

Chips.

It. YOUNG & Co. have completed the new chimney to their mill. They have in Half Way River Lake no less than 5,000,000 feet of logs.

Mr. HUGH MACKAY, Crown Lands Agent and Collector of Customs at Parry Sound, died suddenly on the 28th ult., from the bursting of a blood vessel.

Price & Co., West Brook, are erecting a store at West Brook crossing. They have stopped sawing at their steam mill—their logs being for the present "hung up" for want of water.

SEVERAL rafts of cordwood were being unloaded near the foot of Broadway street, Winnipeg, on the 27th ult., where a number of men are working constantly in the water up to their waists for the purpose of fishing it out.

An enterprising Vancouver, B.C., man, Mr. B. L. Morrison, has this season shipped to San Francisco 800,000 hoop-poles, and has 600,000 nearly ready for shipment and more coming. He has shipped as high as 2,000,000 in one winter.

A CORRESPONDENT of the *Country Gentleman* says that he saw 100 black locust posts which had been 22 years planted, and that they were sounder below the ground than above, and would be good posts for at least another 20 years.

A FLEET of nine flatboats of lumber, shingles, etc., arrived at Winnipeg on the 28th ult., from Moorhead, having been brought down by J. Morris. About two weeks were spent on the way. The freight was brought to Moorhead Minneapolis by rail.

LEWIS RIVERS, Esq., of St. John, has become manager for Thos. L. DeWolf & Co., at their new mill, at Diligent River. This mill will be completed this fall. It will cost some \$20,000. The firm have some 5,000 acres of land to log and they have 3,500,000 logs out.

A FEW years ago the idea of exporting bobbins would have been considered extremely impracticable, but now the diminishing timber supply of the old world has forced her to call upon us for these articles. A Lawrence, Mass., firm is in receipt of large orders for them from England.

A STEAM saw mill near Oakland, Md., was blown to atoms by the explosion of a boiler. The fireman, Marshall Butler, was blown six hundred feet, and driven head foremost under some old logs. One boiler was carried one thousand feet up the hill side.

DURING 1879-80, Ontario has shipped to the United States \$109,970 worth of household furniture, and a little to the West Indies; Quebec sent \$3,319 worth. Doors, sashes, and blinds were sent from both Provinces to Great Britain. Other manufactures of wood, unspecified, went from Ontario, Quebec, Nova Scotia, and New Brunswick to Britain, and the States and the Indies to the value of \$262,000.

We have had a visit from Mr. Little, an experienced lumberman, who some seven or eight years ago prophesied the extinction of the American lumber supply in ten or twelve years, and thereafter the accelerated extinction of our own. He still thinks, notwithstanding the extreme slackness of the lumber trade for the large part of the time since his pamphlet was published, that his calculation is not far from correct, and that in ten years from now America will have to look for her lumber in European forests. People in Canada are, as a rule, too busy to take up questions of this sort seriously. A rumor once started in England about the possible exhaustion of the coal supply created national alarm, and provoked parliamentary investigation. Mr. Little's warning of danger to our leading industry is more or less borne out by the opinion of all experts whom we have consulted on the subject, and it seems time that the matter should be looked into.—*Montreal Witness*.

A Good Location.

THE CANADA LUMBERMAN could not easily have got into a better "location" than the Peterborough REVIEW offices. Messrs. Toker & Co. will not spare either talents or money in rendering the paper all that its name implies. The LUMBERMAN has been restored to its original size, 16 pages.—*Orillia Packet*.

STEAMSHIPS AND THE TIMBER TRADE.

The constantly increasing number of steamships in the timber-carrying trade will not be wondered at by those who take note of the immense quantity of steam tonnage annually turned out in this country from the great building yards in the north. The mystery will be, by and by, how sailing vessels are to get a living at all, in any trade, against the opposition of steam, which can accomplish so much more in less time and at a lower rate of freight than the sailer can live at. Mr. C. Moller's recently issued steamship circular furnishes some remarkable information on this important subject. From it we learn that since the 1st of January no fewer than 78 ships, measuring about 118,000 tons gross, have been added to the large fleet already afloat. Nevertheless, there were still at the beginning of April about 800,000 tons of shipping on the stocks, much of which is specially adapted for Atlantic service. The American trade is daily gaining more and more in importance, owing to the large increase in emigrants from Europe and live stock and provisions back. Of new ships there are not many offering for sale, and there can only be had at full prices; but by degrees, as the new ships become available, more second-hand boats are coming into the market, and many of them, having been supplied with new boilers, have become very useful ships, and can be bought at reasonable prices. Most of the principal builders are full of work for some time to come, but still orders can be effected on previous terms.

There will, of course, come a time when many of these ships will not be wanted for the trades on which they were intended to run. Some will fall out of it by age and disability, and others on account of being superseded by new ones of larger size or of greater suitability, and the timber trade will most likely pick up the stragglers, which will not require much alteration to adapt them permanently to the trade, and by and by others will be built, in all likelihood, of light draught of water to go anywhere, and to anything that a small coaster can now accomplish.

Though they are rather backward this spring, steam and iron together are creating a revolution in the timber-carrying trade, which is more and more obvious to us as every fresh season comes round. Two results may be expected from this change, which will be claimed as publicly beneficial—it will keep timber down in price, and prevent there over being any scarcity of it.—*Timber Trades Journal*.

Carbonized Timber.

Herr Goppert has recently exhibited a piece of pine which has been submitted for two years to a pressure of 12½ tons in a Silesian mine. It had been compressed to one-fourth, and had been converted into a half-carbonized state through the action of pressure alone, as little moisture had access, and the temperature was never above that of the surrounding atmosphere. It had quite the appearance of a dark brown colored bituminous wood of the tertiary brown coal formation, but it was without the smell observed in burning bituminous wood. The change of volume was at the cost of the water-content of the wood. A considerable amount of oxygen and hydrogen had come off as water; and the composition approximated to that of peat of the older peat formations.

Chicago's Imports of Canada Lumber.

We learn from the *Northwestern Lumberman* that the imports of lumber into Chicago from Canadian ports during the last three years has been as follows:—

1878.....	7,751,000 feet
1879.....	837,000 "
1880.....	765,000 "

A Healthy Change.

THE CANADA LUMBERMAN has changed hands, and will hereafter be published at Peterborough by Messrs. Toker & Co., proprietors of the Peterborough REVIEW. Judging by the initial number under the new management, we must say that the change appears to be a healthy one. We wish our contemporary much success from their new acquisition.—*North Shore Miner*.

THEY ALL DO IT.—Everybody uses "TRABERRY" for the tooth and breath, the newest, brightest, coolest little toilet gem extant. Try a 5 cent sample.

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JOHN HIGGINS, Proprietor. The proprietor (late of Georgetown) having lately purchased the above hotel, will endeavor to make it one of the best houses in the District of Muskoka. Tourists and hunting parties will receive every possible attention. Free bus to and from steamboat wharf. Terms, \$1 per day. b20

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