

—Reports from the Upper Ottawa state that the lumber drive this summer would be considerably earlier than it was last year. The logs are taken at the head of the Long Sault by Mr. Alex. Lumsden, who has the contract for drawing the logs from the Long Sault to the commencement of the Upper Ottawa Improvement Company at Schewyn. Mr. Lumsden states that when he gets the tail of the drive into the company's hands the drive will make rapid progress to Ottawa.

—The *Minden Echo* of a late date says:—Our village has been visited during the present week by one of J. M. Irwin's drives under the superintendence of Mr. G. S. Thompson with Messrs. Preston & Johnston as foremen. The drive consists of some 32,000 pieces of pine and ash, a large number of which are 25 to 60 feet in length, having been got out specially for to meet the demands of bill timber trade. Mr. Thompson informs us that he is changing the base of his operations in the woods this year and building a new depot in the township of Harbun. The building consists of an office, storehouse, blacksmith shop, stable and dwelling, built in the form of a square, with a yard enclosed of 100 yards either way. He is also clearing a farm of some 200 acres, where he proposes raising hay and roots for the use of the shanties. The front of his dwelling is surmounted by a flag pole, sixty feet high, bearing a large jubilee Union Jack, on which is inscribed "Port Irwin," by which name the depot is known in the district. Three more drives are expected in the course of the next few weeks containing in all some 60,000 logs.

—Mr. Cook wants to know what compensation the Government intend to allow the Indians of Christian Islands for timber cut by licensees of the Crown on their lands on the eastern shore of Georgian Bay; how have the moneys arising from the sales of the Indian lands on Georgian Bay, Lakes Couchiching, Huron and Simcoe, and of the Coldwater reserve, been applied; what disposition has been made of the £1,200 annuity payable to the Chippawa Indians under the surrender of 1818; and what compensation will the Government make to the Indians or the Christian Islands for the lands comprised in what is known as the Pequetanguishene purchase, which the Indians allege was never surrendered by the tribe to the Government. Replying to the above Sir John Macdonald informed Mr. Cook that the money arising from sales of Indian lands on the Georgian Bay, Lakes Couchiching, Huron and Simcoe, and from the Coldwater reserve, had gone to the credit of the Indians in the Chippawa reserve. With regard to the claim of the Christian Island Indians for timber cut by licensees of the Crown on lands on the eastern shore of Georgian Bay, that matter would be settled when the commissioners met to settle the claims against the old Province of Canada.

—A Canadian writing to the *Montreal Herald* from the English metropolis, among other valuable suggestions makes the following pertinent remarks on tree planting in Canada, which are worthy of every consideration:—"The question of protecting your country against a timber famine and all its attendant evils is becoming a pressing one in Canada, and is one which your Government might judiciously take in hand—at least negatively, by being less liberal in the granting of timber limits. That the planting of a country with trees is a work in which individuals may largely share, your institution of Arbor Day is a practical proof. It may interest your readers to know of one or two "big things" in the way of tree planting by individuals which have been done in the Old Country. Lord Dalhousie has planted on his Brechin Castle estate since 1884 nearly two millions of trees, and has in the nursery over another million of young first trees ready for planting. If Lord Dalhousie goes on like this he may before long beat the Duke of Athole, who, between 1774 and 1826, planted more than fourteen millions of trees at Dunkeld and Blair Athole. Scottish proprietors have for a good while past recognized the value of thousands and scores of thousands of barren acres as planting ground for hardy, marketable timber. Think what a gift to posterity such men bequeath."

QUEBEC.

—Local prices in lumber at Montreal are reported good, but for exportation the great competition has brought prices low.

—There seems to be every prospect this year of increased shipments of Ottawa pine deals from Montreal to Europe, chiefly by steamers.

—Very little chartering has been done in this Province so far this year, as most vessels arriving have been previously chartered in England.

—The supply of white pine logs in the Ottawa valley—which is now the almost exclusive source of supply for white pine—is variously estimated at between 600 and 700 million feet, board measure. Some square timber, which was wont, years ago, to figure for 10 to 15 million cubic feet, is reduced this year to under one million feet.

—The lumbermen, the Quebec despatch says, did not succeed in getting the Quebec Government to promise to reduce the tax on timber limits, but some modifications in regard to greater fixity of tenure, etc., were made.

—In the spruce districts, from Montreal down to Gaspé, operations in some parts were either suspended altogether or considerably reduced; in others, they were materially increased over those of previous years. On the whole a full average supply of spruce will be forthcoming.

—Reports from different points in Quebec state that there have been the cleanest drives this season than for years past. This is generally attributed to the fact that the winter's snow passed away slowly, giving plenty of water in the rivers and streams for floating with great advantage.

—No doubt owing to the small sales, comparatively speaking, made by Quebec exporting houses last winter in Europe, the vessels so far arrived since opening of navigation have not been numerous. Up to June 25th, the arrivals this year have been 97 ships, 75,480 tonnage, as compared with 120 ships, 103,090 tonnage, in 1886. However it is expected that by 1st August there will have been loaded fully as many vessels as last year at same date.

—The Quebec ship labourers are again trying to obstruct the trade of the port. They have, through some petty spite against a batteau owner, passed a resolution boycotting his batteau for the season. The result, however, has not turned out exactly as they would have wished, as the first vessel boycotted turned to with her own crew, and is now loaded. The consequence is that other captains will now do the same and it is hoped Quebec will soon be free of the obnoxious rules of the Quebec Ship Labourers' Society.

—Mr. Andrew Thompson, of Quebec, who has been in London for some time in connection with the floating of the Montmorency Milling property as a limited company, has returned home. We have not learned the result of his mission.

—The spruce mills in the vicinity of Quebec have now all secured their logs, and are cutting on full time. Spruce lumber is in fair demand from the U. S., and several mills have made considerable sales. One mill in this vicinity is in negotiation for the sale of all they can cut into boards. If this sale is made, the cut of spruce deals will be reduced some 200,000 to 300,000 q.s.

—A correspondent of an English exchange, speaking of Quebec trade, says:—"The present state of our market is one of complete stagnation. Our shipping houses, with few exceptions, find themselves with pretty heavy stocks; in face of a demoralized market at our side, with sales difficult, almost impossible to make, they very naturally have ceased purchasing here. There are, therefore, still some spruce cuttings unsold. The pine manufacturers of the Ottawa Valley have the advantage, however, of sawing into boards for the United States, and those who have not yet made contracts to saw deals are now sawing into boards. The markets in the United States show great strength, and our pine manufacturers will find a good market, and good prices therein, for all they can make. We are sorry to say the present aspect of your markets does not warrant similar expectations. We wish we could see some ray of hoping better things for the future, but we fail in any direction to see it. As we often in past years brought to the notice of your readers, we look each succeeding year for a constantly decreasing volume of our wood exports to the United Kingdom, and a constantly increasing augmentation with the United States. In the latter country their magnificent pine forests of the West are giving out, as those of the East have given out many years ago. Their annual requirement of wood has grown to vast proportions, and is every succeeding year growing to still greater volume. Looking on the other hand, to the United Kingdom, the future outlook seems to us as if the requirements of wood goods are decreasing year by year. Another factor is the supplies coming from the Baltic, to which there seems to be no practical limit, and with which in prices it is becoming less and less possible for us to compete, more especially in spruce or whitewood."

NEW BRUNSWICK.

—All the drives are down the Restigouche.

—Freight rates still rule low from New Brunswick to British and Continental ports.

—The output of lumber from the port of St. John for the first six months of this year will fall very far short of that for the corresponding period of last year.

—The lumber mill and some lumber owned by Hilyard Bros., Portland, were destroyed by fire July 13th. The mill was valued at \$30,000, and insured for \$13,000.

—Last year 95,000,000 feet B. M. of logs passed through the Fredrickton boom. It is estimated that there will be 100,000,000 feet pass Fredrickton this season. The cut of logs below that city is unimportant.

At a meeting of the English creditors of Guy, Bevan & Co., lumber merchants, of St. John, N.B., held in London recently, the liabilities of the firm was found to be £180,000, of which £106,000 is unsecured. The assets are £25,000.

—Mr. E. J. Smith's saw mill at Shediac, N. B., was thoroughly repaired last winter and a new foundation put in, and is now capable of sawing 50,000 to 60,000 feet a day. About 2,500,000 feet of logs were brought down the Scadouac this spring, and the mill is now running full blast, sawing deals, boards, laths and shingles.

—The *St. Croix Courier* says the drive from Katahdin is now in the vicinity of the forks of the Penobscot and includes about 18,000,000 feet of logs. One hundred men and six horses are employed on the drive. All last winter's cut, with the exception of about a million feet, and the whole of the previous season's cut have been successfully brought from the Wiscataquoik. Mr. Tracey expects to reach his destination at Greenbush boom about July 20th.

—The big jam of 7,000,000 or 8,000,000 feet of logs still hangs on the Aroostock Falls, and unless there are very heavy rains it will remain there all summer. The Dechaune drive, of three and one-half millions, is hung up in Big Black river, about 60 miles above Fort Kent. These logs are owned by Hayford & Stetson, Bangor City. The Sewall & McIlvaney drive, which was hung up at the falls in the Allegash about a fortnight was started by the rise of water caused by the recent rains, and is now coming along well with every prospect of getting into St. John in good season. Allegash enters the St. John 30 miles above Fort Kent. The last rains brought up the water in the river seven feet.

A New Brunswicker writes: The American market for our staple continues very good, and were it not for the duty that the shipper has to meet in the United States Custom houses the returns would be highly satisfactory; as it is, the prices received on lumber shipments to American ports compare very favourably with those received for lumber cut for the British consumer; and I am of opinion that it is only a matter of time when by far the greater quantity of the lumber cut in this section will be shipped to the United States, simply because that country is our natural market, and, besides that, we cannot shut our eyes to the fact that the Baltic wood, which is taking the place of ours in many ways, can be laid down in the British market in much quicker time and for much less expense than can the wood from this side of the water. Consequently the consumer invests in that article which, other things being equal, he can get for the least money, and the Canadian lumber has to suffer.

MANITOBA AND NORTHWEST.

—Considerable quantities of lumber is being shipped from British Columbia to South America.

—Gangs of men are taking out saw logs along the Saskatchewan from Pitt to Saddle Lake for Prince Bros., of Battleford.

—Messrs. Leamy & Kyle have the ground staked off and arrangements made for the erection of a large sash and door factory at Vancouver, B. C.

—The Alberta Lumber Company are establishing a saw mill at Red Deer, Alberta. They have lumber limits on the Red Deer and Saskatchewan rivers.

—The Royal City Planing Mills Co., of Vancouver, are sending to Yokohama, via the Abyssinia, samples of their windows, sashes, doors, blinds and lumber.

—Latest reports from the Lake of the Woods lumber district, go to show that a portion of the "hung up" logs have been got out. It is said, however, that the supply of logs for mills in this vicinity will be very limited.

—The logs being floated down the Bow river to the Eau Claire mills at Calgary, has been jammed up at the C.P.R. bridges west of Canmore. It is stated the Eau Claire Co. will claim damages against the C.P.R. for the detention of their logs.

—The Northwest town of Calgary boasts of a 75-horse power saw mill, with a capacity of 100,000 feet per day, a 25-horse power planing, sash and door factory, the largest in Manitoba or the Northwest, and a smaller planing, sawing and grinding mill.

—A lot of sash, door and window ware from Vancouver, B. C., manufacturers, is being taken on board the S.S. Abyssinia consigned to Yokohama and Hong Kong. It is likely that the future will develop an important trade between those places in a few years.

—The Moodyville saw mills are working night and day at present to keep up with the demand for lumber and to hasten the loading of the vessels now taking in cargo at their wharf. This is rendered absolutely necessary, as a number of vessels are now under charter and are on their way to this port to load at the company's mills.