

THE OTTAWA VALLEY.

(Correspondence of the CANADA LUMBERMAN.)

The recent disastrous fire and its bearing on the lumbering industry in the Capital are still the most absorbing subjects of interest in commercial circles. In some quarters the spread of the fire is attributed to the presence of the large areas of lumber in the manufacturing district of the Chaudiere, and near the residential section further south. Hence there is an agitation on foot to so arrange the fire area and fire by-law that the mill owners will have to secure piling ground outside the city. Others suggest that the lumber be permitted to remain within the city limits, but at a safe stated distance from fireproof structures. Mr. J. R. Booth, the leading lumberman interested, has entered a vigorous protest to the proposal for removal. Answering the argument that the lumber was in the greatest degree responsible for the fire, he claims that its rapid spread was made possible by the streets of shingle-roofed frame houses, with which the burned area was in a great part built up. Other cities have come through worse fires than Ottawa, he claims, and though lumber was a great factor therein, few charged it with being responsible for the conflagration. In English and American cities the lumber is piled somewhat the same as in Ottawa, but, being surrounded by fireproof structures, the danger is reduced to a minimum. Mr. Booth has a large following of business men and others, who recognize what his and other lumbering concerns have done to build up and support Hull and Ottawa. They believe accordingly that he should be encouraged rather than discouraged, which will be the case if he is compelled to pile at a greater distance than heretofore.

Discussing the subject himself, Mr. Booth states that his present piling space is totally inadequate to contain the output of his mill, which is again running night and day. He will for various reasons be deprived of at least piling space for 30,000,000 feet, and to relieve the pressure he will have to have recourse to increased shipments by rail and water. Unless he is permitted to use the remaining ground at his disposal, the lumber king states, he will be compelled to shut down his mills, throwing 1800 men out of employment. It will take at least a year and large capital to fit up yards at the distance proposed by some, and in the meantime the mills would be idle, depriving hundreds, now without a home, of their employment for that time. The council is thus called upon to face a serious problem. Many maintain that the driving out of the lumber interests will not affect the city, as other industries giving steadier employment and paying higher wages will succeed the lumber mills. As pointed out by Mr. Booth, the experience of past years has proven the fallacy of this prophecy. Several mills have shut down and nothing in the industrial line has taken their places, while those industries wiped out by the fire were many of them dependent on the lumber mills.

Mr. Booth states that the fire will only affect the export trade temporarily, and only to the extent of the export lumber wiped out by fire. Owing to shortage of piling space, his shipments must be largely increased, and hence any pressing shortage in the English and American markets will in a degree be satisfied.

Gilmour & Hughson's mill, which escaped the fire, is running full time, and the W. C. Edward's mill is being operated night and day to satisfy the increased demand resulting from the fire and loss of lumber. The Hull Lumber Co., whose mill and yards were wiped out, is operating Mason's mill, Hintonburg, and making preparations to operate the Ritchie mill at Aylmer and Bronson & Weston mills as well. The combined cut of these three mills will satisfy the shortage caused by the destruction of the old one. These mills will be operated night and day.

It is not likely that the Hull Lumber Company will rebuild its mill before next spring, as it is almost impossible to get timbers to build the mill, fit up the yards, etc. These will be got out probably during the coming winter.

The lumbermen state that the fire will not seriously affect the English market for some time, as sufficient lumber can be got now to supply present demands. Nearly all the lumber destroyed was seasoned stuff intended for later shipments, and there will be a shortage felt in this all next season, as the supply cannot be procured as readily as that of the green stuff.

Prices remain firm on the Ottawa market, but as extensive building operations have not yet been entered upon, the wholesale prices have not suffered an advance, they may any day, however, as soon as the question of fire areas and fire by-laws

are settled, and the class of structures required decided upon.

Sir Thos. Hughes, head of the well-known Liverpool lumber firm of Hughes & Son, was in Ottawa last week and visited the Booth mill. He states that the outlook for Canadian lumber interests in England is good, and he does not anticipate any marked advance on account of the shortage of export lumber caused by the fire.

OTTAWA, May 14, 1900.

GLASGOW MARKET REPORT.

Messrs. Edmiston & Mitchells, in their monthly timber circular of 30th April, review that market as follows:

The timber trade has continued fairly active during the month just closed, and while buying generally has only been indulged in to a very moderate extent, it is satisfactory to find that the sawmills are fully employed. Prices for all wood goods have now reached a point at which retailers do not feel justified in holding heavy stocks, consequently buying is of a somewhat hand-to-mouth character. For the above reasons, c.i.f. purchasers of Quebec goods are under-bought, and must come into the market soon.

Scotch shipbuilders launched during April 27 vessels aggregating 26,545 tons, as against 25 vessels of 40,886 tons in 1899. The first part of the month brought no new orders for ships, but during the latter part new work amounting to 30,000 tons has been booked. Including these new orders it is estimated that the amount of work under construction in the Scotch shipyards aggregates 168,000 tons, of which the Clyde claims 160,000 tons. The high cost of material and labour prohibits ship-owners from adding to their fleet to any large extent, although we hear of some good enquiries for further tonnage.

In house-building, while there is a marked falling-off, there continues to be quite a lot of good work being carried on, such as public buildings and better-class dwelling-houses. It is satisfactory to note that all the working-class houses so extensively built in and around Glasgow and other manufacturing centres recently are generally all occupied.

WANAY BOARDWOOD:—There have been a few orders placed during the month, one of 200 loads first-class Deckwood, 1400 cubic feet per page, at fully 2s. 9d. per cubic foot. In second-class boardwood there has been little doing, one or two small sales at 1s. 7d. to 1s. 9d. per cubic foot.

RED PINE:—We hear of no business doing. There is, however, an inquiry in the market for 250 loads, but the stock is more than ample.

OAK:—We have no sales to report during the month. Long ogs, 50 feet and up, are being enquired for, but there are very few on hand. The stock of ordinary 65 to 70 cubic feet average is large.

ELM:—There is fairly active demand, and the stock on hand is light. Sales are reported at 3s. to 3s. 3d. per cubic foot, according to size.

QUEBEC BIRCH:—There have been two small arrivals of Canadian Logs via Portland, which were sold on contract. The demand is only moderate, and sales are mostly of a retail nature. 14½-inch average has been sold at 15d. "ex store," and 16-inch at 20d.

N. B. BIRCH:—There has been one small import from St. John, which went into store. Values range from 1s. 5d. to 1s. 7d. for 15 to 16-inch average, but the demand is not active.

N. B. PLANKS:—A Halifax shipment of 300 standards was placed this month at 12½d. per foot "ex quay." There is a fair enquiry, particularly for 2½-inch.

ASH:—The stock on hand is practically exhausted, and early arrivals should meet with a ready sale at good prices. Nominal value of 15-inch is 2s. 3d. in ponds.

DEALS:—There have been no transactions of importance during the month. Deliveries from public yards are, however, satisfactory, and well up to the average. Prices are without change, and well maintained. Current values are as follows:—Broad First Pine Deals have been sold at £25 to £28 10s.; 11-inch, £23 to £25; ends and non-dimensions, £17 to £22. Second Pine Deals—11-inch and up, £17 to £21; non-dimensions £13 to £15. Third Pine Deals—11-inch and up, £11 10s. to £13; narrows, £8 5s. to £9 15s.; ends, £7 10s. to £8 10s. Fourth Pine Deals—11-inch and up, £8 10s. to £9; narrows, £7 10s. to £8. Red Pine Deals—9 to 11-inch by 3 and 4 inch, £12 10s. to £14 10s.; narrows, £10 to £12 10s. First Quality Pine Sidings—8 to 9 inch average, £17 5s. to £18 10s.; 10 to 11 inch average, £15 10s. to £21 10s.; 12 to 13 inch average, £22 to £24. Spruce Deals—7 and 8 inch by 3 inch, £7 15s. to £8 5s.; 9 to 11 inch by 3 inch, £8 15s. to £9 10s.

MARKET CONDITIONS IN AUSTRALIA.

The following particulars of the timber market at Melbourne, Aus., are furnished by the last monthly timber report of Fraser & Co.:

There is practically no alteration to report in the state of the market during the past few weeks, the demand generally continuing active, while values have remained in the improved condition which has in late months been notified. In some descriptions a tendency to procure better rates has been manifested, but with the exception of a few quantities in small parcels, sellers have not shown any inclination to seek for increased prices upon those which we quoted in our circular of the 12th ult. Should, however, the consumption improve, or even no decrease be experienced within the next few months, there is every probability of higher figures being required, for the c.i.f. quotations from abroad are still on the upward grade, and eventually, we think, it will be found necessary for buyers in this colony to respond in proportion to such increase in shipping costs as may be shown in the near future. It is in all the more important classes of timber consumed in this market that higher rates are now asked for at the ports of exportation, and as the difficulty of securing tonnage for early shipment still exists, we anticipate that an advance in prices generally will be shown at this end for supplies now on the water and for operations arranged which will come to hand in the course of the next six months.

SPRUCE AND BALTIC WHITE DEALS:—Imports: 48,076 feet super. Arrival: Invaluable, from San Francisco. Stocks are almost entirely in hands who require the same for their own manufacturing purposes. Values are consequently nominal, and of no guide to shippers.

ORONG PINE:—Imports: Nil. Importers and holders are firm, as stocks appear somewhat below the probable demand ere fresh arrivals can come upon the market. A fairly large line has changed hands at £7 10s. during the month, and although nothing of importance has been concluded at over this figure, no business will likely be done under £7 15s. per 1000 feet super. in the near future.

THE BARBADOS MARKET.

Of the lumber and shingle market at Barbados, West Indies, Messrs. Clairmonte, Mann & Company say:

With the exception of a small lot, which proceeded elsewhere, there have been no arrivals with white pine and spruce lumber during the fortnight, our yards are rather bare of both kinds. There is always a good demand for spruce during our reaping season, which extends up to June. Last sales were: White pine, \$22.57 for first quality, and \$16 for second quality; spruce, \$21.00 for first quality.

Gaspe cedar shingles are in supply, and market very dull. There is a large lot in store unsold, principally small, for which \$3.75 per M is asked, but much less would be accepted to make a sale. No late arrivals of laying shingles; last sales were made at \$2.20 for cedar and \$2.05 for spruce; cypress, we note the sale of 82 M ex Wm. F. Campbell from Wilmington, N.C., at \$8.50 for 6-inch hearts, and \$6.50 for 6-inch saps.

The city of Stratford, Ont., has let the contract for supply of lumber as follows: Pine plank, South River Lumber Co., \$17.50 per M; tamarac, William Easson, Stratford, \$14.50 per M; cedar, Simpson Bros., Wiarton, \$14.40 per M.

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LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Oswego, \$1.90 per M ft.; Ottawa to Syracuse, 9½ cents per 100 lbs. Ottawa, Rockland and Hawkesbury to Montreal, for export only \$1.70 per M ft., domestic 4½ cents per 100 lbs.; Quebec, \$2.10 per M ft., domestic 3½ cents per 100 lbs.; Annapolis to Montreal, for export only \$1.60 per M ft., domestic 6½ cents per 100 lbs.; Quebec, export \$2.60 per M ft., domestic 10½ cents per 100 lbs.; Pembroke to Montreal, for export only \$1.85 per M ft., domestic 7½ cents per 100 lbs.; Quebec for export only 2.85 per M ft., domestic 11½ cents per 100 lbs.; Ottawa to New York, all rail, 15 cents per 100 lbs.; Annapolis to New York, 17 cents per 100 lbs.; Pembroke to New York, 18 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to New York and points within regular lighterage limits of New York Harbor, seasoned pine lumber, lots of 20 M feet and up, via Williams Barre line from Albany, \$3.25 per M feet, lath 65 cents per M pieces, lots 250 M pieces and over; from Annapolis, seasoned pine lumber \$3.75 per M feet, lath 75 cents per M pieces; from Douglas, Eganville and Pembroke, seasoned pine lumber \$4.60 per M feet, lath 85 cents per M pieces, Ottawa to Buffalo, 12 cts. per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c., exports 13c. per 100 lbs.; Annapolis to Boston and common points, local 17 cents, export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Annapolis to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Annapolis to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany, 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghamton, N.Y., 13 cents per 100 lbs. from Annapolis 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N.B., and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N.S., and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs. Rates quoted above are in cents per 100 lbs.; when quoted per M ft., minimum carload will be 10 M ft., lumber not exceeding 3,000 lbs. per M ft. Lath minimum carload 50 M pieces, not exceeding 600 lbs. per M pieces. Ottawa rates apply on shipments from Rockland and Hawkesbury.

H. Fawcett Hartland

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