

—The export of deals this season from the ports of Bay Verte, Northport and Tidnish, near the isthmus which connects New Brunswick and Nova Scotia, have been larger this season than in any previous year. The total shipment of deals from the ports named have been about 15,000,000 feet. Large quantities of these deals are carried by rail to the shipping point, which, it is claimed, can be loaded in the Bay of Fundy after the completion of the ship railway, and forwarded more cheaply over that line.

—The tug boats engaged in hauling rafts to the St. John have been remarkably fortunate this year. One tug boat firm, which last year lost 14 or 15 rafts and sunk about \$12,000, has this year wiped out that debt and cleared from \$15,000 to \$18,000 besides, having lost this year only one raft. Other owners report like success, and the year has been for them the most successful, probably, in the history of the river. The river was high a good portion of the season, which made navigation much more easy and rapid.

NOVA SCOTIA.

Extensive improvements and repairs are being made on Mr. Gibson's saw mill at Marysville.

—C. W. Johnson, a storekeeper of Greenfield, who also did a lumbering business, has assigned. His failure is attributed to losses on log contracts.

—The prosperous condition of the lumber business in Nova Scotia last year led to the establishment of a lot of "jack knife" mills in the vicinity of the Cobequid hills. Farmers who had never been known to do anything extraordinary suddenly blossomed out as mill owners. There was a boom for a while. Then the crash came, and there have been of late several assignments in that region.

—The *Amherst Sentinel* says: Mr. Angus McPherson, of Conn's Mills, has built 1½ miles of railway into his lumber woods this summer and is now running a train on it. He has already taken out about 100 cords of hemlock bark, and is now ready to begin to carry out logs. The rails he uses are round spruce poles, probably six inches in diameter at the large end, tapering down to half that size, and neatly joined at the ends. The sleepers are small round poles to which the rails are spiked. The rolling stock consists of a small upright engine, 8 h. p., and two flat cars, manufactured by A. McPherson & Co., Oxford. The tires of the wheels on both engine and cars are made with a flange on both sides to prevent them from leaving or spreading the rails, and the wheels have play enough on the axles to accommodate themselves to any inequality in the width of the rails caused by the difference in size of the poles used. Mr. McPherson has gone to no unnecessary expense in grading his track. He has followed around the hills, and says he has a comparatively level track. The engine is placed between the two cars he uses, so he has no trouble in making up his train. He expects this engine to do the work of eight horses, and he can carry on his work all winter even if there should be no more snow than there was during the last two or three seasons. It was the scarcity of snow in late winters that prompted Mr. McPherson to adopt this means of getting his logs out to the river. It cost about \$300 to lay the track, and the engine cost \$400. What has already been done shows that the plan is feasible.

—A correspondent writing from Chatham says: The sawing and shipping season is now closed, all the mills on the river being down, and no vessels in port or to arrive, although the indications are that we will have open water for some days yet. There is every prospect of a dull season in the woods, and with that in view a great many men have left for Maine and New Hampshire, although wages are not ruling as high as last year.

—The St. John, N. B., *Sun* says that the lumber cut of Stetson, Cutler & Co. this season will be in the vicinity of 30,000,000 feet of spruce and pine lumber and 30,000,000 shingles. In their two mills and ten lime kilns this firm employs about 450 hands.

BRITISH COLUMBIA.

—The Canadian Pacific Timber and Lumber Company is being organized at New Westminster, with a capital stock of \$500,000 to engage in the saw mill business. Andrew McLaughlin and Alexander Fraser, of New Westminster, John J. Moore, John R. McHugh, and John Ward, of Vancouver, are the principals in the enterprise.

—The H. R. Morse Lumber Mills, of Vancouver, has contracted for the lumber to be used in laying the sidewalks and planking the streets at the new town of Mission, the terminus of the Seattle, Lake Shore and Eastern Railway, where they are erecting extensive wharves, warehouses, and lumber yards to facilitate the trade at that point.

—Until recently the Brunette Saw Mill Co., at New Westminster, have been running double time. They have been

shipping large quantities of lumber to Eastern points, and a large number of foreign orders are on hand to be filled.

—The new saw mill to be built by N. Slaughter & Co., at Stereston, near the mouth of the Fraser river, will have a capacity of 200,000 feet per day.

—The monthly circular of Robert Ward & Co., dated Victoria, B. C., 1st November, gives the arrivals and departures of sailing vessels at and from that port, and others on Puget Sound for October last. Quotations for coal: Departure Bay or Nanaimo to San Francisco, \$2.75 per ton; lumber from Burrard Inlet or Puget Sound to Sydney, N. S. W., 52s. to 52s. 6d.; Melbourne, 65s. to 65s. 6d.; Shanghai, same; United Kingdom, 75s.; West Coast South America, 52s. 6d. to 55s.; East Coast ditto, \$15.50.

—Lumber charters effected during the month amounted in the aggregate to 10,694 tons, and tonnage is scarce. One steamer, the "Algonia," of 2,892 tons, is named for a cargo to Melbourne. Three American schooners charter for Honolulu: a ship and a barque for Melbourne, a barque and a schooner to Sydney, various ships and barques to Chefoo, Shanghai, Kahului and Iquique. There are arrivals of shipping at Burrard Inlet from Hong Kong and Yokohama, and clearances thence for Valparaiso (lumber and salmon), Callao, Melbourne and Adelaide with lumber. The twenty-eight departures of the month carried 46,444 tons of coal from Nanaimo and Departure Bay to San Francisco, Port Townsend, Honolulu, Sitka, Alaska, and San Pedro.

MANITOBA AND NORTHWEST.

—Mr. S. McEtraine is negotiating for the purchase of the lumber yard of Messrs. Dick, Lanning & Co. at Portage la Prairie.

—There is going to be a good deal of activity in the camps in the mountains this winter, says the *Calgary Tribune*. Arrangements are being made not only for ties for the Calgary and Edmonton Railway, but also for other purposes.

—Mr. Neilson, of Selkirk, is opening a lumber yard at Carberry.

—Six million feet of lumber have been cut on Lake Winnipeg this season.

—J. D. McArthur & Co. have succeeded in getting 110,000 of their ties, which have been stuck up in the Little Saskatchewan all summer, to Brandon. About 150,000 have been frozen in.

AMERICAN.

—Shingles are scarce at Oswego, N. Y., and prices are advancing.

—Lumbering operations in the vicinity of Baraga, Mich., will be more extensive this season than in any other previous year.

—Wages in the woods in the northwest are reported considerably higher this winter than last.

—Word comes from Maine that the cut on the Kennebec this winter will be at least 10,000,000 feet more than last year. Work has also vigorously begun on the east and west Penobscot.

—The lumber cut in Minnesota will exceed that of last year by several million feet. The estimates placed it at 325,000,000 feet and not more than 350,000,000 feet.

—The Onelette-Curphy Lumber Company has just been organized in Vicksburg, with a capital of \$50,000. Several members of the new company are Canadians.

—In Honolulu the market for Pacific coast lumber is good.

—The shipments of lumber from Saginaw, Mich., for the season will slightly exceed those of last year, and only about one-half of the output of the mills for the season will be represented in the lake movement.

—David Whitney, of Detroit, Mich., recently bought 20,000 acres of timber land in a body. The price is understood to be about \$10 an acre. The land is situated on the banks of the Miami and Kelshe rivers, in Tillamook county, Oregon. Competent cruisers say it will cut better than 100,000 feet to the acre, of fine yellow fir timber.

—It is discovered that somebody has stolen \$1,000,000 worth of timber from the government swamp and railroad indemnity lands around Eau Claire, Wis. Uncle Sam is said to suspect a railroad or two of the robbery.

—The British steamer *Suffolk*, has sailed from Port Gamble, Puget Sound, Wash., for England. She takes 2,500,000 feet of lumber, the largest cargo ever loaded on the Sound.

—The destruction of saw mills by fire has alarmed fire insurance companies, and a number of them have instructed their agents in the Saginaw Valley to accept no more risks on mills or lumber. It is estimated that the losses by fire during the past five years aggregate \$1,000,000.

The largest sale of land ever made in New England was perfected a short time ago, Messrs. Geo. Van Dyke and C. E. Henry, of New Hampshire, purchasing of Mr. George B. James and the New Hampshire Land Company 90,000 acres of timber land in Carroll county, N. H. It is reported that 1,000,000,000 feet of spruce are standing on the lot. Several large mills will at once be constructed for sawing the timber into lumber.

—The large *Wahnapiatae*, in tow of the propeller *Nicol*, lumber laden, from Washburn, Lake Superior, with a cargo of 1,800,000 feet of lumber consigned to Fairport, Ohio, was completely wrecked against the Cleveland breakwater while trying to make harbor during a severe gale on the night of Oct. 26th. Her cargo was strewn into the lake or dashed to pieces against the breakwater or shore. It will prove almost a total loss. Insurance \$17,500. The *Wahnapiatae* was the largest lumber boat on the lakes, having been built to carry logs from Canada to the mills in Michigan. The export duty levied by the Canadian government practically took her out of commission, and she was transformed into a lumber barge.

CASUALTIES.

James Polley was caught in the machinery of McKee's mill at Wellsford, N. B., and received fatal injuries.

While conveying some logs from the dam to the mill of J. Woorvorth at West Branch, Gray's river, N. S., the other day, E. Woodworth, son of the proprietor, stepped on a rolling log, fell in, and was drowned.

Mr. Thomas Callaghan, superintendent of lumber operations on the Trent waters for the Rathbun Company, while engaged with a party of men exploring some timber limits in the township of Etnaham, was accidentally cut in the neck by an axe, severing several veins, which came near causing him to lose his life.

While John Evans, foreman at Ross, Hall & Brown's saw mill, Rat Portage, Ont., was engaged fixing some machinery, his foot slipped and he was caught between two cog wheels and his leg was instantly drawn in and crushed up to the knees.

Delbert Haines, aged twenty years, working for the Canada Lumber Company at Crotch Lake, Ont., was killed a few days ago by a tree falling upon him.

A man named Simon Tremblay had one finger of his left hand accidentally cut off by a circular saw at L. B. Eddy's saw mill, Hull, Que., a few days ago.

A young man named Ferrault had both of his legs cut off by falling in front of a circular saw at Ross, Richie & Co.'s saw mill, Three Rivers, Que., Oct. 22nd. He died shortly afterwards.

The dome of the boiler in connection with Hugh McDonald's saw factory at Belwood, Ont., was blown off, on Oct. 31st. The roof of the engine and boiler house got a complete scattering, and the smokestack was blown down.

E. S. Crossfield, son of Mr. S. B. Crossfield, owner of a shingle mill at Sturgeon Falls, Ont., lost his life by being caught by the circular saw. In some manner the teeth of the saw caught his coat, and in an instant he was thrown up against the framework of the machine, the saw cutting him in the abdomen in a most frightful manner.

One of the large boilers in Peters & Cain's mill at Midland, Ont., exploded November 19th, and went through the roof of the boiler house, moving the other two boilers about 20 feet. One of the corners was knocked out of the mill. Several men were injured, but not fatally.

FIRE RECORD.

Mr. J. A. Ellis' saw mill at Fenelon Falls was burned November 21st. The fire was caused by the explosion of a lamp.

Jesse A. Gilbert's saw mill at Brookbury, Que., was entirely destroyed by fire October 7th. Loss from \$2,500 to \$3,000. No insurance.

The saw mill owned and occupied by C. J. Smith, situated on Burnt River, about two miles from Kimmount, Ont., was burned October 27th, together with the store house, boarding house, supply store, 2,000 cords of wood and 20,000 ties. The estimated loss is about \$12,000.

The steam saw mill and lumber yard of J. & A. Carson, Pictou, N. S., were burned November 8th. Loss \$10,000; insurance \$1,600.

W. H. Leonard's saw mill at Hope Bay, Ont., was burned November 4th. Insured for \$1,000.

The planing mill at Pembroke, Ont., owned by R. F. Branish, and operated by Mr. Sparling, was burned November 20th. Mr. Branish loses \$2,500 on factory, and W. S. Sparling, lessee, \$600 on stock.