

NAVIGATING THE OTTAWA.

On the Upper Ottawa, from Lake Temiscamingue to the Chaudiere, things are beginning to look lively, says a local paper. The ice has all passed out of the river, and the different boat companies are preparing their fleets to receive and transport the logs, which formed the lumbermen's cut in the forest ranges of that country during the past winter months.

Mr. Alex. Lunsdon, of New Edinburgh, has the contract from year to year to drive all the logs on the Ottawa River from the Long Sault Rapids, which is above the points where the logs are driven into the main Ottawa, except those cut on Lake Temiscamingue which are driven separately, to Des Joachim's. This is the first part of the drive and the logs are driven loosely by a large gang of men, the volume of logs increasing as the mouth of each stream is passed and the logs are collected in the drive.

Arriving at Des Joachim's the logs are taken over by the Upper Ottawa Improvement Co. and the Upper Ottawa Towing Co. They are boomed out and towed by the steamers H. F. Bronson and H. Robinson to Fort William where they are again let loose and driven loose through Fort William boom, after which they are boomed out and towed to the head of Allumette Rapids by the steamer Dolphin. Here they are again turned loose and driven to Mellon's Chenail boom where they are boomed out and towed to the head of Calumet Chenail by the steamer G. B. Pattee. The same process is repeated and the logs driven into Chenailux boom, where they are boomed out and towed to the head of Chats Rapids by the steamer Pembroke, again they go loose over the Chats Rapids and into the Quo boom where the logs for mill owners on the North or Quebec side are sorted from the logs on the south or Ontario side. This done, the logs are boomed out once more and towed by the steamer Baldwin and a new steamer put on this year to replace one burned last year, to the head of the Deschenes Lake.

Here the Upper Ottawa Improvement Co., and the Upper Ottawa Towing Co. hand the logs over to Capt. Goulet with his steamers the Castor and Chaudiere, and the Upper Ottawa Steamboat Company with their steamer the Monitor and they are towed by them to the head of the Deschenes Rapids, where the logs belonging to Messrs. Ferley and Pattee, J. R. Booth, Bronson & Weston, Pierce & Co. and Mason are turned into the south shore snie and run into Thompson's Bay where they are held in reserve, sorted and supplied to the various mill ponds as required.

The logs belonging to Messrs. E. B. Eddy, Hurdman Bros., Hamilton Bros., McClymont, McLaren, Conroy, W. C. Edwards and Rathbun & Co., are turned into the north shore snie and sorted at Eddy's gap, Messrs. Hamilton Bros. and W. C. Edwards' logs running through Eddy's canal into the lower Ottawa and towed to their mills at Hawkesbury and Rockland. The other logs are distributed into the ponds of their owners as on the south shore. All the boats used in this work on the Upper Ottawa are of the most powerful character, large paddle wheel steamers capable of standing a heavy sea.

This brings the logs to the mills from the limits. At the mills they are converted into lumber with wonderful rapidity, piled in the yards and piling grounds, and when dried shipped by boat and rail to Montreal and Quebec and re-shipped in American bottoms for Burlington and the Eastern States, and deals to England, or shipped direct from Ottawa in Canadian and American bottoms direct to Burlington via the Chambly Canal and Lake Richelieu.

The firms who will be engaged in this sawn lumber carrying from the Chaudiere this summer are:

J. B. Blanchard & Co., with the steamers Dolphin, E. B. Eddy and Owens, and fifty-five barges.

D. Murphy & Co., with the steamers Ivy, J. R. Booth, Angus Mahan, Dandy, Elfin, John Young, Silver Spray, Hope, Vernon and about sixty barges.

Messrs. Bangs & Kirby, with the steamer Allan Gilmour and six barges.

Mr. Geo. Harris, with the steamer Geo. A. Harris and ten barges.

Mr. J. Parks, with the steamer Rigaud and four barges.

Mr. Ogilvy, with steamer Ada and two barges.

The work of shipping the remains of last year's cut to the New England market actually began on Saturday. The canals at Calumet and the lower Ottawa will be open in a week's time, when the work will be started in earnest, and continued until the ice forms next fall.

The freight and passenger business on the Ottawa River, from Ottawa River to Montreal will be done by the Ottawa River Navigation Company's steamers. The passenger steamer Empress, which has been newly fitted up in luxurious style, will run from Ottawa to Grenville, and a new boat just completed in Montreal by the company between Grenville and Montreal. The freight business will be conducted by the steamers Maul, Oliver, Welshman, Graineau and a few other steam barges.

NEWS NOTES.

—The mills in the Northwest are commencing their season's operations.

—All the saw mills in Winnipeg will be running this summer, all three having been closed down last year.

—Machinery has arrived at Macleod, Alberta, for a new mill which will be established there by Jas. McLaren.

—M. B. McAulay, and A. Mercier took out from two to three million feet of lumber on the Victoria River the past winter.

—Mr. Mathison's saw mill, at Havelock, Ont., which was burned some time ago, has been rebuilt and is now in good running order.

—The stop-logs in the timber slide at the Chaudiere have been removed, and all Government works opened for navigation and the running of logs.

—Mr. Robt. Dollar, of Marquette, Mich., who is considerably interested in Canadian and Michigan lumber operations, has invested in California lumber during the past winter.

—C. Beck & Co., of Penetanguishene, Ont., has taken a contract to saw ten million feet of lumber this season for an American firm. This will be the largest cut ever turned out in this mill.

—R. Balfour, inspector of bridges on the Canadian Pacific Railway, has lately written a letter in which he speaks very highly of the value of British Columbia lumber for bridging and similar purposes.

—The report is confirmed that James McLaren, the Ottawa Lumberman, will build a mill at some point on the Pacific coast this season. He declares it will be a model mill and will cut for both export and local trade.

—The cut this season by the Chaudiere firms, Messrs. Booth, Perley & Pattee, Bronson & Weston, Hurdman & Co., Pierce & Co. and the E. B. Eddy Manufacturing Company, is estimated by the lumbermen at about 375,000,000 feet, if no delay occurs in the fall from low water.

—The returns of the government timber inspector shows that 1,400,000 feet of lumber and 875,000 shingles were cut in the far northwestern district of Edmonton last year, 1,000 miles northwest of Winnipeg. The cut was made by five mills, these being mostly moveable affairs.

—Saw log driving has become brisk on the Madawaska and other streams. No lumber driving has, however, yet begun on the streams of the Upper Ottawa on the north side. The ice on the lakes is, in many places it is said, of a winter solidness. The season in respect to driving is two weeks behind the ordinary one.

—The lumbermen are a little anxious about the lowness of the water in the Ottawa River this spring, and it is feared that trouble may be experienced in the fall from that cause. It is very important that no delay occurs to the log drive, as the reserve of logs from last season is very small and may not be sufficient to keep the mills busy till the drive logs arrive at the Chaudiere.

—Harbor improvements at Penetanguishene will be carried on this year on an extensive scale. The Dominion Government has placed \$20,000 in the estimates for that purpose, which is being supplemented by the town to the extent of \$10,000, and a like sum by the Grand Trunk railway. Forty thousand dollars should make Penetang harbor one of the best on our northern lakes.

—It is stated that Messrs. J. Burstall & Co., of Quebec and London, have sold a large quantity—between 1,800 and 2,300 standards—of the lower grades of a well known and favored Ottawa pine stock wintering in Canada, to be shipped to the London market. Prices have not transpired, but the current quotations for 4th pine deals range from £7 12s. 6d. to £7 15s. according to specification, including cost, insurance and freight.

—The partnership heretofore existing between Mr. J. D. LeBel and Mr. McCausland lumbermen of London, Ont., has lately been dissolved. Mr. LeBel will continue the business alone in the future. He has secured for this year's shipments some 3,000,000 feet of the different kinds of hardwoods, such as black ash, hard maple, basswood, cherry, birch, etc. He reports trade as gradually improving with every prospect for a still further increase when the season fairly opens, his business being largely with firms in Boston and New York.

—A correspondent writing from Madawaska, N. B., says: We are having cold, dry weather for this season of the year, which is not any too favorable for logging operations so far as floating is concerned. It looks very much at the time of writing as if the rivers and small streams would be very short of water at the time when the same is most required. From reports received there is nearly double the output of logs there was last year. On the American side some of the mills have been running some time manufacturing Provincial cedar.

—William Smith, while working in a saw mill, in the county of Bruce, met with a fearful accident one day recently. He was attending the engine, and was alone; how the accident happened is therefore only surmised. The mill was running, and a fellow workman was at work upstairs, when he noticed something wrong with Smith and immediately ran to his assistance. He found the poor man had been carried round the shaft, and is thought he was adjusting the belt. All his ribs on one side were broken, and other severe injuries sustained, causing the poor man's death.

—A correspondent writing to the *Winnipeg Free Press* from Carberry, Man., says: Matters are getting interesting in the timber permit business here. There are three inspectors around and they are making things lively for delinquents. Not only are they attending to the business of the present winter, but it is said they are taking up the business for a year or two back. It is somewhat peculiar they did not settle some of this before the last general election. Most people consider the permit system unbusinesslike and better adapted to fill the pockets of a few Government officials than any good it does to the Dominion Treasury.

The following official list of saw mills in Manitoba and the district of Keewatin has been published:

Name of Owner or Owner and Assignee.	Where Situated.	Capacity per 12 hours. Feet.
Boyd & Crone.....	Fisher River.....	30,000
G. I. Brouse & Co.....	Bad Throat River.....	7,000
Brown, Rutherford & Nelson.....	Fisher Bay.....	10,000
F. T. Bulmer & Co.....	Keewatin.....	50,000
A. Cameron.....	Minnedosa.....	6,000
Dick & Banning.....	Keewatin.....	60,000
Federal Bank of Canada.....	Ebb and Flow Lake.....	20,000
Hudson's Bay Company.....	Riding Mountain House.....	
Jermyn & Bolton.....	Minnedosa.....	15,000
Sigr. Johnson.....	Bad Throat River.....	12,000
Keewatin Lumbering and Manf. Co., Limited.....	Keewatin.....	120,000
J. Likely.....	Fort Alexander.....	8,000
Manitoba and Northwest Rail- way Co.....	Ebb and Flow Lake.....	4,000
Miller and Patton.....	Eird Tall Creek.....	20,000
D. McFayden.....	Sec. 19, Tp. 17, R. 16, W. 1st.....	3,000
H. B. Mitchell.....	Millwood.....	30,000
G. Morton.....	Turtle Mountain.....	12,000
Northwest Timber Co.....	Bull Head Bay.....	10,000
Rainy Lake Lumber Co.....	Rat Portage.....	60,000
".....	Fort Francis.....	
D. Ross.....	Whitemouth.....	10,000
S. Smith.....	Turtle Mountain.....	3,500
D. Sprague.....	Winnipeg.....	20,000
J. Stewart.....	Fort Ellice.....	3,000
A. Watts.....	Norquay.....	3,000
Wells Bros.....	Balmoral.....	2,500
Williams & Harrison.....	Wakopa.....	3,000
Welmster & Kyall.....	Strathclair.....	6,000

CORRESPONDENCE.

150 MILE HOUSE, B.C., April 2nd, 1888.

Editor *Canada Lumberman*.

DEAR SIR,—In one of the first numbers of the *CANADA LUMBERMAN* you sent me I observed a mistake which I wished long ago to rectify, but delayed till now. In dealing with the timber of B.C. you mention the timber called the Douglas Pine and state that it was named after Governor Douglas, this is entirely wrong—it was named after its discoverer, viz: Douglas the great Botanist, who was killed on one of his floral expeditions in the Sandwich Islands by falling into a pit, along side of a wild bull who was in at the time.

Yours truly,

GAVIN HAMILTON.

GALT ITEMS.

From an Occasional Correspondent.

Building operations which have been very brisk in Galt for the past few years, still continue, the most important present project in this line being a general hospital, for which a by-law is being submitted to the ratepayers.

Mr. Peter Hay, of the Galt Machine Knife Works, an establishment well known to readers of *THE LUMBERMAN*, is building a new grinding shop, 48x24 feet, to meet increased business, and will add a 40-h. p. Wheelock engine, to the present plant, from the well-known firm of Goldie & McCulloch of this town.

The new Opera House is fast nearing completion, only a few of the interior details being unfinished.

Of the seventeen new stores erected last year and now occupied except one or two in the new opera block.

Trade among the several lumbermen operating here appears to be brisk, and a full average cut is anticipated the present season.