

importers are now justified in looking upon the bright side of affairs. He believes that prevailing conditions indicate that present prices will be maintained for at least the first six months of next year, and advises buyers to contract at the prices now asked. The outlook for next year is hopeful, although, of course, circumstances may transpire in the meantime to change the present strong trend of the market. The import of sawn and planed timber by Great Britain for the first ten months of this year was nearly one million loads in excess of the import of last year. From Canada the import of hewn timber was 73,336 loads, as against 82,516 loads last year, a decrease of 9,180 loads. Of sawn lumber the import was 1,451,163 loads, as compared with 1,239,004, an increase of 112,159 loads. The effect of this increase in the quantity of Canadian sawn lumber is offset by the probability that next year a smaller quantity of Canadian lumber will be marketed in Great Britain. Spruce is firm and the weakness temporarily created at Liverpool by the abundant stock of narrow sizes is passing away. No transactions for first-open-water delivery have as yet been reported, although one or two small contracts are believed to have been closed.

STOCKS AND PRICES.

The receipts of lumber by vessel at Tonawanda this season are estimated at 4,000,000 feet.

Albert Smith & Sons, of Amherst, N.S., have purchased from Charles Bent the timber on a lot at Fort Lawrence for \$1,700.

Mutchenbacher Bros., of Rosseau Falls, Ont., expect to turn over between 6,000,000 and 7,000,000 feet of logs this winter, mostly hemlock.

At Manistee, Mich., pine piece stuff is selling at \$16; inch white pine at \$18 to \$20.50; hemlock, \$10 for short, and \$12 to \$18 for longer stock.

In Chicago lath are held at \$3 and \$3.50 for No. 1 mixed and No. 1 white pine respectively. In New York the prevailing price for No. 1 is \$3.50.

The Arthur Hill Company, which has operated on the Georgian Bay the last eight years, cutting something like 250,000,000 feet of timber, is winding up its lumbering operations near Midland, having had about 15,000,000 feet manufactured this season.

At the Crown Land Office, Fredericton, N. B., the following timber berths will be offered for sale on December 3rd: Two square miles on North river, west of Intercolonial Railway, Hazen Crossman, applicant; 5½ square miles on Little Meransey Brook, branch of north-west Ormococt River, John Sheehan, applicant.

Under date of November 11th, Messrs. S. P. Musson, Son & Company say of the Barbadoes market: "There have been no arrivals of either white pine or spruce in the fortnight, but we learn that two cargoes of the former have been contracted for a \$25.50 and \$25.75 for shipping and \$21 and \$21.75 for seconds. In spruce the small lot mentioned in our last was sold at \$19.22. As the season is approaching dealers show more willingness to operate, and first receipts should bring fair rates. We understand that a small cargo has been sold on C & F terms equal to about \$22.50 landed, which we consider a very full price. Shingles have been sold at \$4.89 to \$5.01 or long, as to quality; \$4.01, \$5.22, \$6.22

and \$7.22 for 4.5, 6 and 7 inch respectively and \$1.82 for cedar laying."

THE OTTAWA VALLEY.

(Correspondence of the CANADA LUMBERMAN.)

A new lumber railway connecting with the Parry Sound branch of the Canada Atlantic Railway was completed last week. It is 15 miles in length and runs from Whitney Station on the Canada Atlantic Railway to Lake Opeongo, connecting the St. Anthony Lumber Company's mill at the station and its limits bordering on the lake. The construction of this road entails a saving of about 50 miles in the transportation of logs and naturally makes a big reduction in the time consumed. With the completion of the road, work on which was started 15 months ago, the company will be enabled to operate its mill all the year round. Two log trains a day will be run, assuring a steady supply. The road cost \$200,000 and involved considerable rock cutting and trestle building. Several of the trestles are 400 feet in length. There are few of these logging railways in Eastern Canada, although they are common in the States and Western Canada. Mr. J. R. Booth has one running from his limits in the Madawaska district. It connects with the Canada Atlantic at Madawaska. By this road Mr. Booth has established a record of 24 hours from the "stump to the saw," whereas by the water route the movement of logs usually consumes six months and in dry seasons often a year or more. The St. Anthony Company, it is expected, will do equally as well. The new road runs through Algonquin Park, Ontario's natural reserve.

Unprecedented activity in the lumbering operations in the Kippewa district are reported. Mr. H. B. Shepard, President of the Shepard and Morse Lumber Company, and Mr. Peter Whelen, Canadian manager, who have just returned from the company's limits in that district, bear the news. This is the first year in five that this firm has carried on operations in that field. It has four large camps at work making logs and another engaged getting out square and waney timber. Other firms working in the district, several after an absence of years, are the Hull Lumber Company, Robert Hurdman, the Rideau Lumber Company and Edward Moore, of Ottawa, and McLachlin Bros., of Arnprior. Some are getting out logs and others square and waney timber. Fully 2,000 men are engaged, a great increase over last year's numbers. The weather so far has told against the work. A month ago snow fell and ice formed and it was concluded that winter had "set". Rain has fallen almost continuously ever since, however, and the streams are at the high level natural to spring. The low lands are soggy and afford but poor footing for men and horses. Early frosts are hoped for, as they guarantee good "bottom". The output of logs and square timber will be large.

The mills in the Ottawa district have either closed or are preparing to close for the season. An odd shipment of lumber is being made by barge and a few carloads are being shipped by the Canada Atlantic and Canadian Pacific Railways.

The high insurance charges placed on the St. Lawrence route has driven the export lumber trade in a measure from Montreal and Quebec to Portland and Boston. As a consequence lumber which was formerly shipped from Ottawa to the Canadian sea ports by barge is now forwarded by rail to the American ports.

The return of the western harvesters to Ottawa has afforded some relief to the labor market. Many of these men are being engaged for work on the limits and as they have had experience in past seasons they are welcome. Wages have advanced; the latest monthly schedule, board included, running from \$26 for road makers to \$32 for log makers.

OTTAWA, Nov. 22nd, 1922.

NEW BRUNSWICK CEDAR SHINGLES.

At the present time the demand for N.B. cedar shingles is rather light. Stocks in manufacturers' hands are also light. The retail yards throughout New England are just fairly stocked. There are but few shingles going into consumption at the present time, and the demand will, as a result of this, be rather slow until the yards commence to buy in anticipation of their spring requirements.

Prices seem to be firm, and as there is no excess of stock in the two higher grades anywhere in manufacturers' hands, there is every likelihood that the shingle producers will get present prices for all they have, if their courage holds good, for the shipments of the next six or eight weeks ought to clean out the entire stock left over from this season's operations. It is quite likely that the winter-cut shingles (which are not as good as the summer-manufactured article) may be sold during January and February at something less than present going quotations. Every indication, however, would point toward an early spring market that will take all the shingles that can be found, at prices certainly as high, and probably somewhat higher than the present market figures. There is a small surplus of Second Clears and Extra Ones, and on these grades we are inclined to believe: there may be some shading in prices.

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The Cleveland Box Co., Cleveland, Ohio.

Present quotations F. O. B. cars Boston rate of freight are: Extras, \$3.50; Clears, \$3.00; Second Clears, \$2.40; Clear Whites, \$2.30; Extra Ones, \$1.75. These figures are easily obtained when anyone is found who wishes the shingles. Any cut in these prices on the part of manufacturers would only tend to alarm the retail trade, and less shingles would be sold than if the above quotations are rigidly adhered to.

Indications are that the production of winter-sawn shingles will not be any larger, if as large, than the output of last winter. Such being the case, it is an absolute certainty that all shingles now on hand, as well as those made during the winter, can be marketed at present prices, provided, as above stated, that manufacturers do not get anxious and endeavor to force the market, which at the present time would seem to be the height of folly.

BIRCH SQUARES AND SEATS.

A large buyer of Birch chair seats and of Birch squares is open to contract with a mill for their output. Also open for Broom Handles and Dowels in large quantities. Write in first instance to "Finance," care of CANADA LUMBERMAN.

Jones Bros., saw and shingle mill, are giving up business at Warton, Ont.

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