

are sold far ahead. Stocks of everything in the cedar line are exceedingly scarce, shipments being made about as rapidly as the stuff can be gotten out.

Geo. Rowlings, of Musquodoboit, has the contract for furnishing lumber to the Furness Withy Co. for the construction of their new wharf at Halifax. Three vessels are now engaged transporting the lumber to that city.

H. J. Crowe, of Bridgetown, N.S., has chartered a ship to load deals at Annapolis, N.S., for the United Kingdom. This will be the first shipment of the kind from that place. The bark Argentina is now loading lumber at Bridgewater, N.S., for South America.

Following is a comparative statement of timber, etc., measured and culled at Quebec to June 27th, as furnished by the Supervisor of Cullers:

Table with 3 columns: Year (1897, 1898, 1899) and various timber types (Waney white pine, White pine, Red pine, Oak, Elm, Ash, Basswood, Butternut, Birch and Maple).

A raft containing over 3,000,000 feet of logs, consigned to the Saginaw Lumber & Salt Co., arrived at Saginaw on the 17th inst. This company has four more rafts to take over from the Georgian Bay, the logs being cut from Indian reservation lands. It is estimated by the American Lumberman that nearly 100,000,000 feet of logs which were gotten out in the Georgian Bay district for the Michigan market are being held in storage booms, in the expectation that some arrangements will be affected whereby they can be taken to Michigan.

The Board of Trade returns show that the imports of wood goods into Great Britain for the month of May of this year were considerably more than in the corresponding months of 1898, both in sawn and hewn wood, the increase amounting to 77,202 loads of hewn and 38,444 loads of sawn. The excess in sawn goods is chiefly the result of increased spruce shipments to the west coast of England and the arrival of cargoes from Riga, Windau, and other Russian ports. For the five months of this year, the imports also show an increase as compared with last year. Of timber there were imported up to the end of May last 1,788,280 loads, against 1,571,120 loads in 1898.

THE BARBADOS MARKET.

Of the Barbados market, Messrs. Clairmonte, Man & Co. say:

LUMBER. - Since last advices, there have been no arrivals with lumber. White pine is in moderate supply; last sale was the cargo ex Grace Rice, arrived on May 12th, at \$21.50 for first and \$15.50 for second quality. The spruce demand continues good, last sale \$15 for first quality.

SINGLES. The market for long Gaspe cedar has sharply declined. Last sales ex Duart Castle, at \$3.50 per M; no recent import of laying shingles; cypress, sales ex store \$8.50 6-in. heart, saps \$6.50. June 3rd: s.s. Duart Castle, from St. John, N.B., 388 M long Gaspe cedar shingles, \$3.50; 23 M do. 6-in. \$6.61; 5 M do. 5-in., \$5.61; 3 M do. 4-in., \$4.61. 1 1/2 M do. 3-in., \$3.61.

SHIPPING MATTERS.

From St. John, N. B., it is learned that the following charters have been arranged. Str. Berax, Pugwash, N. S., to United Kingdom, deals, 445; str. Dora, Cape Tormentine, N. B., to Manchester, deals 435 9d; Lettura, St. John, N. B., to w.e. England, deals, 436d.

The Timber Trades Journal reports that there has been a large amount of tonnage chartered from Canada at increased rates, showing an advance of about 2s 6d for July. The fixtures include the following: Three Rivers to Hull, 1200 stds., 46s 3d; Saguenay, St. Thomas or Batiscan to London, 1200 stds., 45s June, 1400 stds., 44s July; Montreal to Hull, 1000 stds., deals, option half boards, 47s 6d, August; Quebec or Montreal to w.e. England, 1100 stds., 46s 3d, June; St. John, N. B. to Liverpool, Manchester or Barrow, 1600 stds., 45s July and August; West Bay to Manchester, 1200 stds., 46s 3d, July; Miramichi to Manchester, 1200 stds., 46s 6d, 1450 stds., 47s 6d, 1350 stds., 46s 6d, all July; Miramichi to e.e. Great Britain, 50s.

BRITISH VIEW OF THE CANADIAN TRADE.

The Timber Trades Journal, of London, Eng., comments as follows regarding the Canadian pine and spruce trade:

THE PINE MARKET. - The London market for pine deals is, we regret to say, not any better than it was a year ago. We are told that large parcels have been sold overseas ex ship, but we are also informed that these sales have been at such nominal profits that the business might just as well have been let alone. It is evident, if our information is correct, that pine business is by no means satisfactory. Old hands in the pine trade are gradually dropping out because there is nothing to be made in it, but there are always new men with less experience coming forward willing to step into the breach in the hope of finding the way to a more remunerative system, but they will be reckoning on a very insecure foundation in building their hopes of profit on an all round substantial improvement, without which it is impossible to make the pine business pay. Until there is a better system of cutting and selling in Canada, and less oddments consigned to this market, it will be impossible to make a remunerative one to the importer here. All the experienced firms in this trade are unanimous in the opinion that a reformation must be made if the pine business is to remain on its hitherto extensive scale, otherwise it will descend into a hand-to-mouth business, and the large importers of former times will seek other and more fertile fields for the outlay of their capital.

THE SPRUCE TRADE. - Regarding spruce, we hear that there is a strong demand round the coast, but we are sorry to say we cannot hear the same accounts of London. Prices, notwithstanding the talk about improvements, are not a whit better than last year, although shippers state they are getting more. On the Continent we have reason to believe the demand is still good, and that the sales reported last month have been supplemented by others at some small advance, but this in no way affects the demand on this side where the supply always exceeds the wants of the trade. We wish we could confirm the reports of improvements so long expected, but it is a well-known fact that the bulk of the spruce shipped to this market is used in the manufacture of boxes or packing cases, which, after service, are of comparatively little value. Therefore, there never can be a proportionate rise in spruce prices that appertains to other wood goods that become entirely absorbed in consumption.

SALE OF CANADIAN WOOD GOODS.

Following is the result of a sale of wood goods held by Churchill & Sim, London, Eng., on Wednesday, June 14th:

PINE. Ex Merriac, from Montreal - 11 ft. 3x11 in. first quality (Gilmour's 1897 cut), £19; 19 ft. 3x11, £18 15s. Ex Emma, from Montreal 6-8 ft. 3x11 in. first quality (Hawkesbury cut), £18. Ex Cervona, from Quebec - 9 ft. 3x11 first quality, £18. Ex Milwaukee, from Quebec - 3 ft. 3x11 in. first quality, £11; 3 ft. 3x7-9, £9 5s.

SPRUCE. Ex Torania, from Quebec - 13 ft. 3x9 in. second quality, £8 and £7 15s. Ex Fremona, from Montreal - 13 ft. 3x9 in. second quality, £7 15s. Ex Cameo, from Quebec - 12 ft. 2 1/2 in. unassorted, £7; 11-12 ft. 2 1/2 x 7, £7 5s; 12-13 ft. 3x10 fourth quality, £6 15s. Ex Eviline, from Quebec - 9-16 ft. 2x10-11 unassorted, £7.

LARGE PURCHASE OF TIMBER LIMITS.

It is reported that a large transaction in timber limits has just been negotiated, an American syndicate having purchased timber limits in the province of Quebec to the value of \$1,500,000. It is stated that the purchasers represent the pulp trust formed in the United States. Mr. Chas. Lionais, mining engineer, of Montreal, negotiated the deal. The limits are situated on the north shore of the St. Lawrence and in the peninsula of Gaspé. The American company has a capital of \$10,000,000, and will erect at once two pulp mills, to cost \$1,000,000 each, and to have a capacity of 600 tons per day. A party of engineers is said to be now engaged in making the necessary surveys.

The shingle mill of the Cambridge Lumber Co., at McDonnell's Siding, three miles west of South Indian, Ont., was burned recently, at a loss of \$3,000. It is the intention to rebuild, as the company owns a considerable limit of pine in the immediate vicinity suitable for the manufacture of shingles.

LUMBERMEN'S INSPECTION BOOK.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

The shingle mill of Duff Bros., in Beckwith township, was destroyed by fire last week, together with machinery and some timber and shingles.

LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY. Lumber freight rates on the Canada Atlantic Railway, according to the summer schedule effective April 1st, are as follows: Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, \$1.90 per M ft.; Ottawa to Syracuse, \$2.20 per M ft. (3,000 lbs. and under per M ft.); Ottawa to Montreal, \$1.00 per M ft., lath 20 cents per M pieces; Quebec, \$2.07 per M ft., lath 20 cents per M pieces; Ammiror to Montreal, \$1.50 per M ft., lath 30 cents per M pieces; Quebec, 12 cts.; Pembroke to Montreal, \$1.75 per M ft., lath 35 cents per M pieces; Quebec, \$2.75 per M ft., lath 35 cents per M pieces; Ottawa to New York, \$2.50 per M ft., lath 10 cents per M pieces; Ammiror to New York, \$3.00 per M ft., lath 10 cents per M pieces; Pembroke to New York, \$3.25 per M ft., lath 10 cents per M pieces; Parry Sound, track, \$3.50 per M ft., lath 10 cents per M pieces; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c; exports 11c. per 100 lbs.; Ammiror to Boston and common points, local 17 cents, export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21 1/2 cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, Me., 15 cts.; Ammiror to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Ammiror to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghamton, N.Y., 17 cents per 100 lbs. from Ammiror 15 cents, from Parry Sound 20 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, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; minimum carloads 10 M ft., lumber not exceeding 3,000 lbs. per M ft.; lath 5,000 rates pieces, not exceeding 600 lbs. per M pcs. Ottawa apply on shipments from Rockland and Hawkesbury.

GRAND TRUNK RAILWAY. The freight tariff on lumber issued by the Grand Trunk Railway Company, effective June 1st, 1899, contains the following general instructions: 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 the minimum weight. Exceptions - Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 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. Excepting to Toronto and Hamilton, the rates on hardwood are the same as on pine. To these two points the rate on hardwood is one-half cent higher than on pine. From Glencairn, Creemore, Aurora, Barrie, Collingwood, Penetang, Coldwater, Wauhaushene, Surgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in groups B and C, to Toronto or Hamilton, 7c. on pine and 7 1/2c. on hardwood; Bracebridge to Toronto or Hamilton, 7 1/2c. pine and 8c. hardwood; Uterston, Huntsville, Nairn, Emsdale, Katrinae to Toronto or Hamilton, 8c. pine, 8 1/2c. hardwood; Burk's Falls, Berriedale, Sandridge and South River, to Toronto or Hamilton, 8 1/2c. pine, 9c. hardwood; Trout Creek, Powassan and Calderwood to Toronto or Hamilton, 9 1/2c. pine, 10c. hardwood; Nipissing Junction and North Bay, 10 1/2c. pine, 11c. hardwood. Rate from Goderich, Kingsdale, Owen Sound and Warton to Toronto or Hamilton, 7c. pine, 7 1/2c. hardwood. These rates are per 100 lbs. Rates from Toronto east to Belleville are 8c. per 100 lbs. The maximum rate from any point north or west to Montreal is 16 1/2c. per 100 lbs. For rates on railway ties, tie timber, cedar lumber or posts, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

CANADIAN PACIFIC RAILWAY. To Toronto and Hamilton: from Klock, Mattawa, Bonfield, North Bay, Surgeon Falls, Cache Bay and Warren 9 cents; from Sudbury 10c. Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10 1/2 cents; from Spanish Forks, Biscotasing, Maxey, Cutler, Sprague and Algoma, 12 cents; from Dean Lake, Thessalon, Deslarmis and Webster, 14 cents per 100 lbs. on pine and soft woods, the rate on hardwoods being one cent per 100 lbs. higher; from Ottawa, Hull,

Aylmer and Dechenes Mills, Pembroke, to Toronto therate is and hardwood. To Albany and points taken Ottawa, Hull, Aylmer and Deslarmis East Templeton, Buckingham, Jct., 11 cents; Ammiror, Brasens, cents; Pembroke and Eganville. These rates are based on a minimum car. To New York, for track deliv the Hudson river, or the New York Shore railways from Ottawa, 11 cents; Chene Mills, 15c. per 100 lbs.; from 16c.; from Ammiror, Brasens and Eganville and Pembroke, 18c. Th including lath rage within the fr New York harbor, are 2 cents per To New York via barge line

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