

THE NEWS.

ONTARIO.

—Mr. Ainslie's saw mill at Staples is nearly completed.

—The United Association of Lumbermen has been organized at Ottawa.

—Messrs. McCreary & White will start a new sash and door factory at Arnprior.

—Orr Bros., of Maidstone Cross, have commenced the season's cut at their saw mill.

—About one thousand men are employed in connection with the saw mills at Arnprior.

—All the Rathbun logs are down the Salmon River and have been towed to Deseronto.

—The cut of Pierce & Co., of Ottawa, is turning out in a way that surpasses the first expectations.

—The Messrs. Gilmour have one hundred thousand pieces in Moira lake to be brought down this season.

—Mr. Beecher, Nephew of Henry Ward Beecher, has been in Kingston selling British Columbia spar timber.

—The drives in the Ottawa district, though somewhat delayed by cold weather, are now making good progress.

—Christie's shingle mill at Severn Bridge has been shut down for nearly two weeks owing to the breakage of a saw.

—The Hawkesbury Lumber Company have already succeeded in floating down three rafts to Quebec this season.

—The Rathbun Company's logs have come down the Moira and will soon be all sorted and rafted from Belleville.

—The saw mill now idle at Edgar, will no doubt be in operation next year, as the owners are negotiating for stock.

—Mr. W. D. Wilson has been admitted as a special partner in the wholesale lumber firm of W. N. McEachren & Co., Toronto.

—The Collinsby Rafting Company's steam barge Isaac May took fire while proceeding up lake Erie and was badly damaged.

—From 30 to 40 cars are daily loaded at the Wauhaushene station with square timber of enormous size by the Georgian Bay Lumber Co.

—The Gattineau boom, Leamy's lake, and Brigham's creek are now clear of saw logs. There are about 75,000 logs at the Cascade boom.

—Business is being rushed at the Rathbun mill at Campbellford, two gangs of men being employed, one during the day and the other at night.

—Mining and lumbering operations will be brisk this season in the Lake of the Woods district. About 60,000,000 feet of lumber will be handled.

—Nelson Green, of Kingston, claims to have been paid \$40 to set fire to Freeman's saw mill last fall, the object being to secure \$3,000 insurance.

—The tail of Gilmour's drive on the Moira River has reached Hawkin's Bay, and that on the Scoot has reached the mouth of that stream.

—Ottawa's exports to the United States in the twelve months were valued at \$3,067,360. Of this total the value of lumber exported was \$2,687,001.

D. Leger, of Riceville, Ont., who has been running a saw mill for some time, finds himself unable to meet his engagements and has accordingly assigned.

—A new tariff of tolls, to be levied on timber, saw logs, etc., passing through the Government slides and works upon the Ottawa and its tributaries, has been approved.

—The shipments of dry lumber, shingles and spruce, continue to be heavy from Burk's Falls, but the train service has been so heavily taxed that it has been difficult to get the loaded cars drawn out.

—The schooner S. H. Dunn, with a cargo of lumber from Toledo, Ohio, for Kingston, Ont., went ashore near Nine Mile Point in Lake Ontario, recently. She was lightered and pulled off without much damage.

—The Ottawa river opposite Parliament Hill, Nepean Point and the Queen's wharf, is fairly alive with raftsmen, who are busily engaged in getting cribs of timber together before being taken in tow for lower ports.

—There has been no shipping so far on the South side of the Ottawa river at Booth's and Perley & Pattee's docks, owing to high water. It is expected that the barges will be placed at the docks shortly as the water is gradually lowering.

—The upper part of the Rainy River boom in the Lake of the Woods, near Rat Portage, gave way with a crash the early part of July and some 9,000,000 or 10,000,000 feet of

logs were let out. A number of these logs were recovered at the mouth of Rainy river.

—Since navigation opened up the amount of lumber shipped by water from Ottawa has been very much smaller than last season. Recently business has been looking a little brighter, as quite a number of barges are being loaded for Quebec and the States.

—Messrs. Klock Brothers' large raft of ninety cribs left Deschene lake July 11th. The first of the cribs arrived at the head of the Chaudiere slide on the 12th. The raft will anchor near Nepean point where the firm have a raft consisting of one hundred and thirty-five cribs.

—There recently passed out of the Pettewawa about 35,000 pieces of pine, 750,000 feet of lumber. They will comprise ten large rafts. The timber was got out and owned by Hale & Booth, R. Booth, Barnett & Mackay, A. Barnett, McLachlin Bros. and A. Fraser.

—The Rathbun Co.'s logs are just reaching the mouth of the Otonabee river, and the Dickson Co. logs have started to run into the little lake at Peterborough. As this company are only sending the first quality logs to Rice Lake it will take some time before they are let into the river.

—There are more unemployed men hanging around the Chaudiere mills than usual, and it will take more orders than have so far been received from Canada and the United States to set them at work. Owing to the large stock of lumber on hand the cut this summer will fall considerably short of that of last year.

—Thirteen rafts of square timber have passed down from Mattawa to Deschene, got out and owned by Gillies Bros., R. Hurdman & Co., Estate David Moore, James Klock & Co., Perley & Pattee, Moorehead & McCuaig and Duncan McMaster. The quantity is something like 50,000 pieces—say 1,500,000 feet.

—Piling room is badly wanted by some of the Chaudiere mills. The present grounds are much congested, owing to the slackness in shipments, and becoming more so with every day's cut. Unless shipping should prove unexpectedly brisk before the end of the season some of the mills will be obliged to close down early in the fall.

—Missionary work is being done by religious Canadians among the lumbermen in the shanties of timber districts. Lately a minister visited 34 camps on the Temiscamingue, and another visited 62 on the Bonnechere and Petawawa, distributing literature and holding services. Ottawa lumbermen contributed \$155 to the mission.

—The Eddy shore mill property, Ottawa, formerly Skead's mill property, has been sold to a syndicate consisting of Terrence McGuire, Alexander Mutchmore and James Gorman. The property consists of 74 acres and includes all booms and piers and other property remaining after the great fire which destroyed the mills, the lumber and the house some years ago.

—Room for piling lumber around the Chaudiere has become so limited that the lumbermen are seeking for other grounds. Some have already chosen land down the river below Rockcliffe, and now a scheme is on foot to run a spur of the Canadian Pacific railway down to the river, which would immensely facilitate the shipping of lumber from the proposed grounds.

—During a severe storm some days ago a boom containing a large quantity of logs at L'Original belonging to Messrs. Baptiste Bros., broke and the logs scattered in all directions and but for the timely arrival of Messrs. Lee Bros., of the steamer Benito, would have all been swept down the river and lost. Messrs. Lee noticed the break and with considerable exertion managed to capture the whole lot.

—An American company has secured a large tract of pine timber on the Wahnapiatae river, including what has been known as the McArthur limit. It is intended to cut a road from the limit headquarters to Sudbury, for conveyance of supplies. Operations will begin forthwith. It is expected that between 800 and 1,000 men will be employed. About 20,000,000 feet of logs will be rafted and towed to Au Sable.

—The *Timberman* says: The towing of logs through the chain of lakes is becoming an important business, and a large number of tugs and men are engaged therein. The sight of an immense raft in tow of one or more powerful steam tugs is now no longer an extraordinary sight, and the business is being engaged in the present season to a larger extent than ever before. If the export tax were removed from Canadian logs, rafts would be as numerous on the lakes as regular line propellers.

—An unusually large raft of rock elm timber, drawing fourteen feet of water, recently went forward to the Soo from Warton in tow of the tugs "Clarke," and "Jones." It was a Government contract just completed by Mr. Win. Young—

whose mill was unfortunately burned down a few weeks ago—and was made up of picked logs measuring in all some 150,000 feet. The timber will be used in the construction of a beacon. Mr. Young's mill is already in course of erection.

—Last year there were manufactured in the Parry Sound district about 35,000,000 feet of lumber in addition to a large quantity of shingles, lath and dressed lumber. The construction of the Parry Sound railway promises to open up this country which has already been only partly developed. When the road is completed, in addition to the passenger and freight traffic of the lakes, a large business will be developed in hardwood for manufacturing purposes, thus making Parry Sound a base of supply for all lumbering purposes with the western states.

—The big freight steamship *Seguin* was successfully launched at Owen Sound, on July 16th. It is the third gigantic steel vessel that has been launched at the Polson Iron Works Company's ship yards within a year. She is designed to inaugurate a new era in the lumber carrying trade of the Upper Lakes. The Parry Sound Transportation Company have had the vessel built at a cost of about \$1,000,000, and she will ply between Parry Sound and Tonawanda carrying chiefly for the Parry Sound Lumber Company which has a large share in the vessel.

—Government Detective Murray has returned from Manitoulin Island. While there he investigated the facts concerning the death of Peter McLean, of Windsor. Mr. McLean went north on April 1st to begin the year's purchases of lumber, and suddenly disappeared, and representations were made to the Government that the man had been murdered. The result of the investigation proved conclusively, however, that McLean was accidentally drowned. His course was traced across the ice, and his coat and hat were found in close proximity to the whole through which he is believed to have dropped.

—The *Ottawa Free Press* says: A splendid raft belonging to Klock & Co., arrived at Deschene Lake from the Magnissippi limits recently. It was pronounced by several experts who are sojourning at Britannia to be the finest they had ever seen. The raft remained all day on the lake, and the opportunity was taken by several of the campers at the waterside resort to enjoy a substantial meal of pork and beans. When the raft went down the rapids, several of the residents of Britannia, including ladies, enjoyed a ride on the cribs, although in one or two instances they got a pretty severe ducking.

—The *Ottawa Journal* says: Mr. J. W. McRae waited last month on Mr. Trudeau, deputy minister of railways and canals, and petitioned for the dredging out of the pool or reservoir lying between St. Louis dam and the canal and known as Carling's or Dow's lake, so as to give boats ready access to Mr. J. K. Booth's and the other lumber yards. This, it was promised, should be done and it is the intention of the lumbermen to build wharves there. The petitioners also asked that a branch of the canal should be constructed from the dam to the Ottawa river above the Chaudiere Falls. It is probable that the survey will be made and plans prepared at an early date.

—Parry Sound, says a correspondent in the *Toronto Empire*, is on the shore and environed by beautiful hills that mark the end of the Laurentian range, and has a moving population of from 2,000 to 2,500. The Seguin river, extending far into the back woods, is the highway for the innumerable logs that float down to the three large lumber mills at its entrance. The amount of lumber cut here during the year is about 35,000,000 feet. The three companies are the Conger Lumber Company, the Midland and North Shore Lumber Company and the Parry Sound Lumber Company. In connection with the latter company is a general store, where the employees of the company can obtain supplies in advance in lieu of wages. Pay day is once every month, the average pay being \$50 a month. At the beginning of the month the employe gets a book of six slips, each good for \$5 worth of merchandise. On these slips the goods bought are entered, and at the end of the month, when pay day comes, the employe hands in his book and is paid in cash the balance due him. Sometimes the balance may be the other way, if the lumberman has been improvident. This truck system, as it is called, was in years gone by an intolerable grievance, restricting all trade outside the company's store. An instance is related, where a woman brings a pair of boots to the shoemaker to be mended. "How much will they be?" "Ten cents." She returns in an hour's time with two plugs of tobacco in payment for the work. Naturally the business men of the Sound raised a most vigorous protest against such proceedings as these and now the lumber company allows its employes greater freedom and pays them cash.