

Chips.

A FIRE in Knapp, Stout & Co. Company's yard, at St. Louis, July 18, consumed about 25,000,000 feet of lumber in pile, involving a loss of 000

LAMOURÉUX BROS., of Edmonton, are preparing a second raft for shipment to Battleford. It will consist of 175,000 feet of lumber, 100,000 lath and 100,000 shingles.

By a new process hats are now made of wood pulp. They are said to be very fine, and more serviceable than anything heretofore on the market. Great is wood pulp.

CAPITAL is said to have been secured for building a railroad from Fargo Dak., northwest by way of Turtle Lake, to the boundary of Manitoba, 600 miles. It is said that a survey will at once be made.

MR. JAMES CROSSER, of the Cobourg Car Works, obtains the contract for rolling stock of the Northern & Pacific Junction Railway. The specifications are said to conform to those of the Canadian Pacific Railway.

THE contract of the locomotives for the Northern & Pacific Junction Railway has been let to the Kingston Locomotive Works. It calls for the delivery of two engines in Sept., three in October, and remainder in November.

A YOUNG man, named Gingras, was struck on the head by a flying splinter of wood at Drum's cabinet factory, Quebec on July 23rd, and will also probably die. A ship laborer, named McCaulay, was dangerously injured by falling into the hold of the bark Kate Maguire.

WM. GOLDBER, a bark peeler, has been found dead in the woods on the Leswick, N. B., his skull fractured and his neck broken. Beside him on the ground lay a tree, the falling of which was the cause of his death. Goldber was a man about forty years of age, and lived in Tripp settlement for a good many years.

MESSRS. RANKIN, ASHER & HENDERSON, of Dover, Ont., are erecting a saw mill on lot 19, con. 9, Dover, with a capacity of 12,000 daily. Messrs. McKeough and Trotter have the contract for the machinery, and will have it running for the fall work. The erection of the mill promises to prove a great convenience.

THE machinery department at the Colonial Exhibition is under the direction of Mr James Clark, of Cobourg, who has put the hall into shape without a single accident or breakage that I have heard of. The *Canadian Exhibitor*, the journal of the Canadian department well says that no other choice of a mechanical superintendent could have been made by Sir Charles Tupper.

TWO orders in council have been passed one authorizing that a charter be granted the other issuing it, to Archbishop Duhamel, Rev. Father Grendreau, L. A. Oliver, A. Desjardins and E. Tasse, empowering them to construct a line of railway six miles long from the Ottawa river near the Mattawan at the foot of the Long Sault rapids to a point at the foot of lake Temiscamingue, with a capital of \$100,000.

THE correspondent of the *Canadian Manufacturer* at the Colonial Exhibition says that in manufactures of wood of all kinds the Canadian have distinguished themselves. Messrs. Tees & Co., of Montreal, Messrs. Stahlshmidt & Co., of Preston, and the Schlicht & Field Co., Toronto, have done a "roaring trade" in office desks, letter cabinets, etc., which seems to be looked upon as both cheaper and better finished than the English article.

THE *Menominee Herald* estimates that at least 80,000,000 feet of lumber will be sent east from the Green Bay mills the present season, of which nearly 50,000,000 feet have already been heard from. The H. Witbeck company have

sold 12,000,000; the Bay Shore Company, 12,000,000; Dunham & Avery, 10,000,000, and A. Spies 400,000 feet, all of which will be shipped to the eastern market—mostly to Buffalo, during the season of navigation. Besides the above amounts, the Oconto Lumber Company has sold 25,000,000 feet of its cut to Buffalo parties.

MESSRS MASON & Co., says the *Ottawa Journal* have received an order from Messrs Hutchison & Wood to supply 1,000,000 ft. of lumber for the construction of the bridges on the new Short Line Railroad between Merrickville and Kemptonville which is the extent of their contract. Messrs McKee & Co., of Ottawa, have also received an order from the same firm for a large quantity of Portland cement for the stonework in connection with the bridges.

THE *Chicago Northwestern Lumberman* says:—"There are two new lumber papers in New York engaged in the amusing business of trying to scratch each other's eyes out. They remind one of two cats with their tails tied together and hung across a clothes line." We had often heard that western editors were remarkably hard hearted (as well as hard headed), but did not believe that even a western editor would watch two cats fighting, in the manner described until the *Lumberman* made this confession.

JOHN E. STEWART, one of the corporators of the Tobique Valley railway company, has been negotiating with capitalists in Boston with a view of the immediate construction of the line from Perth on the N. B. railway up to the Tobique river past Plaster Rock. This road was subsidized by the Dominion parliament last session, and an attempt will, it is said, be made to secure a local subsidy. The Tobique Valley railway runs for about forty miles through a rich agricultural region, passing through heavy timbered land.

THE *Monetary Times* says:—"The effect of the export duty, placed by the Dominion Government on pine logs exported from this country has already been that of increasing the manufacture of sawn lumber on this side of the border. We are told that more than one firm in the Georgian Bay district whose pine was expected to go to the American side to be manufactured, will be converted into lumber in Canada. Evidently these firms regard it cheaper to pay \$2 duty on lumber than to pay the same duty on the logs aside from the additional cost of manufacture, arising from the higher price of labor paid on that side. It is tolerably clear that the doubling of the duty will materially check the exportation of logs.

LAST year the extensive mills and woodware factory of Messrs. Wm. Cane & Sons, Newmarket Ont. was burnt down and as soon as the firm decided to rebuild all the old employees, voluntarily offered to donate a week's work each, as an evidence of their goodwill and regret for the firm's heavy loss. Another pleasing instance of co operation, in a like manner is now recorded, as we learn that: "Each one of Mr. Tilson's employees, of Tilsonburg has subscribed a week's wages to assist him to build his oatmeal mill. The amount thus donated will be between \$700 and \$800. This is something new, and speaks volumes for the harmonious relations existing between the employer and employees."

Lumber by Railway.

THE *Montreal Star* of July 20th says:—"A new departure has taken place in the shipment of lumber from the western districts. Previous to the opening of the C. P. R. the whole of the lumber and square timber was forwarded by water to the loading port. Mr. G. M. Bosworth, the freight agent of the C. P. R., stated to a *Star* reporter this morning that the great lumber merchants in the districts round Georgian Bay and Lake Nipissing had forwarded no less than 3,500 car loads of square timber, representing 2,000,000 square feet, to Montreal within the last two months. The timber consists almost entirely of pine, and is sent on to Quebec for shipment to various

LUMBER FOR CANADA.

DETROIT, July 27.—The departure of the great log boat Michigan, which left Alpena in tow of a powerful tug bound for French River, Georgian Bay, for a load of logs for Tawas parties, yesterday, was witnessed by a large crowd. Notwithstanding the gradual decrease of the timber in Michigan, remains the fact of millions of dollars invested in costly mills and railways.

Within the past two years Michigan lumbermen have turned their attention to Canada, and extensive purchases of pine lands have been made near the shores of Lake Huron and along the large streams emptying into that inland sea. To move their mills to that side of the lake for the purpose of cutting up the pine involves great expense. Then, too, they must encounter the tariff on imported lumber on seeking an American market. To somehow get the logs to this side would solve the difficulty, as there is but a small tariff on these. Transportation by rafts has been attempted in a few instances, but the risks are very great, as Lake Huron is a decidedly stormy body of water, and the breaking up and scattering of a single raft would sadly trench upon the profits of a season's business. Hence the experiment of the log boat, which is intended to bear the same relation to water transportation that the log train does to the railroad. If it can be managed successfully and not too expensively it promises to solve a very important problem in connection with the lumber business of Michigan for the next 20 years.

The pioneer boat, named after the state, is 294 feet over all, 42 feet beam, with 16 feet depth of hold, and has a tonnage of 1,227. She has one boiler 15 feet long, 7½ feet in diameter, and two engines. One engine has a 16 by 12 inch cylinder. The other engine has two cylinders, 14 by 12 inches each and is connected with two 10 inch pumps and also with an apparatus for hoisting anchors of which she carries two, one weighing 1,600 and the other 8,000 pounds. The chain of the large anchor weighs 20 pounds to the link and is made of 1½ inch wire. The apparatus for hoisting logs on board is a slip that extends on an incline to the water, in which an endless chain runs and on which are hooks which carry the logs up the slip, which is jointed at the rail and extends across the deck. Here men with cast hooks will receive and roll the logs off on to the skids, where they are held until wanted in the hold, they being there dropped into five feet of water. The water comes into the hold through a ten inch aperture in three hours, and the two eight inch pumps empty the hold again in four hours. There are two of the slips. The logs are hoisted out of the hold at the after hatches (of which there are seven) by two upright slides with arms upon which the log rests. When the log gets on deck it rolls on to a set of rollers that carry it overboard. It is claimed that the craft can be loaded in less than 20 hours. She has a full set of canvas on four spars, 10 men for a crew, and will carry about 700,000 feet of logs. The question of expense would seem to be the only one to be settled by experiment. It is probable that no special interference would be encountered from boisterous weather, and there seems no reason to doubt that as in the ore and grain carrying trade from three to six of these immense barges could be loaded and towed across Lake Huron by a single powerful tug.

IN NEW QUARTERS.

MESSRS. Lord & Thomas, of Chicago, the well-known and popular Advertising Agents, have removed to new quarters which are so spacious, so elegant, and so original and novel in their appointments, that they deserve more than a passing notice. The building Nos 45, 47 and 49 Randolph St., between State and Wabash Ave., is at once the most striking in appearance and the most elegant in Chicago, built of sandstone. It is 70 by 174 feet practically fire proof and and lighted on four sides. Three large elevators and two spacious stairways, give abundant facilities for passengers and freight. Messrs. Lord & Thomas occupy the entire third floor, giving them a superficial area of nearly 12,000 square feet. This beautiful lighted room is unbroken by partitions save a private office in one

corner and work passes with great regularity. While the entire appointments are elegant, the filing department is arranged on an entirely new principle, which amounts to an important invention. Heretofore Advertising Agents have filed their Newspapers in wooden pigeon holes, which not only excluded the light, but caught and retained the dust, and thus proved a nuisance. The new filing department of Messrs. Lord & Thomas is made entirely of wire work; a separate compartment is made for each Newspaper, Magazine and Periodical in the U. S. and Canada, about 14,000 in all. The various sections are suspended from the ceiling, and hang clear of the floor, leaving a space under each one so that the entire floor can be swept. Space will not permit us to describe this important improvement in detail. The principals upon which it is constructed will be covered by letters patent. The Chicago Safe and Lock Co. have done for the firm one of the largest safes ever built in Chicago. Our friends who wish to see a copy of our paper when in Chicago, can always find it on file at the Agency of Messrs. Lord & Thomas.

JOTTINGS AT WAHNAPIITAE.

A correspondent writes from Wahnapiitae to the *Toronto Globe* as follows:—"Last September the Einery Lumber Company commenced operations on their limits, five miles north of the C. P. Railway crossing at this place, with about 150 men. During the winter they took over 52,000 choice saw logs, driving them in May to the mouth of the Wahnapiitae, at French river, close to the Georgian Bay, in four weeks, where they load them on their barge Wahnapiitae which is estimated to carry two and a half million feet of lumber, and has this week sailed with a load of three thousand logs for Tawas, Michigan, where their mills are. It is said that they intend taking out double the quantity this season, commencing next month. Jinnings & Gorham have taken out this season over 3,000 pieces of board and square timber from their limits, north of here, which they shipped per C. P. R. to Papineauville, on the Ottawa.

McArthur and Brothers this season got out between three and four thousand pieces off their limits south of here, mostly board timber, which they run down the river to the Georgian Bay, from thence to the Midland railway; and are going to put in more camps this season. There are men for several firms in the States looking for limits on this river; the last one, from a firm near Chicago, is exploring here, and he says the lumbering capacity of this river, so far as he has seen it is at least 100,000,000 feet per year.

I am creditably informed that this river gives access to a very large extent of excellent pine land to the north of this, which is all green woods—all of which is not yet surveyed, or sold by the Crown Land Department. As soon as it is opened for sale the Americans say they will be on hand to purchase.

I see the Government has put an export duty on saw logs, I suppose to prevent them being taken to the States to be manufactured in place of Canada. This seems nothing more than just for Canada, as the manufacturing of the logs into lumber on this side will cause much improvement, and villages to grow at places where there is nothing else comparatively to induce such improvements. The Americans have two objections to manufacturing lumber here:—First, by shipping by the C. P. R. they will have to transship in order to get their lumber to the States; secondly, they want a certain rate for a term, say ten years, to secure them against the rate on lumber being raised after they have their mills erected.

I think the C. P. R. would be consulting their interest as well as the country their line passes through, between South Bay and Lake Superior, by giving lumbermen a reduction equal to cost of transshipment, and for the term of years, as the chances are that in not getting this they will build their mills at the mouth of the rivers at the Georgian Bay, and drive the logs down where they can load on vessels from the mill yard, and so the railway lose the traffic on the only product there is to give them local freight.