

way thither to load. In hardwood things look promising. Oak is in good demand; so is maple flooring. A western combination of hardwood men has been formed, so that prices will probably be stiffer in the future. In fact they are steadily improving all the time, and are on the whole probably better than for some years, notwithstanding some local complaints. This arises from the growing demand for hardwood for finishing city houses. In Buffalo transactions are not up to anticipations, but those who push for business generally find it.

#### FOREIGN.

Regarding the trade in general in England, the improvement which was so conspicuous in July continued in August. A revival has undoubtedly set in, in which the timber trade participates. It is true there has been a shrinkage in the general volume of imports of wood, but looking at the over-production of the past and the unremunerative prices of the present, this is a salutary feature. In London a good deal of quiet trading has been done, partly owing to the fact that not so much wood is offered by auction and dealers have to supply their wants in other ways. In Liverpool both square and round timber are moving freely, and scantlings are inquired for. Prices have not improved, but the tendency is upwards. At Bristol a complaint is made by the local press that the wood trade of the port has declined a half this year, but it looks as if this was the result of want of proper railway facilities. The trade which is Bristol's loss is probably some other port's gain. From Australia comes news of a falling off in the demand for all kinds of timber except Oregon, but values remain firm, with advances in lines in short supply or held in a few hands. As for the outlook in England for Canadian timber, Denny, Mott & Dickson tell us in their last circular that stocks of waney and square of first-class quality are being firmly held, as future shipments from Quebec are likely to be few, shippers having little to dispose of and requiring an advance to tempt them to sell. Good oak is light in stock and in fair demand. Elm moves slowly, but prices are steady. There is a prospect of a growing trade with France in Canadian timber. Under the new treaty lumber will go into that country at the minimum tariff rates. The importation amounts to 40,000,000 annually of which Canada sends less than \$125,000 worth. The Montreal Chamber of Commerce is taking the matter up and report the possibilities encouraging. It is suggested that the proper authorities send some one to France to inquire into the character, size and description of lumber which would suit the French market.

#### STOCKS AND PRICES.

Several Canadian cargoes are now being sent to Australia, and Mr. Larke our commissioner there thinks they will find a good market.

Moffatt & McGregor, of Tilbury, shipped the largest elm raft the other day that ever crossed Lake St. Clair, there being 3,253 logs containing 700,000 feet.

Sheboygan, Mich., firms will put fifty million feet of logs in Canadian waters this winter for local mills. The prospects are good for the biggest season on record.

A check has been placed upon lake

rafting thus far this season by the low stage of water in all the streams emptying into Georgian Bay, where millions of feet of Canadian pine logs, owned by Americans, have been hung up.

C. K. Eddy & Sons, of Saginaw, have started their camps in Canada and will cut 12,000,000 feet there this season. J. W. Howry is also preparing to operate in Ontario.

The season's cut of the St. Anthony Lumber Company, 30,000,000 ft., has been purchased by the Export Lumber Company, and will be shipped to the American market over the Ottawa, Annapolis and Parry Sound and Canadian Atlantic railways.

The Spanish River Boom Company has rafted during the season 180,000,000 feet of logs averaging \$10 a thousand. Of these 140,000,000 went to the United States and 20,000,000 to Canadian mills. The boom company have a mill at Spanish river which cut 30,000,000 feet of lumber this season.

Messrs. King Bros., of Quebec, are making some 40,000 logs for the Fortier saw mill between Thetford mines, and Robertson station. Mr. B. R. Bishop, not far from the same neighborhood, will cut next winter fully a million feet of timber which will go to the Rousseau mills at Robertson station.

The shipping and towing business on the Ottawa river is becoming slower as the season advances. In lumber shipments this season has been of the poorest and shows not the slightest sign of bettering. Since the closing down of the Hawkesbury Lumber Company's mills on account of low water in the bay opposite Grenville, the supply of logs on the lower reach of the river has fallen off, and a surplus is now being laid up which will be of use when the mills start next spring.

Rafts were en route across the lake last week to the Saginaw river as follows: Tug Mocking Bird, 21,556 logs, 2,197,720 feet, from Spanish river, and consigned to the Minnesota Lumber Co.; Manistique, 32,336 logs, 1,228,763 feet, Spanish river, consigned to C. K. Eddy & Sons; Manistique, 2,028 logs, 1,737,485 ft., Spanish river, consigned to Edmund Hall, Detroit; Waldo Avery, 30,557 logs, 3,750,000 feet, Byng Inlet, consigned to Holland & Emery Lumber Co.; Niagara, 42,200 logs, 3,502,600 feet, Spanish river, consigned to Bliss & Van Auken; Sweepstakes, 1,500,000 feet, from Little Current, consigned to J. W. Howry & Sons; Sweepstakes, 40,369 logs, 3,730,000 feet, Spanish river, to Jas. Hurst; Onaping, 38,089 logs, 4,050,036 feet, Spanish river, for Hale & Booth.

#### BUFFALO AND TONAWANDA.

Owing to political disturbances in the West Indies, the usual demand from that quarter for the rougher grades of lumber has fallen off considerably. This has glutted the home market with cheap lumber, and depressed prices of several grades.

It is estimated that there is in Buffalo hands at present 40,000,000 feet of hardwoods. One dealer has printed a list of thirty varieties of hardwood. Buyers are scouring Canada for oak and chestnut and are securing but little. Mahogany is also much in demand. A little of this variety has reached Buffalo from South Africa. The present brisk demand

for hardwoods is largely attributable to the fact that for doors, blinds, flooring, &c., hardwood is being substituted for pine. Messrs. Goodyear & Co., who own extensive hardwood limits in Pennsylvania, cut a large figure in this market. Michigan is regarded as one of the most promising sources of hardwood supply for the future.

The bulk of the white pine supplied to this market comes from Duluth. Local buyers who visited the Georgian Bay district in the early part of the season reported that lumber was being held at high prices, presumably because other markets had been found for it.

Most of the shipments to eastern markets are going by rail. One reason for this is that the severe competition between the railways has greatly reduced freights, while another is that eastern buyers are buying in a hand to mouth way, and require that their orders shall be filled as promptly as possible.

#### FIRES.

Mr. B. B. Miller's saw mill and lumber yard at Warton were burned recently. Loss \$10,000. Small insurance.

The slab dock running into the bay from the mill at Collingwood caught fire from sparks recently. The engines worked for five hours before extinguishing it, but the loss is not heavy.

Ross' pulp and saw mills at Sherbrooke have been burned for the third time. They had only recently been rebuilt. Two large boilers exploded during the fire, but no one was hurt.

The saw mill of Mr. Joseph Tremblay, at Pointe aux Trembles, has been burned down. Loss \$4,000. The fire originated in the sawdust, which was ignited by a child playing with matches.

A recent fire at Halifax, N. S., partially destroyed the Nova Scotia Sugar Refinery co-operation and stock, the Hayes co-operation and stock, one of the street railway's stables and other property. Loss \$15,000.

The Moore & Galloway Lumber Co.'s mills at Fond du Lac, Wis., have been burned, the flames have swept over 32 acres. The property destroyed included 10,000,000 feet of pine and hemlock lumber, and warehouses filled with sash, doors and blinds, the company's mill, barns and offices, and a number of railway cars. Loss, \$250,000. Insurance, \$100,000.

The loss by the burning of D. O'Connor's planing mill at Ottawa will amount to about \$20,000, with \$9,000 insurance. The lumber in the yard was saved. Though the fire occurred at midday, when the workmen were about, it spread so rapidly that they could not save their tools. The origin is unknown. The fire broke out in the turning department. It is not likely the mill will be rebuilt.

#### TIMBER LIMITS CASE.

Mr. Justice Taschereau has dismissed at Montreal the action of F. X. Stafford against the estate of the late James McCready. Mr. Stafford sought to have an account rendered him of the sale of certain timber limits and also to have the estate condemned to pay him \$1,900. He alleged that the late James McCready had commissioned him to sell two timber limits, 16½ and 50 miles respectively on Lake Temiscamingue, he to receive half the price of the smaller limit as his commission. The court held that the mandate given by Mr. McCready to Mr. Stafford was one which was revocable at any time, and by the death of the principal it had been cancelled naturally.

#### SHIPPING MATTERS.

Freights are low from St. John, N. B., the rate to British ports being 37s 6d, to New York \$2.25 and to Boston \$2, with very little inquiry.

The steam barge Africa and schooner Severn loaded at the P. S. L. Co.'s docks at Parry Sound last week for Buffalo, carrying over 1,000,000 feet.

At Greenock two full cargoes of assorted wood—waney oak, elm and ash logs, etc.—had just arrived from Quebec at latest advices, and two more were expected.

The Sarmatian, Allan liner, has discharged a parcel of 150 standards at Glasgow. They are Gilmour's fine deals of various qualities, a large portion of which have been sold ex-ship, principally of first quality.

Price Bros. & Co., of Restigouche county are loading a vessel a Campbellton for South America. The river has been dredged there, and hereafter they will ship from Campbellton instead of Dalhousie.

8,000,000 feet of deals to Great Britain, and 2,000,000 feet long lumber, 3,000,000 lath, nearly 2,000,000 shingles and 300 cords of wood to the United States were the shipments from St. John, N. B., for the first week in September.

The Hawaiian schooner Americana, 839 tons, sailed from Victoria, B. C., Sept. 5, for South Africa with a cargo of 1,008,097 feet, valued at \$8,379. The American bark Enoch Talbot, 1,194 tons, arrived Sept. 9, and loaded at Vancouver for California.

The following shipments were made from the port of Montreal during the week ending September 17th: Lycia, 3,036 deals, 1,757 boards, to Liverpool; Huron, 1,669 boards, 15,612 deals, to Newcastle; Amaranthia, 15,845 deals, 3,167 ends, to Glasgow; Lake Ontario, 1,325 deals, to Liverpool; Merrimac, 32,159 deals, 4,583 ends, to London.

The Norwegian ss Herman Weidel-Jarlsberg, 1,940 tons, Capt. Reimers, is reported on the way from Kuchmoita to Vancouver to load lumber at the Hastings mills. The bark Omega has been chartered to load at Blakely, for Shanghai at 47s 6d, and the barkentine Spinway has gone to the Sound to load on owner's account for Freemantle, Australia.

The following lumber shipments were made from the Port of Montreal during the week ending 23rd September: Warwick, 15,108 deals, to Glasgow; Roman, 30,825 deals, to Liverpool; British Queen, 13,000 deals, 7,269 ends, to London; Christiana, 5,351 deals, to Hamburg; Bengore Head, 5,938 pieces lumber, 1,678 boards, to Belfast.

The following vessels are reported loading lumber at British Columbia ports for foreign: At Vancouver: Nor. ship Prince Amadeo, 1,581 tons, for Halifax; Br. bark Shakespeare, 767 tons, for South Africa; Am. bark Enoch Talbot, 1,194 tons, for California; Nor. bark Prince Louis, 1,323 tons, for Cork, U. K., f.o., at Vesuvius Bay; Am. bark Arcturus, 1,007 tons, mining props, for Santa Rosalia. Total, 5 vessels; 5,975 tons.

#### BUSINESS DIFFICULTIES AND CHANGES.

Messrs. Hugh McLean & Co. is the name of a new firm of wholesale lumber dealers, recently established in Buffalo. The members of the firm came from Ottawa, and they are said to have already succeeded in making a favorable impression in the Buffalo market. They make a specialty of hardwoods.

#### LUMBER FREIGHT RATES.

LUMBER freight rates for pine on the Grand Trunk Railway have been made a fixture, as below. Of any intended change due notice will be given lumbermen.

General instructions in shipping by Grand Trunk are embodied in these words in the tariff schedule: On lumber in carloads, minimum weight, 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be charged, and must not be exceeded. Should it be impracticable to load certain descriptions of light lumber up to 30,000 lbs. to the car, then the actual weight only will be charged for, but not less than 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond, to the same destination. For instance, the rates from Tara or Hepworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Warton to the same points. The rates from Cargill and Southampton to points east of Liswell and south and west of Stratford will be the same as from Kincairdine, but in no case are higher rates to be charged than as per mileage table published on page 9 of tariff.