

trying hard to force prices up and buyers are waiting to see if the advance they have made will be maintained. There has been a falling off in the demand for yellow pine, this owing to an advance in prices. Retailers anticipating it had stocked up so that there has not been as much doing in consequence. Trade in spruce has settled down to a policy of waiting. Buyers show no eagerness for anything except at a concession. It has been proposed that every lumber manufacturing concern and every commission merchant should call in their salesmen for thirty days, and thus make the retailers and consumers "hungry." United action in such a direction would be difficult to bring about, though it would doubtless harden the market. A drought, pronounced to be the worst ever experienced, in Maine, has come to an end, and mills closed down will be at work again, and anxious of course, to sell their product. A big purchase of spruce land is reported in that state which will largely increase the output. Investments in spruce appear to be in high favor. In the Northwestern States, trade is not particularly brisk. On the Pacific coast there is an improved feeling. The shingle trade, which generally picks up in the fall, does not show the usual upward tendency in demand. The people appear to be delaying repairs longer than usual.

FOREIGN.

London and Liverpool papers report the market firm, with good demand, especially for spruce which is strong in London. The market in Scotland is good, especially in Glasgow. The impression is that the market will continue steady, and if imports are not excessive during the balance of this season, the figures and general trade conditions next spring will be better than for some time past. The arrivals at Liverpool include a cargo of deals and ends, one of deals, ends and boards, one of deals, boards and staves, all from Montreal, and one of fir and birch deals and ends from Richibucto, N. B. At Cardiff a shipment of sawn fir wood from Chatham, N. B., has been landed, while at other ports smaller shipments from Canada have arrived. South American trade has revived. To a correspondent in New York, Timber recommends Baltic red and white wood in preference to Canadian red pine and spruce, so Canadians had better look out and not lose the market. This, however, is only one opinion.

HARDWOODS.

The hardwood situation is somewhat firmer. There is a fair demand. Good elm and maple flooring is asked for and basswood is also sought.

STOCKS AND PRICES.

Messrs. Klock Bros., lumber merchants, have bought 150 miles of lumber limits belonging to Mr. A. Charlebois, contractor, for \$100,000.

McPhee, Jones & McLeod, of Apohaqui, N. B., have purchased an improved portable sawmill and will have it in operation near Hampton in a few days.

Mr. John Byrne has finished sawing at Annidale, N. B., for G. G. Scovil, and has removed his mill to the Sargeson Crossing, where he will saw for the same party.

The Ottawa Lumber Co. has purchased all R. H. Klock & Co.'s logs, about 8,000,000, which they are having cut at

Aylmer, Que., where they have plenty of yard room to do their sorting for the American market.

Messrs. McGormick & McLeod will operate again this season near Ahmic Harbour, Parry Sound district, and expect to begin in a couple of weeks. They will probably take out about forty million feet of pine.

Mr. Geo. McKean is loading a vessel at Port Elgin, N. B. There will be about 500,000 feet in her cargo. Mr. McKean has several hundred thousand feet to ship yet. He has done a large business at Port Elgin this year.

H. F. Eaton & Sons have leased about 40,000 acres of cedar, pine and spruce lands in Quebec, and Tower Bros. have taken a crew of men there to commence operations. The logs will be driven to St. John, N. B., a distance of 325 miles, and sold.

There are some twenty or more millions feet of logs in the St. John, N. B., river, between Fredericton and Andover, waiting for rain to bring them into the booms. Last year the river was clear about the middle of October. The cut next year promises to be about the same as this.

All the Petawawa drive that will come out this year is now out. There are some logs left, reports say 75,000, while others say 100,000. Owing to the low water, the Petawawa was very hard to drive, and it is a wonder that they got out as much as they did of the drive, as it was very large.

Mr. Edwin McLeod, Canadian Commercial agent at Georgetown, Demerara, in his report for the quarter ending 30th June last, just issued, states that only 318,175 feet of white pine lumber had been landed there during the three months, all from Nova Scotia. Sales were made at \$19 for merchantable and \$13 and \$14 for refuse or seconds.

Messrs. Gilmour and Hughson have about wound up their season's operations both in Chelsea and Hull, and their employees to the number of several hundreds are now being sent up the Gatineau for the winter's shantying. Since the mills started in the spring the supply of logs has held out without a break, and a large cut has been the result.

Three berths of timber land were sold by auction at Fredericton, N. B., on the 25th. One of them, situated on Burpee's Brook, Sunbury county, was bid in by C. Burpee. One on the Shikihawk river, and the other at Chamaelville, Carleton county, went to Michael Welsh; each berth contained two square miles, and there being no competition, went at the upset price.

The tail of the Ottawa drive is clear of Des Joachims boom this week. It is an early finish for the year, as the water is very low. There are quite a number of logs in the Fort William boom yet. It will be some time before the tail gets clear there. All the booms below have a fair lot of logs and booming and towing are going on as busy as ever. The Schneaux boom is pretty well filled. There are about 350,000 logs in it. There is quite a delay booming out as there is very little current and a light east wind will take the logs back to the foot of the Schneaux.

BRITISH COLUMBIA LUMBER CHARTERS.

The Lumber Charters reported at Vancouver, during the month of Sept., were: Haw. bktn. Americana, 839 tons, Burrard Inlet to South Africa, private terms; Am. brig Courtney Ford, 381 tons, Puget Sound to Tahiti, private terms; Am. ship Guardian, 1,073 tons, Puget Sound to Callao, 425 6d; Am. bark Seminole, 1,439 tons, Puget Sound to Sydney, 325 6d; Chil. ship Ema Luisa, 1,489 tons, Puget Sound to Valparaiso, owners' account; Am. bark Sea King, 1,436 tons, Puget Sound to Sydney, 325 6d; Chil. bark

Atacama, 1,376 tons, Puget Sound to Valparaiso, f. o. 425 6d; Br. str. Straits of Dover, 2,253 tons, Puget Sound to South Africa, private terms; Am. ship B. P. Cheney, 1,259 tons, Puget Sound to Shanghai, 475 6d; Am. bktn. Irmgard, 628 tons, Puget Sound to Fiji, 405; Am. schr *Lizzie Vance, 413 tons, Eureka to Sydney, 425 6d; Am. bark Palmyra, 1,299 tons, Puget Sound to South Africa, 675 6d; Br. bark Shakespeare, 767 tons, Burrard Inlet to South Africa, private terms; Am. schr Robert Lewers, 696 tons, Puget Sound to Honolulu, private terms; Am. schr *Oceana Vance, 813 tons, Eureka to Sydney; Br. bark Stanmore, 1,737 tons, Puget Sound to Port Pirie, private terms; Ger. bark Artenis, 1,407 tons, Puget Sound to Valparaiso, f. o.

*Cargo to consist of Redwood.

THE BRUNETTE SAW MILL.

Mr. John Wilson, manager of the Brunette Saw Mill Company, has returned to New Westminster, B. C., from Montreal and the east. In reply to enquiries as to the intentions of his company with respect to building a new mill at Sapperton, to replace that destroyed by fire on July 3rd, 1895, he stated that it is very probable work will shortly be commenced in preparation for the resumption of sawmilling at Sapperton, but the company must first be assured of the early provision of certain better facilities for their protection against heavy loss than have hitherto existed. When preliminaries have been satisfactorily arranged it is unlikely that further delay in rebuilding the mill will take place. It is to be hoped that the requirements of the eastern stock-holders will be met, so that the city may again enjoy the benefits which attend the active operation of an industrial enterprise employing so large a number of men as the Brunette Saw Mills did when in full work.

FROM THE UPPER OTTAWA.

Mr. David Ring has returned from Antoine Creek, near Mattawa, where he was superintending the erection of new slides and dams, by the Bronsons & Weston Lumber Company, for the purpose of getting logs out of their limits in that district. The improvements are quite new and the firm will make use of them next spring to take out from seventy-five to one hundred thousand logs. Mr. Ring reports shantying operations on the upper Ottawa well advanced for the season, and estimates that the Bronsons and Weston Company alone have cut in the neighborhood of 30,000 logs. The river is, he states, at a more favorable height on all the upper streams than he has noticed for years, and logs are floated on nearly all the tributaries without any danger of being stuck. Hundreds of new choppers are being sent up by lumbering firms and jobbers every week, and a number of new camps are being opened on both the upper Ottawa and the Gatineau.

LUMBER NOTES.

It is said to be the intention of the Hon. Commissioner of Crown Lands for Quebec to cancel at the end of the year all licenses for timber limits on which there are arrears of Crown dues.

The Small & Fisher Co., of Woodstock, N. B., have some samples of their manufactures at the St. John exhibition.

Messrs. Andrew Cushing & Co. have closed a contract with Messrs. James Fleming & Sons to supply them with engines for their new mill at Union Point, N. B.

Kendal Kennedy, a mill owner at Hober, Medonte Township, has been fined \$20 and costs by P. M. Ross for allowing sawdust to empty into the Coldwater river from his mill.

The Waterous Engine Works Company of Brantford, Ont., have shipped the machinery for a band saw mill which F. G. McMillan is going to erect at Ellerhouse Station, on the D. A. railway, near Windsor, N. S.

BUSINESS DIFFICULTIES AND CHANGES.

J. A. Lidgate is opening a lumber business at Qu'Appelle, N.W.T.

F. McGibbon & Sons, lumber merchants, Sarnia, have called a meeting of their creditors for October 4.

The Old Ellershore saw mills, about a mile from St. Croix, are being rebuilt. They were burned down some years ago. They have been purchased by Mr. T. G. McMullin, of Truro.

J. H. Babcock, of the late firm of Manly & Babcock, Odessa, Ont., has purchased the Asselstine water power and mill site. He has commenced building operations, which when completed, will comprise a shingle, saw and grist mill.

Ald. McGinty has not purchased the Cowan & McGinty mill, near Indiantown, N. B., as reported, for the reason that the mill was destroyed by fire about a year ago. He has, however, bought the old iron, etc., remaining about the site of the mill.

SHIPPING MATTERS.

The tug Petrel arrived at Quebec on the 25th September, with a raft in tow.

The schooner Sophie has gone from Goderich to Thessalon for a cargo of lumber for N. Dymont.

The square rigged shipping for this season at Pugwash, N. S., has nearly all arrived, and the tonnage exceeds that of any year for many years.

The new Leyland freighter Victorian, has sailed from Boston with the largest cargo ever shipped from that port. Among the items in her cargo is 100 tons of lumber. In and out on this her first voyage, she carried 15,000 tons of freight.

The following vessels are reported loading lumber at British Columbia ports: At Vancouver, Norwegian ship Prince Amadeo, 1,581 tons, Capt. Steen, loading lumber for Halifax, N. S.; Norwegian ss H. W. Jarlsberg, 1,940 tons, Capt. Rummels, loading lumber for South Africa; Norwegian bark Prince Louis, 1,268 tons, Capt. Ellefsen, loading lumber for the U. K. At Victoria: British bark Shakespeare, 767 tons, Capt. Todd, to load lumber at Vancouver; Am. bark Enoch Talbot, 1,194 tons, Capt. Connor, repairing, to load lumber at Vancouver; Am. bark, Arcturus, 1,007 tons, Capt. Sloan, to load lumber.

FIRES.

Kingsbury's saw mill at Comox Valley, B. C., was destroyed by fire August 29th.

At Breault's Mills the saw mill and fifteen houses and three loaded cars, all the property of Mr. Breault, were consumed.

The sash factory of Messrs. Aquin & Itzweide, at Ste. Cunegonde, Quebec, has been badly damaged by fire. Loss about \$6,000; fully insured.

Bloom's saw mill at Holmesdale, on the St. Clair branch of the Michigan Central railway, was burned to the ground on 25th Sept. A large quantity of lumber and three Michigan Central railway cars standing on the siding were destroyed.

Mr. John Dovey's shingle mill at Lindsay, with a large number of shingles, was burned on 24th Sept. The fire spread so rapidly that nothing could be saved. The mill was insured for \$2,500, and the shingles for \$2,000 by the Mercantile Insurance Company, of Waterloo.

LUMBER FREIGHT RATES.

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

General instructions in shipping by Grand Trunk 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 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 1,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight line than from the first named point beyond, to the same destination. For instance, the rates from Tara or Helworth to Guelph, Brantford, Weston or Toronto, will not be higher than the specific rates named from Windsor to the same points. The rates from Cargill at Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, but in no case are higher rates to be charged than as per mileage table published on page of tariff.