

demand, sycamore is scarcely wanted. There is little inquiry in the east for Pacific coast lumber. Cedar siding is occasionally asked for. There are rumors of consolidating the Puget Sound lumber business under one management with headquarters at San Francisco. This would put up prices, for a time at least. Pine shingles are quiet, red cedar less in demand than usual, with prices low. Lath is dull.

FOREIGN.

During the earlier part of the present season importations of lumber into Great Britain were only moderate, but for some time past supplies have been pouring in, and though the figures for 1894 are not likely to be reached, the year promises to be a more than average one. In sawn goods there is a largely increased import from Canada. There are large stocks of pine on hand in London. The imports from British North America are 191,000 loads, as against 148,000 loads and 158,000 loads for the corresponding month of the two preceding years. In hewn wood, though less important, the figures tell the same story, 30,000 loads as against 16,000 the previous year. The imports from the wood producing countries of Europe have been on about the usual scale. This seems as if Great Britain was looking more to Canada for her supply. New Brunswick deals have shown a most decided rise, good quality having been eagerly bought up at an advance of 2s 6d to 5s per standard. The demand everywhere appears to be strong. The railway companies are coming into the market for some classes of foreign timber for which the demand has been weak for the past eighteen months. Some large sales of Canadian oak, elm and pine have been made. Freight rates to United Kingdom ports are firm. The improvement in the hardwood market is well maintained. Reports from Liverpool state that there are not many more cargoes to arrive from Canada, and as the consumption has been satisfactory, a cessation of supply will tell upon stocks and prices will advance. At other British timber centres increased activity is reported, and prices are firm with an upward tendency. At a late sale by Churchill & Sym in London, spruce deals and sawn pitch pine showed a decided strengthening on the previous week. First quality of pine 12/13 3x11 reached £23 5s, a price not known for months. Much activity is reported from Scotland, where a good business is being done. Increased activity in the iron trade is having a beneficial effect on the wood market. Several new cruisers, it is expected, will shortly be contracted for. This will further help the timber trade. On the Clyde shipbuilding is brisk, and much new tonnage is under construction. Other foreign markets show no marked change from last reports.

STOCKS AND PRICES.

Considerable lumber is being handled over the Caraquez railway, New Brunswick.

The St. Anthony Lumber Co., of Ottawa and Whitney, will put between 300 and 400 men in the woods this winter.

The export to the United States from the Consular district of Ottawa, including Carleton Place, for the quarter ending Sept. 30, 1895, were \$770,622, compared with \$728,341 in the corresponding

quarter for 1894, an increase of \$42,000, chiefly in lumber.

Mr. F. Hale has 130 men working at the forks of the Tobique, N. B., and 16 pairs of horses drawing in supplies to the camp.

E. T. Keene & Co., Keene's Siding, Quebec, will have their steam mills sawing this winter and will manufacture from ten to fifteen million feet.

Mr. Frank Dudley, Lake Megantic, Quebec, will have an output from his mill this year of 15,000,000 feet of lumber and 1,200,000 clap boards.

Dickie's mill, Lower Stewiacke, N. S., cut seven million feet the past summer, and preparations are being made for a larger cut next season.

Two cargoes of discoloured Shediac spruce deals, afloat, have been sold in England at £5 15s, c.i.f., which is a substantial advance in price.

A cargo of pine deals just arrived at London, from Gander Bay, Newfoundland, per Glendower, is said to be a superior lot of goods.

The steamer Neptune has arrived at St. John's, Newfoundland, with a quantity of deals saved from the wrecked steamship Mariposa.

There are about four millions of logs on the Becaguimic, N. B., which Mr. Sawyer needs at his mill very much, but cannot get down on account of low water.

A cargo of nearly 3,000,000 feet of lumber was loaded at Port Townsend, Wash., recently for Delagoa Bay, South Africa. It was for use in the mines in the interior.

Cedar shingles are scarce at St. John, N. B., in consequence of the difficulty in getting logs down on account of low water. An advance in price is looked for immediately.

It is feared that most of the 25,000,000 feet of logs hung up in the St. John river, above Fredericton, will have to remain where they are till the spring, on account of low water.

At Burnsville, N. B., the lumber sawed during the summer by the mill which is now idle, is being shipped to Bathurst via the Caraquez R. R. at the rate of five or six car loads a day. A large amount still remains.

Residents on the banks of the Ottawa river above Ottawa for forty years state that they never knew the water to be so low as it is at present. Other streams are in a similar condition. This is interfering seriously with lumbering operations.

Mr. Emile Dube, of Riviere du Loup Station, Que., has shipped per Brigantine Sarah Alice from Rimouski, 1,500,000 cedar shingles to Scitani, Mass., and per schr. Robert H. Rathbun, 2,000,000 cedar shingles to New Bedford, Mass. Rate in both cases 40 cents. These are said to be the largest single shipments of cedar shingles ever made from the Province of Quebec.

THE LUMBER OUTLOOK.

A Crookston, Minn. despatch reads: The Red River Lumber Company's mill has closed down after a run of four months. The season has been shorter than usual owing to the late arrival of the logs on the spring drive and because of the limited supply. The outlook for next season's cut is not flattering, as the com-

pany has little more timber than is tributary to the Red Lake river.

West Superior, Wis. advices state that head of the lake lumber concerns are confronted with an outlook that is anything but encouraging. From the present prospects there will be at the close of navigation, a surplus on hand of at least 200,000,000 feet of this season's saw. For this amount, large even for this district, there is no visible market, the regular trade in the east being greatly injured by Canadian competition, which is at the present time taking advantage of the lowering of the tariff, and showing every-foot possible into the United States and storing what they cannot sell.

BUFFALO AND TONAWANDA.

There is a very marked improvement in the lumber trade. The complaints of stagnation, which were so common last month, are no longer heard. Even the pine dealers are doing for the most part a satisfactory business, so far as the amount of sales is concerned, though there is no improvement in price yet. Large dealers who look upon the trade as badly handicapped by small dealers without capital, who must sell whether they make a profit or not, are prophesying an advance as soon as these price cutters have disposed of their high grade pine.

There is a better feeling in pine shingles and prices have stiffened considerably. They were too low, however, for a moderate advance to satisfy the trade, but if the innovations of red cedar continue the trade will have to be satisfied with small profits.

Tonawanda is receiving a large amount of pine by lake, and shows an increase over last season to date. During the middle of the season the forwarders were not active, but that trade has become brisk, especially for Albany and New York points, and promises to continue to the end of navigation.

Much regret is expressed over the report of the embarrassment of the North Tonawanda firm of Kelsey & Gillespie, which this week gave a mortgage to the Fidelity Trust Company of Buffalo for \$76,000, as trustee to secure creditors, the indebtedness being covered by notes in the hands of the bank. It is supposed that the firm will go on as before. During the present season the firm has changed over in part from the hardwood business to pine and quite largely increased its handling.

Donough & Oliver are adding to their stock of pine in the yard obtained of W. H. Proctor, but will still make their headquarters in Toronto, coming to Buffalo as the needs of the business demand.

The Laycock Lumber Company was incorporated this week with O. S. Laycock and C. T. Dennis as principal directors. The action was taken principally in order to drop out the interest of the Laycock estate, which appears to be settled.

SHIPPING MATTERS.

The schr. Alan is loading lumber at St. John, N. B., for Boston at \$2.

The schr. Lavinia M. Snow is loading lumber at Weymouth, N. S., for Porto Rico.

The ship Marlborough will take a cargo of deals from West Bay to the west coast of England at 40s.

The schr. James Warren will take a cargo of lumber from Big Salmon River, N. S., to Boston.

The Italian bark L'attaglia is loading orange box shooks, at the Levee, St. Croix River, N. B., for Jas. Murchie, for Palermo, Sicily.

Schr. Edith & May is loading at Fredericton, N. B., for the Scand. She is one of five vessels chartered for that purpose.

Freights from England to Canada are exceedingly low in consequence of the number of vessels coming out in ballast to load lumber.

The steamer Herman Wedel Jarlsburg, which left British Columbia for Port Natal, South Africa, carried a cargo of 2,032,000 superficial feet of rough lumber valued at \$16,250.

The amount of lumber which passed through the United States Sault Ste. Marie canal during September, was 111,776,000 feet, an increase of 7,040,000 feet over the same month last year.

H. Elderkin & Co.'s schooner Lewanaka has broken the record in loading piling. Her last cargo at Shulee, consisting of 1,255 pieces, was loaded in five days by Stevedore Trenholm Hoeg and two other stevedores. The hoisting was all done by horses.

The old Maitland ship, W. D. Lawrence, once the largest wooden ship owned in Nova Scotia, but now under the Norwegian flag, is loading deals at Dalhousie. She is 2,450 tons and takes the largest cargo ever shipped from that port. This is the second trip to Dalhousie this season from London.

The following lumber shipments have been made from the port of Montreal during the week ending October 22nd: Scotsman, to Liverpool, 7,797 deals, 34,446 pieces of lumber; Lycia, to Bristol, 7,653 deals; bark Kildian, 22,407 pieces of lumber, to Rosario; Grecian, to London, 1,016 deals.

The following vessels are reported as being on their way to the United Kingdom from Canadian ports, timber laden: Amor, St. John, N. B. to Dublin; Australia, Saguenay to Clyde; Belle Star, St. John to Kilrush; Beda, Miramichi to Ireland; Battistina, Chatham, N. S. to Cardiff; Haldis, Shediac to Preston; Mimi, Quebec to Cork; Neopbyce, St. John to Dublin; Saturn, Dalhousie to Liverpool.

BUSINESS DIFFICULTIES AND CHANGES.

Thos. Thompson, lumber dealer, of Buffalo, is dead.

Richard Hall has opened a lumber yard at Winnipeg.

Mr. Alfred Woodgate is commencing a lumber business at Ripley, Ont.

Henry and Charles Bishopric, saw mill owners, Wyevalle, have assigned to W. T. Stewart.

Messrs. Grondin & Racicot, lumber and saw mills, at Notre Dame de la Salette, Que., have made a judicial abandonment.

Capt. John Ellison, of Port Stanley, Ont., who among other branches of business carried on a handle factory, has made an assignment.

The mill operated by Mr. T. H. Ramsay in New Brunswick, for the last six years has passed into the hands of Mr. Sullivan, of the South West.

E. M. Law & Co., general merchants and manufacturers of shingles, Victoria Harbor, Ont., have assigned. The liabilities are roughly estimated at \$7,000.

The names of the applicants for incorporation as the New Richmond Lumber Co. are as follows: William Yule, manufacturer, John Winer Wardrope, accountant, David George Wardrope, accountant, William Frederic Thomas Story, clerk, all of Montreal, and William Lough, lumber merchant, of Ottawa.

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 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.