

Favorable advices come from the Lake of the Woods district regarding the result of the season's operations in that quarter. The mills from this vicinity continue to furnish the main supply of lumber for the province of Manitoba, as well as the western country some distance beyond.

Mitchell & Bucknell, who have a mill on the Assiniboine river at Millbroke, Man., have closed down for the season, after a successful summer's operation. Whimster & Kyle, Strathclair, have also closed down for the season. They report having had a good local trade.

From the western territorial country comes the news that Peter McLaren will build a saw mill at Macleod, Alberta district. The machinery for the mill has been shipped. The mill will be supplied with logs from the foothills of the mountains. The Alberta Lumber company will have their mill at Deer river completed early in November.

During the early part of September trade was decidedly dull in Winnipeg lumber circles, owing principally to the farmers being very busy and a scarcity of help. An improvement is now confidently expected, however, as those contemplating building improvements will of necessity have to hurry up before winter sets in. The crops have been harvested in good condition, and the yield is fully up to expectations. In the city building operations are quiet, largely owing to the unsettled nature of things in connection with the railway situation.

A saw mill is to be established in the Red Deer country, about 100 miles north of Calgary. The Rocky Mountains lie to the west, and along the base of the mountains extends a timber country which is said to cover a considerable area. The mill referred to is being built by the Alberta Lumber company. The machinery is being hauled from Calgary, and the mill will have a capacity of 50,000 feet per day. It will be completed this fall and ready to commence cutting in the spring. The Alberta and Athabasca railway is projected to run through the district.

The nature of the Canadian Pacific railway monopoly in Manitoba and the Northwest Territories will be seen from a reference to freight rates on lumber. Van Horne, vice president, and general manager, promised the Winnipeg board of trade as early as 1882, that lumber, fuel and wheat would be carried at very low rates. How he kept his word will be observed by the following: For green lumber shipped from the mills at Rat Portage to Winnipeg, a distance of 133 miles, the freight rate is \$4.65 per M; for dry lumber the rate for the same distance is 15½ cents per 100 pounds. This rate is over four times greater than is charged by the railroad company on its lines in Eastern Canada, where it has not a monopoly. The rates from the mills in the mountains on lumber shipped eastward to Calgary and other points are even higher than the figures given above.

The Keewatin Lumber Company has kept its mill at Keewatin busy all the season, and about 8,000,000 feet will be the output. About that quantity of lumber is now in the yard. About 12,000,000 feet of logs were taken out last winter by this company on the American river, about one-third of which are hung up. This company is prospering under the management of Messrs. Mather, Dick & Banning's mill, also at Keewatin, will run steadily during the season, and cut six or seven million feet. A good deal of trouble was experienced in getting out logs, but nearly all of the cut amounting to about nine million feet, some of which had been hung up the previous year, was finally got out. The Keewatin mills are run by water power from the falls of Winnipeg river, and therein differ from the other mills of the Rat Portage district which are run by steam.

A correspondent writing from Winnipeg to the Mississippi Valley *Lumberman* says:—The remarks made in a former letter regarding the state of prices here, and the necessity existing for the establishment of a regular schedule to guide dealers in disposing of their product, seem to be already having some effect. It has been whispered around within the past few days that a movement is to be undertaken for the formation of a lumberman's association for the Canadian northwest. The difficulty heretofore has been to get the first steps taken. Lumbermen recognized the necessity for such an association, but no one wished to make the first move in the matter, owing to a feeling of jealousy or distrust which, rightly or wrongly, was supposed to exist among mill men and dealers. If one firm proposed the formation of an association it was feared others might hold back, and so the matter stood. It is now understood that to obviate this difficulty an outside and entirely disinterested party will issue a call to lumbermen to hold a meeting, for the purpose of fixing prices and forming an association. In this way no individual firm will be taking the lead or assuming a position of undue prominence. There is every reason to believe that the issue will result successfully. All the lumbermen are unanimous as to the benefits which would follow the formation of an association. Moreover, it is

recognized that the present is a most opportune time for making a start. Circumstances have not been more favorable for four years than they now are for such a move. While stocks were large, business depressed, and every one anxious to reduce their stocks, even at times at a loss, it would have been almost an impossibility to have succeeded in forming an association, and still more difficult to have kept it together and sustained list prices after it had been formed. Now, however, circumstances are quite different. Stocks of lumber are light, logs not too plentiful and the demand good. Mill men can afford to be reasonably independent and demand fair profits. Under these conditions there is no reason why legitimate profits should not be made. Still, so long as there is distrust among manufacturers and dealers, it will be difficult to keep uniform prices and at a fair figure. The only way to accomplish this is to form an association and arrange prices at intervals, as the exigencies of the industry may demand. The proposed association will include the Lake of the Woods mills and eastward probably to Port Arthur, Lake Superior; also the Lake Winnipeg district.

NEW BRUNSWICK.

Dimension deals remain at about \$8.50 per mille at Halifax, and this is not a profitable figure for the manufacturer.

Freights from St. John to transatlantic ports are quoted at about 41s. 3d. to Liverpool, 42s. 6d. W. C. England, 43s. to Dublin or Belfast, 65 francs to Marseilles.

Flemming & Son, St. John, N. B., have the contract for erecting 16,000 feet of snow sheds at St. Fabien, Que., on the Intercolonial railway. There will be a large lumber requirement for the roof and sides.

The amount of wood goods forwarded from the port of St. John up to date has, contrary to expectations, exceeded the exportation for the same period of last year. The timber shipment (that of the square timber and pine stock) has this year been handled entirely by Mr. Mackay, and, indeed, he and Mr. Gibson have handled the great bulk of the shipments to date.

The condition of the New York lumber market is said to have reacted favorably upon the business of St. John, N. B., which ships largely to New York. The coastwise trade has been more flourishing from St. John than for years, lumber constituting the bulk, though at this season there is generally a stagnation. The activity of building in the eastern part of the United States has stimulated the demand for Canadian timber at good prices. Among mill men and shippers renewed energy has been induced, and now the market is termed a healthy and springy one, while the freight carriers, as before mentioned, have profited materially by the general activity.

A St. John, N. B., journal represents the present condition of the lumber trade at that market as somewhat peculiar. The northern manufacturers seemed to think that conditions were ripe for an advance, and sent out notices proclaiming a raise of \$1 in spruce, which buyers, encouraged by large water receipts, declined to meet, some even claiming to have received overtures involving a 50-cent cut on old prices, instead of any advance being asked. The effect of the demoralized bull movement, however, was to make cargo prices firmer, while foggy weather advanced water rates 50 cents and \$1. The increased demand for carriers because of heavier water movement made vessel men more autocratic, for the craft were taken as soon as they put in an appearance, the cargo demand for lumber being active. On the whole the attempted advance is viewed in its effect in about the same light as the last alleged advances in Chicago—it has resulted in firmness of old prices, but little or no actual advance. Spruce quotations are therefore unchanged. There was said to be a very remarkable request for shingles, but heavy receipts kept up the supply so as to head off an advance. The demand for clapboards has improved, but the supply was full and prices easy.

BRITISH COLUMBIA.

It is said that Puget Sound lumber is now being shipped from Vancouver, via the Canadian Pacific, to Albany, N. Y.

Shingles in British Columbia are worth \$2.50 a thousand, and first-class cedar lumber \$40 f. o. b. Boat lumber cut to dimension sizes is worth \$45. Common lumber sells at \$12.50 a thousand. The demand, both local and eastward along the Canadian Pacific, is good.

George W. Hotchkiss, ex-secretary of the Chicago Lumberman's Exchange, and now editor of the *Lumber Trade Journal*, announces that he has consented to take charge of a party of lumbermen to the far west, over the Canadian Pacific railroad. The excursionists will make a short stop at St. Paul, one day at Winnipeg, one at Baniff, one in the glaciers of the Rockies, one at Vancouver, one at Victoria, one at Seattle and one at Westminster. Interesting objects, such as the hot springs in the Canadian national park, lumber camps, saw mills, etc., will be visited. Several lumbermen with their wives have announced their intention of going.

UNITED STATES.

Manistee has shipped 200,122,000 feet of lumber this season.

Men for woods work are reported very scarce in the Saginaw valley, Mich.

Chicago is said to double her consumption of mahogany about every two months.

Australian forests are said to be practically destitute of pine and woods of that nature.

The South is coming to the front with cypress, gum, cotton wood and yellow pine lumber.

The Cheboygan Lumber Company, Cheboygan, Mich., will cut pine this winter from its Canadian lands.

The demand for shingles in the Saginaw market is good at present and the prices fully 60 cents better than last year.

Alpena, Mich., had shipped to Sep. 1 an aggregate of 104,303,000 feet of lumber, 4,960,000 shingles, 151,900 railroad ties and 65,400 cedar posts.

Jewell & Hollister, of Oshkosh, Wis., will put in 15,000,000 or 20,000,000 feet on the Canadian tract of 125,000,000 feet, near Sault Ste. Marie, recently purchased.

CANADIAN investors have recently purchased, through Lamb Bros., of 1 Broadway, New York, a tract of 134,000 acres of North Carolina Pine lands.

The shipment from Saginaw River to Sep. 1 aggregated 323,888,627 feet of lumber and 52,365,000 shingles, which is a decrease of 57,000,000 feet of lumber and 16,000,000 shingles from shipments to same date in 1886.

It is expected that about the usual amount of logs will be put in the Menominee, in Michigan, the coming winter, which, with 150,000,000 likely to be left over, would make a total of about 650,000,000 feet for next season's sawing.

Bangor, Maine, has a new enterprise. Every mill on the river wastes great quantities of saw-dust. It has not been available for shipping because of its bulk. Now a hydraulic press has been invented to press the saw-dust and reduce its bulk some 75 per cent., and in this shape it can be easily handled.

At Minneapolis, Minn., a conflagration broke out September 10, in the lumber manufacturing quarters, which resulted in the total destruction of five saw mills, which are as follows, with the estimated losses: Merriman, Barrows & Co., loss \$50,000; insurance, \$31,000. McMullen & Co., loss, \$35,000; insurance, \$25,000. Eastman, Barry & Co., loss, \$40,000; insurance, \$30,000. C. A. Smith & Co., loss \$27,000; insurance, \$17,000. W. W. Eastman, owner of the mill operated by Cole & Weeks, loss, \$50,000; insurance, \$21,500.

The Export Lumber Company, of New York, which does good service to those interested in lumber matters by issuing in sheet form the export of white pine lumber from the port of New York, has just sent out a statement covering exports up to July 1. This report shows that from January 1 to July 1, 32,507,000 feet were exported. Comparisons are as follows: From January 1 to July 1, 1886, 22,794,000 feet; 1885, 32,947,000; 1884, 34,873,000; 1883, 30,559,000; 1882, 29,223,000; 1881, 33,703,000; 1880, 26,999,000; 1879, 27,919,000; 1878, 20,200,000; 1877, 26,976,000.

A correspondent of the *Northwestern Lumberman* writes:—The Hon. R. A. Loveland, of East Saginaw, has gone to Midland, Ont., on business connected with the holdings of the Emery Lumber Company, of which he is a member. This company own 100,000,000 feet of timber on the line of the Canada Pacific road in the Georgian Bay district, and intend to bring it all to Tawas and Saginaw to be manufactured, but the doubling up of the export duty on logs knocked it out and the stock put in last winter, 12,000,000 feet, was sold to the Shepard & Morse Lumber Company and is being manufactured at Midland. I understand the company will lumber this winter on the tract, and in the event of commercial union between Canada and the United States, the logs will be rafted to this side, otherwise they will be manufactured in Canada.

The papers in and about Muskegan, Mich., are calling on the State game and fish wardens to stop this outrageous trespass on the rights of the public. The same thing is being done at several points in Wisconsin, where millers are filling up lakes with everything that is unsaleable. All lumbermen are not vandals and there ought to be some organized sentiment among them that will stop such things. The Raquette, Grau and other streams running out of the Adirondacks, into the St. Lawrence, have been rendered malarious by decaying saw-dust and lumber refuse. So, too, the back water of dams built to give floatage, often kills the trees over a great area, and transforms beautiful silver paradises into hideous fever-breeding wastes. This has occurred in several places in the Adirondacks.