

## Chips.

ALBANI, B. C., wants a saw mill to provide lumber for the settlers.

EXTENSIVE forest fires are raging in the vicinity of Tamaqua, Pa.

HALL & Co's barges will take about 5,000,000 feet of lumber this season between Toronto and Ogdensburg.

Messrs GILMOUR & Co. have commenced the season's operations at their Gatineau mills. Most of the Ottawa mills started on Monday.

An order for boxes to go to Honduras, Central America, is being filled by Hunter, Tilloston & Co., Muskegon, Michigan.

THERE was 42,000,000 feet of lumber shipped by rail from Saginaw valley between January 20 and March 31, of this year.

The input of logs on the Monominee and its tributaries, in Michigan and Wisconsin, this season, is 435,000,000 feet.

Messrs. Thompson and Baker have sold out the Brydon shingle mill at West Gravenhurst, to Mr. Joseph Tuer of Barrie, for \$2,300.

The Petrie Lumber Company, of Saginaw, has bought 13 500,000 feet of standing pine in Roscommon and Crawford counties, Mich., from Louis Huldebach, for \$33,000.

Mr. MERRON HARRIS will fill a contract to supply 200,000 ties to an American railroad this summer and will buy up all along the Rideau and Ottawa rivers.

PREPARATIONS are being made, says the Muskoka Herald, by various lumber companies throughout the District, to start their drives. The high water will make running a comparatively easy task this season.

THE Manitoba Government has designated May 12 as a public holiday, to be known as Arbor day, and the Lieut. Governor of the Northwest territories has designated May 1 for a similar purpose.

THE body of Mr. Charles Sereno, the Ottawa lumberman who was supposed to have fallen through a hole in the ice near Nippissing last December, has been found and taken to Portage du Fort for burial.

THE first four masted schooner ever built on the Pacific coast was recently launched at San Francisco to go into the lumber trade. Her name is Novelty, and she will carry 800,000 feet of lumber.

PINE land to the amount of 21,587 acres in Bayfield, county, Wis., was lately sold by the Omaha railroad company to the St. Croix Lumber Company and J. E. Glover for \$135,900.

THE planing mill of Mr. Thos. Orr, at Stratford, Ont., was totally destroyed by fire on April 12th. The fire broke out about 4 o'clock and originated in the drying kiln. Loss about \$10,000; no insurance.

THE log input on the Wisconsin and its tributaries for the season now closed, it is said, was 160,787,000 feet. Of this amount Wausau parties claim that 137,000,000 will go to that place for sawing.

BIG piles of white poplar wood, said to be largely used in the manufacture of paper, were drawn out in the winter, and deposited along side the Central Ontario railway track in many places, but the piles are very conspicuous in the vicinity of Big Springs and Central Ontario Junction.

DANIEL TAYLOR, over 80 years old, of Schroon Lake, N. Y., a year or two ago had his hand mangled by a circular saw. He got well of that and last winter he had his skull fractured while at work in his mill. He has fully recovered from that also, and is again ready to tackle a buzz saw or stand a crack on the head.

WILLIAM CARSON, president of the Valley Lumber Company, of Eau Claire, Wis., went to the Wisconsin Central to intercept the loggers as they came out of the woods, and distribute among them tracts, showing the folly of spending their wages in saloons and low resorts, and urging them to attend the meeting of the Y. M. C. A. at Eau Claire.

## CANADIAN LOGS TO MAKE MICHIGAN LUMBER.

The following letter appears in the Montreal Gazette:

SIR,—If a doubt ever existed in the mind of any one, as to the propriety of our government adopting the suggestion of the Hon. Mr. Joly to increase the export duty on saw logs, it would be removed by knowing in what light existing arrangements are viewed by Michigan lumbermen. In the last issue of the Lumberman's Gazette, of Bay City, Michigan, Col. M. Jeffers, of East Saginaw, says:—"I have bought from parties in Canada 500,000 acres or twenty townships, of standing white pine on the Serpent, Spanish and Musasaga rivers, Georgian Bay." This tract contains 2,000,000,000 feet of pine timber with a saw mill at the mouth of Serpent river that cuts 40,000,000 feet a year, with an iron steamer and a tow of barges. The whole plant costing \$400,000." And after stating that Governor Alger of Michigan, and Col. Bliss, of Saginaw, are interested in the same region, he says: "We propose to bring the logs over and saw them in Michigan. We are Michigan men and hope to make our purchases inure to the benefit of our people here. Notwithstanding our investments in Canada, we still stand by protection for Michigan lumber."

In another part of the same paper the Hon. Isaac M. Weston, when criticising the Morrison Tariff bill, says:—"We now admit Canadian logs free of duty. On the north shore of Lake Erie Canadian saw mills are in ruins, but the mills at Tonawanda, N. Y., are employing thousands of American workmen, manufacturing Canadian logs towed from the Erie north shore. The Saginaw mills are running out of American stock and already they are looking to Georgian Bay for Canadian logs to cross the Huron lake and keep their mills and men at work."

So that the advantages Canada is to derive from sales of her timber lands to Col. Jeffers, the Governor of Michigan, Col. Bliss and others, is to have "her saw mills in ruins, her workmen out of employment and her timber towed over to Michigan, to be there made into lumber to compete with lumber manufactured in Canada, at a disadvantage of \$2 per thousand and U. S. duty—all in the interests of these gentlemen, who, not satisfied with their good investments in Canadian timber, boast of their hostility to Canadian interests. No, gentlemen, not quite so fast, as Canadians we are slightly interested in this matter and will try to have "our timber inure to our people here," and "still stand by the protection of Canadian lumber." We have no special desire that Canadian saw mills should be in ruins," in order that "New York (or Michigan) saw mills may employ thousands of American workmen manufacturing Canadian logs." If we cannot have free trade in lumber with you, let us have fair trade, cast in your lot with us, manufacture the lumber here, and enjoy equally with ourselves the privilege of contributing \$2 per M to the revenues of your country on any lumber sent there. It is bad enough to have our timber pass into the possession of strangers at a tithe of its value, but the country should at least be entitled to what little benefit it might derive from having the timber manufactured here. We have not such a superabundance of pine timber left that we can afford to part with it entirely in the interest of our cousins across the line, however much we may admire their disinterestedness in relieving us of it now that they acknowledge they have about used up their own.

The United States tariff on Canadian lumber is \$2 per M. The Canadian export duty on saw logs is \$1 per M. And since the United States Government admit logs free, there is a clear advantage of \$1 per M in favor of manufacturing Canadian logs in the United States. This discrimination against ourselves the Michigan lumbermen, who control the action of Congress by preventing the removal of duties from lumber, flatter themselves will be quietly submitted to by us, but it is well to let them know at once and distinctly that while we are now, and have at all times been, ready to remove the export duty on saw logs when the United States lumbermen permit their servants

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in Congress to remove duties from Canadian lumber, yet we are disposed to favor in any way by fiscal arrangements, the closing of Canadian saw mills in order that labor that should be employed in Canada should find employment in United States.

The question then is as to what would be a fair rate to fix for the export duty on saw logs? In order to foster Canadian manufactures it would, of course, be best to have a rate almost prohibitory, but I should not propose this, and think that \$4 per M would be reasonable. That is, \$2 to counterbalance the United States duty on lumber and \$2 more for national protection, a sum claimed to be very moderate for this purpose by all United States lumbermen.

Trusting that our Government may grant us, as our United States friends are so fond of saying, this moderate measure of protection,

I am, dear sir,

Your obt. servant,

WILLIAM LITTLE.

GLASGOW.

The Timber Trades Journal of April 17th says:—"The principal arrivals to note for the past week are a cargo of pitch pine and one of teak timber at Greenock. The arrivals of pitch pine since the beginning of this year are represented by a carrying tonnage of 11,000 tons; same period 1885, 5,178 tons, and 1884, 9,023 tons. In view of the ample stock of pitch pine on hand and moderate consumption, owing to quietness in shipbuilding, a light import will suffice for the wants of this market.

The arrivals of teak to Clyde this year have been by a carrying tonnage amounting to 3,927 tons, as against 4,376 tons corresponding date 1885, and 4,148 tons in 1884.

The yards at Yorkhill, Glasgow, for storage

of deals have now a very bare appearance. The stock of deals they at present contain is about 800 St. Petersburg standards under that of a year ago, the decrease this year being principally in lower port pine deals.

There has been one arrival at Grangemouth within the past week, a cargo of battens from Drontheim, consigned to Messrs. Brownlee & Co. The imports there up to this time of the year are never a large amount, but for the current year, so far, they have been unusually light.

No auction sales of timber or deals have been held by brokers at Clyde ports during the past week.

Some vessels forming a portion of the Quebec fleet left the Tail-of-the-Bank for the export this week. They carry coal at a freight, it is stated, of 2s. 9d. a ton, which will just pay for the loading and discharging. The fleet is later this year in leaving the Clyde. Freight, Quebec to Clyde, about 18s. per load.

On the 8th inst. there was launched from the shipyard of Messrs. J. & O. Thomson, Clydebank, H. M. S. Brisk, the third of the Scout class of cruisers contracted for last year. The Brisk, which resembles her predecessor in every particular, is expected by her builders to attain a speed of close upon eighteen knots an hour.

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