

—John Barclay, lumber dealer, Springfield, has assigned.
 —G. A. Grier & Co., lumbermen of Ottawa, have sold out.
 —Seringeour & Rennock, who have been operating a planing mill at Stratford, Ont., have assigned.

—The Ontario Lumbermen's Association lately raised the price of bill stuff on Georgian Bay from \$9 to \$10.

—American lumbermen are invading the leading lumber centres in Canada, purchasing stock for the American markets.

—Wm. Attig has disposed of his property near Milverton, Ont., and purchased the Pasmore & Whaley saw mill at that place. He will commence sawing about the 1st inst.

—Jos. Kidd & Sons, of Dublin, Ont., have failed to make a compromise with their creditors, and the stock was sold by the sheriff some days ago. Geo. Kidd talks of going to British Columbia.

—The firm of Humphries, Richardson & Humphries, who have run a planing mill at St. Marys, Ont., for a number of years, have decided to go out of the business on account of lack of patronage.

—The Young's Point, Ont., saw mills are running full time. Mr. C. Young has received the contract for supplying the material for the lock gates coffer dam and bulk-head.

—It is said that the cut of logs in the Kippawa district this winter will be unusually large, and that it is nearly all of the best class of timber. A great deal now depends on the water supply. If the thaw is gradual the logs may be expected to reach the mills in good shape.

—The lumber stock at Albany aggregated 90,602,000 feet, about 6,000,000 feet less than the quantity on hand a year ago.

—Messrs Kearns & Marshall, of Brockville, Ont., have disposed of their lumber business at that place to the Rathbun Co. Mr. Calquhoun, late of Gananoque, has been placed in charge.

—Messrs. Gilmour & Co. have a large force of men at work building an extensive wharf on the Gatineau river near Alonzo Wright's residence. Mr. Gilmour has invented a slide by which he can run his lumber from his mills to the new wharf and the river has been made navigable for steamers up to the wharf so that the new construction will very materially improve his shipping facilities.

—A general survey of lumbering operations in the Bonnechere Valley clearly indicates a very large cut—especially by the McLachlin Bros., the kings of the Bonnechere—and this amid the serious drawbacks of a scarcity of oats in the districts naturally supplying this valley; but the North-West has been drawn upon, and farmers who have not sold will find themselves considerably out.

—A sale has been made of five million feet of lumber by a Montreal firm at about \$15 per thousand. The lumber is intended for shipment to South America. The price of lumber shows an upward tendency and a good export demand is expected in the spring. The cut this winter in the woods will probably be much larger than last year, and if the drive is successful there will be no scarcity of logs next summer and fall.

—Mr. J. Lambert, of Ottawa, has contracted with the following gentlemen for a supply of ash timber for a Montreal firm, its destination being Liverpool, England. Messrs. James Mulligan, Aylmer, 300 pieces; W. & R. Allen, 150 pieces; J. Fulford, Aylmer road, 70 pieces; Wm. McConnell, Aylmer road, 100 pieces; D. Irwin, Eardly, 100. This timber is to be all of A1 quality, and will be delivered at the nearest station along the line of the C. P. R. and P. P. J. railway.

—Michigan lumberers have been working this season under difficulties owing to the unfrozen condition of the swamps. In some cases they set to work and built corduroy roads along the swamps, and then "snowed" them by a free use of shovels and baskets, thus enabling them to transport their logs from the skidways to the banking grounds, and thereby relieving the skidways from their immense loads, under which they were pressed excessively, and then the work of skidding was proceeded with.

—Representative Rice of Minnesota, has introduced a bill amending the statute so as to admit into the United States free of duty the produce of the forests on the Rainy Lake River and the Lake of the Woods and their tributaries, owned by American citizens, and sawed in the province of Ontario and Manitoba by American citizens, the same being in part manufactured. He also introduced a bill constituting three collection districts in Minnesota, and providing for the appointment of a collector at St. Paul.

—The total shipments of lumber from Portland, Oregon, to the Argentine Republic and Uruguay for the year 1887, were 43,587,630 feet. Of this, 37,108,493 feet were spruce, 5,080,947 feet pine, and 498,190 feet of various kinds, mostly hardwood. The great bulk of this lumber, 40,740,552 feet, went

to port in Argentine Republic, mainly to Buenos Ayers, while to ports in Uruguay only 2,847,078 feet were exported. This lumber trade gives employment to 65 vessels, the largest single cargo being that of the ship Euphemia, 1,118,253 feet, in July last. The value of these shipments was about \$700,000.

—A big lumber deal is pending at the Chaudiere. The creditors of Mr. R. J. Stewart, the well-known lumberman, with a view to hastening a settlement have made Mr. G. A. Grier, of the firm of Stewart & Grier, an offer for the purchase of Mr. Grier's interests. No arrangement has yet been reached. Mr. Grier, it is understood, offered to sell his interest for an advance of \$100,000 on the market value of his interest. The market value of the former's mills and limits is understood to be nearly a million dollars.

—Messrs. J. C. Kidd and Duncan McLaren recently felled a giant oak on the farm of the late G. McLaren, lot No. 20, Beckwith, the extreme length of which was 103 ft.: from ground to first limb, 51 ft.: girth, two feet from ground, 11 ft.; girth, fifty feet from ground, 9 ft. It was purchased by the Canada Lumber Company, of Carleton Place, and will be used in repairs in their mills there. The company despatched their foreman with four men and two teams to cut and convey it into town. It is said that the tree cost the firm \$50.

—The immense consumption of wood for railway ties and the growing scarcity of material has set inventors thinking as to the possibility of finding more durable substitute. The average length of service of a wooden cross tie is about six years. Some do not last even for one year. This requires a constant renewal and much work in changing, and it is estimated the railroads of the country spend at least \$35,000,000 annually on wooden cross-ties. A Philadelphia mechanic of some ingenuity has invented a hollow iron tie, and if his claims prove correct there will be a revolution in the railroad cross-tie business, with a great saving to the companies.

—The annual meeting of the shareholders of the Midland and North Shore Lumber Company was held at Peterborough during the past month. There were present, Messrs. Geo. A. Cox, D. Ulyott, J. W. Fitzgerald and John Bertram. After reports of a satisfactory nature were read and approved, the following officers were elected:—President, Mr. Ulyott; Vice-President, Mr. Bertram; Sec.-Treas., Mr. Cox. The Company's mills are situated at Parry Harbor and do one of the largest lumbering business in Ontario. It is expected a line of the C. P. R. will be run to the mills from Claremont this summer, when the shipping facilities will be greatly increased.

—The record of casualties during 1887 compiled by the *Northwestern Lumberman*, comprises 341 deaths, and serious injuries, including the loss of one or more limbs, fractures of various kinds, and maiming in a variety of frightful ways, involving 215 persons—all in connection with operations in the woods, and the running of saw, shingle, planing and stove mills, and other wood-working establishments engaged in manufacturing raw material direct from the stump; also box and sash, door and blind factories. The aggregate—556 persons killed or maimed—is an appalling testimonial to the great danger incident to the various processes through which wood passes from the tree to its introduction as a finished commodity.

—The high hills of San Domingo are vast forests of mahogany. Some of the hills are 3,000 feet high, but there being no snow, owing to the tropical location, and not a railroad in the republic, they cannot get the mahogany down. So there it is, untold quantities of it, worth big money, but bringing nothing. From other islands of the West Indies a great deal of mahogany is exported at a big profit. Three-fourths of it goes to Europe, principally London, while the other fourth goes to New York. It is largely shipped in the log in sailing vessels. There isn't a single saw mill in all San Domingo. The lumber they do manage to get out is manufactured by hand, by the slow whip saw process.

—Logging operations are unusually brisk at Hepworth, Ont. this winter, and men and teams are very plentiful. The output here of lumber next season will amount to about seven million feet, composed principally of hemlock, also maple, beech, black ash, elm, cedar and pine. There is also a very large quantity of cedar ties, telegraph poles and cordwood coming out. In fact we know of no other little place in Ontario where there is as much business being done and so much money in circulation as there is here at present. The mills are running every day, and shipping of lumber is actively carried on during the whole winter. The quality shipped is principally hemlock, dimension stuff for builders' use in the early spring. There are three good saw mills in the village, and several more in the outlying neighborhood, as well as three or four shingle mills, all of which will be fully stocked this winter. The shingle mills manufacture a good brand of cedar shingles and some pine.

—There is increased interest in the timber districts of the Puget sound region, and Wisconsin and Michigan manufacturers are rapidly adding to their investments in fir and cedar timber. In a report to the Olympia board of trade with reference to building a log railroad from Budd's Inlet to Chehalis river, Mr. F. W. Brown, a civil engineer, states that the largest part of the country along the line, and tributary to it, is a dense forest of very valuable fir and cedar timber, the quantity of which it would be impossible to estimate, but it is safe to say that there is enough lumber within two miles of a line extending in the vicinity of the one proposed to equal 50,000,000 feet per mile for the whole road. Twenty trees per acre and 10,000 feet to the tree are not uncommon or hard to find in this immense forest; 200,000 feet per acre, or 1,536,000,000 in a distance of one mile along the road, and a tract twelve miles wide. This amount is, perhaps, the highest extreme, and not the average; but a safe average at 150,000,000 feet is not too high.

—The lumber committee of the Merchant's Exchange, at Buffalo, N. Y., have reported that the business of the year, while large, was not as much so as was anticipated, on account of high lake freights. Building was fairly active, but the efforts made to advance prices on lumber to meet the advances on lake freights had the effect of checking building enterprises, and while the business done compared favorably with that of the years previous, the margins were smaller and the profits correspondingly less. There was a slight decrease in the receipts of lumber as compared with 1886, but they would have been 25,000,000 feet more had there been ample carrying capacity and lower freights. The estimated amount on hand January 1st, 1888, was about 140,000,000 of stock, 20,000,000 feet less than was estimated on hand a year ago. In addition the amount of business done by rail was large and is constantly increasing in volume, and it is estimated that 125,000,000 feet of lumber was received at Buffalo by rail alone; and that 1,700 cars of lumber were shipped during the past year.

—The lumbering operations of M. Boyd & Co., says the *Bohceaygeon Independent*, are something astonishing this season, and the woods for miles around are moving with life, like a colony of ants. Over six hundred men are engaged in the ten shanties, each shanty having a cob-web of roads around it, and the cob-webs over lapping each other. So confusing was the labyrinth of roads to new comers, and so much time was wasted in teams getting lost that finger boards have been placed. So far, the weather has been all that could be wished and the work has gone on merrily. Drawing has been boss, and let me tell you that the drawing that is done nowadays, is nothing like the drawing that was done in the old days. With their cat teams, narrow sledges and narrow runners, three logs were a load. Now, they have powerful teams, broad sleighs and broad runners and the way they pile up the logs is a marvel. Why to give you an idea of a load, Chas. Reynolds boss of a shanty over the way here, has a team that walked away with 32 logs, that would make an average of 12 inches, and make fully ten standards. And the team were not feeling anyway extra well that day, or was it to say any such a langed fine day for drawing, either. Still the boys were satisfied with the draw, and are waiting to see it beaten, before they really show their oats.

—While passing through Trenton, Ontario, recently, a *Timberman* representative had his attention called to the Gilmour sawmill located at the mouth of the Trent River, near the head of the Bay of Quinte. Being in company with one of the McLean Bros., of French river mills, with office at Owen Sound, a question in regard to the "big mill" referred to, elicited the information from that gentleman that the mill was a monster in size and capacity. "You think," said Mr. McLean, "that you have big mills in the United States, but the best of them dwindle into comparative insignificance alongside of the Gilmour mill which has a capacity of 900,000 feet per day, with sixteen engines that furnish the motive power for the circulars, gangs and other paraphernalia of the establishment." He added, however, that "the mill, for some time past has not been run to anything near its full capacity, and that several mills at Ottawa turned out more lumber last season than the one alluded to. The Trent River, away back in yestern time, thirty years ago, had several water power mills along its banks, most of which have gone into decay; and at the time referred to the mouth of the river, adjacent to where the Gilmour mill is now located, was the scene each spring of lively and exciting times, with the small army of French Canadians rafting the timber which was harvested on the Trent; and when the rafts were completed, with the requisite buildings on them for the accommodation of the men, they were floated past Belleville and Kingston enroute to their destination at Quebec. A large proportion of the timber, however, harvested on the Trent in the form of sawlogs in these latter days is converted into lumber at the "big mill."—*Chicago Timberman*.