

STOCKS AND PRICES.

CANADA

The Pacific Coast Lumber Co., New Westminster. B. C., is shipping shingles east.

The St. Anthony Lumber Co. has taken out, it is said, 200,000 logs at Long Lake, Ont., equivalent to about 25,000,000 feet, board measure.

One million white pine shingles from Ontario parties have been received by Donald Y. Leslie, of Buffalo. He has 4,500,000 more to come.

Shipments from St. John, N. B., for the past week, were 2,000,000 feet of long lumber, 2,500,000 lath and 1,250,000 shingles. The total shipments to the United States from this port for the three months ending March 31, were \$192,000.

Quotations for Douglas fir lumber at British Columbia in cargo lots for foreign shipments are as follows :

Rough merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet.....	\$ 3 50
Deck plank, rough, average length, 35 feet per M.....	18 00
Dressed T. and G. flooring, per M.....	24 00
Pickets, rough per M.....	8 00
Laths, 4 feet 6 inch, per M.....	1 00

Ex-mayor Savage, of Rat Portage, Ont., states that 40,000,000 feet of saw logs are lying on the boom ready for sawing by the Lake of the Woods mills. The lumber prospects are not of the brightest this season, and many of the mills will run only a small portion of the season.

A St. John, N. B., dispatch says: Spruce deals are selling at last year's prices. Birch deals cannot be sold at any price, and birch timber is down to \$5.50 for 15 inch. Word has been received from New York that there is likely to be a good demand in that market all through the season for 2-inch spruce plank.

A sale of 3,000,000 feet of lumber for shipment to South America has been closed by Clark Bros., of Bear River, N. S. Some of the stock is now on the way. Recently this concern became possessors of 2,000 acres of timber lands, making 5,000 acres, which they control and which will realize between 15,000,000 and 20,000,000 feet of standing timber.

Farnworth & Jardine, Liverpool, Eng., record the following sales for the past month: Quebec, by auction, birch 17 1/4 in. average, at about 20 1/2 d per foot. St. John, N. B., by auction 14 1/2 in. average, about 17 d per foot. Spruce deals of Miramichi, by auction, 3x11 inch at from \$6 55 to \$6 12s 6d per standard: 9 inch, at from \$5 17s 6d to \$6 5s per standard; 2 1/2 and 3x7 inch, at from \$5 13s 9d to \$5 15s per standard.

UNITED STATES.

Sales of 4,000,000 ft. at \$18 are noted at Saginaw. Some small lots have gone at \$15.50. Dry log run at Saginaw is pretty well sold out. Log run is held at \$14 to \$18; box \$10 to \$10.50; bill stuff \$8.50.

Col. A. T. Bliss, Saginaw, Mich., has contracted to cut 4,000,000 feet of lumber for Cleveland parties. He is selling good log run stock at \$18, similar stock, it is said, to what he sold in 1892 at \$22. He has contracts of recent date aggregating 7,000,000 feet.

A report from Manistee, Mich., says that up to a week ago there was loaded at the mill docks there 50 barges and vessels with an aggregate of over 11,000,000 feet of lumber of all kinds. Dry pine piece stuff brings from \$9.52 1/2 to \$9.75

and green is firm at \$9; hemlock piece stuff \$6.50 and inch at \$7.25 to \$7.50; pine laths \$1.60 and hemlock \$1.25 to \$1.30; cull pine inch \$7.25 to \$7.50 and cull two inch at \$6.25 to \$6.50.

LUMBER IN THE UNITED KINGDOM.

In their monthly wood circular for April, Farnworth & Jardine, of Liverpool, Eng. say: The arrivals from British North America during the past month have been 2 vessels, 3,297 tons, against 2 vessels, 2,804 tons; during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1893, 1894 and 1895 has been 16,952, 19,750 and 24,915 tons respectively.

CANADIAN WOODS.—In both waney and square little has been doing, values are unchanged, and the stock is ample; contracting for the coming season so far has been difficult. Red pine has been more enquired for but prices rule low. Oak has moved off more freely, but prices are unchanged, and the stock still too heavy. Ash.—The arrivals have been from the United States; the demand has been fair, but the stock is too heavy. Elm has moved off slowly; there is no change in value, and the stock is moderate. Pine deals.—The deliveries have been disappointing; there is no change in value to report, the stock remains much too heavy.

NEW BRUNSWICK AND NOVA SCOTIA SPRUCE AND PINE DEALS.—The arrivals have consisted of 1,200 standards during the past month, against 1,174 standards and 317 standards corresponding time in 1894 and 1895. The deliveries have been fair, but prices rule low, and the stock is still too heavy.

BIRCH.—The arrivals have consisted of one parcel of logs from St. John, which was sold by auction at a fair rate. The deliveries have been small, and the stock is still ample. Planks have not been imported; there is rather more enquiry, but prices still rule very low, and the stock is too heavy.

UNITED STATES OAK.—Of logs only a few small parcels have arrived, which have gone direct into consumption; the stock is still too heavy and prices low. Of oak planks there is little change to report; values do not improve, and the stock is quite ample.

PITCH PINE.—The arrivals during the past month have been 5 vessels, 5,186 tons, against 5 vessels, 5,729 during the same time last year. Of hewn there have been several parcels, and a considerable quantity has gone into consumption though there is no improvement in value to record; the stock is ample though not excessive. Of sawn the only arrivals have been two small parcels, both from Apalachicola; the consumption has been small, prices continue as low as ever, and the stock is too heavy. Planks and boards.—The import for the month consisted of two part cargoes, a portion having gone into consumption, which has been small; the stock is much too heavy.

BRITISH COLUMBIA AND OREGON PINE.—This wood still moves off very slowly and stock is too heavy; there is no change in value.

UNITED STATES STAVES have arrived freely but have been in fair request without change in value.

SEQUOIA (CALIFORNIA REDWOOD).—There has been no import, the deliveries from the yard have been quite of a retail character, prices continue very low, and the stock is heavy.

BALTIC AND EUROPEAN WOODS.—The arrivals during the past month have been 15 vessels, 9,951 tons, against 10 vessels, 4,771 tons, during the like time last year. Of fir timber there has been no arrivals: the deliveries have been small and the stock is ample. Red and white deals have not been imported; there has been a little enquiry, but the stock is much too excessive. Flooring boards: The import has been large, but the deliveries have been disappointing, and the stock has accumulated and is now too heavy. Contracting is very low, and it is difficult to make sales without reducing values. Masts and spars have not been imported, there is no change in value.

EAST INDIA TEAK AND GREENHEART.—Teak.—In addition to the usual arrivals by steamer, a cargo of Moulmein timber has arrived which is going direct into consumption, the deliveries have subsequently shewn an improvement, but the stock is still ample. Planks continue to arrive too freely, and prices are decidedly easier. Greenheart.—The arrival consists of one cargo of large average wood, values are easier, and the stock is sufficient.

SHIPPING MATTERS.

Sch. Keewaydin goes from St. John to Grenada with lumber at \$5.

Fisher & Turner, of Bay City, Mich., report a good rail business.

Schr. Hunter will load piling at Tynemouth Creek, N. B., for New York.

Barque St. Vincent in port at St. John, N. B., has been fixed to take deals to Belfast at 38s 9d.

The Chillian barque, Lake Leman, is loading lumber at the Hastings Mill, Vancouver, B. C.

The I.onda has been chartered to load deals from West Bay, N. B., for the United Kingdom.

Barkentine British American has been fixed to load deals at Miramichi, N. B., for Belfast at 40s.

A large amount of Rat Portage lumber will, it is expected, be shipped east during the coming season.

Shipping intelligence from New Brunswick indicates that large quantities of lumber of various kinds are being shipped by vessel.

Vessel owners at St. John, N. B., are finding it difficult to effect charters even at the low rate of \$2 to Boston and \$2.50 to New York.

The following charters are reported at St. John, N. B.: Barque Jennie Burrill, Pensacola to Grenock or Barrow, sawn timber, 90s; barktn. F. F. Lovitt, Yarmouth or Bridgewater to Buenos Ayres, lumber, \$15.50, Rosario, \$7.50.

Four vessels are on their way to New Westminster. B. C., to load lumber at the Brunette Saw Mills for foreign points: American barkentine Mary Winkelman from Honolulu; the American schr. Lucy from San Pedro; American schr. Meteor from San Pedro; American schr. Falcon from San Francisco.

Towing on the river at Albany has opened with brisk business. Rates this spring are \$25 down for loaded western boats, and \$18 for northern boats. Up freights are stiff according to cargo arrangements from \$25 to \$30 for western boats and \$18 over on 100 tons loaded, which is all that is taken for the canals.

Further exports from St. John, N. B.: Per schr. Speedwill for Boston, by Chas. Miller, 1,097,000 cedar shingles. Sch. Hazelwood for Fall River, by James R. Warner & Co., 142,357 plank, 34,293 deals. Schr. Vera for Boston, by Stetson, Cutler & Co., 48 618 deals. Schr. Valmoose for New York, by Miller & Woodman, 1,171,000 laths, 225,852 deals.

Exports by sea from St. John, N. B.: Per schr. Sally E. Ludlam, for City Island, by Stetson, Cutler & Co., 264,426 deals. Per schr. Alaska, for Boston, by W. C. Purves, 147,400 boards; per barque Suddartha for Sligo, by McKean, 483,888 deals and battons, 11,698 ends; per schr. A. P. Emerson, for New York by Miller & Woodman, 297,139 deals.

J. H. Scammell & Co., of St. John, N. B., have fixed the following vessels: Four masted steel ship Arracan, 2,282 tons. St. John to W. C. E., deals, p. t.; barks Hannah Blanchard, West Bay to W. C. E., deals, 1,375 61; Dunvegan, St. John to Belfast, deals, at 37s 6d; Nostra Signora del Monte, Pugwash to Cork, deals, 38s. sch. Abbie G. Cole, St. John to New York, lumber, \$2.25; Keewaydin, St. John to Grenada, \$5, and sugar back from San Domingo, \$2.50, Sandy Hook.

BUSINESS DIFFICULTIES AND CHANGES.

Huzzall & Fuller, produce and lumber, Co., ansville, Que., have dissolved.

A demand of assignment has been made on Thos. M. De Groisbois, lumber, Boucherville, Que.

The effects of Webster & Edmond's saw mill, Vancouver, B. C., are advertised for sale under chattel mortgage.

J. F. Lillierap, lumber, Lakefield, Ont., has admitted as a partner J. F. Moore. The style of the new firm is J. F. Lillierap & Co.

A boom of John Dewar & Sons, containing about 175,000 feet of logs, 200 knees and a large quantity of sleepers, were swept away by the recent freshets in New Brunswick.

The building of a large shingle and pulp mill at Boystown, N. B., is talked of. It is said that Alex. Gibson, the Lumber King, is interested in this scheme.

Richard, Rompre & Co., planing mills, St. Anne De La Perade, Que., have dissolved partnership. J. B. Richard retires, and the business is continued by the remaining partners under the style Rompre & Co.

A report is current that a lumber concern of Montreal, Que., will establish a branch at Pittsburg, Pa., for the purpose of competing in the local trade. This will be a direct invasion of United States territory.

The Queen City Planing Mill property, Buffalo, N. Y., has been sold under a foreclosure, subject to two mortgages, one for \$25,000 and the other for \$50,000. It was bid in by an attorney of the German Bank for \$10,000.

The owners of the Port Discovery, B. C., saw mills are going to spend \$100,000 in improvements, and they will operate soon to their full capacity of 300,000 feet per day.

The partnership existing between Jacob Snyder and Geo. Jennings, planing mill, and sash and door manufacturers, Huntsville, Ont., has been dissolved by mutual consent. The business will be carried on in future by Samuel Snyder and Geo. Jennings.

The Southern States Land and Timber Co., an English corporation, which has offices in New York and London, has been placed in the hands of receivers. The company is the largest lumber concern in the South. The capital stock is \$825,000, all of which is owned in England. Lord Rosebery is one of the stockholders.

LUMBER FREIGHT RATES.

LUMBER freight rates for pine on the Grand Trunk Railway have been made a fixture, until, at least, April 1st 1895. Of any intended change after that date notice will be given the lumbermen at a conference to be held in February.

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 Hopworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Winton to the same points. The rates from Cargill and 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 pages of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6 1/2 c; Collingwood, Penetang, Coldwater, Waubesahe, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6 1/2 c; Bracebridge to Toronto 7 c; Utterson, Huntsville, Navas, Emdale, Katrine to Toronto, 7 1/2 c; Burk's Falls, Berrielle and Sundridge, to Toronto, 8 c; South River, Powassan and Callender to Toronto, 9 c; Nipissing Junction and North Bay, 10 c. Rate from Goderich, Kincardine and Winton to Toronto, 6 1/2 c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7 1/2 c. per 100 lbs.; to Deseronto, 9 c.; to Brockville and Prescott, 10 c.; to Montreal and Ottawa, 11 c. The