

CHIPS FROM YANKEELAND.

The railroads are hustling the logs to the Saginaw river at a lively rate.

The Detroit and Bay City railroad will have hauled at the close of the present season 230,000,000 feet of logs.

The project for a winter bridge across Detroit river has taken definite form. The first stages of the work has been begun.

Hamilton, Mass., is to have a planing and saw mill run by power furnished by a wind mill. It is believed that this is a new application of such power.

A Buffalo, N.Y., paper says that the lumber trade of that city and Tonawanda leaves more money in local hands in the two places than the grain trade, large as that is.

Careful estimates of the log crop of the streams tributary to booms, will furnish logs to Bay City and the Saginaws, the present winter, place the amount at nearly 600,000,000 feet.

In Michigan the value of lumber, per 1,000 feet, has only increased from \$12 in 1866, to \$13 in 1886, while stumpage has jumped from \$1.25 to \$5.50 per 1,000 feet during the same period.

Baird & Robins, of Big Rapids, Mich., are about to erect a large steam saw mill at Rhinelander, Wis. The *Herald* says the mill will have a capacity of from 80,000 to 100,000 feet per day.

The question of inspection and straight measure still continue to agitate lumber circles, and their seems to be a rather decided front in opposition to the plan of selling by straight measure.

The proposed building of the Alpena & Petoskey railway, in northern Michigan, is likely to promote other enterprises with the object of opening out the timber resources of the northern counties.

The *Lumberman's Gazette* claims that "the dark, sand-burdened Saginaw river still continues to float out more lumber than any other stream in the world that we know of; Muskegon comes next."

The logging business is being pushed for all it is worth in Alpena county, as well as in other parts of the state; and the outlook at present is favorable for the full realization of the anticipated log crop.

New York hardwood men are agitating the subject of uniform inspection throughout the country, or at least the adoption by the various exchanges at principal points, of a system which shall be common to all the leading markets.

Down in Maine the law makers have become exercised over the waste of forest wealth going on in that state, and the result is a bill now pending before the legislature providing for the appointment of a commission to look the matter up.

Lumbermen in New York are taking considerable interest in the proposed national inspection system for hardwood lumber, and it is not unlikely that a call will shortly emanate from their new exchange for a convention at some central point to consider the matter.

The American Forestry Congress has addressed a memorial to the Congress of the United States on the necessity of preserving from depredation and fire the forests that now exist on the Government domain, and on the desirability of encouraging tree-planting on the great plains.

It is evident that the mill capacity of the northwest, especially that of Wisconsin and the upper peninsula of Michigan, will be greatly increased during the current year. In both the sections indicated there is to be a wonderful development of resources by reason of the building of railroads and the opening of mines. As these regions are largely timbered with pine, mills will be erected simultaneously with the building of railroads.

Flatt, Bradley & Co., of East Saginaw, Mich., have a contract to supply the British Navy with masts. They are at present getting out spars on the Pinconning branch of the Michigan Central railroad, and lately shipped a quantity to Nova Scotia, a new departure in the method of forwarding masts to the seaboard, as hitherto they have gone down the lakes by water. There must be some urgency in British naval affairs, since the builders cannot wait till the opening of navigation.

The exports of lumber from New York have been much larger so far in 1887 than in 1886. The shipments of pine in January amounted to 5,905,000 feet, as compared with 5,181,000 feet in January, 1886. About three-sevenths of this year's exports went to South America, and one-third to the West Indies. A successful effort to establish rail shipments is in progress in the Saginaw Valley. In 1880 that district sent out 27,000,000 feet of lumber by rail, and 770,000,000 feet by water. Last year the rail movement amounted to 176,000,000 feet; and that by water to only 591,000,000 feet. The principal gain in the former direction has occurred since 1884.

The Minor Lumber Co., Alpena, Mich., is said to have recovered \$9,200 of the \$11,000 appropriated by the defaulting salesman, W. J. Miller. The latter is now in Canada.

An Associated Press dispatch from Chicago says: The grand total of the white pine lumber product of the Northwest for 1886 was 7,426,368,000 feet. This is \$70,000,000 feet in excess of the preceding year, and is only slightly short of the total cut for the year 1882, 1883 and 1884. The greatest gains were in the older milling districts. The grand total of the shingle product of the Northwest was 4,575,531,000 shingles, which is the largest showing in any preceding year. These figures are cited as showing that the maximum annual lumber product of the white pine districts has probably not yet been reached. The stock of lumber on hand at the mills at the close of the year is placed at 3,068,093,000 feet, or 170,000,000 less than at the close of 1885, and 450,000,000 feet less than in 1884. The stock of shingles were 350,000,000 more than in 1885, and 10,000,000 less than in 1884.

Every indication at present points unmistakably to the belief heretofore expressed by this paper that unless some entirely unexpected event happens, the lumber business will open encouragingly, and continue prosperous during 1887. Our opinion is seconded in this wise by *Lumber*, one of our exchanges: "The trade outlook is very favorable at present although the actual business is not quite so heavy as at this time last year on account of bad weather. The arrangements for building this season are quite as extensive as at this time last year, possibly more. Quite a number of solid business men are contemplating extensive building operations the coming season. If the general business of the country is not interfered with by legislation or other outside causes, everything points to an extremely brisk season. Lumber seems to be holding firm in all markets with a slight prospect of an advance in some articles, particularly hemlock and yellow pine."—*Lumberman's Gazette*.

EUROPEAN LUMBER NOTES.

The English lumber market is gradually improving.

The stock of lumber in the Liverpool market is very much reduced.

It is generally apprehended that timber freights will be advanced in England shortly.

A correspondent writing to the *Timber Trades Journal*, wants to know why it is that the ends of Quebec Birch are painted red.

Two cargoes of lumber shipped by Messrs. D. & J. Maguire & Co., insolvents of Quebec, to the English market, were seized at a London port recently.

Considerable discussion is at present going on among the members of the trade regarding the advisability of establishing a Lumber Exchange in England.

Liverpool trade is still in a stagnant condition, with very few orders in the market, and no disposition to enter in arrival business, in which, so far, there has been very little done, especially in Quebec goods. The failure of Messrs. R. A. & J. Stewart has naturally given rise to considerable comment.

Rumours having been circulated as to the New Brunswick Trading Company, Limited, being affected by the reported difficulties at St. John, N.B., we made direct enquiries, says *Timber*, and were assured by one of the directors "that even had the rumours been true there would have been no loss to the Company, who are quite prepared to meet their engagements."

The prevailing impression in England is that very little is doing in business for the new season for the Baltic, but it is said that considerable transactions are constantly taking place in a quiet way, and that more sales have been made than many are aware of. The Quebec shipping houses have also done a large amount of business for f.o.w. shipment to United Kingdom; but very little of it for London. The competition between sellers has been keener than usual this season, especially during the last few weeks.

The London Board of Trade returns for last month were issued on the 9th March. They are very favorable, particularly as regards the exports, which show an increase under all the leading heads. The declared value of the imports was £28,513,994, against £26,621,869 in February, 1886, the items which have augmented most being articles of food and drink, raw materials for textiles, and manufactured articles. For the two months to date the increase is £4,256,508. The value of the exports last month was £17,255,133, against £16,384,007 in February, 1886—an improvement of £871,126, which is mainly in yarns and textile fabrics, metals, machinery, and apparel. The gain for the two months is £1,567,080. The great expansion in yarns and textile fabrics continues to be chiefly due to the extended scale of shipments of cotton goods to the Eastern market, more especially India.

The ship-building industry at Tyne is looking up. Many of the yards are better employed, and two of the yards which have done nothing for some time, are commencing active operations. This will favorably affect the log trade, and as the stocks of Quebec goods are becoming very light, it should stiffen prices. Some of the Quebec shippers have been here trying to place cargoes for spring shipment; but so far, only one Tyne firm is reported to have bought. 21s to 22s. Quebec to Tyne is quoted for spring shipment.

Canadian woods to the Liverpool markets are reported by Farnworth & Jardine as follows. Yellow pine timber. The deliveries as is usual at this season of the year, have been small, the stock is very moderate, but there is no improvement either in the demand or value. Red pine is seldom inquired for, and prices rule low. Oak logs: There has been a moderate enquiry for prime wood, but inferior quality is neglected. Oak planks have been imported moderately; the demand continues good, and prices are firmer, and the stock remaining over is light. Ash is in fair request, and the stock is low. Pine deals are in dull demand; the stock is far too heavy, and prices unchanged. Quebec staves are seldom inquired for. From New Brunswick the following is reported:—The import has consisted of two small cargoes; there has been a fair demand throughout the month, and the stock is now reduced to a more healthy condition; notwithstanding this, prices do not improve, and several sales have been made on contract for the season's shipment at very low rates. Pine deals are in dull demand, and the stock is sufficient. Birch: Only one parcel has been imported, which has chiefly gone direct from the quay into consumption; there has been a fair demand, but late sales show a slight decline in value, and the stock is ample. Birch planks: Several sales have been made on contract but at rather lower prices.

THE LUMBER WORLD.

A scheme is being worked up by Mr. E. H. Bronson, M.P., for the purpose of building at the Chaudiere mills for the manufacture of pulp out of sawdust. Mr. Bronson has been encouraging the scheme for some time and it is expected that before long a company will be formed with a large capital, a powerful water power at the Chaudiere purchased and extensive mills erected for the manufacture of pulp from the sawdust which has for so long been a nuisance to both lumbermen and forwarders. This idea of manufacturing paper from sawdust has several times been attempted in this city and very favorable results obtained, but the want of capital caused the abandonment of the enterprise. Should Mr. Bronson's idea be carried out and a company formed with a sufficient capital to start the work of manufacture there is little doubt but that success will attend the efforts of the company, as paper is now being manufactured in many places throughout the United States from sawdust, at a great profit to the manufacturers. Besides, if this idea was carried out we would get rid of a vast amount of that sawdust against which so many protest. A *Journal* reporter called upon Mr. Bronson's manager but could obtain no further information beyond the confirmation of the fact, as Mr. Bronson is himself in Toronto and the scheme is not as yet sufficiently matured for publication. Mr. Bronson, it is said, has purchased Thompson's grist mill at the Chaudiere, and his firm intend to convert it into a paper pulp factory.—*Ottawa Journal*.

BONCAYGEON Independent:—The immense territory to the north of this village is still in a great measure clothed with the primeval forest, for settlement is so slight and scattered that no material change has been made in the original condition of the country. It is true that a large proportion of the pine has been cut and removed, but the forest has been but little changed in its character and thousands of square miles are yet untouched by the axe of the settler. Throughout this immense territory the best, most thrifty and largest timber is that of the black birch which grows everywhere in rich profusion. Up to the present time but little of this timber has been used for other purposes than fuel, but it would seem that its valuable qualities are at length beginning to be recognised. There is probably some exaggeration in the price mentioned, for black birch is a wood of too universal a growth throughout the Canadian forest to permit of so rapid a rise in price, but a general increase in its value may be safely calculated upon in the future. It is a beautiful furniture wood and becomes of exceeding hardness with age. Its present value is probably not more than \$14 or \$15 per thousand, but as soon as the price advances to \$18 or \$20 there will be an opening for an enormous trade. The supply is unlimited but as the logs cannot be floated in water, they have to be transported on the railway, and at a less price than that mentioned they can not be profitably handled. Those settlers in the back country who possess black birch within handling distance of a railway would do well to hold them, for their value is certain to become greater.