

with their crop and are not much disposed to accept present prices excepting for such lumber as is urgently required. Apart from the country demand the lumber trade is in excellent condition. Throughout the Eastern States the activity is pronounced and the market exceptionally strong. One of the best indications of the prevailing strength are the advances that have been made in the Albany and Bay City price lists. Our Albany correspondent has marked up all good lumber about \$5 per thousand, while in the Bay City and Saginaw list all grades down to barn boards have been advanced. The scarcity of white pine lumber is pronounced. The mills have much less stock than usual at this season of the year, and wholesale and retail dealers are not carrying more than an average supply. In Chicago prices are firmer than they have been since the opening of navigation. Sales of short pine piece stuff in cargo lots have been made at \$16, and of hemlock piece stuff at from \$11 to \$11.50, with \$12.50 for inch. Buffalo dealers are asking \$20 for 12 inch box and \$40 for inch No. 1 cut. The recent advance in hemlock has not checked the demand. At Boston \$17 is the base price on plank, with \$18.50 for No. 1 and \$15.50 for No. 2.

Hardwood salesmen find no difficulty in placing stock. Maple, elm and basswood are good sellers throughout the Eastern States. Shingles have stiffened in price.

GREAT BRITAIN.

There is no real change to record in the tone of the British market since our last report. Notwithstanding that at recent auction sales prices were not in all cases sustained, there is a widespread belief that prices for next year's shipments will show a further advance. The import of sawn timber to the United Kingdom for the eight months of this year is some 30,000 standards less than for the same period last year. Importers are endeavoring to discourage a further advance in prices, but so far as Canadian lumber is concerned, the conditions seem to favor a higher range of values. In the London market Quebec waney pine is unobtainable in any quantity, and there are numerous inquiries for stock from the various shipbuilding centres and around the coast generally. Quebec oak also is scarce and dear. First quality pine deals remain steady, after having advanced about £3 per standard during the season. The market for the lower qualities of deals is stronger, for the reason that the import has been lighter. Holders of spruce stocks are not pressing sales, as they believe that it will be impossible to replace their supply at lower prices.

STOCKS AND PRICES.

The steamer Mennon has loaded deals at Montreal and Three Rivers, Que., for Great Britain.

The John King Company, of Fort William, Ont., are taking out 50,000 ties along the English river.

David Argue, of Parry Sound, Ont., has contracted with the Holland & Graves Lumber Company, of Byng Inlet, to take out over 3,000,000 feet of saw logs at Sturgeon Bay.

J. & T. Charlton, of Collingwood, will operate their Killarney and White Fish timber limits during the coming winter. On the White Fish River they will cut both pine and cedar.

There is a better feeling in the slack

cooperage trade than has been reported before. The apple crop is likely to be larger than it was expected to be. Following are latest quotations at Buffalo: Dry oak staves, first-class, \$7.75 to \$8; second-class, \$4.25 to \$4.50; basswood heading, 3/4 to 5/8 cents for first-class, 3/4 to 4 cents for second-class; coiled hoops, \$10 for 6-foot, \$10 to \$10.50 for 5 1/2 foot; hickory hoops, \$6 to \$6.25. This being the off season for tight cooperage, business is quiet.

BRITISH COLUMBIA LETTER.

(Correspondence of the CANADA LUMBERMAN.)

Reports from time to time have appeared in the press as to the alleged combine which exists among the Pacific Coast saw mills in dealing with foreign shipments by water. It is true that there is an agreement among the mill-owners of the States of Washington, Oregon and California and those of British Columbia to sell by the recognized price list. During the past two years or more, prices were so demoralized that the average price of lumber for shipment by water was between \$7 and \$9, consequently many of the mills barely cleared expenses and some of them lost money. Had such a state of affairs continued, many of the mills would have been forced to the wall and a large number of men thrown out of employment.

During the spring a joint meeting of all the mills engaged in foreign shipping was held in Seattle to adjust affairs. It was estimated that the shipments by water during 1902 would total 300,000,000 feet. It was then agreed to have all orders apportioned among the different mills according to their cutting capacity and a schedule was struck for the different mills. It was also provided that any manufacturer wishing to cut more than his apportionment could buy of the cut of other manufacturers who did not wish to do the full amount. It was not compulsory for any one mill to cut not less than their apportionment, but any mill which cut more had to pay a certain percentage per thousand feet into the general fund, which will be distributed according to a ratio among the mills who did not cut their allotted share.

The agreement so far has worked very satisfactory and prices are now such that a reasonable dividend can be made on the capital invested. The mills are all running; full time and labor is higher, with the consequent raise in the price of lumber. The agreement is more of a moral nature than anything else and it is overstepping the mark to state that a hard and fast combine exists in the general sense of the term.

The local and interior markets are good and shipments are moving more rapidly owing to a better supply of cars. The weather is exceptionally fine for this time of year and logging operations are progressing favorably, although logs are yet somewhat scarce owing to the large cut of the mills. There is a likelihood of some trouble arising among the mills catering to local trade and the Teamsters' Union of the City of Vancouver. The latter have delivered an ultimatum to the mills to the effect that a certain wage be paid and that no discharges be made of men without consulting the Union. The mills will fight the matter to the end, and have taken united action against what they term unfairness on the part of the unions.

Vancouver, B. C., Sept. 13th, 1902.

THE OTTAWA VALLEY.

(Correspondence of the CANADA LUMBERMAN.)

The demand for shantymen in Ottawa is greatly in excess of the supply, and agents have been forced to make a tour of outside towns to secure men. This week one agent went as far as Gaspé, Qué., to secure men for Mr. J. R. Booth's Georgian Bay shanties. Nearly every firm, Canadian and American, operating within railroad distance of Ottawa, has commissioned local agents to secure men. The latter receive as a rule a dollar a man, and in their eagerness to secure the "one spot" they haunt the stations looking for eligible men who may run into Ottawa with the intention of hiring for work in the shanties. Wages have advanced and range from \$28 a month and board upwards. On the limits cases have been known where men were tempted from one camp to another by the promise of higher pay.

The statement recently published in a local paper that over \$2,000,000 has changed hands within the last year in the transfer of timber limits, caused considerable comment, but men in a position to know agreed that the figure was about correct. Further negotiations are pending and a deal or two may be announced this week.

Mr. Jas. Klock, ex-M. P., has bought out the interests of his brother in limits on the Quinze river, in the Temiscamingue district, and will operate there for square timber. Gordon Bros., of Pembroke, will also transfer their attention to the Temiscamingue country and operate there on a large scale.

While opinion is divided, it seems to be pretty well understood that with favorable natural conditions this season's output of logs will equal that of last year, despite the advance in wages, price of supplies, etc.

His friends in the lumber trade will sympathize with Mr. E. T. Smith, Collector of Revenue in the Public Works Department, in the death of his wife, who passed away after a brief illness a few days ago.

Ottawa, Sept. 22nd, 1902.

TIMBER-LIMIT PURCHASE.

Timothy Lynch, of Fredericton, N. B., has purchased from James S. Fairley timber lands located on the north side of the Miramichi River, on Fall Brook, Little Dunganven, Rocky Brook and The Sisters, including in all 5,420 acres. The purchase price is said to represent a considerable sum.

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B. C. LUMBER SHIPMENTS.

Lumber shipments from British Columbia up to August 31st, of this year were as follows:

From	Port	Cargo—M.
Chemainus	South Africa	1,300,711
Chemainus	Melbourne	1,157,861
Hastings	China and Japan	147,516
Hastings	Yokohama	25,414
Hastings	Shanghai	653,109
Hastings	Wilmington, Del.	875,843
Hastings	Ottawa, Belgium	965,449
Chemainus	Sydney	1,166,032
Hastings	Sydney	1,231,030
Hastings	Fremantle	995,669
Hastings	Sydney	879,030
Hastings	Sydney	1,069,562
Hastings	Taku	1,380,414
Chemainus	Adelaide	1,378,381
Hastings	U. K.	1,580,773
Hastings	Japan	57,612
Hastings	Taku	121,611
Hastings	Delagoa Bay	1,090,733
Chemainus	South Africa	1,665,061
Chemainus	Adelaide	1,508,409
Chemainus	Sydney	731,419
Chemainus	Sydney	146,427
Hastings	Cardiff	940,091
Hastings	Sydney	16,211
Hastings	Kobe	9,011
Hastings	Yokohama	7,795
Hastings	Sydney	38,976
Hastings	U. K.	1,413,650
Hastings	Melbourne	1,179,206
Chemainus	U. K.	1,163,839
Hastings	Fremantle	1,113,464
Chemainus	Sydney	1,078,534
Hastings	Hamburg	38,933
Hastings	Sydney	116,675
Hastings	Delagoa Bay	1,258,714
Hastings	Yokohama	29,078
Hastings	Taku	1,014,772
Hastings	Sydney	53,129
Hastings	Yokohama	30,162
Chemainus	Sydney	1,991,099
Chemainus	Sydney	1,151,210
Hornby Isl, B. C.	Santa Rosalia	205,876
Hastings	W. Coast S. A.	671,732
Hastings	Delagoa Bay	974,760
Chemainus	Adelaide	1,304,667
Hastings	Japan	160,571
Hastings	Suva, Fiji	20,751
Hastings	Taku, China	401,370
Hastings	Sydney	261,404
Hastings	Iquiqui	681,947
Chemainus	West Coast S. A.	965,735
Hastings	U. K.	
Hastings	U. K.	
Hastings	Fremantle	
Hastings	Sydney	
Hastings	Kobe	
Chemainus	Cape Town	
Chemainus	West Coast S. A.	
Chemainus	West Coast S. A.	
Chemainus	West Coast S. A.	
Chemainus	West Coast S. A.	

The first freight fixture for next season has just been made in London, having been taken up on time charter at 16 shillings per month per standard. This is about the same rate as has prevailed this year.

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