

UNITED STATES.

There has been no tendency towards lower prices of lumber within the past week. At the large pine producing centres the season's cut of the mills has been practically disposed of, and the stock to be carried over the winter will be mainly that which is held at the mills because of high freights. The east is still buying lumber liberally, and the wholesale dealers at Albany, Buffalo, Tonawanda and other points anticipate a shortage in the supply of some grades before the opening of lake navigation next spring. In view of the increased cost of bringing lumber to these wholesale centres, a conference of lumbermen was held in Detroit a day or two ago, at which it was expected that the prices on all grades would be advanced by from \$1 to \$3 per thousand. At Tonawanda the stock of cutting up lumber is much lower than it was a few weeks ago, but there is a large stock of inch and inch and one-half fine common. Buffalo dealers report a very satisfactory trade. There has been a wonderful improvement in spruce within the past fortnight. In New York, for instance, it is almost out of the market, which is something phenomenal. Hardwoods generally are firm. There is an opinion that the supply of basswood lumber will very soon be exhausted, and consumers will then have to look around for substitutes, as the cut of 1900 will not be ready for market before May or June. At Boston white ash is selling at \$45 to \$47 for 1-inch, \$51 to \$53 for 1½ inch and 2-inch, and \$55 for fine thick common. Owing to a scarcity of 1-inch common ash, a greater quantity of elm is being used. There has been no weakening in the shingle and lath market. Best 18-inch pine shingles sell at Buffalo at \$4, and lath at \$3.25. At Saginaw lath is firm at \$3.25 to \$4.50.

FOREIGN.

From what can be learned spruce seems to be acquiring a firm footing in many of the markets in Great Britain. There is a growing demand, and as stocks have become somewhat reduced, dealers are holding firmly to prices. At a recent sale in London 700 pieces 3 x 9 inch, 12 to 15 feet in length, reached the price of £11 10s, the third quality selling at £8 15s. These prices are much better than could be obtained earlier in the season. There has also been some improvement in pine, and notwithstanding the large summer importation, the stocks on hand are not large. All classes of red deals are in strong request. As yet no contracts have been placed with Canadian shippers for next season's goods, although it is learned that a buyer in Holland has closed a contract with a Sodderham firm for 4,000 standards of whitewood for f.o. w. shipment on the basis of £7 10s per 9 inch deals and £6 12s 6d for battens. A sale of Sundswall whitewood has also been made to France, on the basis of 190 francs, or about £7 5s, for 3 x 9 unassorted. There are indications that prices for early spring cargoes will be quite as high as those ruling this year.

STOCKS AND PRICES.

Lath is selling at Duluth, Minn., at \$3.50. Sanderson's saw mill at Prince Albert, N. W. T., has closed down for the season, having cut over 2,000,000 feet of lumber. G. L. Black & Son, of Sackville, N.B., have purchased 7,000 acres of timber land near that place for the sum of \$11,010. The Delta Lumber Co., of Detroit, have decided to operate quite extensively this winter on the Georgian Bay, taking out cedar ties, posts, etc. M. M. Boyd & Co., of Bobcaygeon, Ont., have, for several past weeks, been shipping out three quarters of a million feet of lumber per week. The Saginaw Lumber & Salt Co., of Saginaw, Mich., have started four camps in the Georgian Bay district, on limits exempt from the Ontario legislation. Capt. R. L. Graham, of Warton, has

purchased a saw and shingle mill on Manitoulin island. He intends putting in a large stock of logs during the coming winter.

Following are the prevailing prices for lumber at Ashland, Wis. Short 2 x 12, \$11.50; 18 foot of same length, \$12.50; 2 x 4 to 2 x 10, 1 inch, 10 to 16 ft., \$10.50; mill culls, \$10.50; No. 4 boards, \$11.60; No. 1 12 inch white pine boards, \$19.

Mr. D. C. Cameron, manager of the Rat Portage Lumber Co., states that the cut of logs in the woods south of the Lake of the Woods this winter will be about 100,000,000 feet. This will be the largest cut yet made, and about 40,000,000 feet greater than last year.

The McMaster property at Kingston, N. S., including a saw and grist mill, sash and door factory, and extensive timber lands, has been acquired by Clarke Bros., of Bear River. It is their intention to erect a portable mill on the property to cut about 1,500,000 feet annually.

The largest sale of lumber ever made on Chequamegon Bay was closed last week. The Keystone Lumber Co., of Ashland, Wis., sold the entire cut of the mill for the season of 1900 to the Edward Hines Lumber Co., of Chicago. The sale will approximate 50,000,000 feet, and in value will represent over \$600,000.

Logging on the Tobique river, in New Brunswick, is being pushed vigorously. James McNair has four camps, J. Hale five camps on the Little Tobique, and R. A. Estey, a large crew on the Gunquac. Geo. Upham is preparing for extensive operations on the Wapskyhagan, and J. E. McCollum has two camps on the Manakezel stream.

J. H. McNally has purchased the interest of his partner in the business of Flett & McNally, lumber manufacturers, Desbarats, Ont. It is Mr. McNally's intention to cut next season 100,000 feet of oak and birch, and between 300,000 and 400,000 feet of pine. He purposes cutting the hardwood during the winter, besides doing his custom sawing.

Following is a comparative statement of timber, &c., measured and culled at Quebec to October 24th, 1899:

	1897.	1898.	1899.
Waney white pine, cu. ft.	4,310,682	1,903,748	1,780,485
White pine, cu. feet.....	832,557	1,062,157	502,188
Red pine, cu. feet.....	210,794	239,512	159,937
Oak, cu. feet.....	1,448,960	1,172,588	600,882
Elm, cu. feet.....	662,577	474,194	457,841
Ash, cu. feet.....	132,435	35,164	56,546
Basswood, cu. feet.....	5		
Butternut, cu. feet.....	73	955	60
Tamarac, cu. feet.....	396		415
Birch and Maple, cu. feet	271,176	112,500	244,530

SHIPPING MATTERS.

The steamer Benedict has been chartered to load lumber at St. John, N. B., for w. c. England at 55s. The steamer Lecurue has been fixed at same rate.

The schooner Ravola is chartered to load lumber at Halifax for New York at \$3.25. The schooner Bessie Parker has been chartered to load lumber at King's Ferry for Bermuda at \$7.50.

Following are current rates on lumber from British Columbia ports: To Sydney, 45s to 46s 3d; Melbourne or Adelaide, 52s 6d to 53s 9d; Port Pirie, 50s to 51s 3d; Fremantle, 63s 9d to 65s; Shanghai, 53s 9d to 55s; Kiao-Chau, 55s to 56s 3d; Tientsin, nominal; Valparaiso, 60s, 51s 3d to 52s 6d; South Africa, 65s to 67s 6d; U. K. or Continent, 75s to 77s 6d.

FIRES.

Smith's sawmill at Gardner's Creek, St. John county, N. B., was destroyed by fire last week, at a loss of \$1,000.

The large planing mill and sash factory of Geo. W. Murray, at Winnipeg, Man., was totally destroyed by fire on Oct. 19th. The loss is about \$15,000 and insurance \$6,000.

The steam saw mill of Joseph Bedard, situated about one mile from the town of Richmond, Que., was burned last week, together with about 60,000 feet of lumber. It is said that there was no insurance.

Lumber manufacturers in Canada desirous of having a representative in Great Britain may obtain the address of a party willing to act in that capacity by communicating with this office. First class references are offered by our correspondent.

ADVERTISING THAT PAYS.

Mr. James Murphy, Hepworth, Ont., writes THE LUMBERMAN as follows: "Please remove small 'ad.' for sale of beech lumber. I am flooded with inquiries for it, and it is sold—thanks to your 'ad.'"

SPRUCE LATHS WANTED.

In the "Wanted and For Sale" department of this issue appears the announcement of a party desirous of purchasing 60,000,000 feet of spruce laths, from 2 to 5 feet long. This enquiry is worthy the attention of manufacturers of this stock.

TIMBER LIMIT PURCHASE.

At the Ontario government sale of 1892, Mr. G. W. Pack, of Alpena, Mich., purchased a 36 mile timber berth in the township of Morgan for the sum of \$373,650, the highest price ever paid for a berth of that size. Within the past few days Mr. Peter Ryan, of Toronto, has sold this limit to the Michigan Land & Lumber Co. for a sum said to be considerably larger than that originally paid by Mr. Pack. The exact amount has not been made public.

SUSPENSION OF COASTING LAWS.

In view of the prevailing sentiment regarding the action of the Dominion government in suspending the coasting laws for the balance of this season, we publish below a letter on the subject from a well known firm of vessel owners and lumber manufacturers:

THOROLD, ONT., Oct. 23rd, 1899.

To the Editor of the CANADA LUMBERMAN  
DEAR SIR,—In reply to your request for our opinion on the suspension of the coasting laws by our government and permitting American vessels to engage in the Canadian trade, we would say that if a sudden disaster overtook and demolished half of our Canadian fleet the surprise would be no greater, and probably the results from the disaster would be less damaging to Canadian vessel owners. In that case the lost vessels would be replaced, but if American vessels, retaining the whole of their trade, are allowed equal terms with us in our Canadian trade, there will be few people in this country so foolish as to invest money in Canadian vessels.

The government should at least have given us reasonable warning. We should have been allowed, say, one year of the Globe's "growing time," so that Canadian vessel owners might get back some of the money which they lost while American vessels were carrying 90 per cent. of our Manitoba grain to Buffalo.

When a delegation representing the Lumbermen's Association asked the Dominion government to place a duty on United States lumber coming into Canada, they advised us that before reaching a decision in the matter they wished to hear the other side of the question. Why, we ask, did they not do the same thing in this case and give the Canadian vessel owners an opportunity of presenting their views? Had the government authorities done this, we cannot think that the action re-

garding the suspension of the coasting laws would have been taken.

Unfortunately, Canadian vessel owners are few in number, and under the new law they will be fewer. They are not a very important body when compared with the railway magnates, even though the latter charge far more for carrying grain than we do.

During this season, up to the 15th of October, Canadian vessels were frequently obliged to leave Fort William and go to Duluth and elsewhere for cargoes, and at the present time we are told there are less than two million bushels of grain at Fort William, while there is elevator capacity for somewhere between six and eight million bushels. Notwithstanding the statement (certainly not in accordance with facts) that there are four

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