

THE NEWS.

ONTARIO.

—The Ottawa river has been exceedingly low but is now rising slowly.

—Timoth Nester & Co., will put in 50,000,000 feet of logs on the Thessalon river, this winter.

—It is feared that owing to the low water in the Severn River many of the mills will have to shut down.

—The Georgian Bay Lumber Co., of Waubaushene, have already sent nearly one thousand men to the woods.

—Owing to the plentiful supply of men for the shanties this fall wages have taken a drop during the past month.

—W. R. Thistle & Co., Pembroke, have put in a large steam pump in connection with their large saw mill there.

—Band saws 60 feet in length have taken the places of circulars in Edwards & Co.'s large saw mills at Rockland.

—Mr. Wm. Orr, of Shelburne, is calling for tenders for a new saw mill to be erected on the site of the mill recently destroyed by fire.

—It is said that throughout the Georgian Bay district the ensuing season is destined to witness exceptional activity in the lumber shanties.

—Some of the mills at Ottawa have been shut down for several days at a time lately for want of logs. An unfavorable wind has been keeping the drives lack.

—There are rumors of further large purchases of pine in the Spanish river region of the Georgian Bay country, by Americans who have already invested there.

—In the case of George Caswell, accused of appropriating saw logs owned by the Georgian Bay Lumber Co., of Waubaushene, the grand jury at the late assizes found no bill.

—The Superior Lumber Co., of Ashland, Wis., has sold 1,000,000 feet of green lumber to a Port Arthur firm for immediate shipment to be used in the construction of a large elevator.

—The 1,500,000 feet of green elevator lumber to go to Port Arthur, Ont., from the Superior Lumber Company's mills, Ashland, Wis., will be conveyed on scows taking 400,000 feet at a trip.

—Klock Bros., of Klock's Mills, upper Ottawa, Ont., have bought 88 square miles of timber limits on the Veuve river, Ont., from J. G. Ross, Quebec, for \$20,000, and will operate there this season.

—Two hundred and thirty-five car loads of lumber was shipped over the Canada Atlantic railway from Ottawa during a period of one week in October. Its destination was New York and Burlington.

—J. E. Bunswell, of Grand Haven, Mich., is interested in lumbering on the Spanish river. His firm has a yard on the Canada side at Sault Ste. Marie, Mich., and has just purchased additional water front.

—It is reported that a crew was lately taken from Alpena, Mich., to the Georgian Bay regions of Canada, to work in the woods, whereas in past years Canadians have been employed by lumbermen on the American side of the line.

—The saw mill owners at Norman, Keewatin and Rat Portage are reported as doing a large shipping business this season. They are all from 60 to 100 cars behind their orders, and in some cases they complain of being unable to get sufficient cars to fill their orders.

—The Railway Lumber Company, which has been in the hands of the Bank of Montreal for some years, has been purchased by a company known as the Western Lumber Company with headquarters at Rat Portage. The president of this company is Mr. John A. McRae, formerly of Ross & McRae, large railway contractors of Quebec.

—Mr. Frank R. Weston, of French River, writes THE LUMBERMAN that he is about through with the work of superintending the manufacture and shipment of the five millions of lumber purchased from the Ontario Lumber Co. by Messrs. Shaw, of Forest, and Fraser, of Amherstburg. It has turned out a well manufactured and satisfactory lot. The mills at French River expect to shut down about Nov. 10th. The Ontario Lumber Co. will have cut about \$8,000,000 and McLean Bros. about 3,000,000 feet.

—One of the government surveyors who recently returned from the Ludbury district reports that lumber operations are being actively pushed in the northwestern section of that country. Francis Bros. have begun operations on their limits on the White Fish Indian reserve, and the Emery Lumber Company is getting a large quantity of timber on its Spanish river limits. It is understood that the Ontario government will shortly place a number of valuable timber limits, in the Ludbury district, on the market.

—That valuable milling property belonging to the estate of Hamilton Bros. at Hawkesbury, has been purchased by a wealthy syndicate, composed of Hiram Robinson, W. R. Thistle, H. K. Lagan and Robert Blackburn. They have purchased the entire plant, as well as a supply of about 150,000 ft. of logs. The new firm has already 250 men in the woods.

—E. D. Davidson & Son have shut down their lumber mills on Lahave River, throwing 300 or 400 men out of work. Cook & Co. have also shut down, throwing out of work another large number of men, and other lumbermen are preparing to do likewise. This action is on account of the enforcement of the law preventing saw dust from being dropped from the mills into the river.

—Lumber operations during the coming winter on the Ottawa promise to be the most extensive for several years. Reports from the Mattawan state that already 7,000 shantymen have passed through that place on their way to the Upper Ottawa districts. The men are compelled to walk several miles this year owing to the destruction by fire of the steamer which previously carried them.

—The land road from Mattawa to Lake Temiscamingue through Ontario is now open for traffic. Nine shanty teams went through from Mattawa to Opemican on Lake Temiscamingue in eighteen hours. The opening of this road will be a great boon to lumbermen and settlers on Lake Temiscamingue, who can forward horses and cattle with much greater dispatch, and at far less cost than by the old route.

—Mr. Gormully, of Gormully & Sinclair, has commenced an action in the Exchequer Court on behalf of a Michigan contractor, for some \$3,000 against the Government. Mr. Hazleton sent a lot of lumber under the description of dimension timber into the Dominion. Under this heading it would be admitted free. The Customs Department, however, insisted that it was manufactured and imposed duties accordingly.

—Port Arthur Sentinel.—The demand for lumber in this vicinity this season is something enormous, the new elevators requiring \$250,000 feet alone, for which Messrs. Graham, Horne & Co., have the contract. These gentlemen have also contracted for the delivery of over 2,000,000 feet of lumber to be used in new buildings here and at Fort William, and it is safe to say that other local dealers and builders will use about half as much more.

—Rejoicing over the advance in price of square timber during the present season, resulting in the clearing out of all rafts held at Quebec, the Perth *Expositor* has the following: Mr. Wm. Caldwell of Lanark was one of the lucky ones, selling three years' timber at Quebec and this year's raft on the way down, at prices varying from 25 to 32 cents per foot. The total was 560,000 feet, and it will realize about \$170,000, or an average of about 30 cents.

—The Department of Customs has been notified by Capt. Holmes, of the revenue cutter *Cruiser*, that lumbering operations are being conducted this fall on Fitzwilliam Island, Georgian Bay, by the Saginaw Salt and Lumber Company. It is estimated that 20,000,000 feet will be got out for export next spring, and Capt. Holmes advises that a landing waiter be sent to the Island early in the spring to estimate the cut, so that the proper duty may be charged.

—Lumbering operations at Algoma Mills are likely to be brisk the coming winter. John Rowan has five lumber camps in full blast, and still another is being established. John McLeod, of Pembroke, has arrived there with a gang of men for H. P. Shaw, whose camps are on the north shore of Lake Huron, in the Blind river district. His logs will be towed down Lake Huron to Algoma Mills, where they will be cut into lumber for the C.P.R.

—The immense water power of Sturgeon Falls, which has remained so long almost idle, is about to be utilized on a large scale. Mr. Baxter is about to erect a mill for grinding coarse grains for feed. Mr. Slinger is importing machinery for the erection of a door and sash factory, and a paper company is negotiating for the purchase of a site for the erection of a pulp factory, which will employ 100 men constantly. Should the latter industry be founded there, the poplar and spruce trees, which are so plentiful in the forests, will become a source of great profit.

—The Ottawa *Journal* says that the wages for shantymen are beginning to drop a notch lower than the figures readily given to the men some time ago. Then log cutters got \$22 a month and board, and some even as high as a dollar a day. Now men are hired in lowtown to cut logs at \$19 and \$20 a month, and none but good men will ever get this high. The big rush to the woods is practically over for the season, although many of the firms will continue sending up men to augment the force now engaged in the woods, but the bulk of the men who will go up are now in the bush, and as the demand has lessened the wages have dropped.

NEW BRUNSWICK.

—The shipments of deals to Europe from New Brunswick during the first seven months of the year amounted to 114,000,000 feet, against \$2,000,000 last year.

—A complete lumber camp outfit smuggled into Canada from the United States has been seized at St. Stephen by the Customs authorities.

—Importers of spruce will have noticed the different character of the wood shipped from St. John, N.B., and from the Nova Scotian ports. The prevailing timber tree of New Brunswick is the white spruce, the deals shipped from Nova Scotia being cut from the black spruce, which may explain the difference. For purposes where strength and durability are required the black spruce is preferred. The color refers to the bark. Large sized trees near the mouth of the St. John river are said to be getting scarce, and supplies are being drawn from the upper tributaries of the river.

—The recent very heavy rain falls resulted during the past month in the greatest freshet seen on the Miramichi since 1853. Not only was railway traffic between Miramichi and Fredericton interfered with, but the damage done by floods has extended to other parts of the province—railway and other bridges being swept away, logs set adrift, crops destroyed and other attendant injury sustained. Farley's Mill, and the bridge connected with it, were in danger of being carried away. They were saved by stones being carted to them and placed on their floors as ballast. The water rose over the mooring posts at Millerton wharf and a good deal of lumber that was lying rafted in that vicinity broke away and much of it went adrift. Hundreds of thousands of feet must have thus gone adrift. It was feared that Somers' and Bryanton's drives would go adrift, but when the Northwest sheer boom was partially broken away, the logs that went down stream were caught and saved by a temporary boom stretched across the Northwest at Sinclair's. The wharf connected with the Redbank mill was badly damaged and the mill boom just above it carried away. Between twenty and thirty thousand feet of logs ran out of Barnaby river and nearly all of them went to sea with those from the Southwest.

NOVA SCOTIA.

—Hugh Robertson, who built the Joggins raft, says there will be an end of business here if the export duty is levied and timber owners hold to the high prices. It cost a great deal more to get the raft torn apart than he supposed. He is going to British Columbia to build a timber raft for San Francisco and one for Chili.

—Last month it was reported that there would be no more Joggins rafts, but the latest information goes to show that such is not the case. Mr. Robertson, who, as previously reported, is leaving for the Pacific coast to take charge of a log raft there, has closed a contract with parties on the spot to supply timber at the Joggins for a raft six hundred feet long and containing twenty thousand sticks. This raft, it is expected, will be launched next July.

—A correspondent from Bridgewater writing to a contemporary says. The present season has been very favorable for the lumbermen of this part of our province. There has been a larger manufacture in our water mills than ever known before, as seasonable rains brought down the stock, and kept the rivers at a good sawing head all summer. Vessels have been scarce, and freight rates very much higher than for the last few years, therefore shippers have not been able to move lumber freely. Stocks are larger than usual. There is now piled at Bridgewater about 3,000,000 feet, at Port Medway, 4,000,000 and at Liverpool 2,000,000, which may have to remain over winter of serve for winter shipment when the demand from the West Indies reaches here. The logs in the rivers will likely remain there till next spring. This will enable the mills to start, as the timber has to come from the heads of the streams, and is late in reaching the mills. The subject now most engrossing the saw mill men is the sawdust question. By a late edict of our paternal government, they are required "to keep all sawdust from the streams in Nova Scotia." To enforce this will curtail the business very much, as most of the mills are direct action (the saw gate connected with the wheel), and there will be waste in any attempt to stop the sawdust; and as most of the timber lands are nearly exhausted there is not stock enough to warrant the large expense of removing the sawdust by machinery. We think there will be a general stoppage of business until the matter is adjusted, as we cannot see the justice of the large Canadian and New Brunswick mills throwing all their refuse into the rivers. At Ottawa where the greatest quantity is manufactured, they are allowed to grind up the edgings, etc., and dump that also into the river. Until the edict is removed there will not likely be much preparation for next year's work, as it will not do to cut timber and allow it to spoil in the log.