

STOCKS AND PRICES.

Smith & Patterson, of Port Hope, Ont., recently shipped a schooner of white pine lumber to Oswego, N. Y.

Quite a quantity of sawn lumber from mills between Roberval and Chicoutimi is now being shipped at the latter mentioned port upon vessels in the Saguenay.

The Pacific Coast Lumber Co., New Westminster, B. C., are shipping considerable quantities of shingles to the East.

The David Moore Lumber Co., Ottawa, have cut 150,000 ft. of square timber on their Kippewa limits this year. This is about the same cut as last year.

Marks & Co., of Algoma, sent 6,000 cords of pulp wood to Michigan in rafts a few days ago. They anticipate sending large sized rafts to the same point every fortnight for the next six weeks.

The American barkentine Monitor, has left British Columbia with an export cargo of 199,300 feet of rough lumber, 63,380 ft. of dressed, and 27,000 laths, valued at \$2,200.

Mr. Edward Jack states that as near as he can find out, the total cut of spruce, pine and cedar on the St. John river, N. B., this year, will be 130,000,000 feet; 5,000,000 feet will probably be hung up.

Over 109 car-loads of sawn timber were brought down to Chicoutimi last week from the mills of Mr. Jalbert at Lac Bouchette, and loaded on sailing vessels lying in that port by means of two bateaux from Quebec and the steamer Spray. The movement of timber in this way is an experiment, but is proving very successful. Mr. Scott will send down 500 car-loads of timber, and Mr. Jalbert enough to freight several more sailing vessels.

The following charters have gone out from St. John, N. B.: Per sch. Cerdic, for New Bedford, by Miller & Woodman, 380,000 laths, 822,000 cedar shingles. Per sch. Harvard H. Harvey, for Boston, by A. Cushing & Co., 481,000 laths. Per sch. Donald Cann, for New York, by L. M. Jewett, 39,138 deals, 343,000 laths. Per sch. Tay, for Boston, by John E. Moore, 600 pieces piling. Per sch. Isaiah K. Stetson, for New York, by Randolph & Baker, 575,000 laths. Per sch. Sore, for Vineyard Haven, by Dunn Bros., 790,000 laths.

The Moines Bros' mill on John's Island in Georgian Bay has contracted to cut 10,000,000 feet for the Spanish River Mill Co.

The exports from St. John, N. B., for last week included 7 cargoes for British ports, aggregating 7,631,000 feet of deals, etc., 4,500,000 feet of long lumber, over 3,000,000 shingles, 2,500,000 laths, and 300 cords of wood, for United States ports.

The following shipments were made from the Port of Montreal during the week ending June 24th: S.S. Tritonia, J. Burstall & Co., 18,991 pieces deal ends; Dobell, Beckett & Co., 11,763 pieces deal ends; R. Cox & Co., 3,967 pieces deal ends, to Glasgow. S.S. Canadia, Dobell, Beckett & Co., 293 pieces pine deals, to Hamburg. S.S. Sarmatian, R. Cox & Co., 15,454 pieces deals and boards, to Glasgow. S.S. Averley, Dobell, Beckett & Co., 25,773 pieces pine deals, 3,599 pine deal ends, 1,891 spruce deals, 1,962 pine boards, 195 pieces ash timber, 10 pieces hickory,

222 pieces elm, 117 pieces oak, to Newcastle, England. S.S. Labrador, R. Cox & Co., 13,933 pine boards, 8,861 pine deals, 749 pieces deal ends, to Liverpool. S.S. County Dacón, Dobell, Beckett & Co., 459 pieces timber, 43,030 pieces deals, 7,674 deal ends, to London.

Bliss & Van Auk, of Saginaw, Mich., expect to cut 14,000,000 feet of Canadian logs this season.

THE SITUATION.

REFLECTED THROUGH CORRESPONDENCE OF "WEEKLY LUMBERMAN."

Alfred Dickie, Lower St. Lawrence, N. S.: "Stocks are moving actively in this district. Spruce deals for shipment to British ports are in most demand. Several large cargoes have lately been sold in Liverpool, Eng., £5 15s per std. The stock of spruce lumber is not so large in Nova Scotia as last season; quality is good. The British market is firm and prices must eventually advance, as so much spruce is being diverted to the American market. We are now loading schooner Syanara, at Halifax, with a large cargo of laths, and 120,000 feet spruce deals, 6, 8, and 9 inches wide for New York. We will be sending several cargoes there within the next two months. We have six barques crossing the Atlantic that will load in July for British ports."

Emile Dube, Riviere Du Loup, Que.: "Stocks in this district are moving slowly at the present time. Ships are a long time coming over the Atlantic—head winds. There are a fair number of enquiries for spruce, though no important sales have been made, except by contracts in England for spruce deals. Stocks will be about the same as former years. Prices in the United States are improving, but in England are about the same as for some time past."

Finley McDonald, Blackville, N. B.: "Business is active with a good demand for spruce deals and hemlock boards, though prices are low. Hemlock boards are in demand for the local trade, and spruce deals are going to foreign points. Prices are firm. There is quite a quantity of logs hung up in the streams this year waiting for rain."

BANKERS ON LUMBER.

It is the custom of several of the leading bank managers in their review of the trade situation at the annual meetings to devote some attention to the lumber industry. The Bank of Commerce is considerably interested in lumber, and Mr. B. E. Walker, general manager, in his address a week ago, spoke as follows: "We have little to report of interest in connection with lumber. Those who understand the business thoroughly and have sufficient capital, are thriving about as usual. In the Ottawa and other eastern districts, large sales of deals have been made at good prices, and the trade in thin lumber for the same markets continues to grow rapidly. At the moment the market in England is not very satisfactory to the middlemen, but on the whole, that branch of our lumber trade is fairly prosperous. The trade with the United States is not so satisfactory, for while many dealers have made large sales at average prices, there is undoubtedly some holding back by buyers until pros-

perity is more generally assured. Meantime our manufacturers are unwilling to make concessions in price, and stocks will doubtless move off a little slowly. Lumber in these districts has been produced at about the same cost as in recent years. There has been trouble again with low water, and estimates as high as 15 per cent. of the whole output have been made of logs which will not come down this season. The quantity required for sawing will be readily supplied, however. It is thought that the Ottawa and Nipissing cut will be about 660 million feet board measure."

General manager Hague, of the Merchants' Bank said, that with regard to the products of our forests it should be an aim constantly to have them sent out with as much of our own manufacture upon them as possible. "The exporting of saw logs is an unwise business, and I am not sure that we have sent out a vast deal to much of square timber in an unmanufactured state. It is certain that our logs and timber go through various processes of manufacture before they reach their ultimate destination. Why then when our unrivalled facilities for manufacturing wooden work, should we not do all this at home? Our various lines of manufacture in Canada have been as profitable as they have been either in England or the United States. Our manufacturers generally are getting to have a command of their business and a thorough understanding of its wants and conditions. But it is perfectly true here, as it is of manufacturers everywhere else, that unless a manufacturer can make a specialty or specialities of some kind and conduct his business with extreme attention to detail, he can scarcely hope to make a reasonable profit."

THE DRIVES.

Head winds and low water is greatly impeding many of the drives. Part of the Congor Lumber Co., has been got over little Blackstone Lake and into Blackstone harbor. The balance of the drive, including a small stock for Mr. Peter, is coming down the Blackstone river. Mr. Fortune has his drive for the Parry Sound Lumber Co., completed, and Mr. James Ellis has his drive for Mr. Peter running into Mill Lake. On the Magnettawan, Johnson & Beveridge's drive is making forced time, with Erwin & McCormick's, crossing Big Deer lake. On the Nascountaong, the drives will soon be down. Part of the drives on French river are down, and several rafts have been sent to the United States, but it will be late before all the drives are down.

A report from Bay City, Mich., says that Canada logs in rafts in large quantities are now arriving at that point. Notwithstanding some heavy weather no rafts have thus far met with disaster.

The Sweepstakes is on the way from Spanish river with a raft of 32,600 pine logs, for Bliss & Van Aukin, of Saginaw, Mich., and the Winslow with 57,372 logs from Blind river, Ont., for the Central Lumber Co., of Saginaw.

Two rafts from the Georgian Bay have arrived at Saginaw for the Saginaw Lumber & Salt Co.'s mill.

The drives on the Tobique, N. B., this season are among the cleanest for some time. So far about 22,000,000 feet of logs have come out. Almost equal success is

to be chronicled of the Corporation drives on the St. John above Grand Falls.

The drives of the late Robt. Connors are being brought to St. John, N. B., instead of being sawed up the river as in the past.

TRADE CONDITIONS IN THE EASTERN STATES

THE volume of trade does not keep up in New York. Low grade lumber is firm, but there is not much going out. A hopeful outlook is reported for the future, indicated by contracts made for a later period. Export trade from New York does not develop largely, though Australian conditions are reported to be more healthy, and one operator has concluded a deal of 100,000 feet of shelving for that market. Spruce holds a strong position, and some good sales are being made.

The trade in Buffalo are looking forward with greater confidence than before to the fall. Present business is fair and of a character that inspires hope. Receipts for pine by lake are represented by fair figures, the receipts last week comprising 8,607,000 feet of pine and 8,875,000 shingles. Pine is not any more than holding its own in the market. Collections are disappointing.

SHIPPING MATTERS.

The first ship of the season has arrived at Bathurst, N. B.

A steamship has been chartered to load lumber for Liverpool, Eng., at the rate of 33s 9d.

At Dalhousie, Bay Chaleur, N. B., 7 Norwegian barks were loading deals last week.

Freights from Bay City, Mich., to Buffalo are \$1.25 and very little lumber offering.

SS. Alsetia has been fixed to load deals at St. John, N. B., for W. E. England, at 33s 9d.

At Alpena, Mich., by June 10, there had been shipped 32,055,000 feet of lumber, 3,625,000 shingles, 952,000 pieces of lath, 212,000 cedar posts, 157,700 railway ties.

Senator K. F. Burns, the well-known New Brunswick lumberman, is dead.

LUMBER FREIGHT RATES.

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 Warrington 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 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, Waubesaushene, 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, Navar, Einsdale, Katrine to Toronto, 7½c; Burk's Falls, Perriendale and Sundridge, to Toronto, 8c; South River, Powassan and Callender to Toronto, 9c; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Warrington 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