

is better able to form a correct idea of the lumber resources of a country, and before the close of the present season he will no doubt be in a position, to furnish reliable information regarding those of the Northwest. Numbers of Americans besides Mr. Walker have contemplated such an undertaking, and it is not at all unlikely, that during the summer months quite a few lumber exploring parties from the United States will be at work on lake Winnipeg and other timber districts. Should these explorations result in the discovery of valuable lumber fields, they will soon be brought under the influence of the lumberman's axe, and prove a source of great profit to those who engage in their development. It would be rather a takedown to Canadian capitalists looking for Northwestern investments, if these enterprising Americans should open up fields, that would give rich returns, and greatly extend a valuable industry in the country, while they—the Canadians—were bothering with paper-town sites, worthless characters for imaginary railroads and such like; and there is a strong probability that such will be the case. Practical manufacturing enterprise cannot but produce satisfactory results, especially when prosecuted in such a promising field as the timber resources of the Canadian Northwest.—*Winnipeg Commercial.*

#### HARDWOOD UTILIZED.

Mr. John Shetterly, a manufacturer of hardwood lumber, at New Troy, Mich., tells the *Northwestern Lumberman* that he saws beech and elm principally, and has placed something over 1,000,000 feet of beech with consumers in Chicago. The beech of his section is chiefly the red variety, the white being more hard and warpy, and worth about two dollars per thousand and less in the market. Beech is becoming a more important factor in the hardwood trade, on account of its cheapness. It is a very durable wood, and has a fine grain. It is principally used in the making of school furniture, chairs, bedsteads, etc., and when quarter-sawn is considerably used for finishing. To some extent it has been employed in floors, and by many it is thought to be equal to maple for that purpose. The furniture makers are using much more beech now than was the case a few years ago. The red kind is a very handsome wood, and can be made to imitate cherry. The trees in the region of New Troy afford on an average about 40 to 50 feet in length of logs. Red beech is worth \$15, log run, and firsts and seconds sell for upwards of \$17. Beech stumps are worth from \$1 to \$1.50. Elm commands somewhat better prices. Mr. Shetterly aims to obtain all the good lumber possible from a log, and to make clear clear, and culls culls. The frequent turning of a log, though requiring time, he holds essential to the securing of the largest amount of good lumber. In another respect his example is worthy of emulation by others of his craft. He ships his good lumber to market, and keeps the culls at home, realizing the fact that there is a good demand for a decent article, and that the market is overstocked with poor lumber.

#### CHICAGO BLOCKADED.

The *Northwestern Lumberman* of May 19th says:—From Thursday to Saturday last, inclusive, a serious and damaging blockade existed at the mouth of the harbor. The Wocoken, a huge steamer, became unmanageable, owing to the very rapid current which the high water in the river had produced, and though in charge of two tugs, it nevertheless swung across the stream at the north pier. So tightly was it wedged in, that it could not be stirred, though everything possible was done, and a fleet of tugs was engaged. Neither steam nor strategy had any effect. Vessels were arriving constantly, but were unable to proceed up the river. It was thought that the Wocoken would have to be lighted before she could be got off, but by diligent effort during Friday forenoon she was pulled out of the mud, and the blockade was open. The jubilation of the vesselmen was of short duration, however. In about a half hour the Tacoma, another huge steamer, grain-laden, repeated the exploit, and was soon jammed fast across the river, with her nose thrust into the Illinois Central slip, and her stern resting firmly

against the dock of the Pashtigo Company. The united efforts of a half dozen tugs failed to budge her. She was even more firmly fixed than the Wocoken had been. The puffing and tugging continued all the afternoon, and till Saturday afternoon, with no success. About a dozen tugs and steamers were at work, and the vicinity was overspread with a dense cloud of smoke, which settled down on the scene like a black fog, the smutty blasts blowing into the faces of the perspiring workmen and the streams of curious spectators who thronged the slips for three days. The masts and smokestacks of some 90 craft towered in the air like the skeleton trunks of a wierd forest. One half of the vessels were loaded with lumber and posts, the latter cargoes being strikingly numerous. Since it would be necessary to send to Milwaukee for a floating transfer elevator to lighten the Tacoma, if this expediency was resorted to, a diligent endeavor was made to bring her out. At one time nearly a score of propellers and tugs were at work, with no success. Purchases were rigged, and finally, along in the evening, a happy combination was hit upon, a four-fold purchase slowly starting the Tacoma from her stubbornly held position. When once under headway she was readily towed into the Illinois Central slip, and the blockade was raised. Then the tugs had active work, and the craft began moving up the river, keeping the bridge-tenders sweating, and the pedestrians swearing. The Tacoma, though not as badly damaged as was supposed, had to go into dry-dock. The general loss to business on account of the embargo is very heavy, and has been estimated at nearly \$500,000. The lumber market was bare and desolate during the blockade. The damage to the Tacoma has latterly been estimated at \$3,000.

#### FOREST FIRES.

WOODSVILLE, N. H., May 19.—Baldwin's saw-mill and two million feet of lumber, also the depot, water-house, and 500 cords of wood, the property of the Montpelier and Wells River railroad, with two cars, have been burned. Woodland fires are raging in Twin Mountain, Jefferson, and Warren Summit, and much damage is anticipated. Thousands of acres have already been burned over. A large force of men are fighting the flames. The losses on standing and cut timber are already large.

A despatch from Plymouth says forest fires are raging fiercely on Mount Webster and Blueberry mountain, and a brisk wind is blowing. Nine hundred acres have been burned over, and a thousand cords of cut wood are imperilled. A special train has gone from here to Warren Summit with two hundred men to check the fire and to protect railroad property. Another fire is reported in the vicinity of North Concord.

TAUNTON, Mass., May 19.—Fifty acres of valuable woodland between here and Middleboro' were burned to-day. A large woodland fire is now raging in the west part of Dighton.

YAPHANK, L. I., May 20.—Five destructive forest fires have been burning in the woods surrounding Yaphank since the 10th inst.

MONTPELIER, Vt., May 20.—The most disastrous forest fire that ever occurred in Vermont started yesterday in the vicinity of Groton. An immense tract has been burned over and a large amount of property destroyed. The loss is estimated at \$150,000.

LANCASTER, N. H., May 20.—Fire started in the woods on Cherry mountain on Saturday, and spread over a large territory, causing a loss of \$10,000 worth of timber. Wickers' saw-mill and boarding house at Jefferson, with a large quantity of logs and manufactured lumber, and Willoughby and Gale's coal kilns, with 2,000 cords of wood, were burned.

The *Northwestern Lumberman* says:—Cedar is one of the woods that many pine operators are holding in reserve. On one stream in Michigan a large saw-mill concern owns a large body of cedar, but they will not sell a stick of it, and at present have no occasion to cut it themselves. They think it is good property to hold on to, considering it cost them but little, and undoubtedly they are right. When the company's pine is exhausted the cedar will come in play. This is but one of many similar cases.

#### Second Growth Pine.

Not a small part of central and southern New England, no longer profitable for agriculture, is now growing up with white pine, and this, if it can only be protected, will, it is thought, soon exceed in value the net profit upon all the New England farms. In some parts of New England, this second growth of pine has been growing for a considerable time, and has already given rise to large and profitable industries. The value of logs cut in Massachusetts during the census year reached nearly \$2,000,000. At least one-half of these logs were of second growth pine. More than 100,000,000 feet of second growth pine were sawed during the same year in Vermont and New Hampshire, and nearly, if not quite, as much more in Maine.—*N. Y. Lumber Trade Review.*

#### Cheap Transportation.

The *International of Emerson*, Manitoba, hold the right view as to cheap transportation. It says:—"Carney & Watson, lumber dealers, are loading their large barge with laths for down river points. The barge will be floated down river. Cheap locomotion and transportation. Nothing like having a navigable river for a transportation highway."

A Quebec despatch says that most of the timber cut this season on the St. Maurice and Batiscan rivers will be stuck this year in the drive.

In a recent discussion on forestry Mr. Hough has suggested the possibility of training trees so that they may present a showy and a novel grain in veneer.

The *Northwestern Lumberman* says:—A report reaches us from Arkansas that the owners of pine lands in the southwestern part of that state are considerably agitated by the ravages of some sort of a bug that strips the pine trees of all their foliage, and leaves them looking apparently as though they were dead. Some claim that the trees will die, whilst others think they will not be materially injured. The worm, it is said, as soon as its work of destruction is over, drops to the ground and dies; so that it appears pine spruces don't agree with it, and it no doubt will soon tire of that sort of diet.

A New York correspondent of the *Northwestern Lumberman* says:—There is but little eastern spruce arriving as yet, and the supplies at the yards are being reduced. No changes have yet been made in prices. If values are held firm, or advanced, it will be so through a power that is stronger than the association recently formed. There is a drouth in Maine, and the rivers down which spruce is brought to market are at a very low stage of water. It is said by those who are conversant with the country that they are as scant of water as they are usually during the driest days of summer. This will hang up vast quantities of logs, and if enough do not come down to meet the demand prices will naturally stiffen. There is no abundant supply to draw from in this market at the present time, but if there comes plenty of water in the eastern rivers there will be large quantities soon ready to push into market, and then prices may suffer.

A BOSTON correspondent of the *Northwestern Lumberman* says:—From conversation with several of our largest wholesalers the past week, I can sum up the several opinions of trade about as follows: Every one asserted that the trade has been held back fully a month by bad weather, but that from this time on it will increase and hold good until well into the fall. No one predicts a boom, but there is to be a steady, general demand for all kinds of building and manufacturing lumber. I talked with a reliable party yesterday, who has just returned from Bangor. He reports the prospects of getting in the spruce logs as very discouraging. The frost went out of the ground so gradually that the melted snow soaked into the ground, instead of swelling the small streams, and unless there are heavy rains, sufficient to cause a rise of the water in the branch streams, it will be impossible to get in the logs, and there must necessarily be a scarcity. This will have a tendency to still further advance in price.

## WATER POWER

TO LEASE.

THE UNDERSIGNED having largely extended their raceway at Lakefield, are desirous of corresponding with parties who wish to go into manufacturing, and they are prepared to sell or lease water power on the most favorable terms, or would erect buildings of any size suitable for factories.

R. & G. STRICKLAND  
1486 LAKEFIELD, ONT. W15L9

### A RARE CHANCE!

## Valuable Steam Saw-Mill FOR SALE.

The Waba Creek Steam Saw Mills, situated on the Madawaska River, one mile from Arnprior. Capacity of Mill, Fifty Thousand Feet of Lumber per Eleven hours. Capacity of Booming Pond, Thirty Thousand Logs. Has Sidings through piling grounds connected with main line of Canada Pacific Railway. The Mill is in good repair, having only run a short time, and is well found in all appliances required to run it to the above capacity. There is also a good water power connected with it from the Waba Creek, and good stabling, Barn, Boarding House, and other buildings. For information, price and terms, apply to John Robertson, 681, St. Jacques Street, Montreal, or to James McCuan, Arnprior, who will show intending purchasers the whole property, or to

ALEX. HECK,  
Ottawa.

## SAW MILLS AND TIMBER LIMITS WITH Logs, Lumber, Store Goods, &c FOR SALE

In the District of Algoma, Ont.

Eighty-Five Square Miles (54,400 Acres) of Limits, Good Pine, First-Class Water Power, Large New Water Mill, Steam Mill, Store and Dwellings.

Canada Pacific Railway now running through part of the property.

For full particulars address:—

WILLIAMS & MURRAY,  
GODERICH, ONT.



LACHINE CANAL.

### NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to the under-signed, and endorsed "Tender for the Formation of Basins near St. Gabriel Locks," will be received at this office until the arrival of the Eastern and Western mails on WEDNESDAY, THE 6TH DAY OF JUNE next, for the formation of TWO SLIPS or BASINS, on the north side of the Lachine Canal, at Montreal.

A plan and specification of the work to be done can be seen at this office, and at the Lachine Canal Office, Montreal, on the after TUESDAY, the 22nd day of MAY next, at either of which places printed forms of tender can be obtained.

Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms. An accepted Bank cheque for sum of \$2,000, must accompany each tender, which sum shall be forfeited, if the party tendering declines entering into contract for the works at the rates and on the terms stated in the offer submitted. The cheque thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest or any tender.

By order,

A. P. BRADLEY,  
Secretary.

Dept. of Railways and Canals,  
Ottawa, 21st April 1883.

Gd100-2L12

REST not, life is sweeping by, go and dare before you die, something mighty and sublime leave behind to conquer time." \$30 a week in your own town. \$5 outfit free. No risk. Everything new. Capital not required. We will furnish you everything. Many are making fortunes. Ladies make as much as men, and boys and girls make great pay. Reader, if you want business at which you can make great pay all the time, write for particulars to H. H. HALL & Co., Portland, Maine.