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The Canada Lumberman

DEVOTED TO THE LUMBER AND TIMBER INTERESTS OF THE DOMINION.

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PETERBOROUGH, Ont. AUGUST 15, 1881.

THE Ontario Gazette contains a notice of an application for the incorporation of the "Sovereign Driving and Boom Co.," which will operate on certain streams in Muskoka and the County of Simcoe. The applicants are Hon. W. E. Dodge, Arthur M. Dodge, C. E. Dodge, of New York; J. S. Peckham, of Waubesaushene; Henry S. Lovering, of Coldwater; and James Scott, of Waubesaushene.

THE Society of Swedish Saw-mill Owners and Timber Exporters held a meeting at Hernosand on the 16th of the present month. The chief subjects discussed were the necessity for the continuation of the Guarantee Society, and ascertaining and classification of deals, &c., and other matters appertaining to the welfare and expedition of the Swedish saw-mill business. No hints appear to have been thrown out at this meeting as to what the production of Scandinavia for the English market is likely to be this season; but probably we shall have fuller details later on, in which some allusion to the subject will be made. —*Timber Trades Journal*, July 23.

A GRIEVANCE.

A cause of dissatisfaction has existed in the British provinces relative to the advantages which lumbermen of the United States have over British-American.

Lumbermen of the Republic enjoy the privilege, under Lord Ashburton's treaty, of exemption from all taxation of their lumber passing through British territory; this immunity is, as might be expected, abused.

The lumber is floated from American streams into Canadian, manufactured, and then shipped to the United States, and has not the duty of \$2 per M. imposed on exports by Canadians. The worst of it is the lots are sometimes augmented by logs after being entered.

There exist more than one firm of Canadians, nominally headed by Americans, doing business in this way, to the demoralization of our trade. This feeling pertains chiefly to that portion of the Dominion mainly affected, namely, western New Brunswick and south-eastern Quebec; and it is felt that this old law should be modified so that American logs manufactured into lumber, &c., in Canada should be entered to the other side on the same terms as Canadian.

OTTAWA.

From Our Own Correspondent.
THE NEW CARGO REGULATIONS.

Owners of American boats are not well pleased with the enforcement of the custom laws in regard to the admission of lumber in bond into the States. They had been in the habit of carrying large loads and breaking bulk in order to get through the Champlain Canal readily, but now they are not allowed to lighten at the point named. The lumber yards at Whitehall are principally bonded ones, and the American law is that when a vessel clears from a foreign port, with freight for a port in the United States, it must arrive at its destination with the same quantity as specified in the clearance paper. The transferring of a portion of bonded lumber loads in the past has been a violation of the law, but was permitted by the American customs officials. A change has, however, come, and the law is to be enforced to the letter. The cause is not stated, but it is presumed that it is being done in order to prevent errors in keeping the record. After the bonds are given at Kanse's Point the bulk of any vessel's cargo is not to be broken in any way. Vessels have been in the habit of carrying from 150,000 to 175,000 feet of lumber each trip, but now in order to be able to get through the Champlain Canal, their cargoes will have to be reduced by about 25,000 feet per barge. The owners, therefore, cannot realize as much in each trip as formerly, but the probability is that freight rates may advance, although they have not done so as yet. The regulation applies to Canadian bottoms as well as American boats.

THE LUMBER BUSINESS.

Lumbermen decline to make any heavy sales at present, for two reasons. The price of lumber having advanced in the Western States has made the market in the east firmer, but no increase in price here is to be noted as yet. The principal reason, however, for the present cautiousness of the producer in making only limited sales is in the fact that there is a probability of a short lumber supply this season, owing to the slowness of logs coming down, caused by the lowness of water in the Ottawa. There are a good many logs stuck at various points, and the most of them may not be got down until the fall freshet sets in. There are about 100,000 logs for the Chaudiere Mills at the Chats Slides, head of Deschene's Lake, thirty-five miles from this place, that can hardly be kept moving. The anticipation of mill owners was to cut about the same quantity of lumber this season as last, in which case the production would be about as follows:—

Firm.	Feet.
E. B. Eddy, Hull.....	60,000,000
E. B. Eddy, Deschene's.....	30,000,000
Broun & Weston.....	45,000,000
Perley & Pattee.....	40,000,000
J. R. Booth.....	35,000,000
Gilmour & Co., Hull.....	35,000,000
Gilmour & Co., Chelsea.....	35,000,000
Sherman, Lord & Hurdman, Hull.....	25,000,000
John Rochester.....	20,000,000
McLaren & Co., New Edinburgh.....	20,000,000
McClummet & Co., New Edinburgh.....	15,000,000
Capt. Young.....	17,000,000
Total.....	367,000,000

The two mills of Bronson & Weston have been running all day and night since the season opened, and has sawn up more lumber so far this season than any other firm. Mr. Booth had a large surplus of logs on hand for the start and is keeping within a good margin, so as not to have to shut down even for a day. Perley & Pattee are said to be running short of logs, and may have to shut down for a few days shortly.

In regard to quotations there is no material change, although the market is firmer. The following are current prices:—\$12@14.50 $\frac{1}{2}$ M. for 10-inch stocks; \$16@19.50 for 12-inch stocks; \$20@30 for sidings; and \$10@11.50 for shipping Lath rate as formerly—85 cents to \$1 $\frac{1}{2}$ M.

RIVER TROUBLES.

The troubles between Boyd, Caldwell & Son, and Peter McLaren, both of Carleton Place, will be aired before the Supreme Court of Canada, a further appeal having been made. The Cawdwells have been compelled to close down their mill for want of logs, the drive being stuck at and above High Falls. It is understood that they will enter an action for damages against Mr. McLaren for loss sustained in the logs

being kept back. The law proceedings will cost a heavy sum before they are ended, but it will settle the question as to the right of streams. Both of the parties named control the timber limits on the Mississippi river, which flows into the Ottawa at Arnprior.

On the Kippawa river there is also trouble. T. & C. Smith and George Taggart threaten to destroy the dam erected by the owners of the Gordon creek limits, in which case there will be trouble between them and the interested parties.

LOGS AND TIMBER.

By the end of the present week it is expected that two millions of logs will have passed through the Quio boom, which is thirty miles above Ottawa. The exact quantity of logs coming down is not yet known, but there is quite a quantity stuck. On the York branch of the Madawaska the firm of Bronson & Weston, Ottawa, have a lot of 85,000 logs stuck, and these will be left until next spring.

It is expected that the last of the square timber passing down will get through the Chaudiere slides this week. About twelve or fifteen rafts will be laid up on the Upper Ottawa until the spring, owing to the lowness of the water. Sales at Quebec are reported at from 19 cents to as high as 35 cents per square foot for white pine; red pine, 17 to 25 cents.

EDGINGS.

McClymont & Co. are shipping lumber to Ogdensburg, by rail over the St. L. & O. Railway, at the rate of five carloads a day.

So far this season Canadian barges have principally been engaged in carrying lumber to Quebec and Burlington at \$2 $\frac{1}{2}$ M.

American bargemen have demanded an increase in freight rates to Albany and New York of 25 cents $\frac{1}{2}$ M. They claim that it does not pay them at \$3 and \$3.25 $\frac{1}{2}$ M. respectively, as they cannot carry so much as formerly, not only through the enforcement of the Customs' laws, but also through the lumber being green, and therefore heavier than last year's cut. They will likely get the advance asked for.

The freight business at this period last year was somewhat dull, as it usually is in the middle of the summer season, but this year is an exception to the rule. During the past couple of weeks the shipments have been as brisk as in the spring or fall.

SHIPMENTS OF LUMBER.

Lumber is being shipped over the Canadian Pacific railway from points along the line to Brockville at the rate of seventy carloads a week. Each car averages 10,000 feet. The following are the principal shippers: Caldwell & Son and Peter McLaren, Carleton Place; Dickson, Almonte; Foley, Pakenham; McLachlin Bros., Arnprior; Gillies Bros., Branside and Sandpoint; W. R. Thistle & Co., Pembroke. The lumber is transferred to boats at Brockville and sent to Oswego.

Several lumbermen have made application to the C. P. Occidental Railway Co. for shipment of square timber by rail to Quebec, but lack of flat cars prevented them from entering into such an engagement at present.

TRENTON.

From Our Own Correspondent.

GILMOUR'S NEW MILL.

TRENTON, August 5th.—Mr. Gilmour, of Gilmour's mills here, just returned from Michigan yesterday. I caught him at the mill a few hours after he came off the train, and had quite a long talk with him about lumbering matters. His loss on the mill burnt down lately here was very heavy. The mill and plant alone were worth \$150,000. He was insured for \$75,000 in ten several companies, but could only get \$40,000. He says he is too anxious to build and proceed with his business to stop and invest more of his money in law suits; so he will go on. He will build again on the old site, and intends, he says, to beat the world on saw-milling this time. He saw much in Michigan that he will introduce, and also has new ideas of his own. He hopes to have all running in first-rate order by next spring. He is not doing much at present; just keeping a small temporary mill going.

DIFFICULTY WITH FOREST RANGER.

Mr. Gilmour was slightly wrathful at the action of the Forest Ranger, Mr. McWilliams, who had stopped several drives of logs up the Trent,

alleging that the measurement was not correct, and that thereby a portion of the just dues would be avoided. Mr. Gilmour says that he must have a very vague notion of the cost of stopping a drive of logs, and that the action is unprecedented and high handed. On account of his mill not being in operation, it does not actually make a vast deal of difference to him, but if it were running, it would pay him to disregard the official interference till the logs were within his own booms. He alleges that he made Mr. McWilliams the following apparently very fair offer: That the doubtful logs should be marked with the Forest Ranger's private mark, and run into a boom by themselves. Then as they came up to be cut, in the mill, the Ranger could have a man measuring both each log and the amount of lumber it produced, and Mr. Gilmour could also have a man. Then correct measurements could be obtained. This offer was refused.

Mr. Gilmour says that anyhow the logs should have been measured in the woods, and that if there is any error it is the Ranger's own fault. It is not likely, he considers, that anything is wrong with the measurement, as his men make affidavit that it is correct.

LUMBERING AT ANPRIOR.

During my conversation with Mr. Gilmour he told me some very interesting facts about the new mill Mr. McLaughlin is building at Arnprior. It will be, till his own is built, he says, ahead of anything of the kind in Canada. His engine is a very large 30 x 42-inch cylinder, with seven boilers. All the machinery is worked by live rollers and endless chain. They have several improvements in the machinery which no other mill in Canada can show. The machinery was almost all procured from Starr's, of Erie, Penn. The mill will run two large circulars and a gang. Mr. McLaughlin calculates the cost at from \$60,000 to \$65,000, but in Mr. Gilmour's estimation this is much below the mark.

FOREST FIRES.

EAST SAGINAW, Aug. 7.—The greatest alarm now prevails as to the safety of this city should the course of the forest fires not be checked. On the Detroit and Bay City Railroad the fences on the neighboring farms are burned down, and the flames are spreading over the fields to the woods. The air is surcharged with smoke and burning cinders, and charred leaves are flying through the streets of the city. The rural population is out en masse fighting the approaching conflagration, and both sides of the track are ablaze. On Wednesday a train could not get into Ludington because of the heat. At Ewart a railway bridge is in danger. At Freeland gangs of men are cutting down all that can afford fuel to the flames. The smoke in the town is blinding, and all are in a state of exceeding anxiety. All along the narrow gauge line between Mount Pleasant and Coleman is on fire, as is also the case on the Otter Lake Branch of the Flint and Pere Marquette road.

One large lumber yard, George Whitman's, with the house and barns and three head of cattle, has been utterly consumed in Freeland, Saginaw county, and there is every reason for fearing that Bagsley's and John Jaddin's families have been cut off, as they had no means of escape. The east half of Ogeman county is a sheet of flame, and the fire is bearing down on Tawas.

The drought at Bay City has been so intense that the crops have suffered beyond hope. The soil is baked and tillage is impossible. The corn is stunted and yellow, and the oats will hardly yield half a crop. The woods are a vast tinder-box, and forest fires are the rule on every side. Trains are delayed, sometimes entirely stopped. The woods in Midland will soon be non-existent, and the falling white ash in Bay City resembles a snow storm, with the thermometer at 90°, and the sky a brilliant coppery yellow. The air is so sultry that breathing has become a difficult task, and the visitation exceeds that of 1871. Whole lumber camps have been burned out, and the men, who were out fighting the flames in a different direction, return to find their places of abode swept away, and all their belongings licked up by the unsparing fire fiend. The conflagration will cause a rise in the price of pine lands and in insurance rates. Only a constant deluge of rain for some days can check the progress of destruction.