

from the first arrival a few weeks ago, there have been landed there about 120,000 pieces. Of this market Timber says: "The culling of pine deals does not seem to have improved, but rather the reverse and we hear that trouble is brewing in connection with some contract parcels now being landed. The ship building enquiry has this week shown some slight improvement, and one or two sales of Canadian timber are reported. Pitch pine sales have been fairly numerous, but the long expected improvement in price is yet conspicuous by its absence." Trade in Australia, West Indies and Africa partakes something of an improved nature, but there is nothing special to note.

#### HARDWOODS.

A fair movement of hardwoods took place during the month of June, and on the whole, those who handle this line of lumber are not disposed to complain, though there is abundance of opportunity for improvement. We learn this week of a shipment of bass wood that has reached Toronto by vessel from Michigan. The price laid down here is about on a par with current home quotations, but it is said to run better to good lengths, and for this reason is preferable to the product of some Canadian mills. The low vessel rates is believed to have influenced the shipment of this lot.

#### STOCKS AND PRICES.

##### CANADA.

Chew Bros., Midland, Ont., will cut 15,000,000 feet this season.

H. G. Buck, Norwood, Ont., is loading timber at Quebec. His exports will amount to about \$36,000.

A cargo of lumber is on its way to San Francisco by sch. R. W. Bartlett, consisting of 581,325 feet of fir lumber and 406,000 laths, valued at \$4,475.

The Warrimoo has left Vancouver, B. C., for Australian ports, carrying 26,000 feet of lumber for Suva; 300,000 feet of lumber and 250,000 laths for Sydney.

John Munn, of Eden Grove, has shipped this season from Walkerton, Ont., 300 car loads, or 1,800,000 feet of lumber, via Quebec, for England, valued at \$60,000.

At a Crown Lands timber sale at Fredericton, N. B., a week ago, 2½ square miles on the Bartibogue was run up to \$203.50 a square mile. Two miles on the Dunganroon, went at \$8.

Exports from St. John, N. B., for the past week were: To British ports, 5,250,000 feet of deals etc., and to United States ports, 3,500,000 feet of long lumber, 5,250,000 lath, about 4,500,000 shingles, and a cargo of piling.

The following exports by sea from St. John, N. B., are reported: Per ship Scottish Lochs, for Barrow, by A. Gibson, 2,327,518 deals and battens, 106,813 ends, 38,926 scantling, 60,134 boards; per sch. Ina, for Vineyard Haven, by Stetson, Cutler & Co., 152,659 plank; per sch. Velatta, for Boston, by T. M. Jewitt, 6,443 scantling, 15,296 deals and battens, 6,173 ends; per ship Dublin, by A. Gibson, 1,334,121 deals and battens, 45,231 scantling, per sch. Alice Maud, for New York, by Dunn Bros., 162,828 deals; per sch. Thrasher, for Vineyard Haven, by Stetson, Cutler & Co., 152,745 plank.

##### UNITED STATES.

Box business is reported by W. B. Mer-

shon & Co., of Saginaw, Mich., to be dull. Prices are too low for profit.

The Schofield-Arnold Co., of Marquette, Wis., has purchased 7,000,000 feet of logs from Brotherton, Mich., people.

Log run on the Saginaw, Mich., market, is quoted at \$14 for coarse Canada stock and \$16 to \$18 for medium and fair stock. Box lumber is \$10 to \$10.50, and Norway bill stuff is quoted at \$8.25 to \$8.50 for ordinary dimension.

Guy E. Robinson, of the New York and Canada, Lumber Co., New York, says that the most noticeable thing in the lumber trade of the east is the demand for spruce, which is scarce. His company manufacture about 20,000,000 feet a year and all of this year's cut is sold or would be if the company would accept offers. The pine trade he reports as quiet. The export demand is small. Stocks are not large, save at three points, Albany, Buffalo and Tonawanda. He believes the business outlook is fair. Pine is meeting very hard competition in the east and in some ways is discriminated against by dealers.

#### OTHER LUMBER REPORTS.

The Globe of Saturday last devotes considerable space to reports of the state of trade from the leading business centres of the Dominion. We call the following reference to the lumber trade, as giving an outside view of the situation.

At Ottawa the statement is: "The staple industry of the Ottawa Valley is lumber, and the trade is of national importance. Two or three firms sold their lumber last fall, but difficulty is experienced in getting customers to remove it; they prefer to let it stay on the piling-grounds and pay interest. At least one large firm reduced its output this season by 25 per cent., but most of them are manufacturing the usual quota. The American market is decidedly dull, contrary to expectations, founded partly on the Wilson bill. The Americans, one mill owner said, are themselves reaping the advantage of the free lumber clause by paying that much less for lumber. Another said that the American market was dull, but would have been so much worse if the duty had not been taken off. Still another said that one result of free lumber was to reopen the closed mills on the north shore of Georgian Bay, and he knew of two Michigan firms who had erected mills in Canada, because it paid the Michigan men better to saw the logs here when the sawn lumber was admitted free, than to tow the logs over. The South American and British markets are both flat. The Ottawa Valley lumbermen pulled through last season, largely by the aid of the British market, but it is very dull this season. Actual returns show that the South Americans are buying pitch pine, which is cheaper, instead of white pine of Canada. One large mill owner remarked that there seemed to be concerted action on the part of the newspapers to boom a revival in business, but so far as the lumber trade of Canada was concerned, there was no improvement. Another lumbermen said that the Wilson bill had a good effect on the trade and on the country. Ottawa did not feel the fluctuations in general business so much as other places, because the lumber trade, which was the chief, was in strong hands, and the distribution of Government money kept the retail trade afloat in hard times."

From St. John, N. B., the report is: "In the English lumber trade prices remain about the same as last year in England, but the local price of deals is firmer, the lowest being \$9 per standard. The firmness is owing to the greater amount of lumber being cut for the American market in consequence of the removal of the duty. Several mills, which cut exclusively last year for the English trade, are now cutting lumber for the American market. Freight for Atlantic business show very little change from last season, and are yet too low to give profit to vessel owners, especially sailing ships. Owing to the low state of the long voyage freight market in New York, several large vessels, both steam and sail, came here during the past month and loaded lumber, and this had a tendency to keep down rates, although about the same amount of lumber as last year, say sixty million superficial feet, have been shipped up to date. It now looks as if the season would be a short one. Regarding the lumber trade with the United States, matters are much better than last year. Last season was a very dull one, shippers only held their own. This year prices are from \$3 to \$4 per thousand higher in American markets. The removal of the duty also gave Canadian shippers a chance to compete with American lumber manufacturers, and this caused a number of outside ports to increase their shipments. Unfortunately for St. John three of the mills situated at the mouth of the river St. John, were recently burned, throwing a large number of men out of employment, as well as curtailing shipments. In small lumber, such as laths, etc., the New York market is weak and prices low. Freight for vessels engaged in the American trade are much depressed at present."

The report from British Columbia is that "lumbering is still depressed but the demand with domestic and foreign is brisk. The belief is that prices will shortly improve, as stocks are getting low in countries supplied by the Coast. Shingle mills are running to their full capacity and owners are reported to be making money."

#### THE SITUATION IN THE EASTERN STATES.

A turn of marked quietness is reported from New York. Everybody continues to talk of better times ahead, but no one is showing practical confidence in this belief by making large purchases. It is a case of wait, and wait. Export trade is light. A little is doing with the West Indies, and a more hopeful report comes from the Argentine Republic. Spruce holds a firmer position than perhaps any other lumber on the market. There is not as much doing as a while ago, but yet the position is healthy. Yellow pine is in fair demand. There are plenty of men to sell white pine, but buyers are not as plentiful.

Lumbermen are pushing business in Buffalo, though the results are not heavy. In this market, the effect of southern woods, and lumber from other points, is markedly felt. Pacific Coast interests are pushed on this market with a good deal of vigor. A representative of the Albion Lumber Co., of San Francisco, is here pushing red cedar shingles, and there are not wanting a number who are constantly keeping the Washington shingle in front. Lumber receipts for the week have run light, the customs reporting 5,232,000 feet of lumber, 5,150,000 shingles and 593,000 lath. Lake freights are exceedingly low.

The receipts of white pine lumber at Albany for the past fortnight have run into fair figures, but the demand is light. Spruce is reaching here in good sized quantities. The price is probably \$1 a thousand better than a year ago. There have been few buyers in the market for the past week or two.

Business is not at all brisk in Boston. Orders for spruce are light, and it is not unlikely that some of the mills will close down with the view of keeping association prices firm, if this can be done. Trade in both pine and hardwoods is quiet.

Whilst lumber business in Philadelphia has been better than at some other points, a good deal is going into consumption for building purposes, yet the record of receipts of lumber for the month of May compared with the corresponding months of the past four years does not give much encouragement. In 1892, receipts for May were 41,100,000 feet; 1893, 43,610,000 feet; 1894, 29,740,000 feet, and 31,346,000 feet in 1895. This is an improvement over a year ago, but this is the most that can be said.

#### CHANGE IN RAIL TERMS.

Lumber shippers are in receipt of the following joint circular issued by the Canadian Pacific and Grand Trunk Railways: "You are respectfully notified that by agreement between the Railway Companies to take effect July 1st, allowance of 1,000 pounds in summer, and 2,000 pounds in winter made in weighing lumber, forest products, etc., on the track scales of the companies to offset climatic and other variations in tares of cars, will be discontinued in cases where the car loads do not weigh over the minimum weights called for by the companies, published tariffs on these commodities. Should the net weight scale over the tariff minimum the above mentioned allowances will be continued, provided such allowances will not reduce the net weight below the established minimum. It has also been agreed, effective July 1st, that when the carriers have been unable to weigh any cars on their track scales, any disputes which may arise between the shipper or receiver and the carrier shall be settled by the application of the estimated weights published in the Canadian Joint Freight Classification, on the basis of the actual measurement of the lumber or other commodity loaded in or on the car complained of."

#### BUSINESS DIFFICULTIES AND CHANGES.

A four storey building is being erected at Sherbrooke, Que., to be occupied by G. Long, as a sash and door factory.

A large addition is being made to the wood-working establishment of Moffat & Co., of Renfrew, Ont.

Application has been made for the incorporation of the Pacific Sash and Door Co. of Vancouver, B. C., to carry on the business of sash and door manufacturers, etc; capital stock to be \$50,000.

Stetson, Cutler & Co., have opened a branch house in New York, under the name of Stetson, Cutler & Redman. This firm has now houses at St. John, N. B., Bangor, Me., Boston, and New York.

#### 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 Hopeworth to Guelph, Brampton, Weston or Toronto, will not be higher than the specific rates named from Waterloo 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 pages 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, Waubaushene, 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, Kairine to Toronto, 7½c.; Burk's Falls, Reddale and Sundridge, to Toronto, 8c.; South River, Powassan and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Watton 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