

THE NEWS.

ONTARIO.

—Wm. Gibson & Co., shingle mill, Fowassen, have dissolved.

—D. B. McKee, owner of a saw mill at Meldrum Bay, has assigned.

—Vigar Bros.' saw mill at Port Arthur commenced running last week.

—The first square timber of the season reached Ottawa on May 23rd.

—Tait's mill, at Orillia, resumed work for the season on April 25th.

—Mickle & Dyment's mill, Barrie, has resumed work for the season.

—Gilmour's big mill in Trenton will not commence running until June.

—The saw and shingle mills in the vicinity of Wyvale are now in full blast.

—Beckett Bros., planing mill, sash and door factory, Smith's Falls, have assigned.

—The mill of Cameron & Kenney, at Norman, will start running early in June.

—Mr. Clark is building a new saw, shingle and lath mill at St. Ola, North Hastings.

—All the square timber that was around the Sundridge station has been shipped.

—Josiah Kean, of Fesserton, shipped a car load of shingles for Vermont on May 12th.

—The C. Beck Mfg. Co., Penetanguishene, is rebuilding the burner at the big mill.

—The first night shifts for the season went on duty at the Chaudiere mills May 12th.

—Mr. C. Young, of Young's Point, has his large drive of logs safely boomed and ready for the saw.

—James Playfair & Co. have had two new circular saws put into their mill at Sturgeon Falls, Ont.

—Nearly all the mills in Fesserton are now running with every prospect of a good season's business.

—Senator McLaren, of Perth, has purchased one hundred thousand acres of Mineral land in Virginia.

—The Collins Bay Rafting Company expect to ship 1,000,000 cubic feet of lumber from Belleville this season.

—The first saw logs made by the Hawkesbury Lumber Company, at Maniwaki, arrived at the Gatineau boom May 8th.

—Logs are coming down very slowly from the Gatineau. The total cut in that section is about a third less than last year.

—A considerable quantity of dimension timber is being sawn in the E. B. Eddy company's large mill at the Chaudiere.

—The three mills at Byng Inlet have once more got down to work, and the cut in each is expected to be fully up to former years.

—McClyment's saw mills, at Ottawa, started up for the first time May 3rd, and expect to run the whole season without stopping.

—The mills at Washago have started again. Brady & Hartley's shingle mill started on May 12th, and Miller's a few days later.

—Returning shantymen arriving from the Serpent river report the drive as coming down slowly owing to the prevailing cold weather.

—The new band saw in Perley & Pattee's mill at the Chaudiere is now running full blast, and is turning out a large amount of timber.

—The tug *Resolute*, towed out of Midland Harbor May 12th, the large barge *Wahnapiac*, loaded with 2,000 tons of ice and 300,000 feet of lumber.

—The total amount of logs got out during the week ending April 27th for the mills at Keewatin, Norman and Rat Portage will be ninety million feet b.m.

—A number of cribs of timber reached Ottawa on May 24th and are boomed at Nepeau Point waiting a tug to tow them on to the Quebec markets.

—The saw mill at Uthoff is doing a brisk business cutting and shipping lumber. They loaded and shipped eighteen cars from the 1st to the 10th of May.

—Mr. Robt. H. McKee, formerly of the Deseronto Cedar

Mill and lately of Annapolis, is now manager of the Satsuma Lumber Company at Satsuma, Florida.

—Messrs. Bronson & Weston shipped their first barge of lumber from their new yard at Rockliffe, on May, 17th. The lumber was for Grier & Co., of Montreal.

—W. W. Carter and Murney Deans, of Deseronto, are about to start a portable saw mill to cut 1,500 logs which they have on hand about two miles from Cookston station.

—A gang of twenty-eight men employed on the drive for the Bronson concern arrived at Ottawa on May 27th. They got big wages for their services, being all picked river men.

—Davidson & Hay, of Cache Bay, have commenced running their saw mill in full force. About seventy men are employed and they expect to cut 100,000 feet per day during the season.

—The personal estate of William Triain, Toronto, formerly lumber dealer, Muskoka, in which an offer of 25 per cent. on the dollar was refused, has been wound up and will pay 9 1-5 cents.

—The Waterous Engine Works Co., of Brantford, shipped last month to Rat Portage a 40-horse power boiler for Mr. John Bulmer, and a 30-horse power boat boiler for Mr. Reid.

—Bronson's scow, towed by the *Minnie Belle*, transfers 300,000 feet daily on an average from the Chaudiere to the Rockliffe grounds, where it is landed and piled in readiness for shipping.

—Mr. D. Miller's shingle mill at Washago, which was destroyed by fire about a month ago, has been re-built and is again running. He intends running day and night in order to cut his season's stock.

—Mr. J. Kean, Fesserton, is now cutting cedar shingles. He has just put in a new carrier from the lake to the mill, which will enable him to handle shingle bolts with much greater facility.

—The Emery Lumber Co. are at present shipping, via C. P. Ry., a raft of square and waney pine which was cut last winter on one of their berths, north of Sudbury. It is a splendid lot of timber.

—Mr. J. Gallbraith, of Emsdale, has added quite a lot of new machinery to his shingle mill and built extensive carriers for the refuse slabs and saw dust across the Magnetawan. The mill will soon be in working order.

—Perley & Pattee's mill at the Chaudiere has started up for the season. A new hand saw is being placed in the mill, which will be brought into use in a few days. The mill for a time will only be run during the day time.

—There are less logs in the Gatineau this season than for 25 years past, owing to the short cuts and late season. Half of the Hawkesbury deal logs are at the Gatineau boom and the rest are expected down in the course of another month.

—The freight carried over the Canada Atlantic railway during the year ending June 30, 1889, amounted to 407,000 tons including 115,970,000 feet b.m. of lumber and 49,957 cords wood. The length of the line is only 138 miles.

—Rafts of timber are coming down the Ottawa in fine style. Recently a raft belonging to Thistle, Carswell & Co., passed Dieu Rivers, composed of one hundred and eighty-one cribs of square and waney pine of a very fine quality.

—The Deseronto *Tribune* says, many of the best men employed by Gilmour, Trenton, are leaving for the United States. The exodus from the Bay district has now assumed proportions almost equal to that from the maritime provinces.

—The first raft of the season to pass down the Ottawa river belonged to R. H. Klock & Co. and was a pretty large one. The first logs of the season floated down to the mouth of the muskrat, belonged to the Pembroke Lumber Company.

—The lumber cargoes of the Canadian barges Isaac May, Wauhaushene and Muskoka were attached by the sheriff at Toledo to satisfy a claim for \$11,000. The action was brought by Milton T. Van Lickle & Co., of Bay City. The case was settled.

—The mill of the Minnesota & Ontario Lumber Company, at Norman, started up on May 14th. The company intends cutting twelve million feet of lumber this season by running the mill for all it is worth and making time and a quarter part of the season.

—Mr. J. R. Booth's mills at the Chaudiere have started up. A new rope transmitter is being constructed to replace the old belt transmitter, which will save considerable money and time. There is a large supply of logs on hand and the season's cut is expected to be a good one.

—The largest drive of logs ever floated on Still river, Parry Sound district, is now on its way to the mills. The timber is reported as being first-class, and if the water remains as high as it is at present the drives on this, as well as on all

other streams in this locality, will go through in good shape.

—While the frame of Lawlum & Aindie's planing factory at Comber was being raised on May 16th, one of the scaffolds gave way, completely burying five men underneath the lumber and timbers. The men were badly bruised, but all will recover.

—The Gravenhurst *Banner* says: The property known as Taylor's mill property in West Gravenhurst will change hands shortly. Our townspeople in the west will be pleased to see this mill in operation, as when run to its full capacity it gives employment to a greater number of hands than any other mill in town.

—The E. B. Eddy Company will probably start their mills at Ottawa, about the 12th inst. They have some twelve million feet of logs to saw, but they are scattered all over the river. Hurduzn Bros., Hull, expect to start up about the same time.

—Messrs. DeCew and Collier, of Essex, lately purchased from the Canada Company their large block of 5,000 acres timber lying in the Townships of Colchester North and South, which is covered with elm, cottonwood, oak, ash, sycamore and maple, and are arranging with the L. E., E. & D. R. R. for a four mile spur to run through the centre of the block.

—The following lumber mills are located on the Lake of the Woods: At Rat Portage, Ross, Hall & Brown and the Western Lumber Co.; at Norman Hy. Bulmer's, Cameron & Kennedy and the Minnesota & Ontario Lumber Co.; at Keewatin, The Keewatin Lumber & Manufacturing Co., and Dick & Banning's. These mills give employment to nearly 1,000 men.

—The mills of the Parry Sound Lumber Co., the Midland & N. S. Lumber Co., and the Conger Lumber Co., at Parry Sound, have all commenced running with a large stock of logs on hand. The cut in each of these mills will average about the same as last year. The remaining three mills in this prosperous lumber town are getting things in shape for the season's operations and will soon be in operation also.

—The new bridge over the St. Lawrence at Coteau Landing, built by the Canada Atlantic Railway, has only been in operation for a few months. It is only used by one railway, its principal business being the transportation of lumber from Ottawa to Rouses' Point and other places in the United States, and yet the number of cars passing over it is already 250 freight cars daily, besides four passenger trains each way.

—On the Oxtongue River last week George and William Robson had a very exciting saw log ride. They went to break a jam of logs caused by a great rock in the river, expecting, that as soon as the logs started, to get on to the rock for safety until all the logs had passed down. When the logs started they went off with a rush with the two young men on the logs, and in a twinkling the rock was lost to sight. They clung to the logs down through a series of perilous rapids, but they arrived safely at the foot.

The receipts of the Ontario Crown Lands Department during the 17 years from 1873 to 1889 are given as follows:—1873, \$1,121,264; 1874, \$890,676; 1875, \$494,004; 1876, \$673,370; 1877, \$628,713; 1878, \$445,192; 1879, \$457,340; 1880, \$616,311; 1881, \$992,504; 1882, \$1,095,152; 1883, \$635,446; 1884, \$570,305; 1885, \$736,865; 1886, \$820,895; 1887, \$1,148,894; 1888, \$1,450,098; 1889, \$1,204,639. Total, \$13,915,658. The average of the receipts for those 17 years has been about \$773,000 a year.

—The *Mississippi Valley Lumberman* says the property near Rat Portage which originally belonged to Dennis Ryan and W. J. Macauley, together with a large amount of stumpage on the Minnesota side along the Big Fork and Little Fork rivers is being offered for sale. Mr. Ryan is another of the capitalists who has dabbled in lumbering without making it so profitable as to be disposed to continue the business. But if Minnesota lumbermen can pay the duty and ship lumber across the line into Manitoba, there ought to be money in operating a mill on Canadian soil, making lumber from logs admitted duty free.

—During the gale of May 17th, several rafts of logs are reported to have been lost on the lakes. The *Magnetawan* with a large raft in tow for Collingwood was struck by a gale outside of Hope Island, and after holding as long as possible the raft was driven among the islands and broke away, drifting off towards Honey Harbor. Most of them may be picked up. The *Superior* with a raft in tow for Chew Bros., Midland, also encountered the gale and her raft went adrift. At the time of writing it is also feared that the *Chamberlain* has lost its raft of logs on the way from Little Current to this port for the Beck Manufacturing Co.