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TIMBER TRADE OF CANADA.

The special issue of the *Timber Trades Journal* of London, Eng., contains a lengthy review of the timber trade, 1886, from correspondents at every port of importance in the United Kingdom as well as from the leading timber producing countries, the Continent and the Colonies. We herewith reproduce the statements and figures furnished from Canada.

QUEBEC.

The season of 1886 has been another in the series of bad years which our Quebec timber trade has been for some time undergoing—one year worse than another, the past one worst of all.

The supplies got out last winter were full in pine in the Ottawa region, and in the spruce districts of the St. Lawrence and Saguenay a fair supply was got out. These with the wintering stocks, enabled the representatives of our shipping houses last spring to present themselves before your buyers with ample lines of all classes of wood goods. It is to be regretted, however, that sales could only be effected to a limited extent, and at close out prices in most cases. It was evident that the selling season of 1886 was not going to be any improvement on that of 1885.

The Afghan dispute with Russia, which for a time assumed a very critical appearance, gave the wood trade a momentary spurt. Buyers, fearing the cutting off the supplies from the Baltic, took heart of grace, and made considerable purchases at fairly full prices. As, however, the war-cloud broke and gradually disappeared, the re-action set in, and it became almost impossible to effect sales.

The "drives" in the Ottawa regions were, on the whole, good, and the logs reached the different mills in regular and full supply during the season.

In the spruce districts the drives were not so good; in fact, on the tributaries of the south shore of the St. Lawrence the drives were almost a complete failure. On many of the streams the logs only got down with the heavy freshets of September.

Owing to the sluggish state of your markets, this does not seem, however, to have had much,

if any, effect on the demand or prices of spruce deals.

The spring and summer brought us no cheer from your side; it was struggling, up hill work all through the season to effect sales with your buyers, although almost all classes of goods could be offered at low prices, and freights were unprecedently low.

It is a blessing the stocks here were held by strong houses, who could carry them over to another season, without being forced to sacrifice them, so prices have not been allowed to fall to any great extent, as otherwise would doubtless have occurred, owing to the deplorable state of your markets, diminished consumption, and the large competing supplies from the north of Europe.

Large lines of Michigan first-pine—were purchased the past summer at high prices by some of our Canadian houses; this was unfortunate, as your markets did not need them; it has caused a glut of firsts, which, for the first time in many years, cannot be moved at your side. They must now, of course, be held until your market can absorb them, or be sold at loss.

This will, however, prevent a repetition next year, and by next spring or summer, if any vitality is shown in your markets, things should right themselves, as the supply of first quality pine deals is year by year decreasing.

For the sake of the good old port of Quebec, we regret to have to record again a still further decrease this year in our already reduced trade in export of wood goods.

We append a comparative statement of the clearances for the past 10 years, which tells the lamentable tale.

Year	Vessels	670 627 Tons
1877	796	399,833
1878	476	364,628
1879	433	555,451
1880	634	380,186
1881	459	359,925
1882	426	416,169
1883	487	291,393
1884	366	294,789
1885	369	250,635
1886	325	

It must, however, be confessed that this does not mean that the total exports of wood goods from the St. Lawrence has fallen off in above proportion.

Many mills above Quebec, whose deals used to be brought down and shipped from here, are now delivered to ships and steamers direct at the mills, there being plenty of water and good anchorage all along the St. Lawrence, from Quebec to Montreal.

The cause especially of a considerable falling off our Quebec shipments on this head is the fact that the great bulk of the pine deals which came from the Ottawa districts are now shipped from Montreal.

Whether exporters have made money on their deal shipments for 1886 is questionable; there can be no doubt whatever but that for our pine deal manufacturers it must have been one of the most profitable years they have ever had. They sold large lines of their cuttings to the United States, and also considerable lines of deals to European exporting houses, who were compelled to pay the mill-owners' prices or go without stocks, as the favourable state of the United States' markets rendered manufacturers completely independent of the deal buyers.

Whilst on this subject we cannot refrain from expressing the hope, in the interest of trade, that our exporting houses would in future regulate the business of the future with Great Britain to meet the reduced demand and consumption of Canadian woods in that country. This would place it on a healthy basis, and permit a legitimate profit to all concerned.

Any attempt to force on the markets of Great Britain the quantities of wood goods which were possible to be shipped in the halcyon days of the past, at living profit—because the demand and consumption were there where these latter no longer exist—cannot end other-wise than disastrously.

The log cutting this year in the Ottawa district will, from all accounts, be even more extensive than last year's, as the mill-owners look forward for a large and more prosperous year's business with the United States than even 1886.

There seems to be no halt in the onward progress of our big neighbour. Each year the volume of the trade exceeds that of the preceding year. There were probably the largest supplies of lumber from her own manufacturers, and including supplies from Canada, the past year than in any previous year in the United States; but notwithstanding in my drawbacks from labour strikes and other causes, there seems to be consumption for all; and with some vibrations in prices during the season, it closes with reports of moderate stocks from all sides, good prices, and brilliant outlook.

In view of our declining trade with Great Britain, which we cannot but deeply regret, the advantages of a new market such as that of the United States at our doors, are such as we cannot help congratulating ourselves on.

In spruce deals it is probable that the new cut will about equal that of last winter. We cannot, however, see how spruce deals can be made to sell at the miserable prices now ruling in your markets. No doubt the low prices ruling with you are due, first, to diminished consumption; and next, to the abundant supplies at low prices of North of Europe white-wood. We fear our spruce manufacturers will eventually have to give up trying to compete with the Baltic, and seek other markets for the disposal of their deals.

The winter all over Canada has been very severe, extremely cold, and snow in abundance, rather too abundant for working to advantage in the woods; but, on the whole, it may be called a very favourable winter for log making and hauling, and we have no doubt the most will be made of it by our lumbermen.

OTTAWA.

The shipments of lumber which take place yearly from Ottawa value far up into the millions. The outlook for the coming season is most flattering. All the lumbermen are unanimous in stating that the cut this season will not be below the average, while two expect to double their cut. The amount of lumber manufactured during the past season was in advance of that manufactured during any previous year, and it is clear that the amount manufactured next year will show another large increase. The amount of lumber manufactured by the Ottawa mills during the past season is as nearly as possible 288 000 000 cubic feet. The greater quantity shipped has been sent to the United States, but almost all the coarsest grades were consigned to Montreal for home consumption. The principal destinations of the consignments to the United States were Burlington, Vt., Albany, New York and Boston. Excepting in a few cases where consignments were shipped via Montreal direct to England, but little export trade was done from Ottawa, save to the United States. A large proportion of the lumber sent to the United States has been exported thence to South America, the West Indies, Africa, and other foreign markets. The prices of lumber in the various markets fluctuate according to the freight charged from Ottawa, the lumber being sold there on a basis of about 16 dollars per thousand superficial feet, to be delivered on the cars or barges, all freight charges to be borne by the purchaser. During the past season nothing has been done in square timber. Hardwood is not touched by Ottawa lumbermen except occasionally for private use.

ST. JOHN, N. B.

I have nothing to add to my last communication to your *Journal*. There has so far been very little snow along the bay shore, and operators are unable to do much in the way of getting out logs; in the upper part of the province there is I understand, an abundance of snow, and work in that section is progressing very favourably.

I hand you below a statement of the entire shipment from the New Brunswick ports for the year. I am indebted to the *St. John's Globe* for the figures, and you will notice they are so arranged as to show the shipment for 1885 as well as 1886.

WOOD EXPORTS.

The total export of deals &c., from St. John trans Atlantic ports in 1886 shows a large falling off compared with last year. The figures

are as follows, showing the ports to which the lumber was sent and the names of the ships:

Years	Port	No of Vess.	Tons	Sup feet deals, &c.
1886	Liverpool	55	62,638	51,768,613
1885	do	56	65,221	51,121,742
1886	London	4	4,163	1,739,666
1885	do	8	9,507	5,295,221
1886	Bristol Channel	33	28,588	25,872,450
1885	do	39	30,328	27,329,394
1886	Continent	11	5,958	5,601,617
1885	do	4	2,628	2,160,446
1886	Africa	4	2,758	2,625,176
1885	do	8	4,605	4,476,705
1886	Australia	1	916	696,155
1885	do	1	1,183	1,042,445
1886	Avonmouth	1	616	569,909
1885	do	1	267	274,140
1886	Aborystwith	1	5,773	5,490,862
1885	do	9	11,069	11,313,751
1886	Belfast	5	4,810	4,338,176
1885	do	6	4,944	4,694,123
1886	Ballyshannon	1	117	101,762
1885	do	1	428	482,129
1886	Bantry	1	441	489,070
1885	do	1	595	116,944
1886	Carnarvon	1	2,170	707,224
1885	do	4	270	237,752
1886	Clonakilty	1	283	348,358
1885	do	1	495	365,402
1886	Clare Castle	1	298	325,534
1885	do	8	4,576	4,471,189
1886	Cork	6	2,517	2,393,109
1885	do	1	638	586,149
1886	Crookhaven	1	2,820	2,832,813
1885	do	2	565	663,713
1886	Cole-aine	1	263	298,665
1885	do	1	314	341,793
1886	Drogheda	1	314	348,986
1885	do	4	1,365	1,592,756
1886	Dundalk	4	1,393	1,654,666
1885	do	1	196	210,431
1886	Dungarvan	1	94	89,379
1885	do	7	4,876	4,540,702
1886	Enniscorthy	7	4,761	4,514,874
1885	do	8	5,399	4,297,988
1886	Fleetwood	5	4,676	3,802,769
1885	do	1	450	348,204
1886	Foynes	1	256	244,820
1885	do	1	1,031	883,636
1886	Garston Dock	3	1,460	1,439,136
1885	do	1	499	475,028
1886	Galway	2	1,262	772,318
1885	Glasgow	2	2,617	1,787,660
1886	do	1	395	372,812
1885	Hare Island	1	395	366,941
1886	Irvine	1	276	280,361
1885	do	2	765	708,268
1886	Llanelli	1	290	297,232
1885	do	4	2,518	2,288,125
1886	Limerick	3	1,678	1,618,239
1885	do	6	3,841	3,549,654
1886	Londonderry	4	2,477	2,272,526
1885	do	3	2,802	1,921,488
1886	Mersey River	1	314	246,705
1885	Milford Haven	2	885	915,366
1886	do	2	791	794,391
1885	Newry	1	361	397,659
1886	Plymouth	1	298	314,746
1885	Port Madock	5	4,128	3,762,880
1886	do	10	7,511	6,330,561
1885	Queenstown	1	343	392,912
1886	Rhyll	2	892	813,855
1885	do	3	996	1,098,212
1886	Rotterdam	1	313	396,315
1885	Sligo	3	1,211	1,220,243
1886	do	1	545	443,832
1885	Tralee	1	573	533,077
1886	Valentia	1	406	406,041
1885	Warrenpoint	4	2,102	2,003,885
1886	do	1	192	210,666
1885	Waterford	1	299	307,021
1886	Westport	1	348	397,484
1885	do	3	1,150	1,066,803
1886	Wexford	1	332	338,245
1885	Wicklow	1	191	154,659
1886	do	221	177,514	152,543,026
Years	Shippers	No. of Vess.	Tons	Sup feet Deals in
1886	A. Gibson	51	54,160	48,674,319
1885	do	81	81,319	67,245,320
1886	R. A. & J. Stewart	41	32,240	29,619,139
1885	do	32	25,325	20,018,626
1886	W. M. Mackay	46	33,439	26,458,213
1885	do	39	32,997	22,314,060
1886	Guy, Beven & Co.	15	14,551	13,312,753
1885	do	30	17,616	16,735,275
1886	Geo. McKeon	22	12,979	11,231,570
1885	do	19	8,813	8,741,900
1886	S. Schofield	9	5,114	3,027,016
1885	do	14	7,516	3,838,766
1886	Knight & Co.	3	1,501	1,375,538
1885	do	5	3,173	2,988,050
1886	Hamilton & Co.	1	385	391,618

(CONTINUED ON PAGE 15.)