

MANITOBA AND THE NORTHWEST.

Clark & Sutherland, lumbermen, St. Boniface, have sold out. Fotheringham's new mill at Rainy River, a few miles above Rat Portage, will cut 30,000 feet daily.

The Keewatin Lumbering and Manufacturing Company has increased its capital stock from \$160,000 to \$500,000.

The Minnesota and Ontario Lumber Co., have opened a branch yard at Oak Lake Man., with Mr. Chisholm in charge.

Mr. Peter McLaren will build a saw mill at Macleod, Alberta. The machinery for the mill has been shipped. The mill will be supplied with logs from the foothills of the mountains.

Clark & Sutherland, of Winnipeg, who bought out the stock of the late Winnipeg Lumber company last spring, have sold out their branch lumber yard at St. Boniface, Man., to Mr. Fred. Walker.

It is reported that the timber country on the Red Deer river, northern Alberta, has been almost destroyed by fire this season. This is the district where the Alberta Lumber company are now erecting a saw mill.

On Lake Winnipeg matters in connection with the lumbering industry are quite active. Every day or two steamers with barges of lumber are arriving at Selkirk, and every available boat is engaged in getting out lumber before navigation closes.

The new Eau Claire company's mill at Calgary is now thoroughly in operation and cutting about 30,000 feet per day. A plentiful supply of logs is on hand to keep the mill busy for the balance of the season, and there will be a surplus over to commence with in the spring.

There is a good deal of speculation going on among lumbermen as to who are operating the Rainy Lake company's mill at Rat Portage. This company it is well known has long been in course of liquidation, and was some time ago put up for sale, but was bid in by the principal creditors—the Bank of Montreal. The claim of the bank against the estate is a very heavy one, running up in the hundreds of thousands. The mill is an excellent property, and the estate also includes valuable timber limits; but it is doubtful if a large proportion of the claims against the estate will ever be met. The heavy indebtedness is a relic of the old boom days, when money was plentiful and could be obtained readily for almost any scheme, often without investigation into the value of the security offered. Lately preparations have been made to operate the mill on a large scale next season, and mill men are enquiring who are the movers in the matter. Many think that the bank is now the real owner of the property, though the liquidator is still in charge. About 10,000,000 feet of logs will be taken out this winter from the limit of the company on Rainy Lake and tributaries, and men have already been procured for this purpose.

Contracts for the construction of two railways have been let within the past week or ten days, in the Canadian northwest. One of these is known as the Great Northwest Central. The proposed route of the road is from Brandon, on the main line of the Canadian Pacific, 150 miles west of Winnipeg, northwestward to Edmonton, a distance of nearly 1,000 miles. About 50 miles will be completed this fall and 100 miles next season. The projectors say that in time the road will be extended through the Rocky mountains, via the Yellowhead pass, to the Pacific coast. This is the route which it was originally intended the Canadian Pacific would take. The country is prairie as far as Edmonton, but beyond that is timber mostly. The other railroad is the Port Arthur and Duluth, which will run from the place named, on Lake Superior, to the Minnesota boundary, a distance of about 90 miles, where it will be connected with the Iron Range road from Duluth. About forty miles are now under construction. This road will open up a good timber country, and also one of the richest mineral regions in the world, silver and iron being the principal metals found. United States capitalists are largely interested in the territory.

A correspondent writing to an American exchange says: Manitoba is usually spoken of as a country of rolling prairies, illimitable prairies, etc., and those who are not personally acquainted with the region would be led to believe that the topography of the country presents a continuous landscape of meadows. Such, however, is far from being the case. The southern boundary of eastern Manitoba is also about the northern boundary of the true prairie country. A few miles north of Winnipeg, a solid timber country commences, and extends northward to the limit of vegetation. The timber, however, is usually of a light nature, and farther north it is simply scrub. Spruce, poplar, tamarac, jack pine, white birch, etc., are the principal varieties. Spruce is about the only thing used for lumber. Instead of being a prairie country, the northern portion of the province is in reality more of a timber country. There is a little pine, but the area is very limited, to an odd here and there. The number of saw mills will show that there is some timber in the country. There are about forty mills located at points through the country, not including mills

to the east of the province, in the Lake of the Woods district. Were Manitoba the country it is often supposed to be, there would be little use for these saw mills, except as ornaments, and your readers will be well able to estimate the ornamental properties of the average saw mill. About the dismantled and partially dismantled ruins of the old mill, which stands as a remembrance of the early days, and which was itself the pioneer of civilization, there certainly is something sublimely ornamental, but even the more poetical mind will find little beauty in the saw mill in its palmy days. West of Manitoba the northern boundary of the timber belt is found farther to the north, and here the true prairie comes in, only broken by occasional patches of cypress and cottonwood.

NOVA SCOTIA.

Mr. Robertson, the projector of the big timber raft at the Joggins, expects to launch the raft in the November spring tides. Should the launch be successful another raft will be started immediately, Mr. Robinson having signed a contract with New York capitalists to that effect.

The demand for lumber, says the *Bangor Commercial*, has continued unabated, and the market is active, with no falling off in prices, the reverse of the usual state of affairs at this season of the year. Receipts of lumber at the leading centres have been large but have found a ready sale, and manufacturers have had all the orders which they care to fill, indicating a firmer tone for the fall trade, with no accumulation of stock at points of shipment. In fact the demand promises to keep the mills busy up to the close of the season. The general outlook for the remainder of the year is good, with fair profit both to dealers and manufacturers.

There is a boom in the shipbuilding yards of Lunenburg, no less than six fishing schooners being in course of construction. Six others will be built during the course of the winter, which vessels will be a desirable addition to the fishing fleet of that port. The people of Lunenburg county are almost wholly of German descent, and nearly the whole population is engaged in the deep sea fishery. The vessels are models of adaptability for the business, and are said to be stronger than American craft of like class.

NEW BRUNSWICK

At St. John the mills are likely to stop running shortly for want of logs.

The Woodstock wood working factories are crowded with orders and are working extra time.

During the last fiscal year the Cumberland Coal and Railway Company, of New Brunswick, earned nearly fourteen million feet of lumber over the line.

The Hilyards, at St. John, will have a mill equipped and ready to operate by December 1st, to replace the one recently burned. The main structure is 45x60, and another 40x52.

Mr. J. L. Cutler, a large shingle and short lumber manufacturer in Bangor, Me., was in St. John recently, looking up a site for a mill. It is understood that an offer has been made to purchase the Stetson mill in Carlton.

The boiler of J. & W. Atkinson's steam saw mill at Moncton burst some days ago making sad havoc among the men generally. The engineer is not expected to recover from the injuries received. Some five others were hurt, not seriously though.

UNITED STATES.

The fires in Michigan prairies are about all out.

There is still considerable disturbance in railroad rates in the western States.

Chas. M. Charnley, the well known Chicago lumberman has assigned on a judgment of \$100,000.

On the Saginaw river, in Michigan, the burden of complaint for some weeks past has been the steady accumulation of lumber on the mill docks.

Shippers have been complaining a good deal this season of scarcity of cars, and several times it has been reported from different points that a very respectable car famine existed.

The hopes of the holders of lumber have been slightly revived of late by the announcement that the Tonawanda dealers have advanced the price of all grades of lumber \$1 per thousand.

Now that it is evident that the log supply for the mills at Muskegon and Saginaw is a thing of but a few years, the newspapers over that way are discussing the feasibility of rafting logs down the lake to the mills.

Everywhere in the northwestern States it has been noted this season that the shingle market has improved. It appears, though it is impossible to be quite certain of the fact, that proportionately more shingles have been sold than lumber. It is alleged by some operators that this has been what they call a shingle year; that there has been a general demand among consumers for shingles beyond the usual call.

Makers of planing machinery are reported to be doing a very large business this season. Many of them, if not all of them, are away behind with their orders, and they are still receiving new contracts faster than they are filling the old ones.

By the explosion of a boiler in David Young's saw mill, Amanda, Ohio, George Lape, Perry Lape, Simon and Amos Young were instantly killed, and Mrs. Simon Young, who was at the time 200 yards from the mill, was seriously injured.

The scarcity of walnut in the Eastern and Middle States has sent the prospector westward, and the Indian Territory now contributes this wood, of which it is no uncommon thing for these hardwood dealers to sell a dozen car loads without removing them from the track.

The present year has seen something of a boom in white cedar. It began early, and has lasted well through the season, with apparent vigor enough to carry it forward into another in pretty good shape. The cedar industry has prospered largely, if not mainly, as a result of the activity in railroad building.

On Friday morning, Sept. 30th, at the age of 83, occurred the death of Joshua Rathbun, one of the oldest and best known lumber merchants in the Albany market. Deceased was the founder and senior member of the Hardwood firm of Joshua Rathbun & Co., and conducted a wholesale business in the Albany lumber District since 1845.

A company has been organized at Sault Ste. Marie, Mich., to utilize the power of St. Mary's river, connecting Lake Superior with Lake Huron. There is a fall of eighteen feet in a distance of about three-quarters of a mile. It is proposed to cut a water power canal from a point above the falls to a point below, from which an almost unlimited flow of water can be obtained. It is said that the capital, \$1,000,000, is secured, and that the canal is to be completed in two years.

The confidence in a good trade next season throughout the country is shown in the extensive preparations for work in the woods this winter. If the signs are worth anything, more than the average stock of logs will be put in and the supply now back will ensure an early commencement of sawing at all the mills. Under these circumstances a very large trade will be necessary next season to sustain the values which now prevail. There is little disposition to shade now, and lumber may be said to maintain a steady value all around.

Lumber shipments from Muskegon, Mich., and suburban ports, this year show the following monthly totals: April, 42,753,000 feet; May, 78,331,000 feet; June, 84,263,000 feet; July, 94,406,000 feet; August, 84,514,000 feet; September, 73,665,000 feet; total, 457,932,000 feet. Shingle shipments were as follows: April, 15,390,000; May, 49,695,000; June, 37,861,000; July, 44,126,000; August, 46,475,000; September, 26,950,000; total, 220,524,000. Other totals for the six months were as follows: 22,989,000 lath, 26,253 cords of slabs, 816,000 pickets, 15,900 railroad ties, and 845 tons of sawdust. On one day nearly 6,000,000 feet of lumber were shipped. It will be seen that July was the heaviest month, but that a large average was maintained from May to September, inclusive. In addition to these figures there has been an important increase in rail shipments over any previous year.

EUROPEAN NOTES.

Business in the pitch pine trade seems dull and sales very difficult to effect.

The Quebec built wooden barque *Jane Law*, 1,273 tons, belonging to Mr. David Law, has been sold to a Glasgow firm, the purchase price being stated at £500. The *Jane Law* was built at Quebec in 1869, and was subsequently employed in the timber trade, but during the late depression she has been laid up in Garelock. On Saturday the barque was towed to Glasgow, where she will receive a thorough overhaul previous to loading coal for Demerara. Another timber ship, named *Foranahall*, 1,070 tons, belonging to Greenock, built at St. John, N.B., 1857, was exposed for sale, by public roup at Greenock, at the upset price of £450, but there being no offer at that price, the sale was adjourned.

The quantity of Quebec log timber at Glasgow is shown to be lighter on the whole than at the corresponding date last year and the one previous, which is due to the very restricted imports of logs from Quebec to Clyde this year; and prospective imports are so limited that the diminution in stock compared with former years may be expected to become more marked. As regards the consumption of Quebec log timber of late, the following is an approximate note of the principal items:—

	Quarter ending 30th Sept., 1887.	Quarter ending 30th Sept., 1886.
Waney boardwood	2,800 loads.	3,600 loads.
Yellow Pine Timber	3,800 "	4,400 "
Red Pine	700 "	600 "
Oak	1,000 "	1,300 "
Elm	310 "	500 "
Birch (Quebec and lower port)	550 "	750 "

Of Quebec deals it will be seen there is a big stock, while the quantity of lower port is moderate. The consumption for the past quarter has been about 140,000 pieces of the former and 180,000 pieces of the latter.