

## Chips.

JOHN GILMOUR, lumberman, has been asked to accept the Conservative candidature for Ottawa county, in the stead of Alonzo Wright, the retiring member.

RECRUITS of lumber at Selkirk, Manitoba, are now considerable, and a large force of men is engaged in unloading barges and piling in the yards.

PACIFIC coast cedar shingles at \$1 a thousand and southern curly pine finishing lumber at \$10 have invaded the Minneapolis market to the surprise but not the delight of the white pine dealers.

ON July 16th a young man named Hunter White, engaged in taking float wood from the river at Miller's dam, Trenton, Ont., fell off a pier into the slide, through which a drive of logs for the Gilmour Co. was running, and was crushed to death. The body has not yet been recovered. Hunter was 19 years of age and only out from Ireland a few days.

ON July 19th a large party of men reached Ottawa, who had been at work on French river, on the drive of Emmery & Co., who are cutting an extensive limit situated on the tributaries of that stream and shipping to Michigan. They report the drive as a very successful one. Eugene Marcier, the foreman of the gang, though a young man, has for some time been looked on as a first-class man.

THE first through train on the Canadian Pacific railway, from Montreal to Port Moody, which lately made the run, accomplished the distance, 2,875 miles, in 134 hours, or at an average speed of 21½ miles an hour. This is said to be better time than is made on the older transcontinental lines, but not so fast as it is intended when arrangements have been perfected.

MR. R. M. MARCHANT, says *London Truth*, has perfected an engine in which the steam is returned to the boiler, and, so to say, used over and over again. The saving in coal thus to be effected, is calculated at eight per cent. Besides saving coal, this invention will upset a pet theory of the engineering fraternity, who have always considered this problem as impossible as perpetual motion.

THE Campbellford *Herald* of July 15th says: Rathbun and Gilmour's large drive of logs is still on the move. The tail end is now at Beaver Creek, and will not arrive for about three weeks. It is said to be one of the largest that has ever come down the Trent. Another drive will follow it from the Otonabee river. The drive which passed here last year contained nearly five hundred thousand pieces.

MR. H. P. McCRAVEY, son of Mr. W. McCrahey, M. P., was in Vancouver during the first conflagration. He had a narrow escape with his life, and, as it was, lost all his clothes, except those in which he stood. Mr. McCrahey having finished a heavy contract on the Vancouver Island Railway, recently purchased an interest in a saw mill in Vancouver city. He was one of the few fortunate ones whose premises were not burned out.

THE Ottawa *Citizen* of July 15th says:—Very few lumber sales are reported of late weeks. The excessive shipping during the early part of the season was owing to large contracts which had been made in advance during the fall and winter by American buyers, who seem now to be fully supplied. A very considerable quantity of three-inch lumber is being put through the saws for a Quebec dealer.

A LETTER from Tadoussac, Que., says the cut of saw logs in that section has been very large this year. At Chicoutimi for Price Bros., 300,000 were cut, and Grand Bay from 60,000 to 80,000; 120,000 at L'Anse St. Etienne; 18,000 at Little Bergeronnes and 81,000 at Sault

au Cochon. Messrs. Price also purchased the deals from the logs cut for the English company of the seignior of Mille Vaches at Port Neuf, where they are loaded for the English market.

THE Muskegon *Chronicle* reports Hamilton's mill at that place as having cut 207,000 feet of pine in nine hours, a rate of cutting that would have turned out 230,000 in ten hours. The statement would be more valuable as a record if the equipment of the mill and size of the logs were stated.

THE *Menominee Herald* estimates that at least 80,000,000 feet of lumber will be sent east from the Green Bay mills the present season, of which nearly 50,000,000 feet have already been heard from. The H. Witbeck company have sold 12,000,000; the Bay Shore Company, 12,000,000; Dunham & Avery, 10,000,000, and A. Spies 400,000 feet, all of which will be shipped to the eastern market—mostly to Buffalo, during the season of navigation. Besides the above amounts, the Oconto Lumber Company has sold 25,000,300 feet of its cut to Buffalo parties.

**The World's Biggest Raft.**  
A St. John, N. B., despatch on July 13th says:—The huge timber raft concerning which so much has been said and written, and which is expected to work such a revolution in the timber carrying trade, still lies high and dry on Joggins's shore, at the head of the Bay of Fundy. Albeit it is in a measure ready for launching and has been in that finished state for a month, it cannot start because the tide has not risen high enough and there are legal difficulties in the way. The latter consist in the builders' claim to be allowed for surplus lumber left over after building the raft. It is believed all will be settled by the end of the month.

The raft is now practically completed, only the outside chain fastening remaining to be put in place. This work could be done in a few days. The raft is 420 feet long, 50 feet wide and 35 feet deep. It is shaped like a torpedo and at its largest part has a circumference of 135 feet. Some idea of its immense size may be obtained from the fact that a mile of timber has been used in constructing launchways for it. There are 300 upright timbers to be cut away before the raft will descend on the slides. It is estimated that three days will be consumed in this job alone.

The raft will weigh 7,000 tons. Great interest has been manifested in this new enterprise, people are coming from the United States and distant parts of Canada to study the construction of the raft.

### A Drowning Accident.

OTTAWA, July 21.—Additional particulars received of the drowning accident at Booth's mill, on the Lenoire river, state that a jam took place Monday week. The gang went to work to break it up. The jam broke suddenly, and the men made a rush for the banks. All succeeded in escaping except two men, one of whom, named Fred. Whistler, after rushing down with the current for some considerable distance, and being terribly knocked about by the mass of logs, lost his hold and vanished. Shortly afterwards, some of the gang succeeded in saving the other man who was terribly bruised and knocked about, and was carried 120 miles to the hospital in this city.

### Sawdust as Food for Cattle.

A German gentleman named Frederick William Wendenburg, of Bagenz, Prussia, has made application to the Government of Canada for a patent for a process of manufacturing cattle feed from sawdust or wood meal and other materials and also to have patented the use, application and employment of the same in Canada.

### "Hail! Horrors, Hail!"

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