

The basis of the list is \$8 for rough merchantable at the mill for foreign shipment. It is said to be the strongest lumber association ever formed on the coast, and will affect, directly or indirectly, the entire trade. In British Columbia there is a movement to organize a rail shippers' association on similar lines. The price list of British Columbia lumber at Winnipeg shows an advance on some grades, principally on cedar stuff, but the increase is not as great as was expected.

UNITED STATES.

The past week has been governed by unfavorable conditions, and consequently there has been a backwardness on the part of buyers of lumber to place orders. The demand for white pine for building purposes which should come with the approach of the spring season has been restricted as the result of stormy weather, in fact, the situation as regards white pine is such that the trend of trade is affected by the slightest change in conditions. Reports from the retail trade at large indicate an expectation of an unusual spring demand, but the requirement will certainly be increased by building operations. As to hardwoods, a firm market is reported in oak, ash, basswood, mahogany, and rock elm. At many distributing points an improved demand is experienced, with oak leading both as to volume and demand. The situation at Buffalo is set forth in our regular monthly letter in another column. At Boston the market is firmer, and prices may probably advance. Spruce clapboards are the main feature of the market. The building outlook there is also good, and shingles are improving. Some yard trade is being done at Saginaw, nearly every dealer reporting an increase, but the wholesale business is dull. From the Pacific coast the report comes to hand that the red cedar shingle trade is slowly picking up, and the mills have more orders than for some time past. The demand for lumber for eastern shipment is also good, and indications point to the fact that the year will be an exceptionally good one for western lumbermen.

FOREIGN.

The latest reports from the British market tell of a quiet free-on-board trade, as most of the merchants have purchased all they require for immediate wants. Prices are nevertheless being well maintained, and any sales made are at figures which show no tendency to decline. American oak and mahogany are meeting with some demand, and although the imports are not generally large, an average amount of spring trade is developing. The general belief seems to be that, with the increased consumption likely to arise, the trade of the approaching season will be satisfactory. At a recent sale at Cork, 12,000 pieces of red and pitch pine boards, deals, planks and scantlings realized good prices. The spruce market remains unchanged, a parcel of spruce deals being sold at Liverpool at advanced prices. The supply of Canadian goods in Australia is small, and the market is firm. Fraser & Co., of Melbourne, Aus., say: "A steady business has been done during the past four weeks, and nearly every description of imports has been in demand, while rates have ruled for stocks on hand fully sustaining late valuations. A little business has been done in spruce deals, and an improved inquiry may shortly be anticipated."

SHIPPING MATTERS.

Steamship *Micmac* has been fixed to load deals at West Bay, N. B., for the U. K.

Sch. *Fred H. Gibson*, at Pascagoula, from St. Jago, will load lumber for Port Spain.

Ship *Favonius* has been chartered to load deals at New York for Montevideo, at \$6.50.

Steamship *Bawtry* has been fixed to carry deals from Sheet Harbor, N. S., to Liverpool at 38s.

The schooner *Pefetta* has been chartered at St. John, N. B., to load shooks for Bermuda.

The American barkentine *C. F. Crocker* has been chartered to load lumber at Moodyville, B. C., for Shanghai.

Bark *Cognan* will load deals at Campbellton or Pugwash, N. B., for Ireland, at 40s., or Marseilles at 55 francs.

STOCKS AND PRICES.

Alexander Gibson, of Marysville, N. B., will cut upwards of 25,000,000 shingles this season.

The steamship *Scotsman* sailed from Halifax last week, for Liverpool, with 300 standards of deals.

Vigars Bros. have commenced sawing at Fort William, Ont. They are taking out 3,000,000 feet of logs.

The Nanaimo, B. C., saw mill has completed an order for 250,000 feet of lumber for an Alaska cannery.

L. Pardo, of Blenheim, Ont., has received large orders for staves to be shipped to Monte Video, South America.

J. W. Howry & Sons, of Fenelon Falls, Ont., have sold eight million feet of lumber to Buffalo dealers. It will be shipped at once.

Geo. Thomson, of Wingham, is taking out a large stock of logs on the shore of Lake Huron, which he will raft to Goderich for sawing in his new mill.

The Keewatin Lumber Co., of Keewatin, Ont., have purchased a million and a half feet of logs, principally white pine, from Beatty Bros., of Tower, Minn.

The British ship *General Gordon* has finished loading lumber at the Moodyville, B. C., saw mill. She has a cargo of 25,159 superficial ft. of dressed lumber, 1,183,973 ft. of rough lumber, and 336,780 laths.

At a sale of timber limits at Hull, Que., on the 18th inst., a limit situated near Quyon, some eleven square miles, was bought by Gillis Bros., of Braeside, Ont., for \$225 a square mile, or a total of \$2,475. One near the Coulonge river, six miles square, was bought by Mr. Thacray, Ottawa, for \$95 a square mile. One near Lake Temiscamingue, thirteen square miles, was withdrawn; no bidders.

The following exports of lumber are reported from St. John, N. B., to the United States, for the week ending the 21st inst.: For Salem, per schooner *Vado*, 36,236 ft. plank, 73,363 ft. boards by J. E. Moore. For Boston, 7,025 ends, 55,500 spruce boards, 31,285 hemlock boards, and 500,000 cedar shingles, by Stetson, Cutler & Co. For Newport, 93,000 sp. ft. boards, by S. T. King & Sons. For Salem, 79,499 sp. ft. scantling, 67,083 sp. ft. plank, by Stetson, Cutler & Co. For Vineyard Haven, \$10,000 laths, by Stetson, Cutler & Co. For New York, 320,950 ft. deals, by Miller & Woodman. For City Island, 262,097 ft. deals, by Stetson, Cutler & Co. For Boston, 33,700 ft. hemlock boards, 110,162 ft. scantling, by Stetson, Cutler & Co. For City Island, 218,033 ft. deals, by Stetson, Cutler & Co. For New York, 320,950 sp. ft. deals, by Miller & Woodman.

BUFFALO AND TONAWANDA.

Expectations in the lumber trade are badly dashed on account of the continuation of winter so long after some sign of spring is due. This will account for the slow sales, at least in part, though it is doubtful if there would have been a satisfactory movement if March had proven to be an open month. As it is business is nothing more than fair, and the indications of a rapid improvement are not positive. The pine dealers who have sent their men on the road are getting fair orders, and that is as much as the situation ought to warrant.

There is less said of the price of pine than for a long time. There does not appear to be as much cutting as there has been, and yet the condition of the trade is not such as to warrant an attempt to get any more. There is still a large amount of the low grades on hand, and if the reports of the condition of the pine that was left over at the mills are correct, there will not be less of them this season. Still there is not so much complaint of low grades as there was, and it may be that the trade will return to better things by next year.

Lumbermen are buying only in small lots at the mills as a rule. There is an increased disposition to obtain lumber by rail from Canada. Several firms are bringing in good pine from various points

in the direction of Georgian Bay, and at least one firm, Scatcherd & Son, has a man there looking for oak and elm. The margin is so small that it will be necessary to sell at once and ship direct to the buyer.

The idea of a middle-point wholesale lumber district is not favorable to the direct shipment plan. If there was a fair margin of profit all purchases would be made without a customer in sight, and the lumber would be handled here and put into a better shape for the eastern market than is usually possible at the mill. But so long as profits are so small it will be the practice to ship as much lumber, especially hardwood, through to destination without stopping it off here.

The new yard of George W. Stevens at Black Rock is filling up with shipments by rail of the Arthur Hill Company's pine from Midland. He has taken the Proctor yard since occupied by Donogh & Oliver, and with it all that was occupied by Tyler and Leslie & Willcox, and still finds the room very small for handling so much lumber. No one else is in a hurry for the opening of navigation, but if there was to be any early running of the mills at the Midland yard, there must be room made somehow for piling the lumber. It looks a trifle out of the ordinary to begin a large number of new piles of bright new lumber at this time of the year, but the necessity appears to be imperative.

The stock held by Donogh & Oliver is rapidly disappearing, and they will soon be out of the Buffalo trade entirely, so far as the holding of lumber here is concerned. The trade will be sorry to lose them, even if their place is taken by a dealer who promises to be the second largest handler in the city.

There are many reports of the low rates made on lumber by the Canadian Pacific, which appears to be doing what it can to steal a march on the water route and to circumvent the other roads. The new hold obtained by the Inter-state Commerce Commission on the American roads is having a salutary effect on rates, and it is believed that no secret cuts are in existence at present.

There is not much doing in hemlock at present, though the Goodyears are cutting 500,000 feet a day, and are getting a new mill ready at Gainesville on their Pennsylvania tract. Prices are very low and demand is light.

The difficult point in hardwood is the scarcity of oak, especially red, which seems to be almost out of market. Plain white oak is also scarce, and it may be said that hardly any sort of hardwood is really plenty. There would be some resignation over the situation if the price of such woods as are hard to find would advance, but the report is made by the trade generally that no buyer will offer a cent extra for anything that is not in stock.

Tonawanda is quite as indifferent to the opening of navigation as any other market, for though the winter's business has been fairly good, a large stock was laid in last fall, and there is still plenty of it left. There is a report that one of the Weston yards is to be closed this season. The report that the Eastern Company was to open a yard on the north side is not confirmed.

E. N. Mead is back from his four months' journey around the world, and will content himself at selling hardwood lumber for a while. He appears to be in the best of health and spirits, and has made the most of a traveller's privileges, enjoyed what he saw, and used the new experience to sharpen his good opinion of his own country.

The hardwood dealers will meet this week to adopt a set of inspection rules.

At the last meeting of the Lumber Exchange President Betts and the full board of last year were re-elected.

BUFFALO, March 20th, 1896.

FIRES.

Alex. Davidson's saw mill at Colpoys Bay, Ont., has been burned. Insurance, \$1,000.

Tucker & Hodges' saw mill at Westmeath, Ont., was burned on the 18th inst. Partially insured.

LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Ottawa to Oswego, \$1.90 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Montreal, \$1.00 per M ft., (3,000 lbs. and under per M ft.); Arnprior to Montreal, \$1.50 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa to New York, water delivery, lots of five cars and over, \$3.00 per M ft.; under five cars, \$3.25 per M ft. (subject to extra towage) 3,000 lbs. and under per M ft. Arnprior to New York, lots of five cars and over, \$3.50 per M ft.; under five cars, \$3.75 per M ft. (subject to extra towage) 3,000 lbs. and under per M ft. Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, 14th, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M ft. Ottawa rates apply on shipments from Rockland and Hawkesbury.

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 Carleton Place 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 page 9 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, 6½c.; Collingwood, Penetang, Coldwater, Waubesa, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Brace, bridge to Toronto 7c.; Utterson, Huntsville, Navor, Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale and Sundridge, to Toronto, 8c.; South River, Powassan and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Warton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The rates on hardwoods average about from 1c. to 2c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On the Canadian Pacific the rates on pine and softwoods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 10c.; Algoma, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 13c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

MODIFICATION OF HARDWOOD RATES.

THE Grand Trunk Railway and Canadian Pacific have made the rates on hardwoods from certain points to Toronto and Hamilton as follows. The regulations are over the signature of Mr. John Earls, W.D.F.A., of the G. T. R., and given in reply to a letter from Toronto hardwood men:

"After careful consideration we have come to the conclusion that, on and after Jan. 1st, 1895, a modification will be made in the present arrangements for hardwood lumber, to the effect that the rate will be 7½c. per 100 lbs from our Northern and Northwestern branches to Toronto and Hamilton. This rate, however, will not apply from main line points and the straight run between Toronto, Sarnia and Windsor; also that so far as rates on common lumber to points like Guelph, Galt, London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine." On the old principle, we suppose, that half the loaf is better than none, hardwood men have something, possibly, to be thankful for, though there is no good reason why the rates generally on hardwood should not be as low as on pine. It is understood that the C. P. R. rate will be made uniform at 7½c. from same points.

MILLS

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