

deals by Watson & Todd; 17,257 pieces pine deals, by J. Burstall & Co.; 562 doors, by G. T. R. Str. Memnon, for Bristol, sailed November 4th, 5,553 pieces lumber, by Watson & Todd; 1,725 pieces lumber, by Montreal Lumber Co.

From St. John, N.B.: Schr. Ina, for Portland, 117,591 ft. scantling, 2,034,000 shingles, by A. Cushing & Co. Barque Dilbur, for Barcelona, Spain, 1,154,246 ft. deals, 29,363 ft. ends by A. Cushing & Co. Schr. E. H. Foster, for Boston, 1,098 ft. scantling, 132,017 ft. plank, by Stetson, Cutler & Co. Schr. Fanny, for Boston, 102,601 ft. scantling, by A. Cushing & Co. Schr. H. A. Holder, for Medford, 64,290 ft. pine boards, 47,903 ft. spruce boards, 267,000 laths, by Murray & Gregory. Schr. Bonnie Doone, for Boston, 161,536 ft. deals and boards, by A. Cushing & Co. Schr. Lotus, for New York, 740,000 laths, by A. Gibson Railway & Mfg. Co. Schr. Domain, for Boston, 65,285 ft. hemlock boards, 5,548 ft. spruce boards, by J. E. Moore. Barque Loreto, for LasPamas, 138,707 ft. spruce boards, 14,327 ft. spruce planks, 17,199 ft. scantling, 357,250 ft. pine boards, 29,901 ft. pine plank, 238,450 ft. spruce laths, by A. Cushing & Co. Schr. Lizzie D. Small, for Bridgeport, 572 pieces piling, by John E. Moore. Schr. W. F. Green, for Barbadoes, 202,000 ft. pine boards, 14,000 ft. plank, 13,000 ft. spruce boards, by L. G. Crosby. Schr. Jos. Hay, for New York, 803 pcs. piling, by James Holly & Son. Schr. W. H. Waters, for Boston, 14,607 ft. boards, 33,476 ft. planks, 49,475 ft. deals, 26,715 ft. spruce scantling, by A. Cushing & Co. Schr. Roger Drury, for Philadelphia, 1,872,500 laths, by A. Cushing & Co.

THE OTTAWA VALLEY.

(Correspondence of the CANADA LUMBERMAN.)

The lumber market here continues firm with no indication of weakening. On the contrary, reliable authorities predict an upward move. Dealers do not complain of difficulty in securing business. Owing to a continued shortage of cars, they find great trouble in filling orders. One leading mill firm is reported as being in need of 300 cars with which to ship stock orders for which were placed weeks ago. The western grain trade has the call on cars, and the lumbermen will have to "bide a wee."

This being the last month of navigation, a rush of lumber for Montreal was witnessed, but this is now over. Future shipments must be made by rail.

As an evidence of the firm tone of the market, it may be stated that a large quantity of prime s. c. strips was recently disposed of by a mill firm at \$15 per M. Local dealers who had large holdings in this line, and were feeling shaky, have taken heart. Mention in the same connection may also be made of the wholesale price of lath. Six weeks ago a large

quantity was secured by a well-known firm from the mill at \$1.75 per M. for No. 1, and \$1.25 per M. for No. 2. Today the lath could not be bought in the same way at less than \$2.10 for No. 1 and \$1.65 for No. 2. The lowest retail figure quoted is \$2.25 for No. 1 and \$2 for No. 2. In Cleveland, Ottawa high grade lath sold recently as high as \$4.00 per M. A considerable quantity has also been shipped by local firms to points in Pennsylvania. This outside demand, if it continues, will in itself have a strong tendency to maintain local prices. This fall Mr. J. R. Booth has made several good sized shipments to Chicago, all being good stock. The Windy City furnishes a comparatively unexplored field for the product of the Ottawa mills.

Speaking about the prospects recently, a local lumberman said: "There is every reason why present prices, if they change, should advance. Labor is much higher, supplies are dearer, and the cost of getting out the logs shows an advance all round. The mill men have to go farther from the mills, and hence have to make a greater financial allowance for bringing the logs to the mills. Ottawa shippers are finding new fields in the United States, and besides expect to cater to an increased local demand next year. Everything indicates that prices for 1902 will be higher than those of 1901."

If negotiations pending reach a satisfactory issue, a new saw mill will be erected this fall or early next spring at Deschenes, near Ottawa. The site spoken of is the one on which the Conroy mill, burned two years ago, stood. The new mill will be operated by steam, and fitted with machinery giving a yearly output of 50,000,000 feet. It is being planned by local limit holders, who at present have no mill at which to cut. Fraser & Company are in the syndicate. It is hoped to have the mill running early next July. As the river is already laid with booms, and the storing and shipping facilities in the yards provided for, there will be no delay in outside work.

J. R. Booth against the world. This apparently is the status in an interesting law suit involving large interests which will soon be fought out in the local courts. It all arises over the manipulation of the water power at the Chaudiere, Ottawa's industrial centre. Mr. Booth is building a new dam in the river, and doing work on the site of the old McKay mill which it is alleged will interfere with the rights of the other companies utilizing the water power below the Booth premises. The lumber king contends that he is well within his rights working on his own property, and interfering with no one else's rights. The companies arrayed against him include the Ottawa Electric Railway Company, Ottawa Electric Company, Ottawa Power Company and Ottawa Carbide Company. The case is looked forward to with great interest.

Davidson & Thackray, the well-known local lumber manufacturers, have again turned an eye on the South African market. A representative has been sent to the country of Boer and bullet to drum up trade. Offices will likely be opened at Cape Town and Johannesburg. Before the war this firm had quite a large trade with South Africa. They did a good business, shipping doors, sashes and interior fittings. Ottawa, November 11th, 1901.

SHIPPING MATTERS.

The steamer Coringa is about to load deals at Quebec for the w.c. of England, on account of Dobell, Beckett & Co.

The following charters are reported: Selerno, Miramichi, N. B., to w.c. England, deals, 459, November; Mara, same ports and terms.

TRADE INQUIRIES.

The following were among the enquiries relating to Canadian trade received at the Canadian Government office in London, Eng., during the week ending November 1st, 1901:

The makers of lifting machinery, chain pulley-blocks, hoists, cranes, girder work, etc., are making enquiry respecting the opening for a trade for these goods in Canada.

A firm of trunk makers wish to correspond with Canadian exporters of wooden slats in various lengths from 28 to 42 inches.

The names and addresses of the par-

ties making the above inquiries may be obtained at the office of the CANADA LUMBERMAN.

BUSINESS NOTES.

The saw and grist mill of Wm. T. Mace, of Tamworth, Ont., has been sold to L. J. Squair.

A receiver has been appointed for the Standard Agency Company, wholesale lumber dealers, of Montreal and Ottawa.

DOORS AND MOULDINGS.

A large buyer of Canadian white pine doors and mouldings is open to contract with a mill for their entire output of No. 3 and 4 qualities of doors and all their mouldings during 1902. Write in the first instance to Empire, care CANADA LUMBERMAN.

FOR SALE.

A number of very valuable pine and other timber limits on the north shore of Lake Huron and elsewhere for sale. Also limits bought and sold on commission and estimates given. For particulars, apply to:

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Box 177, South River, Ont.

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