

NEWS NOTES.

A L. Wright's saw mill at Berry Mills, has been burnt. Lumber shipping by boat is dull in Ottawa at present. A. Dickinson, Lower Brighton, lumber dealer, has assigned. Miller & Crosby, saw millers, of Carleton, Ont., have dissolved.

Messrs. Grier & Co.'s little mill, at Ottawa, is closed down owing to low water.

An incendiary fire destroyed Spence & Williams' planing mill in Colbourg.

The saw mill firm of McBurney, Laycock & Co., of Gravenhurst, is about dissolving partnership.

The demand for shantymen is steadily increasing, and large numbers of men are leaving for the woods every day.

Lumber shippers are agitating for a new siding at Hull station. Considerable shipping is going on there at present.

The Eddy Manufacturing Company's new pulp mill is being roofed, and when completed the building will be fireproof inside and outside.

This season's cut of deals of the Baptist mills at Three Rivers is said to have been purchased by a Quebec firm, Messrs. Dobell, Berkett & Co.

Large quantities of spruce lumber are being shipped by barges to the United States markets, principally from the Montmorency and Chaudiere mills.

The steamer "Levi Young," one of the Upper Ottawa company's towing fleet on the Chats Lake, was burned opposite Braeside during last month. The crew were all saved.

The ocean freight market in Montreal still continues depressed and unsatisfactory, and there is more space offering than can be filled, deals being quoted at \$9.40 to \$10.

The West Cumberland, British Steamer, from Montreal to Pictou, has put back to Quebec leaky, having been ashore at Coures Island. She must go into dock for survey and repairs.

The captain of the barque Emily for Bordeaux reported that on the 22nd August, in lat. 40°20 north, and long. 54 west, he passed large quantities of spruce deals drifting broadcast over the ocean.

Grading on the "Soo" between Gagen and Gladstone will be completed Oct. 10th. Track is now being laid east from Gagen, east and west from Hermansville and west from Sault Ste. Marie.

It is understood that the increase of ground rent on timber limits, which was to have come into operation Oct. 1st, in the Province of Quebec, has been indefinitely postponed by the Mercier Government.

Business on the Quebec wharves appears almost at a standstill, there being so very little doing; it is years since the like was seen, and the prospects of a revival for the rest of the season seem very doubtful.

The Ottawa Citizen understands that the Messrs. Hurdman, lumber dealers, are likely to double their cut of last year. It is not long since that this firm purchased from the Gilmour estate a line limit for \$186,000.

The employees of the Moodyville Saw Mill Co. support a comfortable reading room supplied with the best leading British and American papers with the leading local ones, also a library of over a thousand volumes.

Owing to the good demand for lumber at River Platte, the Export Lumber Co., of Montreal, have secured every available sailing vessel to load lumber for that place, and there is quite a scarcity of tonnage for other shippers.

The Eau Claire Lumber Company have experienced a great deal of trouble in getting their logs down the Bow river to their mill at Calgary. They have been working away all summer and have only now succeeded in getting the logs down.

North Gower has been completely surrounded by bush fires, many farmers losing valuable tracts of timber and several have had great trouble in saving their buildings. The loss of timber in this township must amount to thousands of dollars.

Prices for lumber in Kingston have been higher this year, especially in coarse lumber, such as hemlock, basswood and ash. Birch lumber is coming into use more each year, and is taking the place of walnut in house finishing at about one quarter the cost.

The popular king of the Gatineau, Mr. Alonzo Wright, M.P., had a narrow escape from serious if not fatal injuries from fire a few days ago. He was up the Gatineau, and while walking on a piece of ground that had been burned over, fell into a pit of fire burning underneath the surface. Had it not been for the timely assistance of one of his men he would have certainly perished. Fortunately he escaped without any serious injury.

The village of Danby, Que., was almost entirely destroyed, Sept. 20th, by fire communicated by bush fires which have been raging in the neighborhood for some time. Twenty-two houses and the station were entirely consumed and many families rendered homeless.

George Spencer, of Warton, was adrift on the Georgian Bay on a raft of lumber for three days and two nights during a big storm last month. As he was without food and being partly submerged in water the greater part of the time, his escape from death is considered a miracle.

Another disastrous fire occurred in Montreal a few days ago, completely destroying the planing mill, saw mill and lumber yard belonging to the Messrs. Craig. The loss will be heavy. This is the second occasion in which the Craig's have been burned out, the last fire taking place in December, 1883.

The outlook for the local lumber trade in Quebec is said to be very favorable, and prices are well maintained. Latest advices from mill owners say that the demand is good, and they are busily engaged sawing and filling orders; large quantities of lumber have changed hands during the past month.

A disastrous fire took place at Calumet recently, McIntyre's saw mill being burned to the ground. The fire was first noticed about ten o'clock and in a few minutes the flames had gained such headway that all efforts were in vain to save the structure. The machinery in the mill was destroyed. Total loss \$30,000.

We regret to have to announce the death, on the 10th ult., at his summer residence, Cacouna, after a short illness, of Mr. John Ross, the head of the firms of John Ross & Co., Quebec, Ross Bros., Buckingham, and Ross, Ritchie & Co., Three Rivers, and one of the oldest and most respected merchants in Quebec.

Mr. Henry Lovering, of the Georgian Bay Lumber Co., left recently for the Georgian Bay lumber district, with one hundred and fifty men to work in the shanties of the company during the coming winter. The men were all hired at Ottawa at wages ranging from \$19 to \$25 per month and board. Mr. Lovering expects to take two or three gangs more from Ottawa before cold weather sets in.

Wooden ship building has not totally ceased in Nova Scotia, as several fine vessels have recently been launched on the Bay of Fundy shore. One ship of 1535 tons, built by Messrs. Frieze & Roy, of Maitland, was launched recently and several more are rapidly approaching completion. The Burrill John son Iron Co., at Yarmouth, is engaged on the large ferry steamer for the Halifax and Dartmouth Steam Ferry Co.

The work of constructing the new roller dam across the Ottawa River at the head of the Chaudiere Falls is progressing favorably and the lumbermen expect that before the ice becomes set upon the river that the dam will be completed. The work is under the supervision of Mr. G. B. Pattee. The lumber being used in the dam is white pine of large dimensions, so as to resist the heavy pressure of water and ice during the spring season.

They are talking of holding a world's fair in Montreal to celebrate the completion of the Canadian Pacific railway, and the *Herald* says: "Certainly Canada has never had a more important national event of a material sort or one more worthy of celebration than the connection of ocean ports three thousand miles apart by a single railway which, while being by far the longest in the world, yields to none in magnificence or perfection of management."

It is estimated that the timber forests of British Columbia cover an area of 100,000 square miles, or about one-fourth of the entire province. Some districts are very heavily timbered especially toward the coast, where it is said some forests will yield 600,000 feet of lumber to the acre. Owing to the mountainous nature of the country the timber is very hard to get at in many parts. As yet the timber resources of the country have been but little drawn upon. Exports from the Province last year were about 30,000,000 feet, and this year will probably exceed 40,000,000.

Everything is exceedingly dull in shipping in Montreal, although small shipments of deals are being sent forward to the United Kingdom, induced, no doubt, by the low rates of freight. Deal freights to United Kingdom ports by steamers are quoted at 37s. 6d. to 40s. by regular liners, and several steamers are offering for October and November loading. It is considered doubtful if deal freights will stiffen much this fall, as there will be several coal boats on the market, unless cotton freights are high enough to offer inducements for them to go south.

Bush fires are creating great devastation in many parts of the country, notably in the Ottawa district, where the damage to timber and farm property is enormous. Similar complaints of destruction come from the neighborhood of Kingston and the Montreal district. Between Montreal and Quebec a dozen vessels are detained by the density of the smoke. Against

forest fires, Ontario has taken precautions in the form of a stringent law with fire rangers to enforce it. But the fire rangers can cover only a limited space, and the origin of fires in a time like the present is not confined to the forest. So exceptionally combustible has the drought made everything that a lighted match thrown in a grass field would in many cases produce a conflagration. In such a condition of things, we fear it is quite hopeless altogether to prevent farm and forest fires; but much can be done by careful precaution, and no thing which it is possible to do in the way of precaution, ought to be left undone.

EUROPEAN NOTES.

Perhaps the healthiest article in the London market at present is spruce, as the stock there is only very moderate, and if any reliance is to be placed in the reports from abroad, the supplies for the remainder of the season will be limited.

None of the brokers' circulars for the month, which have just been issued, speak hopefully of the future of the market; all give expression to a want of confidence, which has, no doubt, been influenced greatly by the late suspensions here and abroad.

The chief point of interest at the present time is the probable extent of the autumn imports, but it is as yet too early to form an opinion on the subject. The rise in freight may be expected to be counterbalanced in some measure by a reduction in free-on-board prices, especially by those who are anxious to move some portion of their somewhat heavy stock before the close of navigation.

Things in the free-on-board business are at a complete standstill on account of the large advance in freights which has been a feature of the autumn trade, and the transactions of the past few weeks have been almost exclusively confined to filling up parcels for ships already chartered. Importers are getting very chary of closing contracts unless they know where to lay their hands on suitable tonnage, and it is almost useless submitting prices unless a ship accompanies the offer.

Burmah, now an English possession, has immense forests of teak, a wood which has become of much reduced supply in India, with increasing cost. It is regarded, in some respects, the most valuable commercially and practically of all oriental woods. It is neither too heavy nor too hard, does not warp or split under exposure to heat or dampness, no matter how prolonged, is handsome, having several varieties of color and grain, and contains an essential oil which keeps it from rotting when wet, acts as a preservative for iron, and repels insects. The wood takes a good polish.

Timber, under date of Oct. 1st, says: "It is somewhat singular that, notwithstanding the sharp rise in freights, and the moderate stocks here, the market, instead of advancing, shows on the contrary a downward tendency. This more particularly applies to mixed and 3rd deals which have had a marked fall, 4ths and 5ths fully maintaining their price. It is of course possible that we may even yet witness some improvement in the demand, but it is not likely. The weekly dock deliveries continue to fall off, and the Millwall docks, which have for some months past shown an increase, are this week behind last year; the deficiency may, however, be balanced by increased deliveries overseas. There is one feature, however, at the present time, which compares favorably with last year, and that is the sounder state of the trade. Last autumn, it will be remembered, there was a considerable number of failures which created uneasiness and distrust all round. Recently we have been fairly free from such disturbing influences, and we hope this may continue."

Deliveries of wood goods at Glasgow have of late been going on pretty freely; compared with last year's they show a decided improvement in trade. The quality of deals (Quebec and lower ports) delivered from Yorkhill yards during the last three months shows an increase of fully 25 per cent. over that of the corresponding period of last year. There has, however, been an ample importation of Quebec deals to Clyde this year, and the market is at present well supplied, especially with the lower grades, which have constituted the bulk of the arrivals, the stock of 1st quality being comparatively small. Altogether there has been handled at Glasgow this year, ex steamer from Quebec and Montreal, 247,156 pieces deals and planks, and ex sailing vessels from Quebec, including imports at Greenock and Bowling, there have been 166,702 pieces. The Clyde import list of the week ending Sept. 5th includes a cargo of teak timber, arrivals of which have been on a moderate scale this year. It is consigned to Messrs. Thompson & Gray. The small stock of birch timber held here has been slightly augmented by the arrival of 400 logs per *Fez*, from Campbellton, N. S., to Messrs. Singleton, Dunn & Co. Better prices for birch are now ruling than was the case at this time when the stock was considerably larger.