

## Chips.

CUMING's saw mill at Birtle, N. W. T., has been damaged by fire.

THE Bay City *Lumberman's Gazette* has commenced its fifteenth year. It has adopted a wider column than formerly used. It gives every week considerable lumbering information.

THE *Monetary Times* says:—There was shipped last year from California to Australia 5,950,000 feet of redwood pine. Does not this help to point out the possibilities of Canadian trade on the Pacific Ocean when the line of steamers is running from the termination of the O. P. R.?

RAIN is much needed on the upper stretches of the St John river. There are, says the *Globe*, about twelve millions of logs hung up in the neighborhood of Eleven Islands. These belong principally to Mr. Walter Stevens. There is a solid body on the bed of the river and there is no trouble in crossing dry shod.

FIRE has been raging in the forest along the Zeland Valley railroad, N. H., owned by E. J. Henry. Three camps with two million feet of spruce and about two miles of track have been burned, also 2,000 cords of wood. Two mills were forced to shut down; damage \$30,000.

ZEALAND, N. H., July 8—Fire is raging in the forest along the Zeland Valley railway, owned by E. J. Henry. Three camps, with 2,000,000 feet of spruce, and about two miles of track, have been burned. Also 2,000 cords of wood. Two mills have been forced to shut down. Damage \$30,000.

RYERSON, HILLS & Co and other parties last week sold to the Cohasset Lumber Company, of North Muskegon, about 30,000,000 feet of pine timber located in Newaygo and Lake counties. The timber will all be taken to Muskegon for manufacture.

THE new lumber rates from Chicago to points in Ohio, Indiana, Michigan, Pennsylvania, West Virginia and Kentucky went into effect July 1st. The rates are on the basis of 10½ to Cincinnati, 13 to Cleveland, 12½ to Saginaw river points, 12½ to Louisville, 9 to Toledo.

T R LYON sold to Davis, Blacker & Co., of Manistee, recently, a group of pine near Luth er town 19 11, estimated to cut 11,000,000 feet for \$55,000,000—just even \$5 stumps. How can good lumber depreciate in value asks the *Lumberman's Gazette* when such prices are paid for timber in the woods.

THE Kirby Carpenter Company, says the *Lumberman's Gazette* is now settled in policy of piling lumber at the mills at Wonominee, Mich. The yard at Chicago is being rapidly closed out of stock and none is being put in. Its year's cut of 60,000,000, or more, will be piled at the mill. The Ludington, Wells & Van Schaick company is pursuing a like policy.

THE Duluth tells us that the lumber firms there report an increased demand for lumber outside of the city. The prospects in the early spring for a good trade looked dubious but within the last month business has improved and from all parts of Minnesota and Dakota orders are coming in for building material.

LUMBER manufacturers along the line of the Northern Pacific railroad held a conference in Duluth lately. Estimates made the amount of lumber on hand show 107,000,000 feet against 165,000,000 a year ago, and the log crop this year to be 231,000,000 against 172,000,000 last year. Lumbermen figure from those figures that there will be a lumber famine before the year is over. Prices on dimension stuff for places west of Brainard were made \$1 over

Duluth prices and common boards advanced \$1. An effort will be made to establish uniformity of grades through the Northwest.—*Mississippi Valley Lumberman*.

SAYS the *Lumberman's Gazette* of Bay City:—"The CANADA LUMBERMAN informs the *Gazette* that the export duty on rough timber is \$2 on pine and \$1 on spruce, not \$3 and \$2 as this paper has stated. Glad to be put right." The first proposal was to place the duty at \$3 and \$2, and now the Government has authority from Parliament to raise the duty to those figures if it is found desirable. At present, however, the duty is \$2 on pine and \$1 on spruce.

### THE LUMBERMAN'S OCCUPATION.

Bangor, once the greatest lumber market in the world, though doing a much smaller business than in Penobscot's palmy days, is still the home of expert loggers and drivers, and the headquarters for the most approved kinds of lumbermen's implements. Such is the fame of Bangor cant dogs and axes and batteaux that operators in the comparatively new logging regions of the west and far off Pacific slope send here for them. But is the men of the Penobscot who are principally sought, not for cutting the logs, for almost anybody can swing an axe, but for the perilous work of driving the logs through rapid waters and over roaring falls and swift rapids. Every spring, when the trees have been felled and when the warm sun has transformed frozen streams into rushing torrents, men from the Kennebec and Connecticut come to Bangor to hire crews who are handy with the axe and cant-dog, and who are not afraid to break a jam or sleep on the hard ground in a single blanket. They are especially anxious to get Bangor boys when they have a hard drive in prospect, for they know that the Penobscot red-shirters will pull through if it is a possible thing.

Not many people understand how logs are driven from the wilds where they are cut so many miles to the great booms near the mills, where they are sawn into lumber. It is a peculiar and a hazardous work, and when a lot of drivers start away for the headwaters with their pike poles, cant-dogs and axes it is just as natural to expect that some of them never will come back alive as it would be in the case of a company of soldiers starting for a battle field. After the loggers get through dumping the logs over into the frozen streams but a brief period ensues before the snow and ice melt and carry the big spruce sticks in great masses down stream and create big jams, backing the water up so that many of the logs are floated over submerged flats, to be left high and dry when the first detachment of drivers break the jams and set the water loose. Then the drivers' work begins. He grounded logs in the upper country where horses can not be used must be carried to the streams by men and often it requires 20 strong drivers wading knee deep in mud, to carry a single stick to the water. The farmers whose meadows are thus strewn with logs often claim the timber as a recompense for the obstruction it causes to their operations and at times they appear with shotguns to prevent the drivers from carrying off the logs. But the boss driver orders his men to "bring that stuff down" and the "stuff" generally comes.

Several crews are employed on a drive of any considerable size or at the head or lower end, other along the line or at the rear. There are many rocks, rapids and falls where the moving mass is likely to jam, and those places must be carefully watched to prevent a general "hang ing up" of the logs. Sometimes one big stick caught on a rock will hold back hundreds of thousands of feet, and then some daring fellow is ordered out with an axe to chop away the obstruction. It is at the risk of his life. He must be quick, for at the last stroke of his axe the big log snaps asunder with a boom like that of a cannon, and then there is a tremendous stampede of all the logs behind it. If the driver is lucky and agile he gets ashore all right, leaping from log to log, but one misstep, or a little slowness is likely to precipitate him into the seething mass, and if it is ever found below,

his body is mangled almost beyond recognition. Generally it is never found.

As the drive progresses the men follow through to the woods or along the rocky, uneven shores after it, and "wangan," or commissary departments of the different gangs, going on before. The driver works as long as it is light enough to see a log, and the moon is bright they often go to work at 3 o'clock in the morning and continue until the last glimmer of twilight. They eat their plentiful but coarse evening meal and, wrapped in their blankets lie down to sleep. While they sleep, which seems to them but an hour, the "wangan" moves ahead five or six miles, and when they awake there is that distance to walk through the woods before breakfast.

I saw a Bangor man who had just returned from the Connecticut, where he had driven six weeks. Sundays included, for \$2.50 a day, and he brought a sad story with him. After escaping several perils himself he had seen one of his camp mates go down to a cruel fate, while another was barely saved alive. These two, a Bangor boy and an old driver from St. John, N. B., had come up from the lower end of a drive, near North Stratford, Vt., to help break a big jam above. They walked through the woods to the point just above the jam and then started down stream for it on a log spiece. Before they knew they were in "white water" around some rocks; one log was lost and the two were clinging to the other. When they reached the jam the Bangor boy was crushed up against it, while the St. John man was swept under and lost beneath the wilderness of the logs. The young fellow, pinned by the big stick to which he clung, cried in vain for help, for the crew were out of hearing, and was just about to go under when another floating log struck his and swung it around in such a way as to liberate him. Then he managed to struggle ashore, and terribly injured was conveyed to the nearest house. River driving is a dangerous business, but there are plenty of men here ready to take its chance.—*Lumberman's Gazette*.

### LOGS AND LUMBER.

THE Bay City, Mich., *Gazette* returns to the subject of the export duty and says:—"The Canadians ought to be able to see, if they cannot, that their export duty on saw logs and the American import duty on sawn lumber operate in about the same way to obstruct the sale of Canadian forest products in the United States." Oh, yes; the Canadians see that. And they saw, too, that as they operate in about the same way, when the American import duty was double the export duty on logs the obstruction in the way of the sale of sawn lumber was twice as great as that in the way of the sale of logs, and their clear vision and common sense told them that such an arrangement would deplete their forests for the benefit of United States lumbermen, and to the disadvantage of Canadian manufacturers. They thought it much better to have even a smaller sale of timber, and to have more lumber sawn at their own side of the line. They want the duties to be equal, either \$2 or \$1.

### THE QUEBEC TRADERS.

The London, Eng., *Timber* of June 26th says:—"The *Hovding*, Captain Beck which ship is known as the "Lightning Express" amongst the numerous timber ships that ply between the port of Quebec and the United Kingdom, arrived in the Thames on Wednesday afternoon, having experienced the longest voyage since she has been in the Quebec trade. She went along at her usual speed until she arrived off St. Paul's, in the Gulf of St. Lawrence, when she experienced strong northeast winds, and in consequence those vessels that sailed many days after her came up in the race, and several boats arrived in the Thames the same tide. She has a cargo of Quebec spruce deals consigned to Messrs. Bryant, Pows & Bryant, limited. Owing to neap tides she was unable to dock, and cannot do so until Tuesday or Wednesday next. The *Carr* and *Cragallion* have also arrived from Quebec, and are now discharging in the Millwall docks on account of Messrs. R. R. Dobell & Co., as also the *Clara*, in the Surrey Commercial docks, for the same firm.

### CLASSIFICATION OF LUMBER.

The *Toronto Globe* of July 9th says:—"A meeting of general freight agents, representing the Canadian railways, and a special committee of the Toronto Board of Trade, representing the lumber interests of that body, was held at the Queen's hotel yesterday. The meeting had been called to adjust the differences which have been caused by the recent changes consequent on the adoption of a *Weighing Association* in Toronto. There were present Messrs. John Porteous, general freight agent, A. White, John Earle, and A. Burns, district general freight agents, representing the Grand Trunk Railway; G. H. Boeworth, assistant freight traffic manager, E. Tiffin, general freight agent Ontario Division, and—Houston, Ottawa, representing the Canadian Pacific Railway; R. Quinn, general freight agent, and G. A. Mumford, assistant general freight agent, representing the Northern & Northwestern Railways; and E. A. Carter, representing the Bay of Quinte Navigation Company, and Messrs. Wm. Kerr, S. C. Kanady, and H. H. Willmott, representing the Board of Trade. The questions at issue were fully discussed, and it was eventually decided to submit to the Board of Trade a proposition to accept the classification of the Canadian Freight Agents' Association, which gives a certain weight to green lumber, another to partially dry, and another to fully seasoned lumber. Each shipper will be required to certify to qualities and the seasoning of the lumber so that the rate can be arrived at. The representatives of the Board of Trade promised to submit the proposition to the Board, and the general expression of opinion was that the matter would be satisfactorily adjusted on this basis.

### BUILDING IN NEW YORK.

The *Record and Guide*, of New York, states that the June returns show a larger business in buying of real estate and building, than did the corresponding month last year. There were during June 1,244 conveyances of property, or 230 more transactions than for the corresponding month of last year. There was also an increase of investment amounting to \$500,000. Plans for building were filed to the number of 1,153, to cost \$6,732,755, against 320 plans in June last year, costing \$5,151,425. Our authorities conclude from this showing that the effect of the May strikes was not so serious as many had supposed. For six months, ending July 1, building operations in New York called for an expenditure of \$37,500,000. On this basis it is estimated that about \$75,000,000 will be expended for new buildings in New York the present year, against \$44,000,000 last year. In Brooklyn, however, building shows a falling off, as compared to last year. In the first six months of 1885 2,036 new structures were projected, calling for an outlay of \$10,557,022. This year plans filed were for but 1,878 buildings, to cost \$9,267,417.

### Horsford's Acid Phosphate—Unanimous Approval of Medical Staff.

Dr. T. G. Comstock, Physician at Good Samaritan Hospital, St. Louis, Mo., says: "For years we have used it in this hospital in dyspepsia and nervous diseases, and as a drink during the decline and in the convalescence of lingering fevers. It has the unanimous approval of our medical staff."



For "worn-out," "run-down," debilitated school teachers, milliners, seamstresses, housekeepers, and overworked women generally, Dr. Pierce's Favorite Prescription is the best of all restorative tonics. It is not a "Cure-all," but admirably fulfills a singleness of purpose, being a most potent Specific for all those Chronic Weaknesses and Diseases peculiar to women. It is a powerful, general as well as uterine, tonic and nerve, and imparts vigor and strength to the whole system. It promptly cures weaknesses of stomach, indigestion, bloating, weak back, nervous prostration, debility and sleeplessness, in either sex. Favorite Prescription is sold by druggists under our positive guarantee. See wrapper around bottle. Price \$1.00, or six bottles for \$5.00. A large treatise on Diseases of Women, profusely illustrated with colored plates and numerous wood-cuts, sent for 10 cents in stamps. Address, WELLS' DISPENSARY MEDICAL ASSOCIATION, 663 Main Street, Buffalo, N. Y. SICK HEADACHE, Bilious Headache, and Constipation, promptly cured by Dr. Pierce's Peppermint Cure, 25c a bottle, by druggists.