

Chips.

The mills of Nashville, Tenn., will run during the night, while the hot weather lasts.

OWENSBORO, Ky., has a curious freak of nature in the shape of a catalpa branch growing out of the side of a locust tree.

A SALE of 700,000 feet of black ash lumber was made at Rochester, N. Y., recently, at \$16 a thousand. Another sale was reported of 200,000, at \$15.

THE Duluth Lake Superior News of July 13th says:—There are one hundred cars of lumber on the docks here awaiting shipment to Winnipeg, owing to the scarcity of cars.

An exchange says that forty thousand acres of timber land in the Duluth district, worth \$40 an acre, have been stolen from the Government by speculators at \$1.25 an acre.

THE Michigan Iron Works, at Cadillac, Mich., is to construct one of its new style engines and 50 logging cars for Nicholas, Church & Co., of Greenville, Mich. The contract amounts to \$7,000.

A SHIPMENT of lumber from Shreveport, La., was made lately to the state of Chihuahua, Mexico, 170 miles south of El Paso. The cars were loaded at the mill grounds, and were run directly to their destination—a fact worthy of notice in latter day American-Mexican progress.

THE Chicago Northwestern Lumberman says: Charles Merrill, of Bay City, Mich., has been to the Spanish River district, Ont., for the purpose of locating a mill, which Folsom & Arnold, of Bay City, will build for him the coming fall. Mr. Merrill has recently purchased pine land on Spanish River.

AT Oswego, N. Y., E. H. Barnes, who manufactures box shooks, cuts up 13,000,000 or 14,000,000 feet every year in that line of manufacture. A. W. Wright, a manufacturer of sashes, doors and blinds, uses up from 2,000,000 to 3,000,000 feet of lumber in his business, keeping 75 hands busy all the time.

THE Midland Republican says:—David Ross is superintending a run of 1,500,000 feet of logs for W. W. Sutherland, of East Saginaw. They are now passing Midland and make a continuous string in the river over 20 miles long. Mr. Ross also has charge of a run from the Chippewa and Pine river which started out last Friday.

THE ship Syren, which recently loaded deck plank and spars at Seattle, W. T., for Bath, Me., consigned to Goss & Sawyer, had 130 sticks on board. The ship could not stow as many spars as was expected, so the deck plank, some of which were of great length, were taken as small stowage. The Syren received 315,000 for the voyage.

THE jam in the St. Croix, Minn., is assuming formidable proportions, extending now to or above Marine. The logs are seemingly inextricably mixed and piled seven or eight feet high. Communication is kept up, however, with the up-river towns, the freight and passengers being conveyed around the jam in wagons and carriages. It will probably be several weeks before the river is clear of logs.

THE Ottawa Citizen, of July 11th, says:—It will be upwards of four weeks before Hurdman's drive on the Petowawa will be out of the river. Last Thursday evening the drives of Messrs. Perley & Patten and Captain Young were at the last slide, Petowawa, and are out now. The last of Messrs. Perley & Patten's will be out this week. The rafts of Messrs. Perley & Patten and Young were ready for Quebec yesterday.

THE Quebec Chronicle, in an article on "The Future of Quebec," says:—The timber trade is no longer a staple industry of Quebec, nor are we building wooden vessels to sell in the British and other markets. The fact is, times have changed. The steamer and the ironclad have succeeded the old-fashioned square-rigged wooden-vall. With regard to timber, the trade has also changed materially. Dressed lumber is still sold, and there are shipments of it from this port, but the competition is so brisk, and the number of markets so many, that the profits have declined materially. Still, it is by no means yet a lost industry entirely.

WHEN the Sturgeon Bay, Wis., canal was dug, the greatest depth excavated was 45 feet. Down there a red cedar was found and hoisted out, and the stump of it now lies on the bank.

THE Liverpool correspondent of the Timber Trades Journal says the idea that the importation of Quebec yellow pine will be comparatively small for this year, gains strength daily, looking at the high prices demanded there, and the improved quality of much of the pitch pine now imported, will tend greatly to divert attention from the former wood to the latter, especially as there is so great a difference in the market value.

THE Timber Trades Journal, of July 8th, says:—We notice that last year the *Hovding* was a day later from Quebec than she was this season, but it is nevertheless a somewhat singular coincidence that her arrival should be so near to time two years in succession, and seems to imply that the spring fleet will not be so late as was expected. It is true last year the *Progress* had previously arrived, but she anticipated the first-named ship by only a few hours.

THE business of building tenement houses in sections, ready for transportation and erection at the point of destination is on the increase, and proving eminently successful. A firm in Quebec has recently shipped in sections five hundred wooden houses to Panama, where they are to be erected and used by the contractors of the canal being constructed. The same firm has also manufactured a number of houses for shipment to various points along the line of the Canada Pacific railroad.

A CORRESPONDENT of the Parry Sound North Star says:—I was surprised to find that the "sills" or "stringers" being supplied for the new sidewalk on Seguin street were mostly hemlock timber. Now anyone who has had even a small experience with hemlock knows that it will not last in that position more than two or three years. Why not put in cedar and make a good job while they are about it? I am sure there is plenty of good cedar to be got. White pine itself would be far preferable to hemlock.

THE Emerson International says:—Fifteen miles east of the Red River at Emerson, the line of continuous forest is reached—woods of almost impenetrable thickness, comprising all the varieties of the Lake Superior region. West of the Red River to the Pembina Mountain the various streams which drain this region sustain a fine growth of oak, poplar, elm, cottonwood and the ash-leaved maple, Southern Manitoba being much more heavily timbered than the central or northern portion. Timber culture on the prairie is already carried on to a considerable extent, and in a few years quite a large quantity will be raised on "Tree Claims."

A DESPATCH from Halifax, N. S., dated July 12, says that D. C. Connor, who for two years has been doing rather an extensive business at Kingston station, Kings County, as general merchant, hotel keeper and lumberman, has failed with estimated liabilities of about \$40,000. Connor has been for some years employed by a large Halifax firm in getting out logs for their mill at Bridgewater. About a week ago he received a cheque from the above firm for ten or twelve thousand dollars, with which to pay the men employed by him during the winter. He drew the money from the bank at Bridgewater, and instead of paying the men, drove to Annapolis, and, it is thought, left in the steamer for the United States. Several local men lose heavily.

THE Montreal correspondent of the Canadian Manufacturer, under date of July 5th, says:—Within the past ten days or so, three sailing vessels have left port with deals for West Hartlepool, England, one for London, and one for Cardiff. Two vessels have also left with cargoes of lumber for South America. Shipping calls are scarce, and sales are reported at \$14 in large lots, and at \$15 to \$16 for jobbing lots from yards. The sale of a lot of ash for the American market is reported at \$20, and sales of red and white pine have taken place at \$20 to \$25, a lot of very choice bringing as high as \$30 per M. feet. There is still a good demand for white pine for Winnipeg, several car loads having been shipped to that city during the week. The yards are being filled up with new season's hard and soft lumber, and prices remain generally firm.

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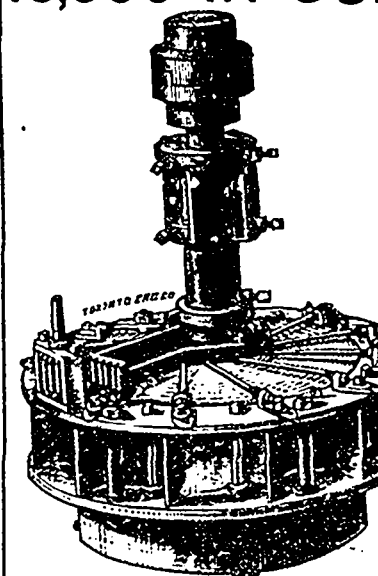
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