

NEWS NOTES.

H. Dinning & Co., ship builders, Quebec, have assigned. Saw and File works are shortly to be established at Peterborough, Ont.

The *Register* wants a copper shop on an extensive scale established at Norwood Ont.

It is said that one of the lumbering firms now doing business at Keewatin, will erect a large barrel factory during the coming winter.

Mr. E. H. Smith has sold 200,000 feet of his fine Basswood lumber and will begin shipping it on Monday next.—*Burk's Falls Arrow*.

The Christy Lumbering Company, of Muskoka, have purchased the Strickland limits north of Minden, and commenced operations in the township of Hindon and Oakley.

The Lake of the Woods Milling Company's lumber mills at Keewatin, are to be lighted with Edison's incandescent electric lights, the plant to be furnished by Mr. A. J. Lawson, of Montreal.

Mr. Campbell, of South River, has a mill in full operation under the superintendence of Mr. Fred. Thomson, which next season when in full blast, will have an output of 3,500,000 feet.

One of the fingers of H. Clegg was cut off obliquely by a saw in Gilmour's mill at Crow Bay, Seymour. The bone was cut even by a surgeon while the sufferer was under the influence of chloroform.

Mr. J. E. Gould, of Uxbridge and Cobocok, Ont., has a big contract on hand in supplying the Grand Trunk with 300,000 railway ties. It will give the wood trade in the north country a regular boom this winter.

The Parry Sound Lumber Company are busily engaged in building another new mill. They intend to put in three of the best shingle machines and a planer. The mill is being erected on the flat behind the company's east tramway.

The big mill now run by Messrs. Melville and Cooper closed down after a most successful season's run, says the *Collingwoodulletin*. During the time it was in operation from the 25th of May to the 6th of October it cut about 6,000,000 feet of very superior stock.

The Hastings Saw Mill Co. have been incorporated at Victoria, B.C., with \$150,000 capital. The incorporators were Messrs. W. C. Ward, R. H. Alexander, C. J. Dupont, F. S. Barnard, J. C. Nicholson and J. L. Raymur, with head offices at Victoria.

The cooper shop belonging to the Imperial Oil Co. at Petrolia, Ont., was totally destroyed by fire October 29th. The loss is about \$3,000, fully covered by insurance. About 40 coopers were employed in the shop, who lost all their tools. Cause of the fire unknown.

Frank Loucy, of Minden, met with a fatal accident while working in Michigan. He was engaged loading a car with timber, when he slipped and fell and a log fell on him. A fellow workman, a stranger, brought the body home.

Cars loaded with lumber for the United States have been detained at Moncton, N. B., on account of some technical infringement of the law governing custom entries. A penalty of \$250 is provided for, and this the authorities threaten to enforce, unless all the regulations are complied with.

Exports for the quarter ending with September, from Chatham, Ont., to the United States, were of the value of \$119,287. Forest and farm furnished nearly all of them. Some of the principal items are:—Staves, hoops etc., \$53,902.34; Lumber and planks, \$7,879.45; Logs, \$5,109.00; Wood \$3,409.

Bangor, Maine, has a new enterprise. Every mill on the river wastes great quantities of saw dust. It has not been available for shipping because of its bulk. Now a hydraulic press has been invented to press the sawdust and reduce its bulk some 75 per cent., and in this shape it can be easily handled.

Notice is given from the Department of Crown Lands, Toronto, Ont., that timber berths in Livingston, McClintock, Lawrence, McLaughlin, Hunter, Bishop, Devine, Butt, Biggar, Wilkes, Balantyne, Chisholm, Cainsbay, Pentland and Boulter townships will be offered for sale by public auction on Thursday, December 15th.

The outlook for next year in London, England is encouraging. Considerable sales have already been made of various descriptions of goods, including white battens, at the highest rates current this season. Telegrams recently received from Australia report a decided recovery in the timber trade there, so that a good demand for the higher qualities of deals may be anticipated; but it is too late for shipments to be made this season, as nothing but bright and well-seasoned goods are suitable for that market.

At Pembroke, Oct 28th, Walter Beatty's sash and door factory, together with Angus' paint shop, Shield's hotel, Mr. Beatty's lumber yard and other properties were destroyed by fire. Mr. Beatty was one of the largest contractors of the place, and his loss at this time of the year will be more particularly felt. His loss is estimated at \$17,000; insurance \$2,500.

An Ottawa despatch says: In order to insure exporters of lumber and other goods from Canada making their entries as required by law, it has been ordered that a penalty of \$200 shall be incurred by any infringement of the rules, and as a first step the collector at Moncton, N. B., has detained a number of Intercolonial railway cars with a view to carrying it into effect. Hitherto the Customs authorities have had much difficulty in getting exporters to comply with the regulations in many ports.

Some of the industrial enterprises carried on and improvements being made at and about Nashwaak, N. B., are described in the *St. Stephen Courier*. The Alex. Gibson, jr., saw mill, containing five gangs, is running at its full capacity, giving employment to sixty men, and with a fair head of water cuts about 150,000 feet a day. It is carried to St. John from whence it is shipped to all parts of the world. Further down the river there is a three gang steam lath mill, which is said to be the largest of the kind in America. Over fifty men are employed, and the average daily output is 120,000 laths.

The activity with which lumbering operations are to be carried on this coming season can be judged from the fact, says the *Manitowlin Expositor*, that in addition to large shipments already reported, the Atlantic on her last trip up left five cars of lumbermen's supplies at Meldrum Bay and three at Cockburn Island and that there are about eight cars to be shipped to those ports yet.

Mr Robert Connors, the big lumber operator of the St John, is preparing to carry on heavy operations this winter in the Temiscouata lake region. He has struck districts covered with pine and spruce which have never been lumbered on before, and expects to cut 12 or 15 millions this winter. His lumber will be put in Lake Camino, which is connected with Lake Temiscouata. He has seventy men in the woods at present.

Hall Bros. began as general storekeepers at Feversham, Ont., in 1883. The senior member of the firm had much experience in preaching but none in storekeeping. The other brother was a farmer, not a very much better equipment for business life. They bought a saw and grist mill and a store, paying about \$7,000 for the same. In 1886 the mills were rented and the lessee lately absconded. They are understood to have lost by him, and have made an assignment.

The present condition of the timber trade in London may, we consider, be fairly regarded as in a healthier state than for some years past. A good deal of unsoundness has been removed, and the trade has been conducted in a quieter and more cautious manner than before. Stocks also have been kept in moderate compass, and the buying has been of a hand-to-mouth character. Prices have remained fairly steady, with an occasional slight advance in some descriptions, which, with the lessened number of failures, has enabled the trade to be carried on with some profit.

According to the statement received from the Export Lumber Company, New York, the amount of white pine lumber exported from there from January 1 to September 30 was 48,390,000 feet. The River Platt took the largest amount—12,562,000 feet—and the other ports, numbering 75 or so, all the way from 3,574,000, down to 3,000 feet. The shipments were larger than for the corresponding period in 1886, but not so large as in the two succeeding years. The heaviest shipments were made in March, when 7,289,000 feet were sent abroad.

St. John, N. B., is again stirred up to the importance of having a dry dock. In 1882 the local Government passed an Act providing a subsidy of \$50,000 for such a dock, and in the same year the Dominion Government passed an Act providing for a subsidy of two per cent. for twenty years on the cost of construction, the subsidy not to exceed \$10,000 a year. The company formed to build the dock are desirous that the Government should make them a loan of \$200,000 at four per cent interest, holding a first lien on the land, dock and revenues as security. It is estimated that the dock will cost about \$300,000.

It is rumored among lumbermen that the E. B. Eddy Manufacturing Company of Hull, Que., will this winter purchase the extensive timber limits of Messrs. McLachlin Bros. on the Upper Ottawa. The price mentioned is in the neighborhood of \$2,000,000. For a number of years back the E. B. Eddy Co. have had an insufficient supply of saw logs and have been compelled to purchase from jobbers and other lumbermen. This season the company ran short of logs and were somewhat hampered in their operations. In consequence of this the firm have, it is said, decided to purchase the extensive limits already men-

tioned. It is estimated that the lumber out of this district during the coming winter will reach 780,000,000 feet.

A general opinion exists that f.o.b. business is finished for the season, and with, perhaps, a few stray transactions, we do not expect to hear of the closing of further contracts this autumn, as neither sellers or buyers are prepared to make sales at the sacrifices rendered necessary by the high freights. On the one side a disposition is manifested to carry on through the winter with a small stock, in the hope that the loss in the volume of business will be more than compensated by an increased profit, while, on the other side, shippers seem determined to show their ability to carry over their stocks till next year, and benefit by the spurt which would probably thereby be given to opening prices.—*London (Eng.) Exchange*.

The Canadian patent law enacts that the importation into Canada of goods protected by a Canadian patent, after the expiration of one year from its date, shall void the patent. The Commissioner of Patents, however, has power to grant, upon petition filed before the expiration of the year, further time, not exceeding one year, within which to import the goods. It is the practice of the office to grant not more than six months at a time. The law also requires that Canadian patents must be put in operation within two years of their date on pain of voiding the grant, but it empowers the Commissioner of Patents to extend the time upon petition filed before the expiration of the two years. This privilege is used somewhat extensively, a year being generally granted upon one petition.

We have received a communication from Mr. A. C. Manzer, New Westminster, Brit. Columbia, giving an account of a big shipment of big timber from that place to Shanghai, China, by the British Barque Peshaw, Capt. Parker. We cannot give it in detail, but will summarise it.

42,000 feet	1 and 1 1/4 x 6	T and G.
28,000 "	1 and 1 1/2 x 12	20 to 40 feet
84,000 "	2 x 10 and 12	24 to 40 "
7,000 "	3 x 6	24 to 40 "
320,000 "	3 to 12 x 6 to 16	30 to 40 "
56,000 "	4 to 12 x 8 to 16	45 to 50 "
63,000 "	6 and 10 x 16	51 to 60 "
14,000 "	18 x 18	61 to 70 "
14,000 "	20 and 22 sq.	71 to 80 "
21,000 "	14 x 14	85 to 90 "
21,000 "	16 x 16	88 to 90 "
21,000 "	20, 22 & 24 sq.	81 to 90 "
7,000 "	24 x 24	91 to 100 "

700,000 feet.

UNITED STATES GENERAL REVIEW.

Since our last issue trade in all sections is reported more active. As the close of the season approaches, more activity is manifest on the part of dealers here to complete their stocks for winter business; on the part of manufacturers who ship by water to clean their docks as far as possible, and upon the part of contractors and consumers to clean up the work in progress. Reports from the East indicate a very active October business. Sales have been larger than was anticipated, and dealers who thought they had stock in pile adequate to all winter demands find that they will need to seek the supplementary sources afforded by car shipment long before navigation opens in the spring. Many are straining every nerve to replenish before the lakes freeze, but freights are advancing and prospects are dubious for a protracted season of navigation on the lakes and canals. It is safe to say that there is no surplus of stock in Eastern yards. A telegram received here a day or two ago asked for figures on 5,000,000 lath to be loaded on vessel for Eastern market, which would indicate that the Eastern market was not plentifully supplied with that article. Quotations of \$2.05 in reply would indicate that the dealers here do not care so largely to deplete their present stock at figures below present quotations of \$1.90.

From the southeast portion of this State we learn of heavy sales during October, depleting the yards far beyond earlier calculations, and traveling men assure us that this is but an index of the general condition throughout the State. It is now generally conceded that the corn crop will be from 25 to 35 per cent. larger than was feared a month ago, and this has given rise to greater buoyancy of feeling on the part of the consuming community, which is buying lumber more freely. From nearly every section of the West we have reports of an increased demand for lumber, which indicates an exhaustion of all stock now in wholesale yards long before another season's supply can replenish it. The readiness with which lumber is now handled by rail to all sections of the country, precludes the necessity on the part of retail dealers in the country to lay in large supplies in the fall, and present appearances indicate that there will be a lively car trade throughout the winter. The advance in freights added to the inclemency of the weather (the past two weeks having been among the most disastrous upon the lakes which we can recall in the past thirty-seven years) will no doubt retard the movement of a large part