumber Dealers met at Kalamazoo; the Illinois Retail Dealers at Springfield, Ill.; and the Wholesale Sash, Door and Blind Manufacturing Association of the Northwest met at Chicago on the 21st ult. The Chicago Wholesale Dealers met in their rooms in the Chamber of Commerce and issued a new schedule of prices. The old price list of Oct. 22nd, 1890, was revised and in the new list adopted prices were raised 50c. to \$2 per M on everything except pickets and battens. The Kansas and Missouri Lumber Dealers met on the 27th ult., at Kansas City, and the Northwestern Lumbermen's Association at Minneapolis on the 28th. The present month, February, the following Associations meet:--The Teche and Gulf Coast Cypress Lumber and Shingle Association, New Iberia, La., Monday, February 2. The Georgia Sawmill Association, Atlanta, Ga., February 9. The Southern Cypress Lumber and Shingle Association, New Orleans, La., February 11. The Southern Lumber Manufacturers' Association, at Memphis, Tenn., February 18.

A BILL has been brought before the Imperial Parliament which proposes to amend the law respecting timber deck loads in winter. The attention of the Minister of Marine was directed to the fact that the correspondence relating to deck loads of lumber, re the said bill, was not yet complete. A copy of Mr. Samuel Plimsoll's letters on the subject was brought to Mr. Tupper's notice, and also Lord Knutsford's despatch to the Governor General, requesting him to state if the Canadian Government was prepared to initiate legislation of the same nature as the Imperial House of Commons. In the opinion of Mr. Plimsoll Canada should prohibit the exportation of deck loads of timber in winter. The letter of Mr. Plimsoll, referred to in the despatch from the Colonial Office, stated that while some Canadian ship owners might press for retaining the present three feet limit of deck loads, they did not represent Canada in this respect, but that the Dominion as a whole cooperated with those in England who were agitating to prohibit the carrying of timber on deck in winter. In support of his statement, Mr. Plimsoll instanced alleged facts to show the great danger to shipping and to sailors by allowing winter deck loads. "These statements," said Mr. Tupper, "were most important, for, if true, the legislation asked for ought to be passed. My report to council showed that so far as these statements were made applicable to Canada they had no foundation in

fact; in other words, that Canadian shipping had produced no such record as Mr. Plimsoll alleged. When Mr. Plimsoll was in Canada he admitted that he had not looked particularly into the statistics of Canada shipping and the deck load law; that his statistics were based on the general tonnage of vessels sailing from different ports and carrying winter deck loads. Mr. Plimsoll further acknowledged that he did not apply his statements directly to Canada; that, in fact, he had not the Dominion in his mind at the time, but he supposed they applied to Canada, as to other portions of the empire."

WE had almost concluded that the crass ignorance existing some years ago in the mother country regarding Canada had died a natural death. We know for a fact that we are no longer looked upon as a species of white savage clad in furs for six months prowling round after wild animals, or else being drawn over six feet of snow by a dog team, yet we were unprepared for the "Gulliver" we stumbled across in the London, England *Timber Trades Journal*. A letter appears in that publication from a Liverpool timber merchant who states regarding the export of deals from Halifax, N. S., and St. John, N. B., during the winter months "That he is aware those ports are open so far as the water is concerned, but that the deals are mostly away from the port and are frozen so hard that it is impossible to ship them; and it is very exceptional to hear of a cargo being shipped from St. John." The *Timber Trades Journal* comes to the rescue of the befogged merchant with the following choice tit-bit of information:

"We always thought that the reason for the supply ceasing from countries far north was not that the commodities were frozen, but that the ships could not get away en voyage when the goods were put on board in consequence of the ports being icebound. Admitted that St. John is open on the 1st of January, we should like the Liverpool firm to give a fuller explanation of the difficulties that lie in the way of loading a steamer that is ready to receive cargo on the date and at the place mentioned. We are quite aware there are seasons when the cold is so intense as almost to stop labor of any kind, but these are exceptional, and when they do happen St. John is closed by ice and navigation is stopped."

The St. John *Evening Gazette* supplies these statistics. Winter months 1883-84, 44 vessels, 9 of which were steamers left St. John for Great Britain with cargoes of deals. Winter months of 1887-88, 33 vessels cleared, 10 of which were steamers. Winter months of 1888-89, 47 vessels including 9 steamers sailed from that port. On Christmas day of 1890 there were five large vessels in the port of St. John loading with deals for France and one for South America, four other such vessels being then expected to arrive there to load deals for Europe, two of them steamers.

The *Gazette* closes its remarks on the question by giving the *Timber Trades Journal* so much knowledge on the St. John timber trade that forever it should be an authority on that particular section of Canada. It says:--

"It is rather pitiful to find such a paper as the *Timber Trades Journal* showing such dense ignorance as to say that there are seasons when St. John is closed with ice, and navigation stopped, and gravely informing its readers that vessels sailing in the Bay of Fundy in winter are in danger of encountering huge icebergs. What sort of an atlas does the *Timber Trades Journal* consult when it describes St. John as a port "far north," the fact being that St. John is six degrees or 360 geographical miles further south than London and eight degrees or 480 geographical miles further south than Liverpool. If such absurd blunders had appeared in any other English paper but one devoted to the timber trade they might have been forgiven, but in such a journal they are to us altogether incomprehensible. Let the *Timber Trades Journal* understand once for all, and let him and all other British editors paste in their hats the following paragraph, which contains the facts of the case with regard to St. John:--The port of St. John is open all the year round; it is never obstructed by ice to the slightest degree, and there is no more difficulty in a vessel loading deals or any other cargo at St. John in mid-winter than there is in a vessel taking in a cargo at Liverpool or London."

TRADE NOTES.

Among the machinery lately added to Mr. Petrie's new and commodious warehouse, on Front Street West, are several planers, including a "Defiance" planer, shapers, saw tables, lathes, band saws, sandpaperers, tenoning, mitring, morticing blind, and re-sawing machine, a band saw filer and a band saw setter, amongst them being several of new pattern, all manufactured by the Cant Bros. Co., of Galt, Limited, of whose various and well known woodworking machines Mr. Petrie intends making a speciality.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Jan. 31, 1891.

CAR OR CARGO LOTS.

Table listing various lumber products and their prices in Toronto, Ontario, including items like cut up and better, 1210 & 12 dressing, etc.

YARD QUOTATIONS.

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

Hamilton, Ont.

HAMILTON, Jan. 31, 1891.

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

Ottawa, Ont.

OTTAWA, Jan. 31, 1891.

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

Montreal, Que.

MONTREAL, Jan. 31, 1891.

Table listing lumber prices in Montreal, Quebec, including pine, spruce, hemlock, and ash.

St. John, N. B.

ST. JOHN, Jan. 31, 1891.

Table listing lumber prices in St. John, New Brunswick, including spruce, pine, and hemlock.

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Jan. 31, 1891.

Table listing lumber prices in Vancouver and New Westminster, British Columbia, including car load and ship rates, wharf plank, and various sizes of lumber.

Albany, N. Y.

ALBANY, N. Y., Jan. 31, 1891.

Table listing lumber prices in Albany, New York, including boards, joists, and various sizes of lumber.

Buffalo and Tonawanda, N. Y.

BUFFALO, Jan. 31, 1891.

Table listing lumber prices in Buffalo and Tonawanda, New York, including clear, dressing, and various sizes of lumber.

Saginaw, Mich.

EAST SAGINAW, Jan. 31, 1891.

Table listing lumber prices in Saginaw, Michigan, including cargo lots, yard quotations, and various sizes of lumber.

New York City

NEW YORK, Jan. 31, 1891.

Table listing lumber prices in New York City, including Black Walnut, Cullis, and various sizes of lumber.

Boston, Mass.

BOSTON, Jan. 31, 1891.

Table listing lumber prices in Boston, Massachusetts, including Western Fine, Eastern Pine, and various sizes of lumber.

Oswego, N. Y.

OSWEGO, Jan. 31, 1891.

Table listing lumber prices in Oswego, New York, including three uppers, pickings, and various sizes of lumber.

GIANTS OF THE FOREST.

WE publish a letter from Mr. G. C. Hinton, of the Royal City Saw and Planing Mills, New Westminster, B. C.:

Mr. Hinton was raised in Ottawa and from experience is fitted to make a just comparison between eastern Canada's timber and the Pacific coast's.

NEW WESTMINSTER, B. C., Dec. 20.—The lumber industry of British Columbia is advancing so rapidly that it is only a matter of a few years when the Douglas fir and cedar will be introduced into the principal commercial centres of the world.

Already the mills of this province have the sawing capacity taxed to its utmost in supplying the rapidly and ever increasing demand for the celebrated Douglas fir, which is exported to Australia, China and South America. The great superiority of the fir in building structures where strength is required is simply proven by the admiralty test which places this wood second only to oak, where immense strength or breaking strain are desired, and in some places where lasting and weatherproof qualities are required, fully on a par with that valuable wood. It will thus be seen that the fir will naturally command an extensive market, and owing to the inexhaustible supply to be procured and its being much cheaper than hardwood, it will supplant hardwood in many industries where that is at present being used. The fir is already used extensively by the leading railway and car builders of both the United States and Canada for the construction of freight and passenger coaches and in the erection of pier, wharf and bridge structures. Its great length commends it to ship builders for masts, deck-planking and general work. It has to some extent been used by both the British and American governments in the construction of vessels for their service.

THE SIZE OF THE TIMBER.

A general idea may be formed of the immense size of the timber when sticks upwards of 100 feet in length and from 18 to 24 inches square are frequently seen around the saw mills. Probably the two largest sticks ever transported through Canada by rail were the two sawn on Burrard Inlet and used on the Montreal harbor improvements last season. The sticks were alike, 60 feet in length and 3 feet square, containing 6,480 feet, b.m. each, their combined weight being a fraction over 25½ tons.

Owing to the necessarily high cost of transporting such huge timber across the continent by rail it is expected that cargoes from here for the Eastern States and Canada will go by vessel via Cape Horn considerably cheaper, and we have on record an instance in which this way of shipping was highly successful, in the case of a cargo taken from Washington Territory to the United States navy yards, on the Atlantic, during the last season.

IMMENSE RED CEDAR.

The red cedar, which is a valuable commercial wood is noted for its immense size and not altogether unlike the far famed California redwood. Trees are frequently met with upwards of 200 feet in height and over 20 feet in diameter at the trunk. The supply is, practically speaking, unlimited. Owing to the beautiful grain and fine polish this wood is susceptible of, it is invaluable for all kinds of finish and fittings for residences and public and commercial buildings. Recently quite a demand has sprung up for sash and doors made from this wood as it is superior to any other for this class of work. We have a record of not a few shipments that have gone east as far as Nova Scotia. It is also used extensively in the building of steam launches, for which it is second to none, owing to its weight and ability to withstand decay against the sun and water.

SPRUCE, PINE, ETC.

The spruce found in this province, while not so valuable commercially as fir and cedar, is used very extensively in the manufacture of fruit boxes and cases for the great salmon industry.

White pine is found to some extent but owing to the scarcity and the purposes for which it is used commands better prices at home than either cedar or fir does in the log. It is not, however, exported to any

great extent as it does not differ much from the eastern article of the same name.

Alder, maple, yew, cottonwood and cypress are to be found in considerable quantities in places and are principally used in all kinds of factory work, such as fancy panelling for doors, stairs, furniture and turned work, the two former having the preference owing to the superior finish they are capable of taking.

NEW MILLS BUILDING.

The great natural advantages the province offers the lumber industry have attracted the attention of quite a few eastern lumbermen and capitalists of late years and several new mills are now under construction on Burrard Inlet and the Fraser river, which is the fresh water port of the province and possesses a fine harbor for the accommodation of the largest ships engaged in trade with foreign countries. The mills are being constructed on the most improved pattern and on a sufficiently large scale to facilitate the sawing of the gigantic timbers of these forests.

GEORGE C. HINTON.

CALIFORNIA FORESTS.

WILLIAM S. Lyon, chief forester of the State Board of Forestry, arrived in San Francisco last month from the State nurseries near Santa Monica, Los Angeles county. "It is not generally known," said he to a *Wood and Iron* reporter, "that the common black oak used for tanning purposes, is becoming scarcer each year, and to take its place we have been looking around for a suitable tree, and have found it in the black wattle. Since we made the discovery of which tree was best adapted to the State and for the purpose wanted, the State Board has been hard at work introducing into California the black wattle from Victoria, Australia. As long ago as 1872 the University of California imported red wattle and golden wattle from South Australia, and a species known as the black wattle. This last has turned out to be a spurious tree, absolutely worthless for the purpose for which it was designed. We have at last found the genuine article, the black wattle of Victoria, and we propose to plant these seeds throughout the State as soon as possible. My forthcoming biennial report deals largely with this important subject. The report will have thirty-two full page illustrations dealing with the growing of barks for tannery purposes. The coast supply of common black oak will in time become exhausted, and the black wattle is the only tree to take its place.

Another important work we are commencing is the distribution of the cluster pine, made necessary to State interest from the fact that our pine forests do not yield terebinthine products, such as turpentine, tar, pitch and resin, in sufficient quality or quantity. The cluster pine is the best for the purpose, and it does not take a lifetime for it to yield paying returns."

HOW CLOTHES-PINS ARE MADE.

IF there is one article that is an absolute necessity to a housekeeper, it is a clothes-pin, and the following facts in regard to that useful article are interesting:

Canadian clothes-pins are made at Newmarket, Ont., Eastman, Que., and Rundhill N. B. They are usually of white ash, but we have them of beech, birch, and maple. The wood is taken to the factory in logs, and cut into lengths of thirty-one inches by circular saws. These are then cut into blocks which are reduced to sticks, then placed under another saw and reduced to clothes-pin lengths. Next the turner takes a hand at them, and from him they go to the slitting machine. They are placed in troughs by the operator, the machine picking them up and slatting them. Then they are placed in a revolving pipe drier, going thence to the polishing cylinder. Each pin passes through eight hands.

"A single plant consists of a board saw, gang splitter, gang chunker, turning lathe, drying house and polisher, and costs from \$10,000 to \$19,000. The little blocks of wood, five and one half inches long, are placed on an endless belt, which feeds the blocks automatically into the lathe. As the lathe is turned the pin is taken automatically from the spindle and placed on a turn-table and carried to a circular saw, which whittles out the

slat into a pin. It is then finished and thrown out of the turn-table by the same appliance that puts the pins on the table.

"Falling, they are caught in a basket or barrel, and are taken to the drying house to remain twelve hours or until dry. The polishing cylinder holds from twenty to forty bushels. This is run at a slow speed, about thirty turns a minute, and by simple friction and contact they become polished. They are sold to the trade at a little over \$1 a bushel, and are packed in boxes of four to the bushel. The industry is an increasing one, and almost \$50,000 worth of pins were manufactured in 1890."

"THE SCOW BUSS UP ON LAC ST. PIERRE."

IT WAS one dark night on Lac St. Pierre,
De wind was "blow," "blow," "blow."
When the crew of the wood scow JULE LA PLANT
Get scare and run below.

For de wind she's blows like hurricane,
Bimeby she's blow some more,

When de scow buss up on Lac St. Pierre,
One half mile from de shore.

De captain she's walk on de front deck,
She's walk on de hind deck too,
She's call de crew from up de hole,
She call de cook, also.

De Cook he's name was Rosa,
He's come from Moreal,
Was chambermaid on lumber barge,
On dat big Lachine Canal.

De wind she's blow from Nor, Eass, Wess,
De Sou's wind she's blow too,
When Rosa say, my God, captain,
Whatever shall I do.

De captain she' throw the hank,
But still dat skow she drift.

For de crew he pass on dat shore
Because he loose dat skiff.

De night was dark, like one black cat,
De waves run high and fass.
When de captain take poor Rosa,
And lash her to the mass.

When de captain put on de life preserve
And he jump on de Lac.
And he say good-bye, my Rosa, dea,
I go down for your sake.

Next morning very early,
About half-past two, three, four,
De captain's cook and wood scow
Lay corpses on de shore.

For de wind he's blow like hurricane,
Pretty soon she's blow some more,
For dat scow buss up on Lac St. Pierre,
One-half mile from de shore.

MORAL.

Now all good skow sailor man's,
Take warning by dat storm,
And go and marry one nice French girl,
And live on one good farm.

Den de wind she may blow like hurricane.
And 'spose she blow some more,
You shant be drowned on Lac St. Pierre,
So long you stop on shore.

TIMBER FOUR THOUSAND YEARS OLD.

PROBABLY the oldest timber in the world which has been subjected to the use of man is found in the ancient temple of Egypt, in connection with stonework, which is known to be at least four thousand years old. This is the only wood used in the construction of the temple, and is in the form of ties, holding the end of one stone to another. When two blocks were laid in place an excavation about an inch deep was made in each block, in which one of these wooden-ties, shaped like an hour-glass was driven. It is therefore very difficult to force a stone from its position. These ancient ties are made of tamarisk or shittim wood, the same as that from which the ark was constructed.

MELBOURNE, N. S. W., Australia, imported from Canada during Nov. 1889, 11,586 pieces deals and 1,079,635 feet lineal tongued and grooved flooring.

THE NEWS.

ONTARIO.

—Cordwood and cedar poles are Fesserton currency just now.

—There is good sleighing at Sturgeon Bay and log drawing is all the go.

—John Fraser has his new planing mill in Amherstburg in running order.

—A gang of lumbermen is at present busily engaged taking out timber at Honeywood.

—Reports from Glenfarrow state that farmers are busy hauling logs to the mills.

—Messrs. J. Moore and Abner Ball have a large saw logging contract for Mr. Hudden.

—The Holbert Grass Valley, Burk's Falls, steam saw mill is in full swing cutting shingles.

—Mr. Edmondson's saw mill at Uthoff will start in a few days and enliven things pretty well.

—Mr. McBrady's shingle mill at Washago is turning out shingles with lightning speed.

—Mr. Ainslie and Mr. Fields are cutting steadily in the woods and in their mills at Staples.

—The Waubaushe box factory is running full time and doing all the work it is capable of doing.

—The Blytheswood saw mill yards are being filled with logs, advantage being taken of the snow fall.

—Bush fires were prevalent north of Deseronto during January, the reflection being plainly seen.

—Four hundred men have been engaged in cutting logs, timber, ties and posts, near Ormsby, in North Hastings.

—Mr. D. Miller's shingle mill, Washago, started again last week. This is the first in the field in this vicinity.

—McLean & Son, Wingham, are receiving on an average seventy-five sleigh loads of saw-logs per day at their mill.

—Logs are scarce in the Ashfield mill yards. Owing to lack of snow lumbering has been far from active this winter.

—Mr. John Knight, Medonte, is buying all the saw logs offered and is contracting for all that can be cut this season.

—Mr. Henry Bush, foreman for the Rathbun Co., Deseronto, is running a cordwood shanty in the McCahey swamp.

—Mr. Harry Pedwell, a prominent mill owner of Keppel, purchased from private holders, Eastnor, some 600 acres of timber lands.

—The lumber exports from the Ottawa Consular Agency for the last three months of 1890 reached \$701,301.04, a slight increase.

—The new saw mill at Gorrie will start this month and will try to cut sufficient logs to make room in the yard to give farmers a chance to unload.

—Mr. Archie McTavish, of the 7th con. Luther, is erecting a shingle mill, and expects to have it in running order about the end of January.

—Business is booming at South River. Shingle bolts and pulpwood are being piled up in all directions, owing to the scarcity of cars.

—J. R. Selkirk, W. James, of Cottam, and Mr. Biers, of Detroit, have purchased a tract of timber land in Missouri, containing 1,560 acres.

—About 500,000 feet of timber came into Edgar's Station after the slight fall of snow, in the beginning of last week, much of it for M. Barrett.

The Rathbun Company are now getting out a large number of logs at O'Neil's spur, near Stoco, an average of fifteen cars per day being shipped from Stoco to Deseronto.

—Thos. Rosewarne, of Olinda, will soon have everything ready for sawing lumber. His mill will be situated on the corner of concession seven and the sideroad.

—Mr. John Raney, of North Fredericksburg, has been buying oak timber around Solmerville and at present has quite a force of men banking it near Telegraph Light.

—The Victoria Harbor Lumber Co. are placing a planing machine in one of their mills, which, together with the shingle machine, is to run during the winter.

—The Huntsville Forester says:—The price of pulp wood has assumed its nominal figure, ranging from \$2.25 to \$2.50, and it is thought that it will now remain steady throughout the season. The fight for first place in securing the wood did not last long, as both parties could not afford to pay the high figures of last week. Shipments are kept up and the money for wood delivered is forth coming. A good winter's income to our farmers.

—The Walton saw mill commenced running last month.

—During the past few days five men have been obliged to return from the shanties of W. C. Edwards, Rockland and Smith's Falls, suffering from la grippe.

—John R. Selkirk, of the firm of Selkirk Bros., Blytheswood, accompanied W. James, of Cottam, to Missouri; to examine a tract of timber land, with a view of purchasing.

—Taylor Bros. from near Belgrave have purchased the standing timber on the 6th concession township Morris, Huron Co., belonging to R. Irvine and are cutting it into saw-logs.

—The Utterson Lumber Company are busy drawing logs to their mill, and lumber from their Port Sydney mill to the R. R. station. They have altogether about 20 teams at work.

—John Hall, of Orillia, is at Sturgeon Bay shipping telegraph poles. He has about three thousand poles to load. They are all going to be shipped to Black Rock for the present and stored there.

—Mr. McArthur, of the 8th con., Luther, has sold his portable saw mill, and the purchaser, who owns considerable timber land near the Luther marsh, has removed the same and cutting will commence soon.

—The opinion of one well versed in the lumber business in the Ottawa Valley is that about one million dollars less have been placed in circulation by the lumber merchants of this city this season than last.

—Some Toronto capitalists are going to erect a saw and planing mill at Nickle City in the spring. Their agent leaves in a few days to choose a site and make other arrangements to put the building up.

—The Ridgetown *Plaintiff* says:—"Geo. Middleditch has purchased from the Federal Bank, the building and site of the Ontario Planing mill and lumber yard, and is using them for storage of implements.

—The Thos. B. Tait steam shingle mill, just south of Burk's Falls is already at work and a good cutting this season is expected. From present appearances this fine mill will be a lively spot throughout the summer.

—"Loo" Forbes an axeman in Howry's Manitoulin camp fell on Friday last with his axe, and the bit coming down on his hand severed two fingers. His hand was dressed by Dr. Carruthers and is now doing well.

—The Case of Woods vs. Bissennette, in which the plaintiff claims \$15,000 for the loss of both hands in the defendant's saw mill at Bradshaw, will be tried at the spring assizes at Sarnia. Messrs. Lister & Cowan are attorneys for the plaintiff.

—Mr. P. Creary, Cooksville, the saw-mill man, has made an assignment for the benefit of his creditors. At a meeting of the latter on Saturday last, Mr. Creary offered to pay ten cents on the dollar but the creditors wanted sixty-two cents. The meeting was adjourned for one week.

—Mr. Thomas O'Connor, Ottawa, who is lumbering at Little Current, several hundred miles up the C.P.R., reports that the lumber camps will have to be broken up pretty soon at the present rate of going, as there are only six inches of snow covering the ground, making hauling operations difficult.

—Mr. W. S. Hay, of Falkenburg, Muskoka, is behind Shaver & Co., who have a contract from Flatt & Bradley for two million feet of hemlock. Upwards of 100 men and 20 teams are in the woods cutting and skidding logs. Mr. Hay handles some 200,000 ties and 4,000 cords of hemlock bark annually.

—When Mr. A. Dreany was again brought before His Honor Judge Deacon, on the charge of cutting and stealing eight pine trees on J. R. Booth's limits in the township of Ferris, the Crown Attorney did not offer any evidence and Mr. Dreany was acquitted. It is said that an action for false arrest will be taken by Mr. Dreany.

—Mr. Terrence Maguire, of Ottawa, has sold out his interest in the timber limit recently purchased by a syndicate from the E. B. Edly manufacturing company of that city. The consideration is said to be \$9,000, which represents a clean profit. The syndicate is now composed of Messrs. McRae, Ottawa; Powell, of the Rathbun Lumber Company, Ottawa; and W. Bell, of Pembroke.

—Early last November the stores of the Muskoka Mill and Lumber Co., were burglarized and a quantity of flour, cheese, tobacco, &c. stolen. Suspicion was at once directed towards a gang that have of late years acquired an unenviable notoriety. These suspicions appear to have been confirmed. Jas. Landrigan, Edward Perrault and three of his sons, George, John, and Joseph, the parties suspected were arrested. Bill Perrault the big brother cut and run for it and escaped the arrest.

—Mr. Wm. Rankin, of Toronto, has purchased the old Hobson & Wilson saw mill at the Huntsville locks. He is advertising for a quantity of different kinds of timber.

—The Cartwright mills formerly run by Mackenzie Bros. are being thoroughly renovated by Cook & Co., of Toronto, who will carry on both a flouring and planing business on a large scale.

—The Shannon Shingle Co., of Toronto, imported the first 10 block shingle machine ever shipped into Canada. It was purchased through Perkins & Co. of Minneapolis. The Dominion Government charged the Shingle Co. \$500 duty for their enterprise and pluck.

—Reeve Hughes of Oliver has caused the issue of posters calling a public meeting at Murillo, Algoma District, for the purpose of considering the advisability of granting a bonus of \$3000, to apply towards the erection of a saw mill in that municipality. Evidently Oliver township is bound to keep up its end towards bringing industries into the district.

—Pulp wood is all the rush at Novar. Mr. Huckins is getting out about one hundred cords, J. Keef about the same amount. Barney Wickett has bought the timber on A. Fisher's lots and will take out a lot, and Mr. Durham is taking pine off the same lots. Mr. Bruce is taking out 800 ties, and altogether business is pretty brisk.

—On the 3rd Jan., Alexander Dreany tax collector of the township of Ferris, was charged before Judge Doran of North Bay, with having feloniously stolen and destroyed eight pine trees on one of J. R. Booth's limits, on the 15th of December last. The prisoner was committed to stand his trial. On being brought before His Honor Judge Deacon on Saturday, Dreany elected to be tried by the Judge, pled not guilty and said he was ready for trial. Mr. J. H. Metcalf asked an adjournment, as the crown had to bring witnesses from North Bay. The Judge adjourned the case.

—The extensive alterations at Mr. J. R. Booth's mills, Ottawa, are progressing rapidly, and a large number of men are engaged. The work involves the lengthening of Mr. Booth's flume and construction of an entirely new mill in the place of the one known as the "small mill." This mill will be equipped with eight hand saws of American and Canadian make run altogether by rope transmission instead of rubber belting, as is generally used. In Mr. Booth's stone mill, a pair of circular saws will be placed, and a wick' gate in the place of one of the old ones.

—Mr. O'Neil, foreman at Messrs. Booth & Gordon's shanties on Kaskan lake, has arrived in Ottawa for a few days. He states that there is snow to the depth of 28 inches between Kaskan and Boisfrance. The ice took well enough but the heavy snowstorms have made it very rough. There are fifty-eight men altogether employed at Booth & Gordon's shanties and cutting is going on very briskly. Up to now about 40,000 logs, principally white pine, have been cut. The weather just now is delightful and very favorable for hauling. Mr. O'Neil says they do not expect navigation to open until 12th or 13th May.

—Mr. John White and Mrs. White, of Wisawasa, Nipissing district, with their infant daughter passed through Ottawa last month on their way to Greenville, their former home. Mr. White is captain of the steamer J. R. Booth, plying between Wisawasa and Sturgeon Falls. All the little villages on the lake are, he says, growing rapidly though the depression in the lumber trade has temporarily checked their prosperity. At Wisawasa, Mr. J. R. Booth is erecting a large lumber mill and that village is sure of a boom next summer. There are a good many Ottawa people in the district and are all doing well.

—Judgment in action brought by James Haw, of Orillia, against Peter Shaw, of Novar, and tried at the Barrie assizes. Action for damages for standing timber cut by the defendant upon lots 22 and 23, in the 5th concession, and lots 23, 24, and 25 in the 6th concession of the township of Perry, the plaintiff claiming the sole right to cut timber therefrom under a purchase from one J. H. O'Neil and an indenture dated 29th April, 1890. The defendant also claimed the right under a purchase from the same man and a memorandum in writing dated 23rd January, 1889. The learned Judge comes to the conclusion that the sale to the defendant by O'Neil, having regard to time within which the timber was to be taken off and other circumstances, was not a sale of interest in land, and also that it does not come within the operation of the Bills of Sale and Chattel Mortgage Act. Action dismissed with costs. If the interim injunction order provides for damages to be paid by plaintiff to defendant, there will be a reference to ascertain them to the local registrar at Barrie. Proceedings stayed till after the second day of the next sittings of the Division Court. McCosh & Gunn, Orillia, for plaintiff; Adair, Bracebridge, for defendant.

—Mr. Spearing is getting out knees for the Maine market around Foxmead.

—The influx of camp men during past week into Burk's Falls indicates that log cutting is nearly at an end for the season.

—Large quantities of ship knees are being shipped from Uthoff to the State of Maine. Standing timber around Uthoff must be worth seeing if the measurements of the following knee are any index to the general cut. Stock, 8 feet long, from heel to toe, seven feet six inches, sided down to eighteen inches, with a face of forty-six inches.

—Mr. Denis Dewney, who owns extensive farms up the Gatineau, and Michael Hayes, of the township of Wright, Ottawa County, Que., returned last month from lumbering in Wisconsin. They state that operations are suspended in the woods of that State owing to the absence of snow, throwing 6,000 men out of employment, fully one-third of the shanty-men being Canadians.

—Mr. Pierce, of Pierce & Co., has returned to Ottawa from England, whither he went on business. From January 1st, Price & Pierce's Liverpool branch ceased to exist. Thos. B. Neale, who has been their Liverpool manager since that branch was opened, has taken over the offices and is now carrying on the business in Liverpool in conjunction with Frank Harrison, under the style of Neale, Harrison & Co. They will act as the Liverpool agents for Price & Pierce and several other lumber firms.

—J. J. Birdsey, representing the cooperage stock house of Sullivan, Innes & Co. at Chatham, Ontario, was in Minneapolis during the week. This firm ships some barrel stock to Minneapolis, notwithstanding the duty thereon which amounts to \$30 per car, and the comparatively high freight rates between their mills and this point. Mr. Birdsey says the outlook is for a light crop this winter in that section as well as in Wisconsin and Minnesota. His company owns four factories of its own and is said to control thirteen more, thus giving it practically a monopoly on the business of the territory in which it operates.

QUEBEC.

—Alfred Trottier, saw mill, Victoriaville, has assigned.

—Mr. D. N. Morgan intends starting his saw-mill at Brome Corner in a few days.

—Millmen in the Lake St. John district, say they will get out about 300,000 saw logs this winter.

—A gang of men will leave Hull for British Columbia to work in the shanties for the Cohen Bros., Feb. 1st.

—It was reported that Smith, Wade & Co., Quebec lumber merchants, were going to assign, with liabilities of \$162,000.

—Wesley Coates of Brookburg has moved to Dunswell; where he and his brothers have a big job lumbering for Milan Bishop.

—Several lumber firms in Quebec will lose by the failure of the well known timber house of Potsman, London, one to the extent of \$10,000, and the other about \$12,000.

—The purchase of ties at St. John's, mainly tamarac, by Mr. Supt. Futvoye, for the C. V. R., means the payment to our farmers and foresters, etc., of some \$40,000 this winter.

—Notwithstanding the statement that the best pine in Gatineau township has been exhausted and the business long since abandoned, James McGuire may be seen passing every day with some fine timbers which he sells to James McLaren, of New Edingburgh.

—Mr. McWalour, of Plummer, has purchased a tract of pine containing 8,000,000 feet from Quebec parties, and is now engaged in manufacturing the same into marketable logs. There is a spur being built for his accommodation, from the line recently completed to Lynch's Landing.

—The report of the building inspector shows that there were 937 buildings erected in Montreal last year, valued at \$3,308,606, as compared with 1,033 buildings, valued at \$3,608,500, in 1889, a decrease of \$299,894. The tenements included in these 937 buildings numbered 676, and stores 126.

—There is a probable settlement being consummated very shortly in connection with the failure of P. Whorton, lumber merchant, England, when it is expected that ten shillings in the pound will be paid the creditors. Messrs. John Burstall & Co. and Messrs. Dobell, Beckett & Co., of Quebec are creditors, the former for \$8,000 and the latter \$4,000.

—The lumber shipments from the port of Montreal to the United Kingdom in the past season were 166,650,526 feet board measure, and from Pierreville 10,427,863 feet, a total of 171,078,289 feet. From Montreal to the River Platte, 3,862,699 feet were shipped, and from Lower St. Lawrence to the same destination 3,798,000 feet, making a grand total of 178,738,988. The lumber exports from Montreal for '89 amounted to 179,306,860 feet against 136,767,264 feet in '88.

—The report appended is from William Westby, 426 Commercial St., Portland Me., correspondent of the Sherbrooke Examiner:—The past two or three weeks have been uneventful in lumber circles, for which state of things the season and weather are largely responsible. Most of the winter mills are now sawing and prices seem to be hanging in a balance awaiting the demands, and then probably output of the mills. Salesmen made one round before the holidays, amongst their customers, and report orders scarce, yard stocks low and dealers unwilling to buy, and collections hard to make. Beyond a few sales of frame and random very little is doing. The receipts of birch, maple, &c., are as limited as the price; very little demand and very little offering. In fact the market is so dull that every one has ample time to enjoy the holidays without interfering with their business. Exporters received an electric shock last week in the information that one of the more fortunate had sold a cargo of Spruce for Buenos Ayers, and the rumor was confirmed by the sudden appearance of the vessel to load. This actually makes two vessels loading with spruce for River Platte. But the price - well, there is silence on that point, and there is little use of guessing. There is no demand at all, and when there is no price except the nominal. At this season and time for closing books and stock-taking the prices will show on the stock books as follows:—Scantling \$12.50 to \$13.00; Seconds \$11.00; Rails \$15.00 to \$15.50; Seconds \$12.00; Boards and Plank, 10, 11, or 12 inch., \$15.00 to \$16.00; Seconds \$12.00 to \$13.00, for the South American trade. Spruce frames for the Boston market, \$15.00 for ordinary, and \$16.00 for heavy; random and yard orders \$13.75 to \$14.00. The heavy fall of snow has greatly retarded business and premium on gold at Buenos Ayers still holds at 200 per cent.

NOVA SCOTIA.

—Some State of Maine lumbermen have just purchased 60,000 acres of lumber lands on the Koswick river, York Co., N. S., and its branches. They will cut for the American market.

—M. G. Wall, who is cutting lumber for the Shulee Lumber Co., cut one day this week 35,000 feet of deals and boards with his mill, which is one of A. Robb & Sons heavy portables consisting of 50 h. p. Hercules engine, and 60 h. p. Monarch boiler, medium heavy stay and gang edge. Mr. Wall expects to cut 2,000,000 feet this winter.

—Farnsworth & Jardine, of Liverpool, reported that arrivals from British North America during the past month have been 21 vessels, 14,001 tons, against 19 vessels, 14,774 tons, during the corresponding month last year, and the aggregate tonnage to this date from all places during 1888, 1889 and 1890, has been 410,424,538,531 and 456,166 tons respectively. They report imports of New Brunswick and Nova Scotia spruce deals, although less than the same month during the past two years, were more than ample, the consumption being small, and the present stock too heavy. Recent sales have been at the lower point recorded during the season. Birch logs were imported moderately, and maintain their value, and the stock moderate. Planks were not imported, there being more inquiry, and the prices show a slight improvement, but the stock is sufficient.

—The following is a comparative statement of the shipments of deals from West Bay, N. S., to the United Kingdom:

Shippers.	1889.	1890.
	Deals, etc., s. ft.	Deals, etc., s. ft.
W. Malcolm McKay	16,997,331	15,978,837
George McKean	6,794,372	11,384,599
B. Young & Son	3,537,853	4,872,868
Farnsworth & Jardine	3,869,893	329,882
Total	31,198,949	32,566,185

The tonnage engaged in last year's shipments was as follows:

Shippers.	No. of vessels.	Tons.
W. Malcolm McKay	18	17,325
George McLean	16	12,792
B. Young & Son	6	5,429
Farnsworth & Jardine	1	412
Total	41	35,958

NEW BRUNSWICK.

—Morrison's mill, at Fredericksburg, began sawing last month.

—The large trade done in New Brunswick birch has almost entirely fallen off.

—Mr W M McKay shipped 106,360,460 s. ft. of deals, &c., from New Brunswick ports to the British and Continental markets during the season just closed.

—During the season just ended 10,014,103 superficial feet of deals, etc., were sent forward to transatlantic ports from Bathurst. This total does not include 198,000 feet of birch deals shipped by the St. Lawrence Lumber Company.

—The demand for shingles at Boston has given an increased impetus to the business in Fredericton. One shingle mill, which closed down for the season, has resumed operations owing to the increased demand. These shingles are sent direct to Boston over the Canadian and Maine railways, and are proving a profitable business to the people interested in Fredericton.

—The lumber shipments from the northern portion of New Brunswick during the season show a falling off as compared with 1889. The present year the shipments amounted to 132,000,000 superficial feet against 162,000,000 feet the previous year, a falling off of 30,000,000 feet. Bale Verte sent in round numbers 11,000,000 superficial feet to the United Kingdom and Parrsboro 32,566,168 feet.

—There is at present about three feet of snow in the Miramichi woods, and yarding is about finished. Lynch, Richards and other extensive lumbermen are now taking on more teams to haul in to the streams. Wm. McCluskey of Boisetown, has some hundreds of cords of hemlock bark piled beside the railway waiting for shipment to the States. Some loggers are talking about leaving the forest as snow is getting deep, and the prices of food for men and horses getting too high.

MANITOBA AND THE NORTH-WEST.

—Dean & Heathcote are starting a sawmill south of McGregor.

—Robinson & Co., lumber manufacturers, of Selkirk, have opened a branch of their lumber business in Winnipeg.

—The rumor has been revived that the Keewatin Milling Company will dispose of their business to an English syndicate of capitalists.

—The Messrs. Hedley and Mr. Geo. Patterson are hauling in lumber from Deloraine to Cardville preparatory to building new houses in the spring.

—The Lake Winnipeg Lumber, Trading & Transportation Company is in financial difficulties and will probably go into liquidation.

—Some 25,000 railway ties lying at Tyndall station, the property of A. C. Bryson, Winnipeg, have been seized by the sheriff.

—McArthur & McRae, who have a saw mill north of Shoal Lake, have cut a road to Shoal Lake, and will open a lumber yard there.

—The "Messiah Craze" found its way up to Onion Lake, but Mr. Agent Mann had too much work on hand to give his Indians time to dance. He set them saw-logging.

—Owing to the difficulty in obtaining a suitable building or lumber required to build a new rink, the committee appointed to organize a curling club at Emerson have thought it better to abandon the idea this winter.

BRITISH COLUMBIA.

—Mr. R. Cunningham is building a shingle mill on the Skeena River.

—The Simmons, Burpee, Elkin & Smith shingle mill on Vancouver, road will shortly be under way.

—Mr. G. F. Slater, proprietor of the Vancouver Shingle Mills, is enlarging his plant and introducing additional machinery for the manufacture of all kinds of lumber.

—The Canadian Pacific Lumber Company, of Vancouver, propose to erect a large saw-mill at the mouth of the Amazon river, down which logs will be floated to the mill yard. Ships can load in these waters.

—The McLaren-Ross Milling Co. are now exploring a road from the Mission to their extensive limits on Stave Lake, as it is understood they have large timber contracts with the railroad people.

—A double car of sill lumber was shipped from the Royal City Planing Mills, New-Westminster, for the Barney-Smith Car Manufacturing Company, of Dayton, Ohio, last month.

—The Columbia River Lumber Company are operating two saw mills at Beaver, near Donald. There is considerable valuable timber in that region.

—Mr. Angus Fraser has just finished a large contract for getting out logs for the Cowichan Mill Company, and is going to start at once on another one for the same company.

—The first shipment of lumber consisting of seven car-loads, from British Columbia for the Boston market, passed through Ottawa recently via the Canadian Pacific railway.

—A new shingle mill is in course of erection at Westminster for Elmer Ward, a young man from Fredericton, N. B. The capacity of the new mill will be about 30,000 shingles per day.

—The Davies-Sayward saw mill at Pilot bay, on the east side of Kootenay lake, is now near completion. The mill owners have called for tenders for delivering 500,000 feet of logs at the mill this year and 3,000,000 feet next year.

—Mr. N. Slaght, manager for the firm of Michigan lumbermen who intend building a saw mill at Steveston, has arrived at Victoria from the east. Mr. Slaght brought the news that he had instructions to build the mill with a capacity of 200,000 feet per day, instead of 150,000 feet as first intended.

—The ships Titan and Ellen A. Reid have arrived in the Royal roads to load lumber at the Hastings mill. Both ships report a very rough passage, two or three cyclones being encountered, which carried away or split sails and otherwise played havoc with the rigging. No lives were lost.

—A large force of men is employed at the Vancouver mills, owned by Webster & Edmunds, and the concern is certain to become one of the most important in the province. The North Pacific mills, at Burnett, are being rushed to completion, and will be among the largest in the country.

—T. W. Clark is about starting a store on Gambier island in connection with his saw mill. There is a constantly growing trade up there among logging camps, settlers and Indians, who will, no doubt, find this departure of Mr. Clark's a boon, as it will save the expense of going into town on any occasion when grub runs short. The saw mill has a capacity of 40,000 per day and most of the timber is sold down in Victoria.

—The Brunette saw mills, Sapperton, are closed down for repairs, but the establishment will be running full blast again in a week or two. Taking advantage of the mills being closed, the company is having a massive bridge constructed over the Brunette river, which, when completed will be crossed by a spur from the Canadian Pacific railway. This will permit of cars being taken to any part of the company's yards for loading.

—The Royal City mill has a capacity of 45,000 feet of lumber, 40,000 lath, 30,000 shingles and 150 doors in 10 hours. In addition molding, sash, turned wood work and all kinds of house furnishings are executed. A specialty is made of fine mantels from native woods. Employment is given 95 men and \$5,500 paid monthly in wages. The market for the production of this mill is principally local. But considerable is shipped abroad, especially to China and Japan.

—The saw mill of Mr. Andrew Haslam, at Nanaimo, is one of the most complete in the country, and has the newest and most improved machinery. Its equipment comprises the following: Three boilers of about 130-horse power; five steam engines; one pair of circular saws, with patent blocks; one fifty-inch gang edger, with six saws; one gang of counter-balanced compensating saws; Trimmers' lath and picket machine, etc.; one fast feed heavy flooring machine; one planer and matcher; one automatic filer, and all the necessary tools found in a complete modern mill. Besides the saw mill, Mr. Haslam runs a large sash and door factory, with all the modern and most improved machines and tools. He does a large business in this line, and both establishments together give employment to forty-five men.

—The new saw mill being erected on Burrard Inlet near Port Moody will be a very large establishment. The main building will be 300 feet and its height two stories. The capacity of the mill will be 100,000 feet per day, besides shingles and lath. A mammoth new burner to consume the refuse will also be erected, 22 feet in diameter and 120 feet high, with double iron casing and many new improvements. The mill will be driven by two large engines, 600-horse power, and six boilers. The company own some 120 acres of land at the mill, besides large timber limits in different parts of the province; and from the mill lumber can be shipped by rail and vessel to any part of the world. Next spring a large dock will be built, 100 feet wide and 3,000 feet long, the whole length of the mill on the north where the largest ship can load. It is expected that the mill will be completed and running early next spring. Mr. James B. McLaren, formerly of Ottawa, is the business manager and part owner.

—The excelsior mill at Popcum is a grand success, and the proprietors, Messrs. Knight Bros., are delighted with the result of the venture. Through the general agents for the output of this mill, Messrs. Campbell & Anderson, of this city, orders have been received so rapidly that they cannot be filled as promptly as could be desired, and the result of the first two weeks manufacturing has determined Messrs. Knight Bros. to immediately double the capacity of the establishment. With this end in view an order has been sent forward for another excelsior manufacturing machine, and it is expected to be in operation by March 15th. Orders are now on hand which will keep the mill busy for the rest of

the winter, and when the new machine is in, the factory will be able to cope successfully with the spring trade. Samples of the excelsior have been sent to Manitoba and the Western Territories, and some large orders from that direction are sure to follow. The American manufacture will soon be excluded from the Province by the home made goods.

—Several lumbermen from Ottawa are looking towards British Columbia as likely to be one of the most profitable fields for operations in the near future. A considerable quantity of lumber from the Pacific coast is now being shipped to the eastern markets, and in that direction a fairly remunerative business is being built up. J. W. McKay, of this city has received an order from Boston houses for a shipment of six carloads assorted lumber from the Burnett mills at New Westminster, for which he is the eastern agent. He states that a large quantity of Douglas fir is now being used in car building where oak was formerly used, it having been found that wood does not have the same deteriorating effect upon the iron work of cars, as has oak. With regard to the output of the Burrard Inlet mills for 1890, it may be said that the Hastings mill produced during the past year 14,600,000 superficial feet of lumber, valued at \$175,000. Shipments to foreign markets were 11,000,000 feet. Fourteen sailing vessels were loaded with a tonnage of 16,863. The number of men employed at the mills was 150 and at the logging camp 150. The wages paid by the company will average \$150,000 yearly. Owing to certain alterations and repairs being made, the mill has only been in active operation about six months this season.

PERSONAL.

Mr. E. W. Rathbun, of Deseronto, was in Toronto recently. James Hector McLean, city editor of the *Toronto World* died of heart failure on the 27th ult.

Mr. G. A. R. Simpson, of the Hull & Dacey Lumber Co., of Minneapolis, U.S., was in the city in January.

Mr. C. H. Clark, of Burton Bros., lumber merchants, Barrie, paid us a flying visit. Their mill at Byng Inlet, with one circular and one gang, cut 15,000,000 feet last season. The firm disposed of 17,000,000 feet of sawn lumber.

A. McLaughlin has been presented with a gold headed cane by the employees of the Royal City Planing mills, New Westminster, B.C., on his retirement from the position of foreman to take an interest in a new milling enterprise.

Mr. W. J. Conroy, who was elected Mayor of the town of Aylmer by acclamation, for 1891, is a member of the lumber firm of R. & W. J. Conroy, who own and operate extensive saw mills at the Dushesne.

J. E. Davidson, Toronto, has been about ten years in a planing mill. In June, 1888, his affairs were found badly mixed, and an assignment was made. This year he made another assignment.

A well known and wealthy lumberman of New Brunswick, Mr. S. T. King, died recently, aged 80 years, in Chicago, of paralysis. He was for a time business partner of Alexander Gibson, the millionaire lumberman.

Terence McGuire, a lumberman of Ottawa, is the relator in *Reg ex rel McGuire vs. Birkett*. The case is an attempt to upset Birkett, the Mayor elect of Ottawa.

Reid & Co., the well known wholesale and retail lumber merchants on Esplanade street, at the foot of Berkeley street, although twelve years in the trade, are getting badly mixed up with a new firm in the city doing business under the name and title of Read & Co.

Mr. T. W. Dobbie, of Toronto, is in British Columbia, where he owns several large tracts of timberland. Mr. Dobbie says that St. Paul, Chicago and New York capitalists are buying up all the timber limits they can secure in B. C.

Visitors at the office of the CANADA LUMBERMAN, during the past month: F. H. Dobbie, manager *Review* Pub. Co., Peterborough; G. V. Stocking, manager Georgian Bay Lumber Co.; T. S. McCool, late of Toronto, now associated with an Albany lumber firm; C. H. Clarke, Barrie, Georgian Bay Lumber Co.; F. J. Drake, Belleville; Gibson Collenson, Aberdeen; Jas. Crawford, Durham.

John A. Howe, jr., Albany, N.Y., for years closely identified with the lumber trade, has made a new departure. His connection with the business will not cease, but in future additional worry and care will furrow his brow through the interest he has assumed in the cereal industry. Rice, we believe, will receive his special attention. John will be an authority on kindling wood. Bad kindling wood is a great disturber of domestic peace. He will be able to select the proper "birch" for the nursery and lastly—and this is the key to success in married life—he

ought to be an adept in throwing "saw dust" in his better half's eyes. May pleasure, comfort, happiness attend you John A. through the coming years.

Enquiry justifies us in saying that Reid & Co. and Read & Co. are distinctly and entirely independent and separate firms. The latter is about six weeks or two months old, and is managed by M. Jno. Eyer, at one time with the Toronto and Midland Mfg. Co. Millmen and others interested, for the prevention of confusion, are respectfully asked to make a note of this.

E. G. Thomas, Woodstock, manufacturer of the Thomas organ died on the 28th ult. The deceased was born in Toronto in 1853, was manager of the Toronto Organ and Piano Mfg. Co., went to Woodstock in 1875, served as alderman and member of the County Council, identified himself prominently with the Oddfellows and Freemasons and was highly esteemed.

About a year ago Wm. E. Sherman, of Buffalo, got considerable notoriety in Toronto owing to an attempt to extradite him, which finally failed. A report from Buffalo now announces that his brother, Stephen F. Sherman, has been sentenced to five years there for grand larceny, at hard labor. The brothers composed the firm of Sherman Bros. & Co., grain dealers, and they did up the community to a large amount on fraudulent deals. Both came to Toronto, but Stephen returned to Buffalo, and was arrested, while William successfully resisted extradition.

A half tone portrait of Robert Dollar, Esq., of San Francisco, with a short biographical sketch of his life, appears in one of the January numbers of the *Northwestern Lumberman* published in Chicago. Some Canadian papers have since published sketches but the *N. W. Lumberman* covers all the ground. Mr. Dollar was born in Falkirk, Scotland, 46 years ago, but emigrated to Ottawa with his parents at the age of 13. Like many other boys raised in Ottawa, the vast lumber industries of the Chaudiere left their influence, and Mr. Dollar took to lumbering and followed the branch of the trade known as a "logger." Muskoka and Georgian Bay were the districts operated in Canada until 1890, when he removed to North Michigan and engaged in the square timber output. He founded Dollarville with its saw mill and made his home at Marquette temporarily.

BRITISH COLUMBIA MATTERS.

NEW WESTMINSTER, B.C., Jan. 21st, 1891.

Our weather keeps very fine and mild and shows no signs of changing. It is not likely we will have any ice this winter. Our fish exporters are greatly troubled over this, and are laying plans to go 250 miles up the C.P.R. to Kamloops lake and bring the ice down by C.P.R.

Two ships are due shortly to load bridge timber at Messrs. Webster & Edmunds mill on Burrard Inlet, for South Africa. A good sea going tug is badly needed on the Inlet.

Messrs. Morse Bros. recently loaded a ship in Coal Harbor bound for Chili. This necessitated a much longer transport by lighters, but was deemed better than lying in English Bay, at the outlet of False Creek, on which Morse's mill is situated.

Messrs. Purdy & Dixon have only just received the necessary permission to cut timber for their new mill near Mission. It was not recognized by the Dominion Government as a timber claim, and still the settlers had no right to dispose of it before obtaining their patents, hence the delay.

Many of the logging camps are still at work, and may not stop this winter unless it turns cold. The mills are kept busy cutting and are looking forward to a very busy season during 1891.

The tug Alert of Victoria left Slater's mill, Vancouver, recently with a scow loaded with 600,000 shingles consigned to Richardson & Heathorn, of Victoria. The Victoria firm is going extensively into the lumber trade, and is handling the cut of the West Bay Saw Mill, Gambier Island.

J. H. McLean purposes establishing a sash, door and blind factory at Revelstoke, and has ordered the necessary machinery from Galt, Ont.

Very heavy rains two and three weeks ago helped stream driving very much and brought down logs that were only expected to reach the mills in May or June next. It also caused considerable damage in carrying away booms, logs, bridges and fences. Greater loss of property occurred on the island than on the mainland.

Hasting's mill is closed down for repairs, amongst which will be the putting in of a new carriage and saw rig.

I have been trying to obtain the cut of all mills in British Columbia for 1890, but have received only two or three so far. I hope to have all in for my next letter.

H. G. R.

THE CARRYING TRADE.

PERHAPS in no branch of our progressive civilization has greater strides been made than in the carrying trade. Within the memory of many now living a distance which formerly required weeks to travel may now be passed over in a few hours; and weights which we could not then carry may now be tossed about as of little or no account. The wagon roads, except for the convenience of the farmer or the pleasure of those in easy circumstances, are little used. The railroads are almost entirely used by passengers and by forwarders of perishable and light commodities, while the water-ways afford such satisfactory facilities for the removal of heavy freights that it is an object of the shipper to try and reach them.

To our young country, of sparse population and immense distances, no question is of such paramount importance as speedy, safe and cheap transportation. Not only has this been the case in the past but it is so to-day, and will continue to be so even to a greater extent in the future. As the water-ways are open to all and cannot be monopolized by any one, let us first glance at the lake trade and its effects on the charges for forwarding freight. Of late lake shipping has greatly increased and improved. A few years ago the greater part of the carrying was done by sailing vessels; now the greater part is carried by steam, and the tendency is progressing so that before long, except for very special purposes, steam will have superseded sail almost entirely. Again, the harbors are being enlarged and the obstructions removed, and the capacity of the vessels is greatly increased. As the trade is in the hands of so many, reliable returns were difficult to obtain. Mr. C. H. Keep, the secretary of the Lake Carriers Association, has lately presented a case to the Congress of the United States, setting forth forcibly and clearly the lake trade and its marked development in the last five years. He shows that the lake trade is now greater than that of the Atlantic coast trade of the United States.

During the past year (1890) the lake fleet engaged in business, no way connected with the government, consists of 2,055 vessels of 826,360 net registered tons, of the value of \$58,128,500. Of these the steam vessels are 1,153, with a registered tonnage of 523,702 tons, valued at \$48,434,350. The sailing vessels are 902, with a registered tonnage of 302,658 tons, valued at \$9,694,150. 232 steamers have a net register of over 1,000 tons, and 110 have register of over 1,500 tons. The value of the fleet has nearly doubled in the last five years, while its capacity, speed and safety have immensely improved. In 1886 there were 21 steamers that registered upwards of 1,500 tons; last season there were 110. In 1886 only six of the vessels on the lakes were steel, valued at \$694,000, while last season there were 68, valued at \$11,964,500. According to the last United States census, though there are grave doubts as to the accuracy of the returns, the volume of freight carried on the great lakes reached 27,417,598 tons. It is said that 36,000,000 tons passed Detroit, and according to the report just issued by the superintendent of the Sault Ste. Marie canal, 9,041,000 tons passed through the lock on the American side. Careful returns might therefore show the lake freights to exceed 40,000,000 tons. In the absence of more reliable figures for the last season we may take the figures of 1889. In that year there passed through the "Soo" canal 7,659,455 tons, valued at \$83,732,527.15. On the same basis the total value of the freight earned would be \$305,432,044.72 for 1889, while the amount would be greatly increased for the season just closed if we could find the figures, which, however, are not yet made up. In the absence of a better standard the trade has endeavored to ascertain the average charges for carrying one ton one mile. The unit is found by reducing the entire freight carried for all distances, to the number of tons carried one mile and dividing it into the entire freight charges collected. Results will more nearly approach perfection as returns become more accurate. This supplies a means more or less accurate of reaching and comparing results. The volume of freight would thus be 5,940,646,352 mile tons, on which was collected

\$8,634,246.63, making the average charge per ton per mile on the lakes one mill and a-half. This average rate must continue to fall as the waterways are improved and the capacity of the vessels increased. Frequently the ocean rates do not equal one mill per mile. Of course lake freights must always continue higher than ocean rates. Mr. Poor is a standard authority on railroads in the United States, and he gives his figures to show that the average cost on the railroad for 1887 is a shade over one cent and one mill per ton per mile. In the last issue of his manual it is a shade less than a cent, and Mr. Adams the statistician associated with the Inter-State Commerce Commission of the United States, gives the average at 9 mills and 22 hundredths of a cent. The average by rail is therefore fluctuating round a cent per ton per mile. This difference is an ever varying quantity, but as the large freight railway car has reached about its greatest capacity, and the vessels are daily improving, the change must be in favor of water rates. We may therefore for the present estimate the rates by water at three and by land at 20, or the water rates at nearly one-seventh of the land rates. Before a great time expires it may be found to be as one to ten, as dimes by water to dollars by land. We have endeavored to make this mode of comparison as clear as possible, as it is generally employed for the purpose of roughly ascertaining results.

Without further enlarging on the lake trade, its importance is clearly shown by the statement that though the volume of freight on the lakes does not reach one-fourth of that carried in the United States, the saving to those interested on last year's trade reached not less than \$120,000,000. While the shipping on the lakes has increased by leaps and bounds, the railroads have been steadily progressing. The road-beds have been improved, and the rolling stock increased. These improvements have also lowered charges to some extent. Every effort has been made to meet the wants of the people, and much has been accomplished, but with all the efforts made to supply the demands of the public, the carrying trade is to day more congested than it ever was before. Why is this? It is quite apparent that it arises from the increased and ever increasing population settling within the carrying influences of the lakes.

The Northern Pacific in four years increased its gross earnings from \$12,000,000 to \$24,000,000, and the Canadian Pacific has made equally marvellous gains. So, indeed, with most of the Trunk lines; their receipts have passed all expectations. Notwithstanding every improvement, the cry is for greater facilities. The merchants, through the Boards of Trade and otherwise, have brought the greatest pressure they could on the carriers to increase their facilities, but the demands have not been satisfied. The plain truth is that with all the improvements, both by water and land, the carrying capacities are not equal to the demands of the trade. What is to be the remedy? Increased water or rail accommodation, or both; or by some new plan combining both. This subject we may be able to examine in a future number.—*Canadian Miller.*

MY GHOSTLY GUIDE—A LUMBER MERCHANT'S STORY.

IN January 1853 I was engaged as assistant clerk in a large lumbering camp in the woods about a hundred miles north of the Ottawa river. Our main shanty was by the side of an outlet of Red Pine lake about two miles from the south side of the lake itself, a sheet of water of oblong shape, about a mile and a half wide and five miles long. There was a fairly good road from the edge of the lake to the shanty, and from the north or opposite side of the lake, a road had been made for some miles through the forest, to a point where a smaller camp had been established, and where a number of our men were engaged in making timber. From the main shanty to the smaller one was probably twenty miles. One day my chief, Mr. Simpson, sent me off with some instructions to the foreman in charge of what we called the Crooked Creek camp. I started with my snowshoes on my back and moccasins on my feet, at a brisk pace. It was a bright clear day. The road to the lake had

been well worn by teams; and as there had been a thaw covered with frost, the ice on the lake was hard and smooth. The road from the lake to the Crooked Creek camp was rather rough and narrow, and a stranger might have difficulty in following it. However, I knew the route well, and arrived at my destination in good time, just as the men were returning from their work, with axes on their shoulders. I spent the night in the camp, being asked innumerable questions, and hearing all the petty gossip the men had to relate. It must be remembered that these shantymen go into the woods in October or November and excepting in rare instances hear nothing whatever from the outside world until they come out in the spring. Next morning I executed my commission and about ten o'clock started back for the main camp. I had not travelled more than half the distance when a snowstorm set in. In the woods the flakes fell down steadily, and I had no difficulty in keeping the road. It was about sun-down when I reached the edge of the lake. The snow had covered the track across the ice and there was nothing to guide me to the entrance to the road to our main camp on the opposite shore. Out on the lake the storm was blinding, but I did not doubt my ability to reach the other side and find the road. So I started across the lake. When less than half a mile from the edge of the woods the snow was so thick that I could see neither shore. Moreover it was getting dark and exceedingly cold. If I should lose my way on the lake and have to spend the night there I would certainly perish. What was to be done? I turned in my tracks and managed to reach the north shore again, stepping in the shelter of some bushes to recover my breath. Should I stay there all night? To tramp back to Crooked Lake camp was my first decision, but on reflection I remembered that any person travelling that road at night was liable to be attacked and eaten by wolves. Moreover I was hungry and fatigued. While I was thus communing with myself, jumping up and down and slapping my hands to keep myself warm, I saw a man dressed in a grey suit with a tuke on his head and a scarf around his waist, about 200 yards out on the lake, beckoning to me to follow him. I at once jumped to the conclusion that Mr. Limpson had sent one of the axe-men to meet me and guide me across the lake. So I ran with all my might towards him, calling to him at the same time. When I came close to the spot where he had stood, I looked around. He was not there, but a lull in the drift showed him some distance further on, still beckoning me to follow. No reply came to my calls to the man to wait for me, but every few moments he would appear some distance ahead beckoning me towards him. I could not tell what to make of the man's eccentric behaviour, but thought possibly he was angry over being sent out to look me up, and was taking this method of evincing his displeasure. At last I saw him on the shore, pointing towards the woods, and reaching the spot where he had been standing I found myself at the point where the road to our camp left the lake. The road was easy to follow, and I hurried forward, still somewhat puzzled over the refusal of my guide to wait for me; and wondering also why he had not brought a horse and sled. I reached the camp just as the men had finished their supper, and everybody was surprised at my return. Mr. Simpson said he supposed that even if I had started from Crooked Creek camp in the morning I would have turned back when the snow storm came on. Somewhat bewildered I asked which of the men it was that guided me across the lake and pointed out the road to the camp, "Why did he not wait for me?" I asked in a rather injured tone. The men looked at one another in amazement. Not a man had been out of the camp that evening. Every man had returned from work at the usual time and remained in camp until my arrival. We were nearly seventy miles from the nearest settlement and there was no camp nearer than the one at Crooked Creek. Every person in the camp became restless and nervous. That man who guided me across Red Pine lake was not a being of flesh and blood, was the general conclusion of the shantymen and my description of his disappearances and reappearances tended to strengthen their theory. The experience was such an inexplicable one that very few of the inmates of our camp slept that night. I was grateful for my rescue, and it was evidently that whoever my guide was it was not my destiny to be eaten by wolves or frozen to death in attempting to cross Red Pine lake in a snow-storm

UNITED STATES LUMBERMAN'S DIRECTORY.

A LUMBERMAN'S directory is in course of publication for the United States by Rand, McNally & Co., of Chicago. This advertising firm have wide experience with works of this nature, and their issue which is promised in April will no doubt be accurate and comprehensive, but it seems rather peculiar that a firm of advertisers of such pretensions should tread right on the heels of the efforts of the *Northwestern Lumberman* who published weekly instalments during 1890 in that journal of the lumber manufacturers and dealers of the United States. It seems peculiar we repeat, that this firm should undertake the publication of a directory at this opportune moment.

There would be very little to add to the *Northwestern Lumberman's* weekly installments and information to make it a hand book of useful information to the lumber trade.

That journal says before giving a synopsis of the results obtained during the year's work :

"In many sections of the country there are general mills which ordinarily do grinding of feed or grain, but which have a saw mill attachment, as it were, which is used on occasion. There are many thousands of other mills which are of no commercial importance. These the *Lumberman* has always omitted from its lists. To thus separate the mills of the country and decide what were and what were not worthy of representation in these columns has been a task fulfilled with as much care as possible, but with no hope that all would be satisfied with the discrimination used. It has been the aim to furnish a list that would be of practical value to our readers, whether those who wished to use them be lumber merchants or manufacturers of machinery and supplies, and at the same time to keep the list within such limits that it would not be unwieldy. This we believe, has been accomplished with reasonably satisfactory results."

States.	Saw Mills.	Shingle Mills.	Planing Mills.	Band Mills.
Michigan.....	877	376	533	100
Wisconsin.....	475	251	314	92
Minnesota.....	103	66	122	14
West Virginia.....	225	15	108	22
Kentucky.....	334	34	121	15
Tennessee.....	442	24	165	31
Missouri.....	227	14	125	14
Arkansas.....	318	25	144	6
Alabama.....	158	21	133	3
Mississippi.....	165	18	88	5
Louisiana.....	109	15	85	3
Texas.....	251	34	141	19
Ohio.....	654	36	556	21
Indiana.....	659	45	556	21
Illinois.....	153	25	135	6
Maryland.....	46	5	85	1
Virginia.....	155	31	103	6
North Carolina.....	186	26	111	5
South Carolina.....	87	9	65	2
Georgia.....	166	9	112	2
Florida.....	132	43	111	13
Iowa.....	48	23	65	11
Kansas.....	11	1	15	1
Nebraska.....	11	1	15	1
South Dakota.....	33	11	11	1
North Dakota.....	33	11	11	1
Colorado.....	51	23	127	5
California.....	762	62	217	9
Oregon.....	192	32	171	5
Washington.....	191	32	195	5
Nevada.....	6	1	1	1
Wyoming.....	10	1	1	1
Idaho.....	46	1	1	1
Utah.....	33	1	1	1
Arizona.....	11	1	1	1
New Mexico.....	16	1	1	1
Indian Territory.....	17	1	1	1
Montana.....	37	11	19	1
Oklahoma.....	1	1	1	1
Maine.....	353	136	157	6
New Hampshire.....	177	136	157	6
Vermont.....	177	136	157	6
Massachusetts.....	177	136	157	6
Connecticut.....	177	136	157	6
Rhode Island.....	177	136	157	6
New York.....	283	239	212	5
New Jersey.....	177	136	157	6
Pennsylvania.....	983	389	815	28
Delaware.....	49	1	1	1
Total for 1890.....	9919	2737	7667	312
Total for 1889.....	9455	2525	7127	339

LUMBERING IN NEWFOUNDLAND.

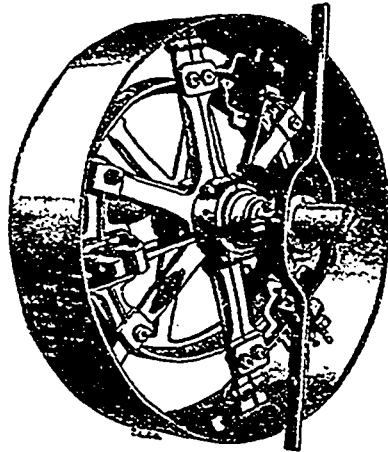
WHILE the great staple of Newfoundland is her fisheries, there is growing evidence that at no distant day the colony is bound to become a timber centre, if not a strong competitor for trade in the English market. There are now 55 mills at work in the great Bay of Notre Dame, or Green Bay, where there is some excellent forest timber, consisting principally of birch, pine, spruce and fir, or as it is called in Canada, balsam. The pine board obtained is closer grained and much wider than what is generally obtained from the neighboring colonies. It is estimated that in Green Bay there 720 square miles of pine and spruce timber, which

if manufactured into lumber, would be worth millions of dollars. Newfoundland is rich in minerals as well as timber, and as capital is seeking investment in that direction, there is no doubt that in the near future these resources will be developed to a considerable extent, as they are in the close proximity to desirable markets.

FRICITION CLUTCH PULLEYS.

FRICITION clutch pulleys are designed to supersede tight and loose pulleys, drop tightners, etc., and to avoid the unnecessary work and consequent wear imposed by them upon belts while the machinery is idle. They are extensively used in electric lighting and are very desirable when frequent or abrupt stoppage of machinery is necessary. They are being very extensively adopted in mills and factories of every description, and are especially suitable for high speed service and heavy work. The friction rim only is keyed to the shaft; the pulley and grip mechanism is free or loose thereon. Therefore, when not "in grip," the driving pulley remains motionless, while the shaft revolves freely in the babbited pulley sleeve. Immediately upon being gripped the power is transmitted to the pulley through the grip jaws and ring. When the grip is attached to the driven pulley (located on machine or counter shaft) the pulley revolves freely upon the shaft until the clutch engages with it and causes it to drive the shaft.

The accompanying cut shows a friction clutch pulley made by the Waterous Engine Works Company, of Brantford, Ontario, whose reputation as builders of fine machinery is world wide. It is not only simple, compact and durable beyond all other contrivances,



but it engages and disengages gradually, thereby preventing any possible injury. Its final grip however, is more firm and positive than that of any other clutch. The operation of this friction grip pulley and friction grip cut off coupling will be understood from the following description.

The grip ring or rim, instead of being cast to the arms of the pulley, as in ordinary clutch pulleys, is a pulley by itself, securely keyed or fastened with set screws to the shaft transmitting the power, or in the case of a driven pulley, to which the power is transmitted. The grip mechanism is fastened to the arms of the pulley or coupling. In the case of a pulley, the friction rim is made about half the diameter of the pulley. In operating the pulley or coupling, this grip mechanism stands motionless when the pulley is not driving or when the connected shaft is cut off. To bring it into work, the sliding sleeve on the shaft "D" is forced with a lever toward the friction pulley rim, and readily passes beyond the diametrical centre of grip arms, which cause two, four or six sets of friction grips to grasp the rim with an irresistible, vise-like grip.

From the peculiar mechanism of the grips it will be readily seen that the pressure of the inside and outside jaws upon the friction rim is always exactly equal. When desired the power may be applied by degrees and the pulley started gradually, or the sliding sleeve can be thrust instantly by a quick movement of the shifter, when the pulley or coupling immediately starts at full speed. The friction grips are adjustable. The end of lever is of cast steel, tempered, and engages a small block of cast steel, tempered, set into the under

side of top grip arm. This steel block is adjustable, being hung from the inner end and adjusted by a set screw working from the upper side of grip arm. By this means, any strain desired can be put on the frictions to take up the wear of the friction shoes. The friction shoes are shod with thoroughly seasoned maple, set end on to their work, and will wear many years. The maple is easily renewable, and requires no oiling. When the sliding sleeve is withdrawn the point of lever engaging the steel block in grip arm at once works into a recess formed in the steel block to receive it and permits top grip arm to leave pulley, releasing immediately the grip from the friction rim. All parts subject to wear are renewable at a very slight expense, and without trouble or loss of time, it being unnecessary to remove the pulley from the shaft in order to renew or adjust any worn parts. There is absolutely no contact or frictional surfaces when not in grip. Owing to the short travel of the sliding sleeve, and the fact that it passes the diametrical centre of grip arms, the operation of gripping and releasing is so easy that it can be readily accomplished, and when once the sleeve is thrown into position there is no strain upon it whatever, nor can it possibly get out of grip without being forced by the lever. When desired, these friction grip pulleys and cut-off coupling can be promptly brought to a standstill, even when running at a high rate of speed. This in case of accident may prevent much damage or perhaps loss of life. For further particulars address the manufacturers.

WE HAVE THEM IN CANADA, BUT NOT REPRESENTING "THE LUMBERMAN."

THIS is a great month for Bowling Alley Johnson. Mr. Johnson is the young man with the Spanish cast of countenance and raven ringlets who writes B. A. before his name instead of after it, and who goes up and down the country accompanied by a trunk and a small hand bag, in the interest of the *Lumber Trade Journal* of Chicago, telling possum and other stories. The boys call him Bowling Alley instead of B. Arthur, which is the Anglicised form of his proper name, Johnson has one or two peculiarities. One of these is that he never goes anywhere without a certain lean, but eminently proper trunk. It is even reported that if he goes from the south side, in Chicago, to the west side, to spend an evening, he invariably takes his trunk. Certain it is that whenever Johnston is outside of Chicago there is that trunk also. Private levees are given at which the trunk is exhibited to wandering lumbermen and confiding newspaper men who may and may not be connected with the lumber trade press. The trunk has a companion in its travels in the shape of a certain small hand bag that never entirely escapes from the range of the dark eyes of Signor Don Leonardo Bowling Alley Johnson. He obtrudes it into meetings, dumps it on the reporter's table and resents any intimation that it might be checked and left to the tender mercies of the Senegambian in the coat room. But this is wandering. I started out to say that this was a great time for Johnson. There are no less than eight lumber conventions scheduled for the current month and Johnson and the trunk are engaged in a frantic effort to cover them, jumping from the soft breeze and mid-winter salubrious climate of New Orleans and Atlantic to the blizzard belt in Minnesota. Johnson stands it pretty well but if the indications are worth anything at all it is very hard on the trunk, which is lean, attenuated and hungry, while its owner and companion is rotund, happy, and to all appearances well fed at the innumerable banquets which he covers. The Signor will be with us on the 28th and so will the trunk.—*Minneapolis Lumberman.*

One thing, says a writer in the *American Machinist*, which spoils many leather belts is a habit indulged in by some who claim to be mechanics, of, when a belt slips putting on powdered resin, or running for a cake of soap and hold that on the belt—either one spoils the belt. When a belt slips take it up; then if it slips put on a wider belt, and in the end it is money in your pocket.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
Jan. 31st, 1891.

In answer to the usual question "How's trade?" the Toronto lumber dealer simply says "there is no trade." This is the month when all properly managed concerns usually take stock or have completed the job and have ascertained their position.

So far no lumberman has been seen who has confessed to unbounded satisfaction with the results of the year's business.

With that high regard for the truth which is characteristic of the men who wield the board rule, we unite in declaring that the year 1890 cannot by any stretch of the imagination be considered a "boom" year.

In the city and suburb districts there has not been anything in the way of building to compare with previous years. Speculative building received a decided check at the very beginning of the year and for this a variety of causes are responsible. It became apparent early in 1890 that house building had been overdone. On outlying streets whole terraces stood vacant, and rents declined to figures which left very little margin of profit to the proprietor. The loan companies advanced the rate of interest and scrutinized progress loans so rigidly that there was no inducement to builders to enter upon speculation. Added to these was the masons' and bricklayers' strike which delayed work already in progress, enhanced the cost of building and frightened off investors who might have had work under consideration.

The lumber trade of Toronto has depended largely upon the extension of house building. Large public works such as Court House, Parliament Buildings, Board of Trade, &c., use up comparatively little lumber or timber and do not materially affect the lumber trade in any way.

That the past has been a slow year is evidenced by the number of failures that have taken place among small builders, who having been unable to sell their houses or carry them have had to unload upon their unfortunate creditors, the lumber dealer and the hardware man. During the year two well known wholesale firms have passed out of business under circumstances which have led many saw-millers to mourn the instability of the credit system.

In Western Ontario the spring opened up with but a dull demand, owing to the large stocks on hand in the yards after a winter of bad weather, bad roads and consequently slow collections and no sales.

During the summer and fall, however, an active business was done, and it may be said of this branch of the trade, in which Toronto dealers are largely interested, that it is in a fairly healthy condition.

The South American trade was completely blockaded by the political and financial convulsions in Brazil and the Argentine Republic, and this hitherto profitable branch of the business seems likely to remain in a state of stagnation for some time to come.

The scarcity of cars during the year 1890 was one of the crying evils of the trade. The lumber section of the Board of Trade took the matter up, and backed by the council of the Board of Trade and the leading lumber manufacturers, pressed their claims for redress against the Grand Trunk Railway Co. so vigorously that the management of that road made earnest endeavors to meet the difficulty.

The unexpected development of the ice traffic, the double track construction, and the shortage of engine power are all blamed for the scanty supply of cars. Added to this the needless and vexatious delays of shipments in transit made the lumber dealer's business life anything but a happy one.

After many interviews the Grand Trunk Railway Co., for the purpose of encouraging and facilitating winter shipments of lumber, have conceded a 3000 lb allowance on flat cars instead of 2000 lbs. as formerly, and have given reduced winter rates on shipments to Western Ontario and the United States.

By the passage of the McKinley bill the tariff on sawn pine lumber was reduced to \$1.00 per M feet, and this combined with low freight rates should enable lumbermen to move off during the winter a consider-

able quantity of stock which heretofore has been held over until the opening of navigation.

The stock of logs put into the mills last winter was considerably short of previous seasons and as a consequence prices were pretty well maintained during the year. Bill stuff has if anything been slightly advanced especially on the lengths over 18 ft.. In the fall, just before the close of navigation, there was an active demand from the U. S. for good lumber which for nearly a year had been a drug in the market. All kinds of hardwood have been in fair demand and prices are firm at the published quotations.

The stock that is being carried over is comparatively light. The Georgian Bay mills were pretty well shipped out before the close of navigation, and at rail points there is no large surplus of lumber on hand.

The present has been, speaking generally, a favourable winter for getting out logs, and there is every prospect of a full average cut for next season.

It does not seem probable that the local trade next season will be very much of an improvement upon the year 1890, and although the business atmosphere should be clear after the demise of a large number of weak houses, yet discreet business men will hold in credit with a firm hand and buy with caution.

There is nothing in prospect that will warrant the spreading of sail during the coming season.

Indiscriminate selling to weak buyers on long terms of credit have been the ruin of many lumber houses in Toronto in the past and it will be well if the survivors will take heed to the lesson.

Ottawa exchanges and correspondents report great activity in rail shipments both on the C.P.K and C.A. division of the G.T.R. Most of the shipments are billed for the U.S. and it is presumed that an impetus has been given to the Chaudiere trade by the reduction of \$1 per M in the import tariff of that country.

The past year on the whole is looked upon by the manufacturers and shippers as exceedingly dull and its effect will be marked on the cut of logs for the winter.

Some limits are being operated with as large gangs of men as last year, others have reduced the number, while quite a few are reported as doing nothing.

J. B. Snowball, of Chatham, N.B., has published his annual timber trade circular. It is reliable. Nova Scotia exceeded her output for 1890 by 7,000,000 ft., New Brunswick decreased hers by 63,000,000 ft.

PORTS.	1889.	1890.
Miramichi	109,669,913	87,633,256
St. John	180,167,488	132,003,516
Bathurst	15,578,454	10,204,103
Dalhousie	23,502,348	22,114,275
Richibuctou	13,084,798	14,915,707
Shediac	12,176,273	11,786,071
Sackville	14,852,000	14,174,000
Totals	369,031,274	293,364,928

Tons timber 93,329 in 1889 and 6,229 in 1890. The trans-Atlantic shipments from the province of New Brunswick for the past ten years were:

Year	Millions.
1881	394
1882	376
1883	411
1884	333
1885	292
1886	276
1887	250
1888	277
1889	369
1890	293

The shipments of deals from Nova Scotia to trans Atlantic ports have been as follows:

Year	Feet.
1882	\$8,752,000
1883	77,918,000
1884	69,159,000
1885	70,647,765
1886	87,280,125
1887	82,959,589
1888	85,070,005
1889	92,605,488
1890	99,512,924

The Nova Scotia shipments were from the following ports:

Ports	No. Vessels.	Tons.	Sup. Feet.
Amherst outports	26	25,478	18,131,900
Halifax	81	40,595	35,278,875
Jordan River	1	644	566,233
Parrsboro	41	35,958	32,560,186
Pictou	10	6,120	2,104,000
St. Margaret's Bay	7	2,963	2,769,937
Sheet Harbor	11	6,257	5,507,572
Ship Harbor	1	735	665,507
St. Mary's River	4	1,551	1,380,043
Yarmouth	1	590	542,611
Totals	203	120,890	39,512,924

Nova Scotia also exported 4,608 tons of birch timber, viz: 1,172 tons from Halifax, and 3,496 tons from Pictou.

The cause of the decline in New Brunswick exports was the sluggish United Kingdom markets and the low prices offered.

The cut of logs this winter so far is less than the corresponding time for 1890, and no doubt the fact that from 15,000,000 to 20,000,000 feet of deals was carried over influenced the logger when the winter opened.

Moving westward the Keewatin District demands some attention. The three centres of the lumber trade sawed a total of 60,000,000 feet. Norman cut 24,000,000 feet, Keewatin 21,750,000 and Rat Portage 15,550,000. Trade was active all the year.

Winnipeg did considerable with small mills, all the cut being used for local consumption. Several sections postponed building public and private buildings because lumber could not be secured.

If the Keewatin district does not make an effort to get hold of a slice of this trade British Columbia will cater for it and get it.

The new year's issue of the Vancouver Telegram and the New Westminster Columbian each devoted considerable space describing the industries of the country.

Boiled down, the state of trade for 1890 was that invested capital in lumbering doubled itself during the year. Attention has been drawn from Eastern Canada and some of the United States to the British Columbia woods admirably suited for interior decoration. The Royal City Planing Mills Co. shipped 325 carloads of Douglas fir to the Barney & Smith Car Mfg. Co., of Dayton, Ohio, in addition to smaller quantities. The mill doubled its output during 1888 and 1889 and increased it 30 per cent. over 1889 in 1890. The cut for the year being 20,000,000 feet of lumber 15-000,000 shingles and 5,000,000 lath.

Two new mills were built, the North Pacific Lumbering Co. (McLaren, Ross & Co.) at Barnet, capacity 100,000 ft. daily and the Mechanic's Mill Co. which cost \$35,000,000, and when in full blast will employ 600 men. The Brunette Saw Mills Co. spent \$90,000 on their mill. The Moodyville Saw Mill Co. was thoroughly overhauled and repaired. Hastings Saw Mill was largely rebuilt, and its capacity doubled. Both the Vancouver Lumber Co.'s mill and the Fader Bros.' mill have been placed on a sound financial basis, considerably extended and repaired, and are doing a prosperous business. Cassidy's sash and door factory, and Slater's shingle mill, the Manufacturing and Trading Co., and Morse & Boggs, have each been doing a good business. The Manufacturing and Trading Co.'s business is one of the industries belonging to the past year, and enters into the manufacture of furniture, cooperage and a general line of the manufacture of woods.

The lumber mills alone would suffice to make Westminster a town of great importance, and, consequently the growth of these establishments means growth to the city. The present combined possible output of the mills is over 500,000 feet daily, and an enterprise has lately been successfully floated for the erection of another large mill in the east end, which, when completed, will give a total capacity of about 750,000 feet daily.

Since the above was written the London, Eng. Timber has come to hand. It contains a long report on the state of Quebec and the lower provincial lumber trade. It is so full of items of interest that we publish it in full.

FOREIGN.

THE QUEBEC SEASON - The Canadian imports having closed, we propose to glance rapidly at the leading features in connection therewith during the past year. The result generally has been unsatisfactory for both sellers and buyers, and the season has probably been the most uncertain and disastrous one to shippers and importers for many years. The early part of 1890 found sellers with very firm ideas, and high figures in particular were quoted for many prime shipments of pine and oak. Freights opened early on the basis of 60s per std. for deals and boards, at which a fair amount of tonnage was booked. The annual visit of Quebec merchants did not result in anything like the usual amount of forward contracting, a general feeling being predominant, that prices were too high, and would either become easier, or that it would be impossible to re-sell purchases with any reasonable margin of profit. The business transacted consisted principally of small special lines, or particular and exceptional averages and sizes of timber and deals, for which high prices were undoubtedly paid. The demand for red pine deals was active, and a few contracts were placed at good figures. It soon became evident that an enormous stock had been got out, and was being manufactured on the other side, and that lumbermen, of all sorts and conditions, were vying with each other to secure the golden harvest, which a large margin on existing inflated figures seemed to have in store for them. We know for certainty now, that several years prior to 1890, left enormous profits to owners of Canadian timber limits, and large sums of money were made, especially among those connected with any form

of the pine industry. As the year wore on, owing to the accession of so much steam tonnage, freights began to fall, but few, if any, of those engaged in the trade, anticipated at the time, that they would recede to 36s 3d before the end of the year. The early summer brought vividly to light the financial weakness of several Quebec exporting houses, and the immense responsibilities they would be compelled to face, in the form of a falling market, and the burden of large and accumulating stocks. Some relief to the business difficulties of Messrs. Smith, Wade & Co., Messrs. J. S. Murphy & Co., and the unfortunate Davies complications, was found in the arrival of numerous sailing vessels at Quebec, ready and willing to accept almost any freights that could be secured. From this time forward, until the close of the season, numerous vessels were chartered by shippers, and extensive consignments of almost every kind of Quebec woods sent forward to various British ports, the larger quantity coming to Liverpool. Of these, the principal feature has been the largely increased quantities of birch, much exceeding anything we have received for many years. The quality generally was good, and the various parcels received were sold at so low a figure, as to compete successfully with other ports which have long held supremacy, mainly on account of cheaper values. Ash has also been freely consigned, and reduced prices helped the consumption a little. This wood, however, having gone largely out of use, owing to the greater adoption of walnut and oak, we are left with a large stock and the poorest possible demand. Elm has come forward in moderate quantities, the quality has been neither so clean nor fresh as usual, and the wintering stock is large. While this new movement possibly did much to slacken the financial tension of Quebec, it caused a heavy decline in selling values here. It also left early summer importers, who had failed to sell their holdings at a profit ex quay, in the unpleasant position of having to contemplate disastrous losses ex yard. The bulk of the autumn log arrivals were handled by Messrs. Holme, Wainwright & Co., who promptly distributed nearly the whole among firms in the trade, at the best available, but greatly reduced prices. The weakest feature in this connection was seen when some of these were re-distributed several times over, to other merchants, with little or no apparent profit on each individual transaction. The heaviest decline will be found in oak and waxy pine, both of which have fallen from 6d to 9d per ft., according to quality and average. The drop in pine deals and boards, red pine and spruce deals is fairly represented by the reduction in freights. As ship owners will not be able to entertain, for some time at least, the present unremunerative rates, the position of all these articles may slightly improve during the next few months, although the stock is exceedingly heavy and much will depend upon the spring demand. Apart from the losses sustained by shrinkage in prices, it must not be forgotten that the wintering stock in Quebec is a heavy one, and that there are several uncomfortable items in the returns just issued as to what is being held here. For instance, we possess at the present time about 350,000 feet of oak logs, including, of course, Canadian and United States wood. Owing to the enormously increased arrivals and demand for the United States planks and dimensioned scantlings, the ordinary consumption of logs is rapidly falling away, probably never to return. The existing stock of logs is therefore out of all proportion to any probable real requirements, and must inevitably remain a drag if importation continue at anything like the figures of last year. The same influence is also at work with respect to waxy and square board pine, the stock of which is now nearly 650,000 ft. Canada and the United States are sending such enormous quantities of cut up stuff, in the shape of pine deals, boards, sidings and scantlings that the former demand for logs must inevitably grow less and less, and the old condition of things, as regards the export log trade of Quebec, be greatly changed. One has only to visit regularly the discharging berths of well known and almost weekly trading steamers to notice what is quickly taking place in the form and nature of imports. Special dimensions in every useful thickness, of excellent quality and manufacture, may be observed in many new descriptions of woods. Buyers are also being supplied with their exact lengths, widths and thicknesses, and deliveries made, not only at stated intervals throughout the year, but from numerous ports which had no shipping existence for such goods within the past year or two. These are factors which are fully apparent to all on this side and should be carefully considered by every seller and exporter in the vast Canadian timber trade.

NEW BRUNSWICK TRADE—At the commencement of the year freights were moderately high, with a firm tendency. Buyers, who had contracted for spruce deals the previous season, on f.o.b. terms, and had suffered through stiff advances during the latter months of 1889, began to buy largely, for the new season's supplies, on c.i.f. terms, and a fair all round business was done at good prices. Few of the early spring shipments had arrived before the downward tendency of the freight market began to manifest itself, and it was

not long ere sellers found it impossible to place their imports at anything approaching a profit. Spruce deal prices fell rapidly directly the first pressure of supplies was felt. St. John cargoes soon failed to realize the low value of £6 10s per standard, and many large shipments were yarded, either failing buyers, or in the effort to prevent a further decline. With a reduction in freights to the unprecedented figure of 35s per standard, the lowest point touched at the close of the year, and a fine cargo of Dalhousie deals was sold at £5 15s, the boards only realizing £5 per standard, in both cases ex quay, and thus free from any landing charges. Although the demand has been fairly steady until the last two months, most sellers have done badly, especially those who contracted early at c.i.f. prices. The high values and pleasant profits of 1889 have not only entirely disappeared, but resulted in a reaction, leaving the market in a low and weak state as regards prices, and the large stock of nearly 22,000 standards. As this does not include the additional quantities held by Liverpool firms at other West Coast ports, it is evident that the season has closed with possibly the largest stock on record. In its entirety it is probably one of the worst seasons experienced by the trade for years. Very few cargoes have been sold by auction, and the spruce deal business has settled down to one of private treaty. Until the present stock assumes a much healthier appearance and the demand again rises to a higher level, it will be worse than folly for shippers to consign market cargoes here, unless they are satisfied to do so at a heavy loss to themselves. Spruce boards have been in active demand throughout the year, owing, principally, to the requirements of ship canal contractors, and prices have been relatively good. St. John birch logs have come forward in reasonable and well arranged deliveries. The great bulk have been handled by Messrs. A. F. and D. Mackay in a most satisfactory manner to all concerned. The market has been steadily controlled, and a profitable outlet found for shipments in most cases on arrival. The existing stock is 86,000 feet; but with a regular consumption of nearly half this amount the position is a sound one. The import of Halifax and Prince Edward Island wood has been moderate, the quality excellent, and the bulk of arrivals have promptly found buyers at firm values. A large shipment of Satamagouche wood should have arrived last month for Messrs. Ellison, Murphy & Co. and is now so much overdue that fears are entertained as to the safety of the vessel. St. John and Lower Port birch planks have been sent forward in enormous quantities without the slightest regard to consumption. In face of these facts values have fallen much below anything that could have been anticipated, and far beyond the difference represented by the decline in freights. Towards the end of the year several parcels changed hands on the basis of about £6 per standard, but prices have since somewhat improved. The stock remains heavy, but thanks to an excellent demand in November and December it has got down to 164,000 feet and it appears likely that sellers will shortly obtain improved figures on their holdings. Several parcels of St. John pine timber have been imported, and the last consignment of the year is on the quay ex *Nettie Murphy*. It has mostly been prime, fresh wood of excellent quality and has been so far rapidly passed into consumption, as usual, by Messrs. Holme, Wainwright & Co., who have generally handled the whole of these shipments which have proved so useful for the best machine purposes.

PITCH PINE TRADE—The general consumption has been large, and sawn wood general in demand. The enormous requirements of the ship canal contractor have been steady and continuous for the past two years, and from any reliable information obtained, seems likely to remain so for some time to come. The season opened with a light stock especially in hewn wood. Prices were satisfactory to sellers and buyers, and, with anticipated excellent demand, the prospect was bright. The sudden arrivals of several steamer cargoes of sawn wood, which were promptly offered by auction on shippers' account, began to weaken the market. For a time, owing to the uneasy feeling created by the knowledge that further supplies were on the way, it was impossible to dispose of fresh arrivals except by this method. Values were quickly forced down 2d to 3d per ft., and large sales were made by dealers for medium sizes at 12½d to 13½d per foot. This left little or no margin of profit on the most favorable purchases, and any competitive business continued in this unsatisfactory state nearly the whole of the year. The decline in the import and a large consumption brought about considerable improvement during the last three months, and the stock is a satisfactory one, being only 417,000 ft. Hewn timber, which was leaving an excellent profit to importers in the early months soon became a glut, and the excellent results it was yielding rapidly vanished. The demand, considerably abated and was reduced last month to 15,000 ft. With the excessive stock of 534,000 ft., hopes of improvement are more or less remote, and the present holdings must remain a drag for some considerable period of this year. Special sized logs in both hewn and sawn wood have

left better results and helped materially to improve the returns on any large averaged cargoes. Particular shipments, such as very prime consignments of the Sullivan Timber Co., have done better and yielded 2s to 3s per load over ordinary prices. Much of the consignment timber, especially in sawn wood, has been of a middling to inferior character. Many contracts have been fulfilled with too large a portion of sappy logs, and in the inevitable arbitrations which have followed large awards have been made to buyers for this defect. The principal feature of the year has been seen in the extended importation of sawn boards in many new sizes. These are now being manufactured not only in the usual narrow widths, for ordinary flooring purposes, but also in a variety of dimensions up to 16 in. wide, and suitable for the many wants of retail dealers. Several parcels lately arrived have been of exceedingly clean and prime quality, perfectly free from sap on the face side, and of highly improved sawing and general condition. In sympathy with the movement in other directions, pitch pine must ere long witness the same transition: already extended more largely to other woods. Some large contracts have been made for these particular sizes, for the coming season and if shippers will faithfully carry out their promises and pay due regard to their culling, an increasing demand for such useful goods will become permanently established. The total stock in the port at the close of the year was rather over 1,000,000 ft., which is exclusive of that held by local firms having depots at other West Coast places.

UNITED STATES.

Just as we go to press a heavy fall of snow is reported from Northern Wisconsin and the lake Superior counties. This means thousands of dollars to the lumbering interests, the lack of snow having caused great inactivity.

Still, the open winter during December and January, and the absence of snow will have an influence on prices. Cutting logs ceased in many sections during the month, the logger being afraid that those on the skids would never reach the streams, no snow being in the woods.

The usual number of salesmen have not been on the road either in the east, the west or north-west, and the retail lumbermen of no less than a dozen states have indulged in gatherings during the month, in most cases revising their price lists and shoving up quotations. On the whole 1891 looks rosy.

The quietness existing during the holiday season still prevades the markets of the United States in which Canadian lumbermen have special interest. At Boston the bulk of orders booked are for spring deliveries, and the turn over of stocks in the yards and wharfs exceedingly inactive. Trade has fallen off somewhat since our last reports.

Freights from Gulf ports, and the Atlantic coast to the south, are lower than they have been for years, and many vessels have tied up sooner than accept the rate offered.

The market is glutted and the car lot receipts for January exceeded the demand.

As spring approaches the conditions will change and dealers confidently assert that the outlook is promising.

In Albany, N. Y., the weather during January was too severe to allow building operations to be carried on with any degree of comfort or at a profit. The local demand was constantly light. Dealers are enquiring after purchases for the coming season and report Canadian stocks, especially at Ottawa, stiff, quotations having advanced \$1.00 per M on all grades of pine.

Complaints were rife at the close of the year and during stock taking, amongst lumber dealers in Buffalo and Oswego, about the hard season's business. Statistics for the year as far as receipts and shipments are concerned, contradict the grumbling. If trade has been individually unsatisfactory, dealers must have sold at a small margin or a loss. They cannot attribute losses to a lack of trade, for Buffalo has never made such a good showing in volume as she made in 1890, and Oswego held her own with former years. Buffalo is increasing rapidly in population. Contracts for building requiring large quantities of lumber are let for the coming season, and the local trade as a consequence will be brisk. Stocks are not heavy and buyers are feeling the Pennsylvania, New York, and Canadian manufacturers.

Tonawanda has taken things complacently during the month, buying nothing except when compelled to fill particular orders. Prospects seem fair and developments must certainly fulfill the expectations of the best posted dealers, who believe that the present quietness is but a natural feature of the trade.

Canadian lumbermen and vessel men will be delighted to hear that the government has decided to remove the obstructions to navigation in the Niagara River at the inlet pier and at Strawberry Island. A contract has been let for the removal of the rocks at those places, and when the work will be completed the channel will be 18 feet deep, instead of 12½, as it now is. The obstructions have been responsible for a good many wrecks in the river, and the removal will be a great benefit to navigation. It will allow vessels to come to port with full loads that last year were compelled to lighten part of their cargoes in order to pass over the rocks.

WANTED AND FOR SALE.

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line, and is set in Nonpareil type. Advertisements must be received not later than the 27th of each month to insure insertion in the following issue.

HARDWOOD lumber, bought, sold or received on consignment, **TUCKER DAVID**, lumber commission merchant, 202 Eleventh Ave., N.Y.

WANTED—TO BUY.

GOOD Canadian Timber Limits and Georgian Bay saw logs. Address, **BEN BIRDSALL**, Whitney Building, Detroit, Mich.

CAPITAL WANTED.

WANTED A partner with about \$12,000 capital, to take half interest in a well established lumber and shingle business in British Columbia. Timber Limits now secured to run mill 5 to 7 years. For particulars address, **H. H. B.**, BOX 397, Vancouver, B. C.

WANTED—PARTNER

WITH \$50,000 to \$75,000 capital to invest in timber limit and saw mills on line of C.P.R. in British Columbia, with three practical men. Best thing on line of C.P.R. Address **BOX 276**, Trenton, Ont., Canada.

TAMARACK TIMBER.

THE UNDERSIGNED wishes to purchase a large quantity of Tamarack Logs, from 8 to 20 feet long, the smallest to be not less than 13 in. at the top. A good price will be paid, delivered at Shelburne, Molancthon, Corbetton and Riverview mills. **A. F. SPEARING**, Shelburne or Riverview.

FOR SALE in the village of South River—a first-class saw and shingle mill, in good running order; situated on the bank of South river, Ferry Sound district. For particulars apply to **O. W. Burns, Jr.**, South River, Ont.

FOR SALE—Steam saw mill and bush lot in the township of Egremont. Apply to **Adam Watson**, Durham.

MUST BE SOLD at any sacrifice, heavy saw-mill machinery; first-class site; good stock of logs, and 200 acres of land; at junction of G.T.R. with C.P.R. Apply **E. GARNOW**, Nipissing Junction P.O., Ont.

WANTED IN 1891.

ANY QUANTITY OF CEDAR TELEGRAPH POLES at shipping points. Terms cash. Apply to **J. HARRISON HARVEY**, Cobocok, Ont., purchaser for **H. D. McCAFFREY**, Engineer and Contractor of Telegraph lines, Oswego, N.Y.

FOR SALE.

PAIR TWIN ENGINES, 6x6, with link motion, suitable for rope feed, in order. **J. HADDON**, Foxmead, Ont.

PARTNER WANTED in a Steam Saw Mill; good location; abundant supply of logs to purchase or saw by the M. Capacity with circular 25 to 30 M daily, which can be increased to 50 or 60 M by addition of gang, for which mill is suitable. Capital required to invest, sawing by the M, not over \$5,000. Man capable of taking full control of the business preferred. Address **PARTNER**, care of CANADA LUMBERMAN.

WANTED—FOR CASH—HARDWOOD

HARDWOOD Lumber Squares and Dimensional Stock, principally walnut squares, 1 1/2 to 7 in. thick 18 in. and upward long. Apply for specifications and prices. State full particulars of stock on hand. **P. O. BOX 1,144**, New York.

RAILS AND CARS FOR SALE.

Light Steel Rails for Tramways—good order Cars for lumber, cheap. **JOHN J. GARTSHORE**, 49 Front St. West, Toronto.

WANTED.

QUEBEC BIRCH—Those who can furnish choice lumber are invited to correspond with **JOHN S. MASON & CO.**, 240 Eleventh Avenue, New York City.

Pine Timber Limits
FOR SALE

On Upper Ottawa running back from Birch Lake. Main Ottawa river. 300 miles—selected years ago—well timbered, good streams for driving. Terms of payment easy.

Apply to
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QUEBEC.

TIMBER * LANDS FOR SALE

5000 Acres of Timber Lands on the Manitoulin Island,

Patented and unpatented, are offered at the Low Price of

\$5.00 PER ACRE.

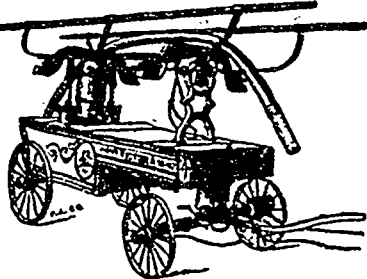
Some of the lots have timber on them worth \$20 per acre, and the land is of fair quality for farming when cleared.

The Dominion Government having recently taken off the Export Duty on Telegraph Poles, Railway Ties, Shingle Bolts and Saw Logs, the value of the timber on the Island is doubled, owing to its great facilities for shipment to Detroit, Chicago, Toledo, Buffalo, Cleveland and all Lake ports. The late owners, Messrs. Wm. and Robert Henry, are both deceased, and there being no one to carry on their business, these lands will be sold low. Block to close out the estate. Tenders solicited and purchase liberally dealt with. All necessary information can be obtained from the trustee and Solicitors.

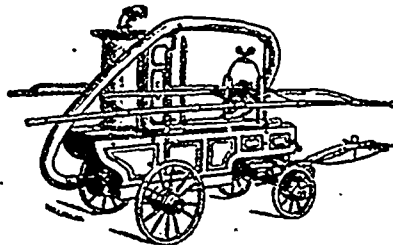
Messrs. **FRANCIS & WARDROP**, Barristers, &c., Toronto.

JAMES MCGEE, Trustee, Toronto.

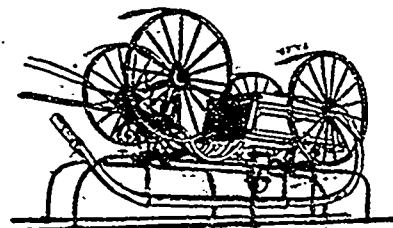
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From \$200 to \$700



800 Feet Second-Hand 2 in. Fire Hose Cheap.



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MANUFACTURERS OF

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RECEIVERS and Forwarders of Lumber, Lath, Shingles, &c. Unexcelled facilities for shipping by canal or rail. Tonawanda, N. Y.

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MANUFACTURERS of and Wholesale dealers in all kinds of Lumber, Lath and Shingles. Tonawanda, N. Y.

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WHOLESALE dealers in Lumber and Timber. Office, Michigan and Canal Streets, Buffalo, N. Y.

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TIMBER and Lumber Merchants. Ship and Boat stock, Railroad Ties, &c. Office, 16 West Seneca Street, Buffalo.

Buffalo **Hardwood Lumber Co.**
OFFICE and yard, 175 Louisiana Street, Buffalo. Holders of Hardwood stocks are invited to correspond.

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INSPECTOR and Commission dealer in Lumber. Office, 251 Louisiana Street, Buffalo, N. Y.

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MANUFACTURERS of Pine, Hemlock and Oak Timber up to 35 feet in length. Saw Mills: Ackley, Pa., Black Rock, N. Y., Gravenhurst, Ont. Office, corner Main and Seneca Sts, Buffalo, N. Y.

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WHOLESALE dealers in Masts and Spars, Canada Round Pine, &c. Tonawanda, N. Y.

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202 Main Street, Buffalo, handles all kinds of Hard Woods.

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Real Estate, Fire and Life Insurance,
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Timber Limits and Farming Lands a Specialty.

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HAMBURG, GERMANY,
Offers the best facilities for Yarding and Selling all kinds of
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Ceiling, Sheeting, Siding, Shelving, Mouldings of all Descriptions.

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MANUFACTURERS OF

Circular, Gang, Mulay, Drag and Cross-Cut Saws.

MOLDING AND PLANING KNIVES.

We use nothing but W. J. & Sons' English Steel in our saws and the name speaks for itself.

French Band Saws, Emery Wheels and General Mill Supplies.

66, 68, 70 and 72 Fort St. East, DETROIT, MICH.

AN IMPROVED SAW SWAGE.

Palmeter, Empey & Co., of Galt, Ont., advertise in another column their new Improved Saw Swage. Without an exception their patrons express themselves as more than satisfied with its workings. If enquiries are the criteria of future sales the firm's capacity will be over-taxed.

FIRES AND CASUALTIES.

Recently, while Charles Robinson was working in his father's saw mill, in West Garafraxa, he was caught in the machinery with the usual result that one leg was broken and the ankle shattered.

The Joshua Jarvis, who was killed in an accident on the Vermont Central road, on which he was employed, worked last year in Eddy's pulp mill, Hull, Que.

A young man named John Linton, who was chopping wood in the McGladery camp at Birch & Linnett's bush, six miles from Fergus, was killed by a falling tree.

Mr. Laban Walter, son of Mr. Richard Walter, of East Wawanosh, met with an accident. He was taking out some saw logs from the swamp when a log fell on his leg, breaking one of the small bones and putting the ankle out of joint.

A fire in Aldred & Sons' Foundry, of Glencoe, made such headway before it was extinguished that \$8,000 loss was occasioned.

Hyacinthe Beaulier, working in the camp of Napoleon Charlebois, a foreman for the C. Beck Manufacturing Co., of Penetanguishene, lost his life in the township of Tiny, county Simcoe, by a tree falling on his head. He leaves a widow and six children.

Mr. William Hay, of Dornoch, has returned from Marquet, Mich., lumber woods. He having been injured while employed there. A younger brother has been so unfortunate as to cut off one of his great toes.

A man named Carruthers, who was in charge of Fotheringham's mill at Rat Portage, has been either murdered or committed suicide. He was found in his house with a bullet in his head, and it is said his wife was in the house at the time of the occurrence.

Richard Gregory, cabinet-maker, of Kingsville, was running a buzz saw, when his right hand came in contact with it and the points of two fingers are now missing and a third is badly cut.

Mr. H. B. Coward, Cardville, N. W. T., met with a very serious accident a week ago. Whilst carrying a log on his shoulder he tripped and fell, the log falling on his back, injuring him very severely. He has not been able to leave his bed since.

A man named Wentzel, belonging to New Canada, and working in the employ of Messrs. Davidson & Sons, Halifax, N. S., as a chopper in the woods, was seriously injured by a falling tree on Saturday last. Dr. Primrose was sent for and arrived at the camps on Saturday afternoon, and he pronounced the wounds of such a serious nature as to determine the unfortunate man not to be removed least fatal results might follow.

Patrick Mulvey of Vinton, Que., aged 29, employed in M. Shannon's shanty on Black River at log-cutting, received a wound in the knee from an ax used by his nephew (who was working with him), flying off the handle. The injured man was brought home from the woods, and on the way had the wound dressed, which it seems was not properly done, causing blood-poisoning. Three doctors decided that the leg would have to be taken off, but the sufferer would not agree to have this done, the consequence was that death resulted.

Cash for Hardwood Lumber

We are open to purchase all kinds of Hardwood Lumber. Cash F.O.B. cars. Write us for prices and sizes to cut.

W. N. McEachren & Co., No. 3 Dock, TORONTO.

Do You Stop Your Saw

by lifting a tightner, throwing off the heavy belt, or stopping the engine ; All these methods are objectionable.

We have patented a Friction Grip Pulley. Compact, Simple, Durable, Large Frictional Area, Ample clearance when out of engagement, Powerful gripping mechanism.

We guarantee this Pulley to work satisfactorily, and to be thoroughly reliable.

Made Split when required. And with 2, 3, 4 and 6 grips for any class of work. Also a Cut-off Coupling of the same design.

SEND FOR CIRCULARS AND PRICES

The Waterous Engine Works Co., Brantford, Canada

NAPANEE CEMENT COMPANY (LIMITED.) — MANUFACTURERS OF —

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

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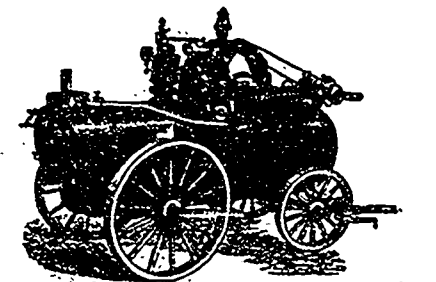
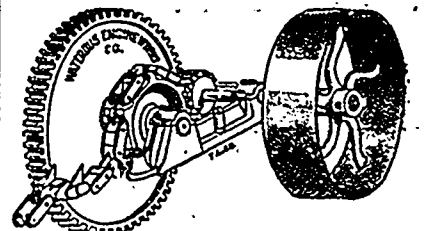
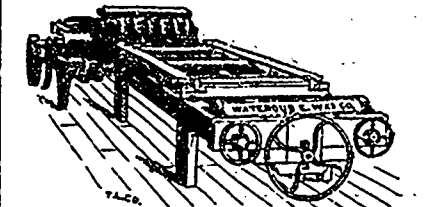
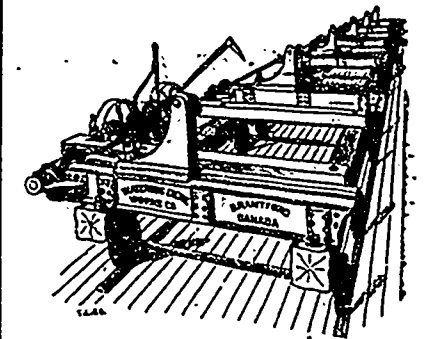
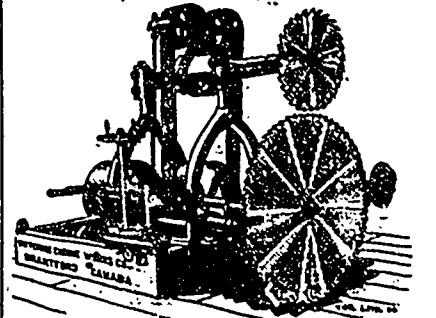
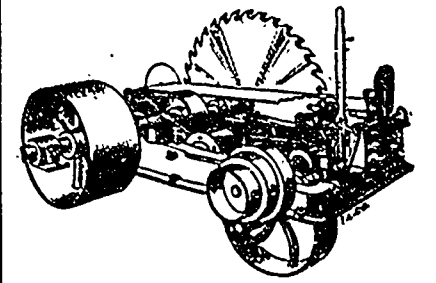
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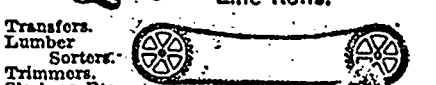
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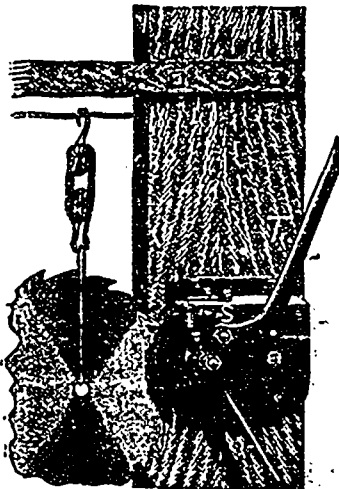
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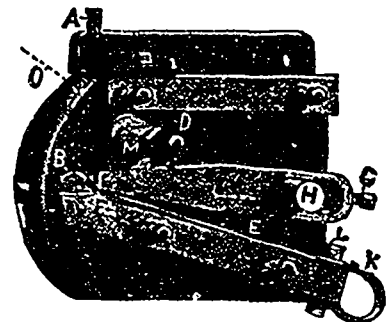
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SWAGE IN OPERATION.

It will swage the hardest as well as the softest saws. Never pulls the points of the tooth off, as the swaging is done by direct and steady pressure, and not by rolling pressure.
Swaging done with this machine will stand longer than when swaged with any other machine or by hand.
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It does not shorten the tooth as done by upsetting. It has a positive clamp so a saw cannot slip while being swaged, therefore every tooth is an exact duplicate of the other.
Corners never drop off if swaged with this machine, as it does not injure the steel, therefore the teeth can all be kept of a length.
It is very simply constructed; nothing to break or wear out. Easily adjusted. Any ordinary man can swage a circular saw in from 10 to 15 minutes. Is thoroughly constructed of the best material, all the parts requiring it are made of steel of the best quality. Every swage is thoroughly tested before leaving the shop.
We positively guarantee the swage to do all we claim for it in this circular.
Full and complete instructions for adjusting and operating accompany the swage.
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Automatic Band Saw Swages, Circular Saw Swages, Gang Saw Swages, Shingle Saw Swages.
-MANUFACTURED EXCLUSIVELY BY-

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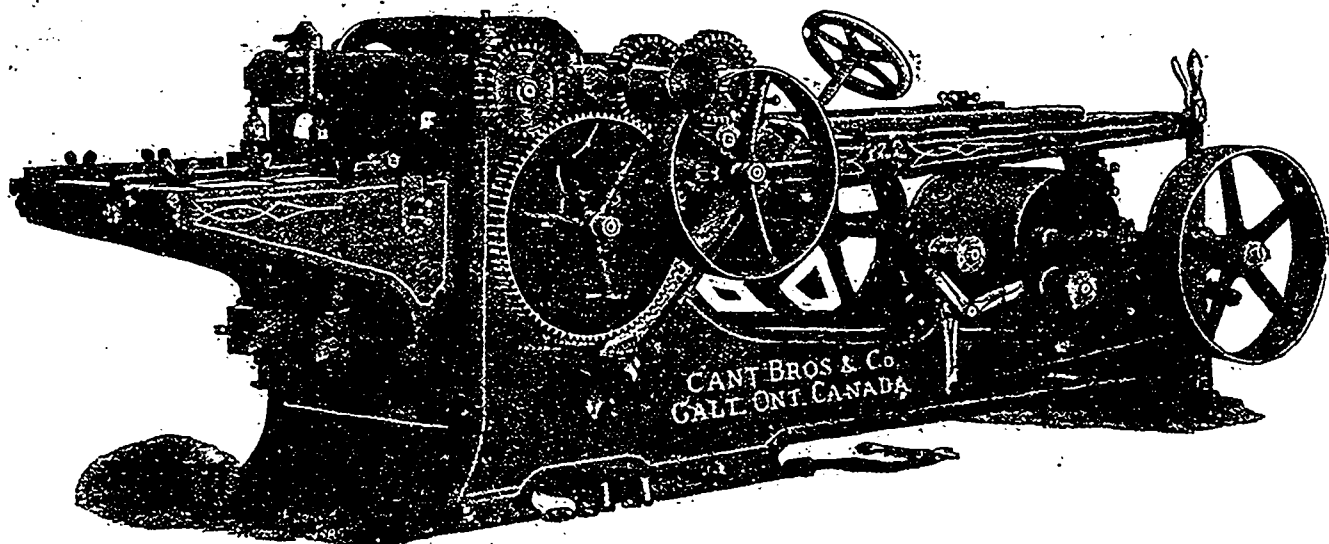
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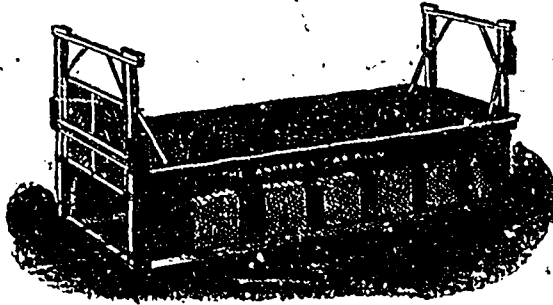
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Its remarkable efficiency depends upon its peculiar mode of applying heat to, and eliminating moisture from, the air used in drying. We use no costly fan, engine or other device that requires constant attention, nor do we waste heat by a special chimney. The air circulates through the lumber, and the moisture absorbed from it is extracted from the air by natural methods. You can not afford to be without it.

Our Process Duplicates Nature.



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The following well-known furniture manufacturers have recently purchased the "ANDREWS KILN."

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- Milwaukee Chair Co., - - - - - Milwaukee, Wis.
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- Skandia Furniture Co., - - - - - Rockford, Ill.
- Story & Clark Organ Co., - - - - - Chicago, Ill.
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ESPECIAL GOOD FACILITIES FOR SHIPPING.
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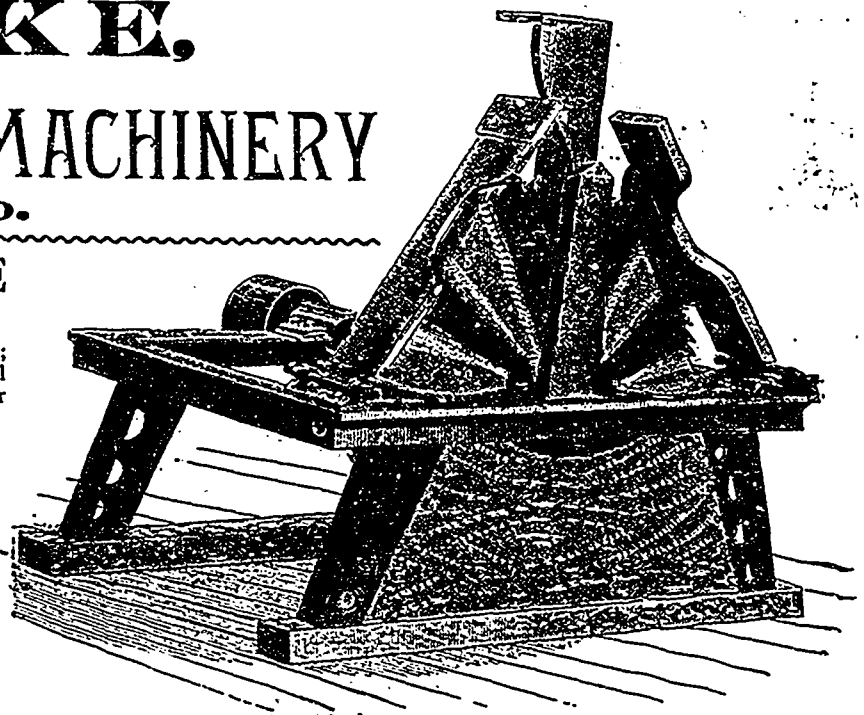
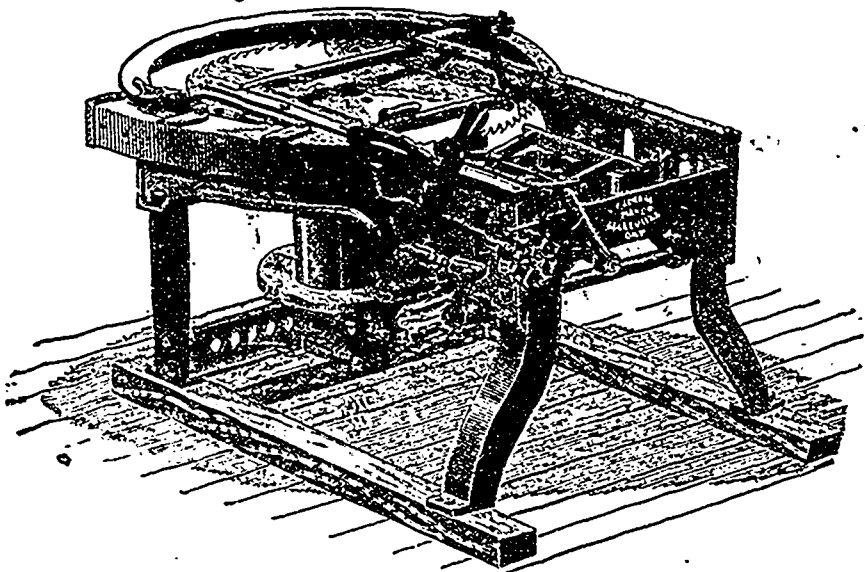
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DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced; carriage very light and strong, made of forged cast steel saw plate, running on steel ways or tracks; will take in a block 18 inches wide and 19 inches long, adjustable for 16 inch or 18 inch shingles.



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With 40 inch saw will make more No. 1 Shingles from the same quantity of timber than any Wheel Jointer in existence.

It has a heavy iron frame made for two operators, two inch steel saw arbor, with extra long bearings; driving pulley 8 inches diameter, 7 inch face, saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Bolters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.

Friction Pulley Board.

The Best Materials ever used
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Steam
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SAMPLES FURNISHED.

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*Leather * Belting*

IF YOU WANT BELTING

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

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The Only Perfect Belt Dressing.

All our Belting is sold at the Canadian price list. Please compare before purchasing. Send for Discounts and our Pamphlet on Belting.

Stop the Engine Instantly

Unfortunately that is impossible, it is several stories below, therefore to stop this countershaft is a work of minutes.

The Accident

The stopping of the engine would have prevented or mitigated it; not an unusual one. Often it results in the loss of valuable life.

This Line Shaft

Could have been instantly disconnected from the power in any part of the room had it been driven with a Friction Grip Pulley.

Will it not pay you

To investigate the merits of the newest and best Grip Pulley and Cut-off Coupling, "THE WATEROUS;" It is safe, economical in belts and time.

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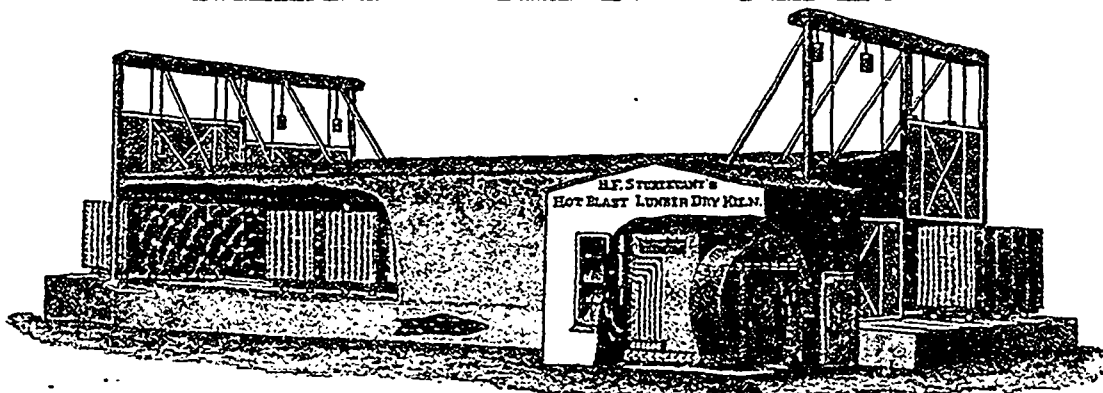
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Special Bargains
This Month.

HERE'S A CHANCE—And such a chance as comes but once in a lifetime. Having erected a large warehouse at Toronto, with a view of centralizing my business interests, I will sell for the next two or three months the stock of machinery and tools now stowed in my Brantford depot at reduced prices, in order to save cost of reshipment. Manufacturers and others who contemplate the purchase of machinery of any description whatsoever will find it greatly to their advantage to communicate with me without delay. The following list comprises only a very small portion of my stock.

NEW MACHINE TOOLS—of Bertram & Sons' build—lathes, sharpeners, planes, drills, milling machines, bolt cutters, gear cutters, steam hammers, punch and shears, bending rolls, etc., etc.

NO. 6 double exhaust fan—Detroit Blower Co. make.

SEVERAL small size fans and blowers. ENGINES—horizontal following size cylinders—10x12, pair 5x7, 6x12, 8x12, 8x14, 8x16, 8x18, 8x20, 8x22, 8x24, 8x26, 8x28, 8x30, 8x32, 8x34, 8x36, 8x38, 8x40, 8x42, 8x44, 8x46, 8x48, 8x50, 8x52, 8x54, 8x56, 8x58, 8x60, 8x62, 8x64, 8x66, 8x68, 8x70, 8x72, 8x74, 8x76, 8x78, 8x80, 8x82, 8x84, 8x86, 8x88, 8x90, 8x92, 8x94, 8x96, 8x98, 8x100.

UPRIGHT ENGINES from 3 to 15 horse-power full port valves and 1 1/2 inch lift.

PORTABLE ENGINES on wheels and skids from 3 to 10 horse-power.

MARINE ENGINES and boilers—3 to 18 horse-power.

NEW steam yacht 60 feet long and 9 feet beam. Send for full particulars.

OSCILLATING ENGINE—44 x 8 inch—Beckett builder.

ROTARY engines—several sizes and makes. FINE 100 horse power boiler to build in brick—other sizes down to 2 horse-power.

ONE steam-heating plant—with radiators, etc. Full description on application.

CONDENSER—Waterous make—suitable for engine 100 horse power.

LARGE stock feed water pumps, heaters, injectors, and engine governors—new and second hand large stock.

STEAM pumps—several sizes and by different make—also new of every size.

HAND fire engine Seneca Falls build—a special bargain offered in this.

FOUR second hand saw mills at very low price—one new 2 block mill "Eclipse" make.

LARGE lot of lumber and log cars, drag saws, bull wheel rigs, edgers, butting saw rigs, and other saw mill requisites.

15 SHINGLE mills and jointers by different makers.

TWO Waterous self-feed lathe mills, and one better.

TWO stone cutters, 2-foot stone jointers, Greenwood cutter and quating saws.

BAND saw 36 inch wheel also several small sizes, both new and second-hand.

6 HIG of scroll saws from \$15 up.

PLANERS and matchers, surface planers, pony planers, buzz planers, etc., large stock.

MOULDERS' shapers, turning machines, mortisers, boring machines, saw tables, blind machines, wood lathes, etc., in great variety.

CIRCULAR saws from 72-inch down—saw arbours, a large assortment.

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LARGE lot of pulleys, fly-wheels, hangers, boxes, shafting, gearing, etc.

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FULL description in detail will be sent of any machine in above list, on application.

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It is with a considerable degree of satisfaction that I can now announce to my extensive circle of patrons and the public generally that a few weeks hence I will have finished one of the most complete warehouses for my line of trade in the Dominion. Realizing to the fullest extent the present and future demands of the trade, I am sparing neither trouble nor expense in fitting up a place of business that will meet all requirements. With a substantial four-story building, having an aggregate floor space of 20,000 square feet, fitted with French plate front on main floor and equally well lighted on every flat, equipped with two of the most approved steam elevators, for passengers and freight, the latter having a lifting capacity of 12,000 pounds, heated by steam throughout and lighted by electricity, with vaults of latest design, while the offices are finished with a degree of elegance, more suggestive perhaps than any department of the solidity of the business I am doing. With all these advantages, I can, with confidence, claim an establishment which will be modern right up to date and well-calculated to meet the requirements of many years to come. Nor will my stock fall short of my equipment. I shall make it a fixed rule that no customer entering my warehouse in search of any article whatever in the machinery or supply line, whether it be a complete saw-mill rig or a steam guffe, a fully equipped planing mill, or a belt lace, in fact anything that is made and can be procured will be placed at the disposal of my customers. I can also with satisfaction look back over the events that have led up to the present development. Nearly 15 years ago I commenced business on a limited scale in the busy and prosperous little city of Brantford, and year by year I have seen my field of operation spreading, until I now ship goods to the farthest limits of this broad Dominion, and none but the best facilities, such as are afforded by the leading city of Canada, will meet the demands of my trade. Hence my removal to Toronto, where not only will I have superior advantages for advancing my business interests, but I am placing myself within easy reach of customers at all points, in fact with Toronto's railway facilities I am now in touch with all Canada. I wish particularly to impress on the public my location which has been selected rather with a view to the convenience of my customers than my own special accommodation. I am only 40 yards from the Union station, and have arranged for a broad plank walk from the centre arch-way of the station building up through my premises, giving the public a short cut to Front street and the street railway lines entering there and my customers the benefit of being able to do business in my ware room up to the very moment their train starts. Also when time is limited, one minute after leaving the train they can be within the walls of my building, which advantage I am sure will be greatly appreciated. I extend to everyone, whether intending customers or others, a cordial invitation to call and see me. I will with pleasure show them over the entire building, with its many floors well filled with the productions of manufacturers from all over Canada and many points in the United States, while in the basement will be seen our work shops, where we repair and refit whatever stands in need of the machinists craft. Come and feel welcome to Canada's most complete machinery depot. Yours very truly,

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