

## HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,  
May 31st, 1889.

In the Toronto local trade retail yards are still complaining of dullness although a number of large contracts for warehouse, schools and offices have been allotted during the past month.

Many of these contracts have gone into the hands of comparatively unknown builders, while the older firms are still figuring up tenders.

The volume of housebuilding business has been very materially decreased this spring, and this will in a large measure account for the dullness in the yards. Speculative builders of the better class are converting their terraces into money before entering upon new enterprises, while the weak men cannot now get credit or loans as easily as they did a year ago.

Perhaps the dealers are learning wisdom and are drawing in the lines of credit that have hung altogether too loosely in the past.

A fair Western car trade is being done. Prices are still firm and there is no sign of weakening.

The stocks of dry lumber on the Georgian Bay, which were low at the opening of navigation, are rapidly being depleted. Vessel freights are low and plenty of vessels are asking charters.

There is very little being shipped to the United States from this section either by rail or water.

A few lots of D and B stocks and sidings have changed hands, but M and thicker C and P is still slow of sale.

For the past fortnight the usual monthly blockade in the Grand Trunk yards has been in force, and the shipments for this point have been held back. It seems strange that the local manager is content to sit in his office and allow his yards to be blockaded with loaded cars without making some effort to obviate the difficulty. An entire rearrangement of the shunting facilities is necessary and should be carried out at once.

During the past month trade has been generally good, so far as Ontario is concerned. Exports to the United States from the Ottawa district have commenced to move, and a large business is being done, and numerous vessels are being loaded for European markets.

Pine lumber, such as is used mainly by box makers, or good shipping culls, are in demand, and prices firm. 1x12 for West India shippers are in demand, and the advance price of early spring is fully sustained. The supply of dry stock is limited and we think the demand will keep pace with the supply of these grades for the balance of the season. Higher grades of lumber are moving slow and concessions are being made to effect sales.

Owing to decreased manufacture of cars in Canada, car lumber is off in price, and dull.

Shingles are very dull, and it is difficult to sell any but the very best brands.

Brown Ash is in fair demand, for dry, good lines, well manufactured, and thick; but common grades are very unsaleable.

Lath are moving off fairly well at a slight advance on last year's prices, which advance we fear will hardly be sustained.

Timber limits are in good request, and what sales have transpired are very satisfactory. Pine timber lands, are to some extent, being inquired after.

The outlook for the lumber trade at Montreal is not specially promising for a large amount of business. Stocks on hand and at the mills are heavy, while the contractors are understood to be well supplied. Prices remain steady. Quebec merchants are looking for an active trade as soon as the vessels begin to arrive. Since foreign firms have purchased the Clyde fleet of sailing vessels, which were formerly engaged in the Quebec timber trade, the business has gradually fallen into the hands of foreigners, who are now receiving high rates of freight. It is learned from Glasgow that in order to check their high rates four steamers have been chartered to carry timber from Quebec to Greenock this season.

Between 30 and 40 million feet of lumber will be hung up at the head waters of river St. John, N. B. Nearly all the logs in the Aroostook are hung up and the same may be said of Tobique river.

The American lumbermen and timber dealers are again working themselves into a frenzy over the Canadian export duty on logs, and are threatening dire retaliation in case the duty is not abolished or reduced. A memorial and petition has been forwarded to the secretary of the Treasury, and the secretary of State, by lumbermen and timber dealers of Buffalo, Tonawanda and Lockport, N. Y., and others of a similar character are about to be sent from Saginaw, Bay City and other eastern Michigan points. The purport of the memorial is to influence the United States government to put a plenary duty on Canadian sawed lumber, "or some other impediment to its importation," while the export duty is continued.

## FOREIGN TRADE REVIEW.

The British Board of Trade Returns for April and the four months inclusive are considered very satisfactory. The total export for April, 1889, were valued at

£19,569,647 as against £17,775,474 the preceding year, showing an increase of £1,794,173. The exports for the four months, including April, were valued at £80,039,699, as against £74,398,875 same period last year, showing a balance in favor of the present year to date of £5,640,824. The imports for the month of April are valued in the present returns at £37,225,549, as against £32,098,693 for April last year, showing an increase of imports this year of £5,126,856. The estimated value of imports for the four months is given at £143,751,383, as against £128,978,878 the same period last year, being an increase of £14,772,405 of this year's import trade. On a comparative scale of increase we find that the imports increased in the month of April nearly as much as the export has done in the four months including April.

We note that hewn timber shows an increase on last year's shipments to the 30th of April of no less than 142,297 loads, the principal contributors being Sweden and Norway, 64,333 loads out of the above being their share of increase. Germany keeps ahead of her shipments last year, while the United States are slightly behind, the former showing an increase over same period last year of 20,289 loads, mostly into London, while the latter shows a shortage as compared with last year of some 464 loads. Russia with only 6,592 loads last year, now sends 31,453. Sweden and Norway an increase of 77,953, and the United States 18,218 loads more deals, &c., than they did 2 year ago, Canada 22,216 loads more than in 1888, and other countries over 15,000 loads increase on their supplies of the first four months of last year.

The export of timber for the four months is 2,304 loads more than last year. The total increase on last year's supply of timber, sawn and hewn together, amounts to 300,683 loads.

## BRITISH COLUMBIA.

[From our Regular Correspondent.]

NEW WESTMINSTER, B. C., May 20th, 1889.

The lumber trade is booming on the Pacific Coast. Nine vessels are loading lumber at British Columbia mills and four more are expected this week. Four are loading for Australia, three for South American ports and two for the English market. The "McDuff" a full rigged vessel 1200 tons, arrived on the 19th, to load at the Royal City Planing Mills. When loaded she will draw 20 feet, which proves conclusively that any ship can come up the Fraser river channel. She is loading for Liverpool, England.

The McLaren Ross Co., are driving piles for their new mill with all speed. The capacity is to be 120,000 per day. They are going to put up a duplicate mill to cut the same amount. Mr. David McLaren and Mr. Little are now away looking up a site.

Rumors are rife about a new lumber concern in Victoria, who propose to build a 100,000 mill on the island.

The Chemainus mill is now being handled by Michigan lumbermen and the cut is to be increased to 150,000 a day; they are at work on the new building and putting in new machinery.

Haslam & Lees, Nanaimo, are cutting to their full capacity, and expect to build a large addition this fall to increase their cut for next season's business.

The Moodyville, Brunette & Royal City mills are running night and day to meet the demands.

The Vancouver Lumber Company will start running on the 1st of June, and they expect to rush things, being a little late in starting.

Leamy & Kyle, and Royal City Mills, Vancouver, are running to their full capacity as they cannot fill their orders quick enough.

Cassady & Co., Vancouver, recently put a Wheelock engine in their planing mill, and they think it is the finest piece of machinery on the coast.

The shingle business at New Westminster is lively and the output at the least calculation will be 600,000 a day, before the season closes, when all the mills get into full service.

J. Valentine & Co. are progressing favorably with their new mill at Revelstoke. The machinery is on the way and when completed it will be the finest shingle mill on the coast. Capacity 120,000 a day.

T. Robertson, of Beaver, is running night and day on a large order from the Northwest, taxing the mill to its utmost capacity.

W. C. Wells, of Palliser, is pushing out lumber as fast as cars come into the yard, and all the mills inland are very busy and get more orders than they can fill.

The whole outlook for the season is now favorable and from the inquiries made about the lumber capacity of the Province a large influx of eastern lumbermen are expected this season to spy out the land.

Mr. James McLaren, of Buckingham, left for home on the 12th to make the orders for all the machinery for their new mills and great hustling is expected to get the orders. Mil-

waukee machinery builders are making a push to get the business in this country, and Canadian machinery builders should be put to shame if they let the American firms, who are at a great disadvantage owing to the duty, secure their orders.

The British Columbia lumbermen are complaining, and not without reason, of the dilatory manner in which eastern manufacturers leave the filling of their orders until the last of the season, when they should be the earliest, as the season opens here earlier than in the east, and the long time shipments take to come out they should have their consignments shipped first, hence the tendency to give the American builders the preference as they guarantee a quicker delivery.

## A Lumber Case.

An interesting lumber case was decided in the Court of Chancery, at Ottawa, last month. Mr. Hurteau, the defendant, bought from W. C. Edwards & Co., of Rockland, Ont., some 3,000,000 feet of three inch shipping cull deals; an agent of Hurteau sold to Mr. Wm. Little, of Montreal, 1,000,000 feet, and gave an order on Edwards & Co., for that quantity of the deal purchased, which was accepted by Edwards & Co. Little gave a note at six months for the value of the deal delivered on board boat at Rockland. At the time the note matured he wanted Hurteau to renew it, but he declined. Later on Little made an assignment, and it transpired that during the currency of the six months' note he had assigned his interest in the million feet of deals to the late W. G. Ross, of Quebec, in consideration of certain advances made him by Ross. The lumber was sold and the proceeds paid into court, the present suit being an interpleader action between the representatives of the late W. G. Ross and Hurteau Bros. to determine which should have the money. Messrs. Blackstock & Gald, of Toronto, represented the defendants, and Dalton McCarthy and W. D. Hogg, of Ottawa, were counsel for the plaintiff Ross. The defence was that there was no actual delivery of the lumber, as the quantity in question had never been separated from the whole quantity purchased by Hurteau from Edwards, as provided by the contract. After hearing the arguments on both sides the judge decided in favor of Hurteau.

—The Chaudiere mills are now nearly all running full blast. Messrs. Hurdman & Co. do not intend putting on a full gang this year, as they consider that by strengthening the day gang they can cut more timber in proportion to the expense than by putting on the night gang. Messrs. Perley & Pattee have on a night gang of 200 men, and will continue to run them during the season. As, however, they are seriously pressed for room on the piling grounds, it is possible they may have to suspend for a short time, although it is not expected. Mr. J. R. Booth began a pile gang of 200 night hands on May 13th, having been delayed by unforeseen causes. Messrs. Bronson & Weston commenced their night watch on April 30th, and have about as many hands employed as Messrs. Perley & Pattee, and J. R. Booth. Messrs. Pearce & Co. are running their new mill only, and that by day. The old Capt. Young mill is being fitted up with entirely new machinery of the latest patterns and improvements. It is anticipated that this mill will be working day and night by the first of June. In arranging night work different courses are pursued by the various mill owners. Some employ just as many men on the night as on the day shift. Others leave out of the night shift all cullers and yard men, except pilers.

## PERSONAL.

Mr. Ingleton of the firm of Ingleton & Co., Engineers, Brantford, Ont., gave us a call last month. The firm are engaged in manufacturing portable, traction and saw-mill engines; also Ingleton's patent steam plow and double and single blast separators. They have their works at Brantford, with branches at Winnipeg, Man., and Hamburg, Germany.

Mr. A. W. Spooner, Port Hope, of "Copperine" fame, was among the recent callers at THE LUMBERMAN office. He reports large sale for his well known babbitt metal, and informs us that his trade doubles every year. There is nothing like success, and Mr. Spooner, backed up with the best article on the market is undoubtedly getting a fair share of it.