

auction, the proceeds to be applied to a trust fund. Some of the land involved contains large quantities of pine timber.

It is stated that the Ontario Lumber Co. will start their mill at French River, Ont., as soon as logs can be obtained in the spring. The company have four large camps in the woods this winter.

A movement is said to be on foot for the consolidation of the spruce saw mills in the New England States, and further to induce a number of the mills in New York state to enter the proposed combination.

Mr. E. F. Stephenson, Dominion crown timber agent, Winnipeg, has received a return of the quantity of lumber imported into Manitoba from the United States during 1898. The amount was over 30,000,000 feet.

Pelton & Reid, of Cheboygan, Mich., have contracted with Munro & Gordon, of Pembroke, Ont., for 15,000,000 feet of logs, which are being put in on Lake Wahnapiatae, and will come down French river to Georgian Bay, whence they will be towed across to Cheboygan. These logs are from Indian lands, which are not affected by the Ontario prohibitory law.

Four timber berths were sold at the Crown lands office, Fredericton, N. B., last week, at the upset price of \$8 per mile. They were as follows: 2-mile berth on Four Mile brook branch of the Gulguc river, to R. A. Estey; 2½-mile berth and 9-mile berth on Crystal brook, to Samuel Adams; 2½-mile berth on Nepisquit mill stream, to Sumner & Co., of Bathurst.

Indications point to a heavy input of northern pine logs this winter and a full running of the mills next season. In some localities, particularly the western Lake Superior and upper Michigan sections, logging conditions thus far have not been favorable, but there is sufficient time to get out a full stock of logs. In lower Michigan logging conditions are pronounced ideal, and a good average crop will be secured.

A report comes from Skagway that lumber is greatly needed. There is no building lumber there, and construction work on a half dozen buildings has been stopped in consequence. The dealers in the north had stocks at the beginning of winter which they considered ample. They did not anticipate that building would continue during cold weather. According to reports, there has been little falling off in construction work, and all the lumber that can be sent north will be used.

The Rat Portage Lumber Company, of Rat Portage, Ont., are greatly increasing their operations in the woods this winter. Their cut will probably be in the neighborhood of 50,000,000 feet. Graham, Horne & Co., late of Fort William, are logging 8,000,000 feet of pine for them on the American or Minnesota side of the Rainy river. This limit was purchased by the Rat Portage Lumber Company last summer from Congressmen Eddy, of St. Paul. Graham, Horne & Co. have an equipment of 100 men and 17 teams, the logs being banked on the ice on the Rainy river, over 3,000,000 now being skidded.

Mr. Long, who operates with Mr. Hughes, of the Beaver mills, Brandon, is logging about 2,500,000 feet some 100 miles up the Big Fork river, in Minnesota. These operators had their entire drive of 2,000,000 feet hung up in the Big Fork river last summer. They expect that if the logs get down safely in the spring, they will have a busy season next summer. The lumbermen in the Rainy River district expect that the new Ontario & Rainy River Railway will make available large tracts of timber on Rainy Lake. McKenzie & Mann's surveying party is now camped near Mine Centre, Ont., and are engaged in surveying the line both ways.

The lumber yard of the Sheppard & Morse Lumber Company, together with their dry-house and shaving shed, at Burlington, Vt., were totally destroyed by fire on the 24th inst.

BUFFALO AND TONAWANDA.

(Correspondence of the CANADA LUMBERMAN.)

There is a continuation of the good feeling in the lumber trade, all on account of the stir in the east that has followed the earlier stir in the west. For a long time, practically all the season, the west and south were demanding and paying a good advance over last year for the entire range of lumber, but the east held back so persistently that it was no use to ask more here, for if it had been done the stock would have been left on our hands. It is quite a different story now. The east has found that if it is to get lumber to sell again, it must pay the price, and it appears to have come to the conclusion that it is a good thing to have lumber on hand again. For a long time very small stocks have been held east. Whenever anything was wanted, it was bought hastily and ordered in as soon as it could be delivered. In this way the trade was kept up. There was no faith in the immediate future of the trade, and lumber on hand was held to be poor property. It turned out to be true so long that not a few members of the trade despaired of ever seeing a better price on their holdings here, though they were obliged to pay more for all they bought.

Some of the eastern lumbermen who held the cut of southern mills were astonished to find that they could sell much of it westward to better advantage than they could east, and they knew that so long as this state of things lasted there was no use in trying to mass up stock at home. They have overdone their caution, though, for there is to-day very little that can be called better property than lumber. Practically all sorts and grades are higher than they were through the summer, and if the scarcity and lack of needed grades continues, the spring will see a still further advance. It is true that the east, including this market, is still afraid to stand out for the prices that should be asked, but there is a big change here already.

We hear that there is more asked at mill centres than can be obtained in Buffalo, freight differences taken into account. It was reported that Memphis was asking \$40 for four-inch ash, and even buyers say that it will be paid, but we are not yet getting a corresponding price. It is a fact, though, that anyone who has stuff of this sort, suitable for the agricultural and other machinery shops, can ask about what he likes. There is a scarcity of ash, elm and basswood, and in a less degree of poplar and maple, that is little short of alarming. Some cautious dealers are saying that such reports ought not to be allowed to get into the trade journals, for the saw-mill man watches them much more closely than the dealers and consumers do, and he will take too much advantage of the situation. Well, if that is the reason for the difference in the ability to grasp the situation, there is no reason for complaint. If the average eastern dealer leaves his lumber paper unopened, or distrusts what he finds in it, let him be frank once in a while and confess that there are those who know how to use it to a purpose.

There is about as great a shortage in pine as in hardwoods, for the grades are so badly broken that there will be nothing left of the scant ones by spring, and it now looks as though only cutting-up grades would be left anyhow, for both uppers and box are very hard to find. Tonawanda appears to be worse off than Buffalo, for almost every day there is a call from there for something of which there is none too much here.

The lakes did not close till very late, and lumber and shingles came in with the very last, something that usually does not happen. Strange enough, there was no damage to the lumber fleet at the last, in spite of the many losses to the grain fleet.

It is said that the barge Fassett, of the Holland & Emery Company, which failed to get down on the November trip, and had to be unloaded while ashore on Lake Huron, will no doubt be released in the spring. On the next trip from Byng Inlet the same tow was caught in the ice and will not deliver its lumber till spring, unless it is shipped down by rail. This is about the whole of the lumber losses for the season with which this port had to do.

The Holland yard, as well as the neighboring one of C. M. Betts & Co., and the now abandoned one of the Arthur Hill Co., was flooded a few days ago by the overflowing of the canal, caused by leaving the Black Rock lock open. Many low piles were upset, the plank roads carried off, and much damage done by the mud and rubbish that was carried over the yards. The state will have to pay for the damage, no doubt.

Speaking of the canal, it should be noted that the canal enlargement association, composed of the boating interests mainly, has about perfected a bill providing for the carrying on of the work of canal improvement, beginning with the enlargement of the locks, as

should have been done at the outset. Buffalo shipped 28,182,000 feet of lumber by canal during the past season and received 2,341,000 feet. Tonawanda shipped 184,710,000 feet. The receipts by lake were 18,932,000 feet in Buffalo and 479,000,000 feet in the two Tonawandas. Both are considerably less than in 1897, partly on account of the cutting off of Canadian lumber by the tariff, and partly on account of the waking up to the need of stock after the lake freights had gone up.

The firm of F. J. Underhill & Company is in straits on account of a land deal, and has but \$2,000 to pay an indebtedness of \$6,000. The creditors are lumber dealers, who will accept the offer rather than allow the firm to go into bankruptcy and pay nothing.

The Buffalo Lumber Exchange will take a general stock list this month. There will be less than usual, as hardwood is very short, and there is no extra in pine to make it up.

J. C.

STOCKS AT LAKE SUPERIOR POINTS.

The shortage of bulk stocks of pine at mill points on Lake Superior is one of the favorable features of the lumber trade of the United States. According to the Northwestern Lumberman, there is about 56,000,000 feet on the docks at Ashland, Bayfield and Washburn, of which 16,500,000 feet is sold, and approximately 40,000,000 feet unsold. This is a much smaller amount than was supposed to be on the Chequamegon bay docks, but the figures are claimed to be authentic.

The Duluth-Superior stocks show a decided shortage as compared with those of last year. The total amount of stocks on docks December 1 was 120,000,000 feet, of which amount 73,000,000 feet was for sale. On December 1 last year there was 125,000,000 feet on the docks, 109,000,000 feet of which was for sale. The amount of lumber manufactured by the Duluth-Superior mills during the sawing season of 1898 was 324,000,000 feet, while in 1897 the same mills cut only 290,000,000 feet. The total amount shipped during the year ending December 1, 1898, was 333,000,000 feet, as compared with shipments amounting to 283,000,000 feet for the same period in 1897. Since December 1 there has been sold at Duluth and Superior between 5,000,000 and 6,000,000 feet, thus reducing the total of unsold stock to less than 58,000,000 feet. Norway is the only stock at the Duluth-Superior mills that shows an increase as compared with last year, and that increase is the insignificant one of 3,000,000 feet. The stock of No. 3 and No. 4 boards this year amounts to only a trifle over 15,000,000 feet, as compared with a total of over 26,000,000 feet a year ago. This comprises all thicknesses from one to two inch. The supply of No. 2 and better is a trifle under 40,000,000 feet, as compared with 63,000,000 feet on December 1 last year. All details given above refer to unsold stock.

Owing to the fact that a much lower rate of freight is in effect by rail from Lake Superior points than was the case a year ago, it is believed that a largely increased amount of stock will be sent forward by rail this winter, so that every indication points to a practical cleaning up of dock stocks at Lake Superior points before any of the cut of next season is ready for market.

SHIPPING MATTERS.

The ship Coringa and bark Louisa are loading lumber at Yarmouth, N. S., for the River Platte.

Owing to the change to be made in freight rates on pulp wood by the Canadian railway companies, the Niagara Falls paper mills are said to be perfecting plans whereby all this class of freight will be handled by other roads. The plan is to have the wood taken across Lake Ontario to Charlotte or some other advantageous lake port, and then shipped by rail, either over the New York Central or the Rome, Watertown, and Ogdensburg Railways, to Niagara Falls.

R. Douglas and W. V. Bluemanchal have registered proprietors of the Rigaud Milling Co., lumber merchants, Montreal.

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