

Chips.

A clean and excellent coating for wood is asbestos paint, or better still, the thicker asbestos concrete. These substances act like true paint, adhere tightly to the wood, give good protection against high temperatures, and do not readily rub or chip off. It has but one objection, that is, its solubility in water; but for interior theater purposes this is no material objection. Great care must be taken in purchasing this article, and it should always be tested before being used, as much of the so-called "asbestos paint" which is sold is entirely worthless.—*C. John Hersey, in the Spectator.*

A TRAVELLING man for a well known Chicago lumber firm thus glowingly writes about what he has seen on his present trip west: "Kansas never, in the history of the white man, looked generally as rich as this year. The State looks too enchanting for any effort on my part to describe. Corn, rye, barley, flax, wheat and the grass, and all the vegetables, are out this year in their very finest bib and tucker. The harvester is busy cutting down the wheat and rye. Trade has been light with me except in Kansas. Wishing you all the blessings in the catalogue, and complimenting you on the almost universal circulation of your valuable journal." The above is certainly encouraging for lumber interests in Kansas.—*Northwestern Lumberman.*

THE Ottawa Citizen says:—The freighting of square timber by rail from the Upper Ottawa districts is steadily increasing. As an instance of this it may be quoted that Mr. David Moore has, during this season, shipped all his heavy timber cut above Lake Nipissing, from North Bay to Papineauville, by rail, where it is rafted for the Quebec market. The Klock Brothers have also adopted the same principle, and Mr. Alexander Fraser, of Westmeath, is following in the same strain. This is another instance of what the Canada Pacific is doing in Central Canada. Mr. Fraser will, during present season, probably ship 250 car loads in the same manner. Other lumbermen are waking up to the fact that the liberal terms of the Canadian Pacific in regard to freight render it cheaper for them to ship by rail than to re-raft at several points between the upper waters and Quebec.

THE dealers at several of the northwestern markets are complaining that, owing to the different rates in favor of Chicago to Missouri river points, it is nearly impossible for them to work the territory that heretofore has been common ground. While in no way advocating any tariff that does injustice to any one, we will briefly consider the conditions as they now exist. Calling the differential rate 6½ cents, the freight charges on a thousand feet of lumber would average about \$1.50 more from Eau Claire, Chippewa Falls and Menomonie to Missouri river points than from Chicago to those points. At first blush this would appear to give the Chicago dealers a big advantage; but really it does not. It must be kept in mind that at the points which have the higher rate the lumber is loaded on cars at the mills. At Chicago the lumber is loaded at the yards but before this can be done lake freight rates varying from \$1.25 to \$1.75 must be paid. This at once offsets the differential rate of 6½ cents. Further than this, the Chicago dealers have an extra handling bill in transferring their lumber from the vessels to their docks. All things considered there is no reason why the territory that has been operated in by the dealers of both Chicago and the other towns named should be abandoned by those of the latter.—*Northwestern Lumberman.*

Tree Moving.

A Sarnia architect, Mr. Blaker, has done a notable thing in tree-moving. He transplanted a handsome maple, which was one foot in diameter and 30 feet high, from one part of the town to another, hauling it by means of a capstan. It used to be thought a preposterous idea to move trees of such dimensions, but it is now found to be the easiest, quickest and cheapest mode of establishing shade trees in parks and boulevards. The large trees which were transplanted in Victoria park three years ago are thriving well.

THE NEW BRUNSWICK TRADE.

The St. John, New Brunswick, *Globe* gives a list of the shippers of timber from the ports of New Brunswick, with the amount of the shipments, for the first half year of 1784. The shipments as compared with the same time last year show an increase of some five millions of superficial feet in favor of the present year, the figures in 1883 being 81,611,241 superficial feet. Below are the shippers and statement of shipments:—

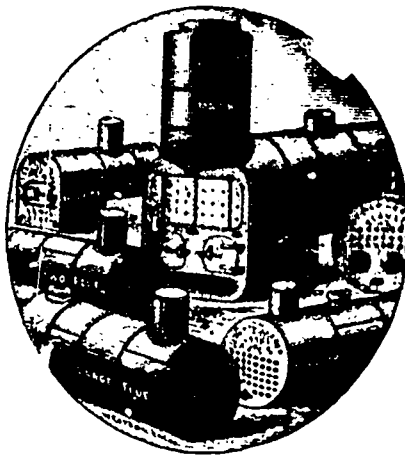
Shippers.	S. ft. Dred.	Tons Dred.	Tons Pine.	M. Pulping.	Cu. shd.
Alex. Gibson....	64,605,870	....	....	....	4
W. M. Mackay....	14,207,220	2,707	412	83	16
S. Scofield....	5,037,893	1,562	550	....	....
Guy, Ryan & Co.	1,007,454	1,001	....	....	....
R. A. & J. Stewart	3,925,371	2,103	....	....	15
J. E. Knight,	....	....	....	....	....
Musquash....	991,012	....	....	....	....
McLachlan & Wil-	....	....	....	....	....
son.....	117,023	482	....	....	5
Grand totals...	86,813,118	7,915	971	33	39

A Lumber Case Settled.

OSWEGO, N. Y., July 14.—S. R. Wegg, lumber dealer, jailed in March last for fraud, preferred by Ross & Co., Quebec, interested with him in business, was released to-day. Ross & Co. are now satisfied there was no intent to defraud and Wegg confesses judgment to them for the amounts claimed.

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