

TONAWANDA.

TONAWANDA, Aug. 27.—The past week has held its own, the record, as far as can be ascertained, being just about the same as that of the seven days previous. Car trade is active, and shipments by canal have been a little in advance.

The table of receipts shows an increase of about 4,000,000 over last week. A brisk demand continues for lumber of all common grades, for shingles and for lath. Norway is very popular with many buyers, and really seems to grow more in favor each year.

Prices unchanged as follows:—

CARGO LOTS—NICHOLSON INSPECTION.	
Three uppers	\$10 00@17 00
Common	20 00@25 00
YARD PRICES—CAR LOTS.	
3 uppers, inch	\$41 00@42 00
3 uppers, plank	45 00@47 00
Pickings, inch	33 00@40 00
Pickings, 1 1/2 in. to 1	35 00@42 00
inch	30 00@40 00
Fine common	30 00@40 00
Fine common, thicker	34 00@40 00
Cutting up	25 00@28 00
Shelving, 12 in. and	27 00@30 00
up	27 00@30 00
Common boards, 12 in.	16 00@18 00
and up	16 00@18 00
Dressing stocks	10 00@20 00
Dressing slings	19 00@22 00
Common stocks	12 00@13 00
Common, values	15 00@17 00
Common box	12 00@13 00
Shingles, XXX, 13 in.	4 00
sawed	2 40@2 45
Do, clear butts, sawed	2 40@2 45
Shingles, XXX 10 in.	4 00
cut	2 40
Do, XX do	2 40
Lath	1 00

SAGINAW VALLEY.

SAGINAW, MICH., Aug. 28.—The cargo market is by no means active, although sales are made in a quiet way daily. There is a fair request for common grades, and Norway strips are firm at \$11. Box stock is quoted active at \$10.50, and a number of mills are cutting on contracts made some time ago at the quotation named. There has been some speculation as to the probable effect of the long draught on the consumption of lumber, but the idea obtains that all the lumber will be sold that lake and rail transportation can provide for. Some mill docks are pretty well cleared of stock that is in the market, and this strengthens the situation here. No changes in values have taken place, nor is any likely to take place.

Shingles are active, and good brands sell readily at \$2.50 for clear butts and \$3.50 for XXX. Mills in the interior are selling stocks at \$2.20@2.25, and \$3.20@3.35. Really choice country made shingles may bring a slight advance on these figures. Some mill men expect that there will be a scarcity of logs the rest of the season that will restrict production.

The yard lumber trade is fairly active, and dealers report a good inquiry.

Prices are as follows:

CARGO QUOTATIONS.	
Shipping culls	\$9 00@10 00
Common	15 00@19 00
3 uppers	36 00@38 00
Bill stuff	8 50@10 00
Norway bill stuff	9 00@10 50
YARD TRADE.	
3 uppers wide and	41 00@46 00
thick	43 00@45 00
Do, 1 in.	35 00@37 00
Do, 1 1/2 in.	30 00@32 00
Fine common	30 00@33 00
No. 1 base, 7, 8 and 9	30 00@33 00
in select	30 00
No. 2 do. (fine com-	32 00
mon)	40 00
No. 1 fl. or stripe	35 00
No. 2	30 00
No. 3	29 00
Fencing	12 00@15 00
DRESSING.	
Surfacing	1 00
Dressing and mach-	2 00
ing	2 00
Fencing, coarse com-	8 00
mon	4 00@6 00
Fencing, mill culls	4 00@6 00
No. 1 stock 12 in.	14 00@15 00
No. 2 stocks	11 00@12 00
Wide common	12 00@15 00
Piece stuff and	9 00@10 00
timber	9 00@12 00
12, 14, 16, 18 ft	12 00
Do, do, 20 ft	1 40@1 75
Lath	1 00
Lath No. 2 (cul)	3 15@3 23
Shingles XXX	0 00@2 23
Clear butts	0 00@2 23
DRESSING.	
1 00	2 25
Making drop siding	2 25
Making bevel siding	3 00
and ceiling	3 00

CHICAGO.

The *Timberman* of the 27th August, referring to the cargo market says: The slight promise of improvement which this market held out a week ago has not been fulfilled. There has been no gain made, and in fact the commission men have not been able to do more than hold it steady. At present there is no prospect of an early reaction of prices.

Piece stuff is a sale and also a purchase at \$10 for short lengths, 18 feet and under. About all the average No. 1 stock has moved at this figure, but lots not quite up to the grade, and without any 18 or 20 feet lengths to improve their average, have been sold at \$9.87 1/2. It has not been learned that any standard cargo has sold at this, while there have been a good many transactions at \$10. A sale was made by a Muskegon manufacturer at \$10 and \$12.50 for the short and long respectively, dividing on the 20 feet length. Long lengths, however, are not in quite so good demand as they were.

Inch lumber is selling about a \$1 a thousand lower than it ruled before the break. It is said to take some careful figuring to get \$12 for common stock that sold for \$13 and even \$13.25 earlier. One cargo of Manistee stock with some of the best lumber taken out, the load running well to strips, however, went at \$14.25. The same lumber is said to have sold to Chicago parties at the mill this season at \$12.50 which with \$2 freight would make it \$14.50 here. It is to be said,

though, that at that time it could have been sold at \$15.25 a thousand the market, so it is evident the buyer made what was then a good trade. The character of the demand for inch lumber has not changed. The better the quality the less anxious the dealers are to take it, and therefore No. 1, choice and selected cargoes are the hardest to place, and relatively the lowest in price.

Shingles are weak, but there seems to have been no further drop in them, although it was rumored that some standards had sold at \$1.87 1/2. The report was not confirmed, however, and handlers of the regular brands of standards say they have uniformly refused to name any price below \$1.90. Some makes that have sold as high as \$2.10 are nominally still held at that, with \$2 bid and no sales. Some of the producers have confidence enough in the value of shingles to stand by them, and are refusing to sell at the lower figures which buyers demand, stacking them down at the mills in preference. There is a good deal of inquiry for shingles, and those arriving have sold readily when the price has not been too high. Extra shingles are not so much talked of, and are held fairly firm at quotations. Lath are in demand and as firm as anything on the list in price. Dry lath sell up to \$1.70 for white pine, and \$1.65 was paid during the week for dry mixed.

Lake freights are nominally unchanged, though there is a rather easier market for vessels, and probably occasional concessions that do not see the light of day.

The following are the ruling quotations at present:—

RECEIPTS FOR WEEK ENDING AUG. 25.	
1887	61,405,000
1886	45,199,000
RECEIPTS FROM JAN. 1, TO AUG. 25, INCLUSIVE.	
1887	1,045,078,000
1886	937,110,000
STOCK ON HAND AUG. 1, INCLUDING BOTH CHICAGO.	
Lumber	439,024,384
Shingles	310,595,750
Lath	33,585,050
Pickets	875,542
Cedar posts	159,723
FINISHING LUMBER ROUGH.	
1st and 2d clear, 9 inch.	240 00
1st and 2d clear, 1 1/2 in. 40 in.	48 00
1st and 2d clear, 3 inch.	48 00
3d clear, 1 1/2 in. 40 in.	44 00
3d clear, 1 1/2 in. 40 in.	43 00
4th clear, 1 1/2 in. 40 in.	38 00
4th clear, 2 inch	40 00
1st select, 2 inch	832 00
1st select, 1 1/2 in.	30 00
1st select, 1 in.	30 00
Clear and select 2x4	20 00
2x6	34 00
2x8	30 00
All one lo gth 81 ex tra.	
STOCK BOARDS.	
12 in. A, 12 to 16 ft	22 00
12 in. B	37 00
12 in. C	32 00
12 in. D, 12, 14 and 16	22 00
12 in. D, 18 ft	21 00
12 in. A, 12 to 16 ft	22 00
12 in. B	37 00
12 in. C	32 00
12 in. D, 12, 14 and 16	22 00
12 in. D, 18 ft	21 00
FLOORING—DRESSED AND MATCHED.	
A flooring	233 00
B flooring	32 00
C flooring	24 00
Fencil flooring	17 00
Clear and A, 4 in.	32 00
1st and 2d clear, 12 ft.	221 50
1st and 2d clear, 14 and 16 ft	22 00
A	20 50
B siding	18 00
C	13 50
Fencing	10 00
BEADED CEILING—TIED.	
Clear, 1x4@6 in.	22 00
A, 1x6 in.	21 00
B, 1x6 in.	19 00
C, 1x6 in.	14 50
Clear and A, 1x6 in.	32 00
B, 1x6 in.	20 00
COMMON BOARDS—ROUGH.	
Com. boards, 1 in. 18 ft. 20 ft	13 50
10, 12 to 16 ft.	13 50
1 1/2 in. 10 and 18 ft.	14 00
1 1/2 in. common	14 00
FENCING—DRY.	
No. 1 all lengths	15 50
No. 2, 12, 14, 16 & 18 ft.	13 00
4 in. common	13 00
Norway	16 00
TIMBER AND DIMENSION—DRY.	
Joist and scantling, 2x4, 12	12, 14 and 16 ft. \$13 00
4 and 16 ft.	\$12 25
2x6, 2x8 12, 14 and 16 ft. 12 25	2x6, 4x4, 20 ft. 14 50
Timber, 4x4 to 8x8 inclusive,	

CORRESPONDENCE.

MUSKOKA MILLS, AUG. 12th, 1887.

To the Editor of the *Canada Lumberman*:

DEAR SIR,—No doubt there are a great number of your readers who do not know where the Muskoka Mills are, and for the benefit of such permit me to inform them. The mills are situated on the North shore of the Georgian Bay, at the mouth of the Muskoka river, about eighteen miles from Penetanguishene. The entire place is owned by the Muskoka Mill and Lumber Co., of Toronto, A. H. Campbell, Esq., being the President. They own at this place three mills, the principal one being the lumber mill which has two large stock gangs, one pony and a large circular, one band mill, two sets of trimmers, double edger and slab table. They use the electric light when the days are short in the fall. The timber mill is used for cutting bill stuff only; they are able to cut a stick 60 feet long and almost any size. The demand for bill stuff at the present time is very great. The shingle mill has a 14 block machine and does good work. The mills cut from 12 to 15 million feet each season. All the lumber is shipped by the Company's own vessels. The following vessels comprise the fleet: Tug "Wales," barge "L. Hotchkiss," barge "Wales," barge "Minnie," schooner "Otonabee." The capacity of the barge "Hotchkiss" is 1,400,000 feet of dry lumber;

she is 1,001 tons burthen. The fleet generally goes to Buffalo or Oswego. The firm also own the tug "Tender" which carries supplies to the mills and tows scows to Penetanguishene and Midland. The vessels are loaded by the Indians from Christian Island. It takes from three to three-and-a-half days to load the whole fleet. The company generally has from 40 to 50 braves at work for which they pay them \$1.50 per day. The Indians are under the directorship of J. M. Bird, who possesses great skill in handling the "noble red men."

The staff of officers is as follows: A. H. Campbell, Jr., manager; F. W. Wilcox, salesman; J. M. Bird, shipper; James Wood, foreman; D. J. Carmichael, book-keeper and paymaster.

The mills have been running steadily since May and will continue to run till cold weather. The driving on the rivers is nearly finished. There have been no logs hung up on the Muskoka river. The principal part of the driving was done by the M. M. & S. Co., under the superintendence of Wm. Webster who always does his work well, and is one of the oldest veterans in the business. Several bush fires are raging and if we do not get rain soon great damage will be done.

An accident occurred here last week. Joseph Pozey foolishly undertook to cut a rubber belt in two on one of the lath saws. As soon as the belt touched the saw it jerked his hand on to the saw and he lost two fingers of the right hand. Dr. Campbell was speedily summoned and dressed the wound, and the patient is now doing well.

Yours truly,

SAWDUST.

UTTERSON, Ont., Aug. 15.—I have been in receipt of your valuable publication for a month or two now, and as I recognize its value in the object you desire to attain, I do not wish to benefit by it without paying the small price of subscription. Therefore please find enclosed one dollar the price named. I am engaged here in the manufacture of a good quality of shingles, the only kind I will put upon the market, and situated in the centre of a large tract of valuable pine lands I am enabled to do so. My capacity is from 45 to 50 thousand per day of eleven hours, and am cutting both 16 and 18 inch shingles for the Canadian and American markets respectively and find a ready sale for all my cut.

I contemplate enlarging my capacity at an early date.

Yours Respectfully,

L. WILSON,

STRATHROY, Aug. 17.—There is not any pine lumber made here. We have to import all such by rail, and the community around are our only customers, and according to their prosperity ability to pay, is the demand for lumber. The very low prices for grain, the equally low prices for cattle, and the very large falling off in the production of cheese owing to the draught, and the consequent falling off of feed for cows, is seriously injuring the pockets of the farmers and their ability to build, thus lessening the demand for lumber.

R. NICHOLSON.

OWEN SOUND, Ont., Aug. 23rd, 1887.

To the Editor of the *Canada Lumberman*:

DEAR SIR,—Building is lively in this town and houses are going up in every direction. Dry dressing and cutting up lumber are scarce and in good demand. Messrs. Tennant & Co., Willmott & McIntosh and Donogh & Oliver are shipping from here this season. They get their lumber from the north shore of the Georgian Bay, and fetch it here by vessel and then ship on cars to different points west. There is a large quantity of freight coming here intended for upper lake points, which gives abundance of empty cars, while a yard engine is always on hand. Mr. J. R. Taylor, the Agent, is a very obliging official, and is always ready to show a favor to shippers if at all possible. Mr. Wm. Foster is also on hand at all times, with an efficient staff of assistants, to give a vessel good despatch. So fitting everything into consideration this is one of the best points on the Georgian Bay to handle lumber.

LUMBERMAN.

FRENCH RIVER MILLS, Aug. 25th, 1887.

Editor *Canada Lumberman*:

We have little to report from this section, but I may mention that our mill has had a hand saw put in and works well. This is said to be the only hand saw that has gone off without trouble from the word go, in this country. Our mill is averaging 100 M per day. Shipments are going on lively. This place is improving fast, a large number of logs being rafted here this season for the south shore of the Georgian Bay. We have three passenger boats in and out every week, and a large fishing trade is done by an American firm who have a boat regularly running between here and Metegan every week with fish. There are two mills of a combined capacity of 150 M per day.

Yours truly,

ONTARIO LUMBER CO.