

both of Toronto, are also interested. Mr. D. C. Irwin, of this city, brother of Mr. William Irwin, and who also has shares, states that the deal was one whereby the company purchased several of the smaller holdings of stock, and thus have centralized interests instead of disposing of them.

NEW BRUNSWICK LETTER.

(Correspondence of the CANADA LUMBERMAN.)

St. JOHN, N.B., July 19th, 1904.—The lumber trade in this vicinity is quite brisk. Low prices prevail in all branches, but the feeling seems to be that they have reached rock-bottom. It is almost certain that when a change occurs it will be more favorable to the manufacturers.

English deals have shown but little change during the last month. Shipments from this port have been quite heavy and the wharves are being kept quite clean. Part of these shipments were the tail-ends of some 1903 contracts, but outside that the demand is fairly brisk. Still it is not so great as to warrant a too pessimistic view of the immediate future. Buyers are cautious, few contracts of any importance are being made, sales are small and mostly for early delivery. Few manufacturers have disposed of any lumber except in the way mentioned, as the prices avail-

able do not warrant their tying themselves up to any great extent. They are confidently expecting better conditions and want to be in a position to make the most of them when they do arrive.

According to information received from reliable sources, the principal dealers in the United Kingdom are carrying very small stocks; therefore any stimulation in the demand will be sure to have an immediate effect on prices. This is what the local dealers are hoping for and expecting. If, however, their expectations should fail to be realized, there is very little doubt that, preferring to hold their logs rather than carry a large stock of manufactured lumber or sell at a loss, they would cease operations entirely for a few months.

A specification of merchantable spruce deals of an average length say of 14 1/2 feet, containing say 50 per cent. of 7s and 8s, 35 to 40 per cent. 9s, and 10 to 15 per cent. 11s, would probably bring from \$11.50 to \$11.75 per M. S. F., f.o.b. St. John.

The logs being sawn in this section this year are somewhat smaller than was the case last year. The result will be a larger percentage of the narrower deals, which, of course, reduces the value of the specification in which they are included.

Freight rates from St. John to the West Coast range from 32s 6d to 35s per standard.

Very little pine or hemlock will be manufactured here this season. Both are growing scarcer year by year and the small lots which are available are mostly American, being cut on the Aroonook river or some of its tributaries. Very little is shipped, as all that is obtained is required for local use and brings a higher price than could be obtained elsewhere.

CANADIAN LUMBER SHIPMENTS.

From St. John, N. B.: Steamer Benedict, for Barrow-in-Furness, 1,967,677 ft. deals, 160,009 ft. scantling, 85,776 ft. ends, 13,550 ft. boards. Steamer Micmac, for How Head, 85,232 ft. scantling, 98,620 ft. ends, 3,065 ft. boards. Schooner Rewa, for New York, 212,002 ft. plank. Schooner Ida M. Barton, for Vineyard Haven, 727,000 laths. Schooner William Marshall, for Philadelphia, 1,537,000 laths. Schooner Norman, for Washington, 1,833,700 lath; schooner Lucia Porter, 1,700,000 laths.

From Halifax, N. S.: Steamer Damara, for Liverpool, 253,171 ft. spruce deals, value \$3,039; 48,287 ft. hemlock battens, value \$433; 48,653 ft. hemlock car bottoms, value \$437; 121,003 ft. birch deals, value \$1,283; 224 tons birch timber, value \$2,688, by Furness, Withy & Co.; agents.

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