

Chips.

It is estimated that there have passed through the boom of the St. John (N. B.) River, this season, about 120,000,000 feet of logs.

A POPLAR tree recently cut in Clark county, Ky., was seven feet in diameter, 70 feet to the first limb, and yielded 60,000 shingles.

It is stated by local authority that upwards of 150,000,000 feet of lumber are cross-piled at the Muskegon, Mich., mills, and in some instances there is not room enough on the docks to continue piling.

It is told that in digging a well near Leitchville, W. T., Charles Moore encountered, at a depth of 70 feet, several fallen but well preserved pine trees. Immediately under them was a washed gravel bed, which upon being pierced, gave a flow of water which rose in the well to a height of 25 feet.

At Oshkosh, Wis., last year there were 120,000,000 feet of logs rafted; this season the amount has reached 135,000,000 feet. About 5,000,000 of the total were old logs that go to the boom next season will all be new ones. It is expected that the crop of 1883 will be about the same in quantity as that of 1882.

A log was recently cut on the Skagit waters, Puget Sound, which was nine feet in diameter at the stump. The first cut was 24 feet long, and the next log 32 feet in length, and 76 inches in diameter at the big end, while the third was 36 feet long, and measured 63 inches—in all 92 feet of logs, and an average diameter of over five feet.

J. G. PALMER & SON, of Maine, have 100 men at work in the woods near the Gulf. Thus far this season they have cut 1,500,000 feet of poplar to be used by the Penobscot Chemical Fiber Company in the manufacture of pulp. It will probably be hauled to the Katahdin Iron Works, and thence shipped by railroad to West Great Works.

THE "Deseronto Notes" of the Belleville Ontario contain the following paragraph:—To the ordinary observer sawdust is a very common-place article, but a few minutes conversation with Mr. Walker, the manager of the Chemical Works, will dispel such an illusion, as the number of products to be derived from it are apparently legion. The evaporating pans disclose to the visitor every conceivable combination of brilliant and changing colors.

T. & W. Murray, of Pembroke, have disposed of one of their timber limits to H. & A. McLean, of Eardley. The price paid was in the vicinity of \$41,000. The limit comprises 19 square miles of territory. A couple of years ago the Messrs. Murray purchased this limit at auction for \$25,000. The same firm have also disposed of another timber limit adjacent to the one mentioned to David Moore, the well-known lumberman. It is said the price is \$1,000 per mile for thirty miles of territory.

THE Liverpool correspondent of the *Timber Trades Journal* of Nov. 18, says:—For some days past it has been rumoured that a firm engaged here in the timber importing business, having their connection chiefly with the Lower Ports in Nova Scotia and Norway, have been unable to meet their engagements, and have placed their books in the hands of accountants. Nothing is known of the amount of their liabilities, and it is understood that their principal creditors will be the chippers in Nova Scotia.

THE *Timber Trades Journal* says:—The value of spruce wood for shipbuilding purposes has for a length of time been fully admitted. Some fine sailing vessels built in New Brunswick some years ago have been recently inspected, and the inspection has proved the suitability of spruce for shipbuilding purposes. It was the fashion some years ago to loudly condemn spruce being used for almost any purpose. As a matter of fact, under anything like favorable conditions, few woods are more durable than spruce. The unfavorable character which the wood once possessed still to some extent clings to it, but the prejudice which once existed against its use is now fast dying out, and the time will soon arrive, even if it has not already arrived, when the true value of the wood from a serviceable as well as from an economic point of view will be fully recognised.

THE *Midland Free Press* says—The engine and lot of other machinery for the American Company's mill at French river is here and will be forwarded by the schooner *Nett Woodward* this week. The engine, which is a handsome one, weighs ten tons and is about 270 horse power. The machinery now lying here will make a large boat load. Every piece of machinery being put in this mill is new and has been made expressly for the Company. With this load Mr. D. O. Keene will send about twenty more men to work at French River all winter.

ACCORDING to the *Chicago Railway Age*, a railway running along for hundreds of miles between rows of shade trees will soon be one of the novel characteristics of the Northern Pacific. This extensive tree planting is being done to protect the road from storms and snow drifts. In addition to having a large force of men at this work between Fargo and Bismark, Dak., the officers have distributed immense quantities of seedlings and cuttings to the farmers settled on the land grant and offered prizes for skill in forestry—a commendable example of foresight which ought to be more generally followed in the treeless west.

THE *Times* of Prince Albert, N. W. T., says: Messrs. Moore & Macdowell have erected a new steam saw mill of increased capacity. The machinery (which Mr. Macdowell has gone east to bring up) will include two large circular saws, shingle machine, lath machine and complete set of planers and moulders. This mill will be capable of turning out 4 or 5,000,000 feet of lumber in the season. A fine large new grist and saw mill is also in course of erection by Messrs. Thomas McKay, C. Mair and Captain Hughes, which will be a valuable addition to the industries of the place. Messrs. Hurd and Baker intend building a new saw mill.

THE Liverpool correspondent of the *Timber Trades Journal* of Nov. 18, says:—Up to the present time very little spruce has gone into the yards, but, as was anticipated last week, four cargoes are now being put into store, as the owners hope for a recovery later on. All kinds of Canadian goods maintain their full prices, and buyers of the better classes of Quebec pine, fir and pine deals may abandon any hope of buying their stocks of these goods at lower prices than now asked. Consumers need not be told that they seldom buy so well as when the goods are landing and the storage charges have not been incurred, and, as the import season is now rapidly closing, they should seize the opportunity whilst they may.

THE *Northwestern Lumberman* says:—Some of the lumbermen in Muskegon anticipate an advance in the value of fine lumber after January 1, because that class of stock is in meagre supply compared to the coarse grades, which are overplenty. They claim that the finer grades of next season's cut are being bought up in advance. The same condition has been observed at Saginaw, where good lumber is being purchased to hold over, while the coarser qualities are neglected. These incidents in the Michigan trade suggest that last year, on account of the lack of snow, and the consequent difficulty of getting heavy logs to stream, operators took almost anything they could get in the shape of pine timber, and the result is an overproduction of coarse lumber.

THE *Timber Trades Journal* says:—Beyond a slight, and it may only be a temporary, decline in the value of spruce deals at Liverpool, the wood markets have during the last fortnight undergone no material alteration. The weakness of the market at Liverpool is clearly traceable to the influx of spruce cargoes, which has temporarily overstocked the market. The inland consumers, who draw upon Liverpool for their supplies, have bought warily during the whole of the year, and a general indisposition to stock heavily has been apparent. It is not thought that the stocks held inland are of a weighty character, and any bettering of trade would doubtless reflect at once upon the wood markets at the ports, and especially at Liverpool. Some part of the falling off in the demand may be put down to the fact that the wet weather which has now so long prevailed has seriously retarded the carrying on of outdoor building work. At the east coast ports prices are reported to remain unaltered and the markets are said to be steady in tone.

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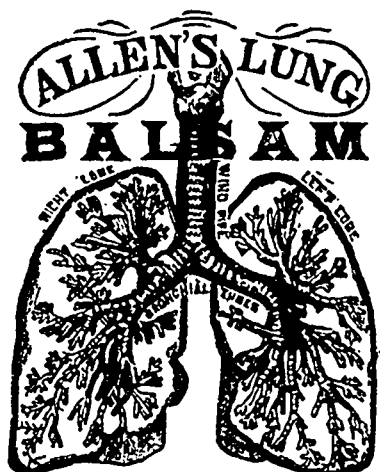
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