

Chips.

In Chicago 3,111 men find employment in the lumber yards, and 2,761 men and 265 boys in the planing mills.

During January and February, 9,797,043 feet of lumber were exported from New York, the West Indies taking fully half of it.

A cord of second growth, dry oak wood, by actual test, weighs 2,948 pounds, and a load of green, of the same kind, 4,820 pounds.

It is said that it will crowd the mills of Orange and Beaumont, Texas, to fully meet the demands even of the railroads this year.

The Muskoka Herald says. The Muskoka Slide, Dam and Boom Company will build a new dam at the falls at Baysville during this season. The company's engineer was taking levels and making measurements for the work last week.

Mr. ARTHUR S. PIERSON, of Harvard, N.Y., has patented a jointer for circular saws, so constructed that it can be readily adjusted to operate on saws of different diameters, and which will bring all the teeth to a uniform length. It is an ingenious, simple, and effective device.

The Flos Lumber Company have erected a new saw and shingle mill of large capacity, not far from the Midland Railway station at Orillia, and already two boilers and machinery are forward, the intention being to have the mill ready for work at an early day on the large stock of logs cut during the winter.

THE official figures for 1880 show that the exports of the United States have increased to the enormous amount of \$889,649,840, exceeding 1879 by \$124,490,015. The imports have increased largely, yet there still remains an excess of exports over imports of \$192,846,407—or nearly two hundred million dollars for 1880.

A DESPATCH announces that a Minneapolis firm has secured a large order from the Syndicate for lumber for the construction of the Canadian Pacific Railway freight-sheds and depots on the line. It is stated also that 600,000 ties, manufactured on the eastern section of the C.P.R., have been bought at reasonable figures.

THE Muskoka Herald says Mr. T. Halliday is at work with a gang of men improving the navigation (ligvation) at Mathiaso Falls, by building a pier opposite the one built by the Government four years ago. The present improvement is being done by the Muskoka Slide, Dam and Boom Company, and, if properly carried out will be a great boon to river drivers.

THE Fredericton Reporter says the people of Quebec are beginning to wake up to the great waste of the hemlock trees, in procuring bark for exportation. The hemlock tree will be a thing of the past in New Brunswick before long, unless some restriction is made. The suggestion to increase the stumpage tax on bark cut for other than local tanning or extract purposes, is a good one.

THE Tracadie Star says there has been, or will have been by spring, nearly 8,000,000 feet of logs cut on Tracadie this winter. It is principally for R. A. & J. Stewart, and will be sawed at the Tracadie Mills, and thence conveyed to Chatham in woodboats. Mr. J. A. McDonald has now put out 3,500,000 feet on the South Branch of Tracadie, has 13 teams and 90 men in, and works for Stewart.

THE Ottawa Free Press says that Capt. W. O. McKay informs us that Desothe Galpau, Joseph Galpau, Orphir Philon, and Hermidas Desmarchis, four men in the employ of Mr. A. McLean, cut 155 pieces of square timber on the Upper Ottawa in six days. The timber averaged 54 feet. This is claimed to be the biggest week's work ever performed by four men in the Ottawa Valley.

THE Quebec Chronicle says the Canada Central Railroad is to blame for the failure of timber merchants to ship timber through to Quebec by rail. It says that line charges more than double the rates of the G.M.O. & O. Railway, and that Mr. Chapleau has been endeavoring at Ottawa to bring about such a reduction in the rates of the Canada Central as will enable the G.M.O. & O. Railway to assist in the development of this important traffic.

THE Bangor (Me.) Whip of the 2nd of March says, that at the annual meeting of the Penobscot Lumbering Association, held yesterday, the following officers were elected: President, W. B. Hayford; Clerk and Treasurer, Abram Moor. Directors, Charles G. Sterns; Joab W. Palmer, Eben Webster, John Morrison, John P. Webber and Jos M. Hodgekins. The rafting of the logs at the Penobscot boom for the coming season was bid off by Mr. John Ross at the rate of thirty cents.

A SCAPER in a lumber camp in Gladwin county was instructed to scale out both saps on certain logs. One of the kind was banked which the foreman thought ought to scale 500 feet. The scaler insisted, though, on following directions and scaled out the saps. Later he went around to the other end of the log and discovered it was hollow, and when last heard from he was sitting on a stump scratching his head, for after taking out the hole he wanted just 13 feet of having any log at all.

THE Renfrew Mercury says that on the limits lately sold by Messrs. Mackay & Smith, there has been cut this season one tree, five lengths of which (each 13 feet 6 inches long) measured one hundred and fifteen standards, and said to contain 23,000 feet of lumber. The smallest end of the smallest log measured 35 inches in diameter. From another tree, a piece of timber 44 feet long by 3 feet square was manufactured. The stump of this tree measured 18 feet in circumference. This limit is within a day's drive of Renfrew village.

THE Pembroke Observer says that Mr. P. Fitzpatrick, Mayor of Allumette Island, who has the contract of drawing a raft of timber, manufactured on the Coulonge by Bryson & Murtagh, for J. R. Booth, has caught up to the timber makers, and has now between one thousand four hundred and one thousand five hundred pieces conveyed from the bush and deposited on the ice. According to Mr. William Clarke, forest ranger, of Pontiac, the timber will average between sixty-five and seventy feet, and he says it is the best he has seen this winter. The distance which the timber had to be drawn varied from six to eight miles. It is now lying on the Coulonge river, some seven or eight miles above its junction with the Ottawa, and consequently about the same distance from Coulonge village. If the season permits, about seven hundred pieces will be manufactured and added to the timber already drawn.

It is believed that the railroad tie of the future will be cut from the beautiful catalpa tree. The Fort Scott, Texas and Gulf Railroad have planted 900 acres of young trees and the Iron Mountain railroad 100 acres, near Charleston, Mo. On the track bed of the latter company ties of this wood have lain in the muddy silt of the Mississippi for twelve years, and are still in a good state of preservation. They have outlasted two sets of white oak ties, and bid fair to survive the third. Fence posts in Indiana and Illinois are now sound after having been in service for forty, fifty and even seventy-five years. In the muddy regions about Cairo, where it is grown extensively, it is used as "corner stones" for the most substantial buildings. It is of an elastic nature, but not so soft and light as cottonwood. Dr. John A. Warder, President of the American Forestry Association, claims for the catalpa a durability and power of resistance to the influences of the elements possessed by no other wood. It is found in the Mississippi valley and on the shores of the tributaries of the great river. It bears a large white, highly perfumed flower, and grows quite rapidly.

Deserving of Liberal Support.

THE CANADA LUMBERMAN.—This journal, the first nine numbers of which were published in Toronto, has been purchased by Messrs. Toker & Co., proprietors of the Peterborough Review. THE CANADA LUMBERMAN is the only paper published in Canada devoted to the interests of the lumber and timber industries of the Dominion, and being purely a trade publication, is deserving of a liberal support from those in whose interest it has been established. The first number issued by the new proprietors is before us, and is in every respect a credit to them. It is published semi-monthly at \$2 per annum.—*Bellefleur Intelligence*.

THE DRY LUMBER QUESTION.

At the meeting of the Chicago lumber dealers on Saturday of last week, in response to a resolution of thanks, extended to Mr. T. W. Harvey, who officiated as the host, that gentleman made some very sensible remarks upon the relation of the Chicago lumber trade to that of the country at large. "Chicago," said Mr. Harvey, "makes prices for the entire western country, and the markets of the East are influenced by the action of the dealers of this city in fixing the value of lumber. The question of carrying larger stocks is one which must materially affect the prices of the future. If this market fixes its prices upon the basis of green or but partially seasoned lumber, as must inevitably be the case if the yards of the city do not carry stocks of sufficient extent to at all times insure a full assortment of dry, the markets at other points will be established upon the same basis. The extent of the trade which Chicago shall transact during the coming year, hinges largely upon this question. The total supply, of year 1879, amounted to 1,850,000,000 feet, of which, in round numbers, 1,160,000,000 feet was disposed of, and the close of the year found us with about 450,000,000 feet on hand. The stock of 1880 aggregated 2,000,000,000 feet, of which 1,500,000,000 feet was sold, and 500,000,000 feet remained on hand for commencing the business of the present year.

"Every indication now points to an increase of not less than 150,000,000 feet in the business of 1881, and we should prepare ourselves for handling not less than 2,250,000,000 feet, including the stock now on hand. This will admit of a disposition, during the season, of 1,650,000,000 feet, leaving on hand, at the close of the season, 600,000,000 feet. That this will not more than suffice for the wants of the trade, our present condition fully assures us. Entering upon the year with 500,000,000 feet, the first of July will find our dry stocks so far depleted as seriously to cripple our trade for the succeeding three months. We should have closed the last season with at least 100,000,000 feet more than we did, in order to keep ourselves in position to supply the prospective demand which is now indicated.

"And the trade is rapidly increasing. The rapid development of the western country admonishes us that if we would keep pace with it, we must enlarge our stocks. If we are called upon to receive such a vast amount as 1,750,000,000 feet during the coming season, and the prospect of the winter's logging assures us that we shall be, where shall we send the 1,650,000,000 feet which I claim we shall be able to dispose of? In answer to this, let me point you to the 10,000 miles of railroad now in course of construction, and call to mind the growth and increase of the towns and villages which are building up as a result of the wonderful era of prosperity which has dawned upon us. And if the country west of us will so largely increase its demands for lumber, what shall we say for Chicago? At no time in the past six years, have so many plans been supplied by the architects of this city for improvements as are now in hand.

"And all this means a demand for dry lumber. We cannot ship it green. The day when 10,000 feet could be loaded on a car and billed as 5,000, has gone by. Everything is weighed, and the lumber manufacturers and dealers of the whole country are in the same boat; all must submit to the weighing process. There may in the past have been a "buy" way, but that is out of the way for us and for a majority of dealers elsewhere. Pools have been formed; all the railroads of the country have become members of what is known as a weighing association, and the pool association has agreed to haul no lumber which has not passed over the scales of the weighing association. This does not apply simply to shipments from Chicago; it includes not only lumber, but everything else, not only here, but everywhere throughout the land.

"Let us, then, see how we are to be affected by it. The average stock of lumber in Chicago will weigh 3,200 pounds to the thousand feet. The average freight is 25 cents per 100 pounds. Dry lumber will average not over 2,500 pounds. If, then, we dry 700 pounds of water out of the lumber, we reduce the freight \$1.75 per thousand feet. Lumber weighing but 2,500 pounds is worth fully \$1.25 more in our yards than

lumber weighing 3,200. By carrying sufficient stock to enable us to season it, we add, therefore, \$3.00 per thousand to its value to us. Will not this pay? True, dock rents are high, but the increased value of our lumber will pay the difference of expense in this respect and still leave us a handsome margin, beside enabling us to fill the orders which reach us, with promptness. The manufacturers also must learn to carry a supply at their mills, and thus to share with us in the benefits of cheaper freight and a better price. Dry lumber is what we want, and dry lumber we must have, and we must make up our minds this very season to place ourselves in a position to at all times have it.—*Northwestern Lumberman*.

CANADIAN AND BRAZILIAN TRADE.

The ventilation of the proposed new trade between Canada and the Brazils has so far been in a dormant state as regards practical statistics for the guidance of our commercial and trading community. The data relative to this subject has been compulsorily held in abeyance awaiting the consummation of arrangements by Mr. Wm. Darley Bentley (the Brazilian Consul-General) who, since October last, has been vigorously engaged in England and Rio Janeiro conferring with financiers and shipowners for the bringing about of a company to conduct direct service between the two countries. We are enabled on good authority to state that that gentleman's negotiations have been successful, and a company has been formed in London, England, whereby a first-class line of steamships will, almost immediately, come into operation, commencing probably between Halifax and Rio, and performing a bi-monthly trade. The company's capital is stated at \$500,000, which, together with the respective subsidies of \$50,000 voted by the Canadian and Brazilian Governments, will enable the service to provide such comfort to passengers and freights as, in the past, has not been provided. The prospects of an increasing trade between the Dominion and the Brazils is encouraging to all parties interested; and at once opens up a new channel for shippers to consign marketable produce to more distant ports, where, probably, the field for requirements will enhance the value and more than fully repay the consignor for his speculation. On the other hand, we have an exceptional transit offered for Brazilian produce imported into Canada, giving Brazilian exporters facilities for shipment of tropical goods such as sugar, coffee, cocoa, hides, etc., and various articles of farina indispensable in our markets. The specialties of exports to the Brazils include flour, furniture, coal, codfish, dry goods, all descriptions of canned goods (meat and fish), kerosene and petroleum oils, pine wood and lumber in every shape for building purposes. In fact, the interchange of commodities are so numerous that a glance at the import and export trade during the past two years between the United States and Brazil at once implies that similar transactions are adapted to Canadian and South American requirements. It is the company's intention to make one of the West India Islands (perhaps St. Thomas) a port to call en route—whereby their interests and the public convenience will be further developed. The rates proposed to be exercised by this service will be of such quotations as to render attractions to shippers, and provide opportunity for consignments of saleable articles to receive the attention of consignees at their destination. The necessity of this service between Canada and the Brazils has long been recognized, and now that it has arrived at the present satisfactory point for practical work, there is every reason to believe that its merits will be fully entertained by the travelling and commercial community, and ultimately establish such benefits as its promoters and Government supporters have so ably organized.—*Industrial World*.

Improvement on the Old Issue.

THE CANADA LUMBERMAN has changed hands, and is now published by Toker & Co., of the Peterborough Review. The first number published by them, is before us and presents a very neat appearance, being quite an improvement on the old issue. It should receive the patronage of all interested in the lumber business. Terms \$2 per year.—*West Durham News*.