

advance. There is, of course, no scarcity of spruce as yet, but at certain points, notably Manchester, builders' sizes, i.e., 24 and 3 in. by 7 in., are inquired for from all directions. The pine trade is also in better shape, and some contracts have been cancelled owing to the high freight rates, which will necessitate importers drawing for their requirements on stocks already on hand. The position of pitch pine is exceptionally strong, late sales having been made at 515.6d c.i.f. for 30 feet average and 525.6d for 35 feet. In hardwoods the market is not particularly active.

STOCKS AND PRICES.

The Ontario Lumber Co. have this spring shipped about 1,000,000 feet of lumber from Midland to Toronto.

J. G. Henry, of Sudbury, has secured a contract from the Canadian Copper Co. for building a trestle to the smelters. It is estimated that the work will require 400,000 feet of lumber.

There were 13,235 standards of New Brunswick and Nova Scotia spruce in Liverpool on May 1st, compared with 4,634 standards one year ago.

Ross Bros., of Buckingham, Que., who cut 213,000 logs last summer, will saw only 80,000 this season, of which 35,000 were left over from last summer.

The steamer St. John City sailed from St. John for London recently, taking 300 tons of pulp from the Weymouth and Chatham mills, and 60 standards of deals.

The Saginaw Lumber & Salt Co., of Saginaw, Mich., has purchased 15,000,000 feet of Canadian logs in addition to the 12,000,000 feet of the company's stock put in last winter.

A. Cushing & Company have chartered the schooner Evolution to take a small cargo of pine deals to England, the first small vessel accepted for the trans-Atlantic trade for several years.

The Bryan Mfg. Co., of Collingwood, Ont., have received a contract from the Midland Elevator Co. to furnish 600,000 feet of 2-inch dressed plank for the construction of their elevator at Midland.

The St. John Sulphite Co., of St. John, N.B., announce that they are in the market for large quantities of pulp wood. The company have purchased 1,250,000 feet of spruce at Loch Lomond.

A well-known dealer informs us that he is prepared to purchase 2,000,000 feet of ash, log run, mill culls out. Manufacturers in a position to handle this order may obtain the address of our correspondent by communicating with this office.

The schooner Dora, of St. John, cleared from Parrsboro, N.S., last week for Vineyard Haven, with 730,000 laths, shipped by the Newville Lumber Co. The schooners Mary Gray, St. Croix and Bessie G cleared for New York with piling.

The Norwegian bark Nora cleared last week from Parrsboro, N.S., with a cargo of deals for Dublin, Ireland. This is the first deal vessel of the season from that port, but it is understood that a number of other charters have been made.

Three cargoes of lumber were recently loaded at Parry Sound for shipment to the Stuart & Hartshorn Co., shade roller manufacturers, of Muskegon, Mich. The stock was supplied by Gilmour & Co., of Canoe Lake, and shipped to Parry Sound by rail.

The Rathbun Co.'s drive of logs, which left the Big Marsh on April 17th, is expected to reach Belleville about June 1st. This drive consists of about 14,000,000 feet, of which between 10,000 and 15,000 pieces were boomed at Tweed to be cut into ties and lumber there.

The s.s. Turret Cape was the first steamer to leave Quebec this season, with a cargo of deals, shipped by H. K. Goodday & Co., for Great Britain. The same exporters are loading the first sailing vessel, Hefhi, arrived at Quebec this season, to load lumber for the Old Country.

It is said that Donald Fraser & Sons, of Fredericton, N. B., will go into the manufacture of box shooks and other

short lumber for the British market, instead of shipping it all in the form of deals. The head of the firm has recently returned from a trip to Great Britain.

A correspondent at Botwoodville, Nfld., states that the Explots Lumber Co.'s drive of 3,000,000 feet has been landed in the boom, and that the mill will start operations about June 1st. Of this stock 2,000,000 feet is white pine and 1,000,000 feet spruce, cut from 12 to 20 feet, with average about 15 feet. The manager of this company is Mr. George A. Fowler.

Mr. E. C. Grant, of the Ottawa Lumber Co., has made arrangements to have sawn on the Mont Fort railway 75,000 spruce logs, taken from his limit on the Rouge, in the township of Montcalm. The stock will be loaded direct from the saws onto the cars, being conveyed from there to steamer at Montreal for shipment to the British market. Mr. Grant is also taking out a quantity of square birch and ash for shipment to Germany.

A report from New Brunswick states that the drives are getting along well, and it is probable that very few logs will be hung up. John Kilburn and Gilman Bros. & Burden have their logs in safe waters, while recent rains have greatly improved the prospects for other drives. Gibson's lumber drives on the Nashwaak river, containing 19,000,000 feet, is in the boom limits, as are also the drives of Richards, Vaughan, Welsh and Lynch, of the Southwest Miramichi.

Concerning the Glasgow market the Timber Trades Journal says: "A cargo of St. John, N.B., deals is presently expected by Singleton, Dunn & Co., per 'Coringa.'" The only arrivals of lower port deals this year so far have been the parcels by the regular line of Donaldson steamers from St. John, N.B., the aggregate of which has been considerably less than came to hand by last year's winter service. There have been no St. John, N.B., birch imports, as against about 2,800 loads at this period last year, including logs and planks. A marked improvement has taken place in values of birch logs. Of birch planks there is still a considerable stock, notwithstanding the absence of imports. There has been no public sale to report during the past week.

At the last meeting of the Winnipeg Board of Works three tenders for lumber were received, as follows: D. E. Sprague, for various dimensions specified, \$14, \$15 and \$16 50; siding, No. 3, white pine, \$23; flooring, No. 3, white pine, \$23; boards, 2nd, common white pine, \$15.50; boards, culls, \$12; shingles, No. 1, cedar, \$2.75. T. D. Robinson, \$14, \$15, \$16.50, \$22.50, \$22.50, \$16.00, \$16.00, \$11.50, \$2.75, respectively, for the different grades. Dick, Banning & Co., \$14.70, \$15.00, \$15.25, \$21.00, \$21.00, \$14.50, \$14.50, \$11.00, \$2.25. The tender of Dick, Banning & Co., which was the same as their previous tender with the exception of an advance of 25 cents on one size of dimension, was accepted.

THE SITUATION IN EASTERN QUEBEC.

[Special Correspondence of the CANADA LUMBERMAN.] The saw mills in the eastern part of Quebec province have commenced operations for the season, the logs in most cases having arrived at the booms or in safe waters; and while the market conditions are not as favorable as the mill owners would like, yet they are sawing and piling the cut when they have no orders in hand. There is being sawn a lot of 2 1/2" x 6" and 7", these sizes being staple for the east coast of England and also for the French markets; of course, the latter requiring the lengths marked metrically instead of in English feet.

The American market is in such a state that very little account seems to be taken of it just at present in the way of sawn lumber, but a large quantity of pulp wood is being sent forward from Quebec to the Eastern States. In sections where the timber is small, say 10" diameter, the trees are felled and sawn into 4 ft. lengths, while where there are mills larger logs are used, these being cut into 18 inch lengths, barked and split. Judging by the piles of pulp wood seen at the stations and along the different lines of railway there must be, in the aggregate, an immense quantity exported yearly. The question of an export duty which is being agitated would certainly seem

to be a necessary measure, or, as an alternative, prohibit the exportation of spruce wood less than, say, 9 inches in diameter. With this provision the life of the spruce forests would be very much prolonged. The foreign paper makers and the exporters of sawn lumber could bid up to the value to each for logs above the size limit; of course it may be said that this prohibition would bear heavily upon the small producers, but the principle is applied in some other things, notably in the canning of lobsters, which is even more important as affecting the interests of future generations, and extending, as they do, over a far greater area and proportionately greater number of people.

Just here it may not be out of place to relate a conversation the writer had with a pulp man who manufactures on the other side of the line, the substance of which seems to be a very strong argument for the imposition of an export duty on our woods. Asked as to the supply of pulpwood at home, he said: "We have considerable, but it is worth more standing than wood can be bought for here, including the freight charges." Now, the simple deduction from this is to impose the duty and let the foreigner use his own supply while it lasts if he does not care to pay the export charge; then in a very short time he will be glad to pay the real value of what we have to sell. By real value is meant a fair stumpage and the cost of labor in cutting, peeling and hauling to delivery points—a value which is not generally realized at the present time.

The clapboard industry is a prominent one in the eastern townships, and the fact of there being a duty on the manufactured article going to the United States, while the logs are free and the freight rates upon them more favorable than on sawn lumber, tends to drive the manufacturing of clapboards across the line. At least one of the most prominent manufacturers has moved his mill into New Hampshire, where he will be in a position to take advantage of this condition of affairs; but the country loses a good consumer and a large employer of labor.

Owing to the complications across the border, this may not be the proper time to push this matter to its logical conclusion, but an export duty on logs is certainly a necessity as far as spruce timber is concerned.

The cedar shingle business of lower Quebec and New Brunswick is feeling the effects of the low range of prices, and the manufacturers in the vicinity of Campbellton have in view—in fact, have already held one or two meetings to consider the question—the formation of an association for the purpose of protecting their interests and preventing the slaughtering of prices as prevailing for a year or so past. While in the main the shingle business is in the hands of strong men, there are a few smaller concerns running one and two machines, and who are forced by financial considerations to sell their product at any price offered, and while they could not nearly supply the market, the prices they are forced to accept are given as the market quotation. The brokers naturally take advantage of this condition of affairs, and in the absence of an association or an understanding between the stronger manufacturers, set all bidding for the trade, by stating what they can buy from a certain manufacturer for, in which case the chances are great that the figures would be shaded a little. In this way prices have been beaten down to their present low average.

The output of both cedar and spruce is somewhat less than last year, but will no doubt be large enough to supply the demand, taken in connection with the stocks held over by mill owners and the surplus in brokers' hands. Should this consumption be normal the prospects are that by next year prices will afford a living profit.

River driving has been very good this spring; while there have been no heavy rains, the great quantity of snow melting kept the river water just about right, and some heavy drives that usually take in the neighborhood of forty days came out in thirty.

The mills have got to work and are turning out lumber in good shape. One noticeable

feature is that great care is being exercised in sawing very carefully to specifications—sawing up, trimming and qualifying better than usual. New markets are being sought in a good many cases, and too much attention cannot be given to the details of manufacture.

The Spanish-American war is a disturbing element with lumbermen as with others. It is to be hoped that the result will settle affairs for once and all.

THE BRITISH MARKET.

The rise in freights of over 10s. per standard has had a marked effect on the spruce deal market, says the Timber Trades Journal. While 45s. was current a month or so ago, 55s. has just been paid for St. John to Bristol, and the same rate from Montreal, per steamer. A cargo of Liscombe Nova Scotia finished deals has just been sold in Liverpool at 48 1/2 10s. c.i.f., and while parcels per liners to London could hardly be given away a few weeks ago at such miserable prices as £5 12s. 6d. to £5 15s. 6d. 10s. is the price asked to-day. As regards deal rates from the Bay of Fundy, etc., they do not yet appear to have advanced to anywhere near a parity with the grain quotations from the United States. If charterers want tonnage they will have to advance their rates. Apparently the prices obtainable for goods on this side do not support a great rise in freights, but as the deals begin to come down on the other side for shipment tonnage will have to be provided regardless of rate. Although we cannot hear of any actual advance in prices of American lumber in consequence of the outbreak of war, the market for all descriptions may be said to be very firm. We understand that at least one leading firm in the London trade made contracts for goods to arrive which their shippers were unable to fill in consequence of the rise in freights, and they have consequently had to draw for their requirements on the stocks of other firms lying in the docks.

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