

in passing, the export and import reports of the lumber business of the United States as given by the last census. We find in round figures as follows:

	Lumber.	Logs and Timber.
Exports.....	\$9,355,000	\$2,636,608
		Other Lumber.
Imports .....	\$6,137,000	\$1,490,000
The Pacific coast ports shipped.....	\$ 770,000	
Atlantic ports south of New York city.....	5,412,000	
Atlantic ports north of New York city.....	316,000	
New York city.....	2,354,000	

The item of shipments from North Atlantic ports is so small that it may be disregarded in the comparison. South Atlantic and Pacific ports evidently do not draw their supplies from the great lakes, and we are therefore left with New York as the export point for great lakes lumbermen. The estimate of 25,000,000 feet is given for New York.

Although somewhat foreign to the subject, it may be interesting to notice who our foreign customers are:

Portugal and Spain take .....	\$ 122,000
West Indies.....	2,000,000
South America.....	1,738,000
Canada.....	526,000
Central America.....	406,000
Pacific Ocean countries.....	439,000
Africa.....	317,000

We import two-thirds as much as we export; and Nova Scotia, New Brunswick, Quebec and Ontario furnish it all, and New York and New England take practically all of it.

Coming directly and finally to the subject under discussion, the lumber trade on the great lakes, I find no words so fitting with which to state the facts and make plain the existing situation as those furnished me through the columns of the Northwest Lumberman.

The white pine industry of the Northwest has been one of the more important agencies in the settlement and material development of the great interior of this country. In its original state, the Mississippi valley spread between the great lakes and the Rocky mountains, a vast, treeless empire, rich in agricultural capacity, but needing lumber to render settlement and improvement possible. To the northeastward, stretching from Lake Huron on the east to the Red River of the North, in the far northwest, lay the great white pine belt, covered with countless billions of as fine timber as ever grew on earth. In the midst of this wealth of forest area spread the great lakes, ready to float on their waters the product of the mills to different tributary markets. Into these lakes flowed the streams which were to convey the logs to the mills. Nature seemed to have laid out all the grand plan and provided the contiguity of resources so that settlement and development of the prairie region could be accomplished with startling rapidity.

Without doubt the phenomenal growth of this country in population and wealth has mostly resulted from the relation of the pine supply of the northwest with the opulent lands of the Mississippi and Missouri river valleys. Out of the western extension of the pine belt runs the mighty Mississippi, which for many years has borne the logs of the northern forests to the mills along the stream to St. Louis. Thus, almost simultaneously from Lake Huron to the upper Mississippi waters, the white pine industry sprang into importance as a development and a civilizer.

The Michigan and Huron product spread out into Ohio, Indiana, and lower Michigan and the east, and some overflowed into Michigan markets. The products of the Michigan and Wisconsin forests were conveyed by easy passage to Chicago, the greatest lumber market of the world.

Analyzing these great lake sources of supply, and grouping them according to market and transportation influences, we might have the Lake Huron district, the Lake Michigan district, the central Wisconsin and Mississippi river district taken together, and finally the Lake Superior district. The attraction for the Lake Huron and Michigan district, comprising western Michigan and eastern Wisconsin, was divided between the eastern demand and the great corn states to the south. The product of the district, composed of Central Wisconsin and Mississippi river pine lands, was drawn to the prairie states to the west and southwest. Finally we have the Lake Superior district, composed of the Duluth-Superior, Ashland, Ontonagon, Marquette and Sault Ste. Marie points, estimated to possess in standing pine 15,000,000,000 feet, with a production this year

of 700,000,000 feet, of which 70 per cent., it is estimated, goes to Tonawanda, and 25 per cent. to Chicago and Michigan points.

I am only here to make a presentation of the facts as I find them, not what I might prefer as bearing on the necessity for a deep water route to the Atlantic coast. I find the facts to be, then, as follows: The district I have designated as the Lake Huron district is practically exhausted, and what remains is in few hands. Some 300,000,000 of Canadian logs are floated across Lake Huron to supply the saw mills of this district. The Lake Michigan district is in a lesser but increasing degree of exhaustion, and is drained largely to the south, to Chicago and the markets in the corn states. The product of the central Wisconsin and Mississippi river district does not seek the great lakes, but is and will be absorbed by the prairie states west and southwest. There remains then the Lake Superior district, with an estimated 15,000,000,000 feet of standing pine, which at the present rate of consumption would last something over 20 years. I am aware that timber estimates are dangerous, and it is possible that 20 years from now there may be another equal term of years given as the life of the standing forests.

The point I make, however, is that the enormous and growing home demand will absorb the supply. The total of the great lakes product for 1892 was 8,903,000,000; for 1894, 7,763,000,000. The experience of those in Wisconsin and Michigan who have attempted the export business is, that all that is required for export is the best quality, and which disposed of leaves the remaining stock unsaleable. Wisconsin and Minnesota are the present and the future white pine suppliers of the country, and much of the standing timber of those states is not of a quality for export.

A further consideration of the possibilities shows that the great timber resources of the west coast are straining every nerve to reach markets; that they are not shipping by water round the Horn to the eastern states; that they are shipping high-grade stuff by rail in large and increasing quantity to the east.

I am not prepared to endorse the claim made to me recently by the general freight agent of one of our largest transcontinental railroads, viz. that they would shingle the whole country with west coast shingles; but I offer some of the items bearing on this part of the subject that may be interesting. Of the three great timber states of the west coast, viz. Washington, Oregon and California, we may disregard the last two, as their product does not now come east largely. My Washington correspondent offers some figures and statements worthy of note. The total product of the Washington state mills is 1,200,000,000 feet, 1,800,000,000 shingles. The rail shipments to the eastern states from Washington in 1894 were 4,279 cars lumber and 12,295 cars shingles. The rail shipments covered thirty-four states. An estimate is all I can get of the Superior-Duluth business in this line, and the estimate is made that 2,500 cars go by lake and rail to eastern points. This shipping route is suffering from the difficulties incidental to new lines, and the complaints are loud at breakage in transit, poor facilities and many annoyances.

These things, however, are improving, and the statement is made that any improvement east in water transportation will be hailed by west coast shippers, as they claim already they are extensive shippers to Ohio, Indiana, Illinois, Iowa, Minnesota, Pennsylvania, New Jersey, New York and New England. Even now we are shipping, they say, doors to Portland, Maine; spars to Barre, Vermont; masts to Boston, and shingles to Buffalo, Philadelphia, Baltimore and other points.

Anything lessening freight rates will certainly greatly enhance shipments.

#### PUBLICATIONS.

What is generally conceded in Philadelphia to be one of the most desirable building sites in the city has just been purchased by The Ladies' Home Journal. On May 1st, next, the houses thereon will be torn down to make room for a building costing \$250,000, to be solely owned and exclusively occupied by the Journal. The Ladies' Home Journal is especially engaging in its illustrations and bright in every line, exactly adapted to the Thanksgiving season's diversion of all members of the household. By the Curtis Publishing Company, Philadelphia; one dollar per year; ten cents per copy.

#### NEW BRUNSWICK LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE drought which has prevailed for so long has been a disaster to this province. Many mills have had to shut down, some because they have logs and no water, some because they have water and no logs, and some because they have neither water nor logs. There are millions of feet of logs in the St. John river, to say nothing of the smaller streams, which cannot be brought down this season. There has been a little rain, but not enough to do much good. In fact, it would take a week's run to raise the streams to anything like their normal condition. Many of the mills now shut down will not be able to resume work this season.

At the sale of timber berths at Fredericton the early part of the month, four berths were disposed of at the upset price. There was no competition.

Shipments of spruce to Boston and other eastern points have almost ceased. Stocks are pretty well thinned out, and, besides, it is difficult to get vessels.

A somewhat ambitious project is on foot, looking to the utilization of the Grand Falls on the St. John river, about 70 miles above Woodstock. They are beautiful; now it is proposed to make them useful. A company is being organized at Fredericton to develop the water power, using it for the operation of pulp and other mills, and for the generation of electric power to be conveyed to a distance. Among the members of the company is Senator Proctor, of Vermont, formerly Secretary of War for the United States. Associated with him are a number of local capitalists. The water power at the falls is almost unlimited in extent, and if brought into use in the way proposed will prove of great economic value.

ST. JOHN, N. B., Oct. 24, 1895.

#### MICHIGAN LETTER.

[Regular correspondence CANADA LUMBERMAN.]

THE sensation of the time here is the failure of A. Mosher & Son, followed by that of Alvin Maltby, the latter having been caused by the former. The Mosher collapse is the greatest ever known in the Saginaw Valley. The firm has done business here for years, and had a rating of \$1,000,000, yet it suddenly came down, with unsecured liabilities of hundreds of thousands of dollars, its assets nearly all covered by chattel mortgages, and barely enough to pay the protected creditors. The Michigan banks are said to hold some \$600,000 of their paper. The chattel mortgages foot up to \$289,000, the total liabilities to close on a million. The firm has always been regarded as of high standing, personally as well as financially. Mr. Mosher, sen., lived at Troy, N. Y., the business here being looked after by his son, Alfred Mosher, jr. Unsecured creditors are attaching everything they can find. An attempt will probably be made to set aside the two largest chattel mortgages. The failure was largely caused by having too many interests in different places. The firm has an interest in lumbering in the state of Washington.

The Maltby failure followed that of Mosher & Son, as the former was carrying about \$150,000 of the latter's paper. No statement of liabilities and assets has yet been made. The failure also caused the suspension of Mosher & McDonald, of Seattle, which in turn involved the Seattle Cedar Lumber Co., so that the effect has been far-reaching.

Log-towing from Canada has practically ceased for the season.

The lumber dealers in Detroit, some 80 in number, have formed an association and advanced prices in some lines.

Draught horses for the lumber camps are in good demand. The steam logger has not altogether superseded them.

Lumber shipments by water show up small for September, but sales have been good, a considerable amount going forward by rail.

An idea of the extent of the woodenware business in this state may be formed from the fact that one firm in Bay City loaded 83 cars with their wares last month.

The Michigan exhibit at the Atlanta forestry exposition is in the form of a pavilion, 13½ x 15 feet, and 9 feet high, which will be used as Michigan headquarters and office. It is constructed of a variety of woods and will contain a number of articles of interest to the trade, including the 44 dummy books of Michigan woods which were at the World's Fair.

For some years the Saginaw Valley has been losing a portion of its trade, dealers from the east having passed us to make their purchases of pine at Lake Superior ports. It is true they got an inferior grade of lumber, but then they secured it at cut-rate prices. Now the trade is coming back to its natural channel, for the high freight rates from Lake Superior have frightened the eastern men. Buyers, however, complain that our prices are too high, but they ought to take quality into account.

Rumors are rife that the Flint & Pere Marquette Railway is going to build a line from Harrison to Mackinaw or some point on the west coast of Michigan. The object is said to be to connect with the Duluth & South Shore R. R., so as to run through trains from Duluth to Toledo and thence east. The report probably arose from the building of a line six miles long from Harrison to the Mackinaw River, to move a large amount of cedar for the Cleveland Lumber Co., but the line may subsequently be extended as indicated.

SAGINAW, Mich., Oct. 24, 1895.