

stocks they use has to be bought from day to day. Dimension is in demand in all sections and many mills are making a specialty of this branch of the trade." Reports from Canadian hardwood men are not of a disquieting character, as is the case in pine. Fair shipments are being made each week to the States, basswood, elm and maple being three lines that are in fair demand. As we have remarked before the trade in hardwoods is growing, and each season will become of increased importance to the lumber trade.

SHINGLES.

Though still very dull there is some improvement in the shingle market. Stocks are moving with greater freedom, prices showing a little disposition towards greater firmness. Mr. George Cormick, of Whitby, has shipped during the past week 25 car loads to the Eastern States. In Michigan, the shingle trade is looking up, and a report from Manistee says, that though shingles are ruling low they are selling more freely. An order for 1,500,000 shingles from Muskegon, Mich. was filled at Manistee a week ago.

STOCKS AND PRICES.

CANADA.

56 car loads of lumber were shipped from Sawyer's mill, Hartland, N. B., in June. Freight paid was \$1,400.

Shipments of lumber from the port of Montreal for the week ending the 8th July were as follows: S. S. Gerona, Bur-stall, 21,106 pieces deals and ends, to London; ss. Grecian, W. & J. Sharpless, 5,416 pieces deals and ends, to London; ss. Lake Ontario, R. Cox & Co., 4,127 3-in. deals, 985 2-in., 955 ends, 1,015 boards to Liverpool.

Shipments of lumber from St. John, N. B., for the past week are represented by 12,000,000 feet of deals to British ports, and to United States ports nearly 4,000,000 feet of lumber, 4,500,000 lath, 2,250,000 shingles, and 500 cords of wood. A cargo of 660,000 feet of mixed lumber cleared for Buenos Ayres.

Exports from St. John, N. B., for the past week were as follows: Per bark Hiawatha, for Londonderry, by A. Gibson, 798,614 deals and battens, 29,250 scantling; sch. S. A. Fownes, for New York, by Randolph & Baker, 51,870 boards; sch. Reporter, for New York, by Randolph & Baker, 151,209 deals; sch. H. M. Stanley, for Boston, by Miller & Woodman, 149,664 boards; sch. Henry, for Vineyard Haven, by Stetson, Cutler & Co., 780,000 laths; sch. Ella H. Barnes, for New York, by Randolph & Baker, 609,000 laths, 90,555 deals; sch. G. Walter Miller, for New York, by A. Cushing & Co., 190,176 plank; sch. Advance, for Boston, by E. L. Jewett, 79,675 boards and plank, 197,000 laths, 153,750 cedar shingles; sch. Ada G. Shortland, for Pawtucket, by Miller & Woodman, 250,000 laths, 204,456 boards, 40,325 scantling; sch. Hattie Muriel, for Rockport, by master, 100 cords wood; ss. Menantic, for Sharpness, by A. Gibson, 2,183,538 deals and battens, 45,468 scantling, 248,124 ends, 27,914 boards; sch. Avalon, for New York, by Dunn Bros., 33,755 plank, 134,933 deals, 25,070 scantling; sch. Irene, for New Bedford, by Stetson, Cutler & Co., 1,300,000 shingles; bark Rosa, for Newport, Mon., by W. M. Mackay, 766,144 deals and battens, 112,000

scantling, 48,575 ends; sch. Carrie Belle, for New York, by Miller & Woodmen, 319,601 deals; sch. Nellie Watters, for Rockport, by master, 105 cords wood; sch. Nellie I. Crocker, for Philadelphia, by D. J. Seeley & Son., 2,000,000 laths; sch. James Barber, for Rockport, by master, 100 cords wood; sch. Thistle, for Vineyard Haven, by J. R. Warner & Co., 30,202 scantling, 153,440 plank, 31,000 laths; sch. Prudent, for City Island, by Stetson, Cutler & Co., 195,382 deals.

UNITED STATES.

Michigan lumbermen are feeling the effects of Duluth competition where log run is selling \$9.50 at Duluth.

Shipments of white pine from Minneapolis for the past week show a falling off of nearly 1,000,000 feet from the record of the preceding week.

The Kingsford Starch Co., of Oswego, N. Y., has contracted for the season's cut of basswood, at Christesen & Sons' mill, Menominee, Mich. A shipment of 600,000 feet has already gone forward.

Thomas W. Davidson, Bay City, Mich., and W. J. Terney, of Rescommon, have signed a contract with Jas. T. Hurst, of Wyandotte, to clear 35,000,000 feet of lumber in Houghton County, Upper Peninsula, for a consideration of about \$270,000.

One of the best sales of lumber made at Duluth for some time is that of F. L. Gilbert, to Smith, Fasset & Co., of Tonawanda, N. Y. The price, \$15 for mill run stock was better than was being paid for any other mill run lot so far, the nearest to it being \$14.

DUTY ON DRESSED LUMBER.

The Board of the United States General Appraisers, has given a decision regarding the duty on dressed lumber, that will be a surprise to lumbermen. The question was raised by a shipment of flooring from Canada, which passed through the custom house at Odgensburg, N. Y., where it was assessed for duty as a manufacture of lumber, at 20 per cent. ad. valorem, under section 3, Act of 1894. Protest was entered on the ground that the Wilson free lumber tariff exempted lumber of this character. The Board of Appraisers have ruled to the contrary, contending that dressed lumber is stock that is planed or surfaced on one or both sides and brought to an even thickness, and that when anything further is done, so that the lumber is planed or jointed, tongued and grooved, etc., it is no longer simply dressed lumber, but is manufactured lumber, and is subject to a duty of 20 per cent. ad. valorem. There is little doubt that this decision will be appealed against. But in the meantime it will prevail, and the course of law is sufficiently prolonged that the case may drag a very weary length. The nice point for decision is where dressed lumber ends and manufactured lumber begins. The understanding of the lumber trade on both sides of the border is, with little doubt, against the decision of the appraisers. But the question having been raised, and the personal interests of the United States lumber trade being involved, it is uncertain what the final decision will be. This is another instance, added to the red cedar case of British Columbia, where the meaning of the Wilson tariff has been called into question. As the successful operation of this tariff depends upon a liberal

interpretation by both United States and Canadian governments, if some point of detail is to be continually brought into question by the authorities at Washington, it cannot be expected that everything will move smoothly a great while. Moreover, lumbermen of the United States having made investments in Canada, both in the way of timber limits and the establishment of saw mills and planing mills, it is a serious matter for conditions to be disturbed, as they have been done again in this question.

EASTERN STATES LUMBER MARKETS.

Business is keeping up at Buffalo rather better than at some other eastern points, though this remark does not apply to prices, which keep low. Looking into the future, confidence is expressed by many shrewd lumbermen. Much will depend, however, on the condition of the crops. If these are favorable it will likely mean a large buying in the west.

Only a fair trade is doing at Albany, there being something of a slump during the past week or two. The low freight rates ought to encourage shipments of lumber, but it seems to need more than this to boost trade. There is a fair stock of white pine of all grades on hand and prices are keeping firm, with the exception of inch box, where there has been a tendency to shade figures. A member of the firm of Skillings, Whitney & Barnes is quoted as saying that he would like it very much if the business could be tied up, and everything put in winter quarters for a year or so, for by that time the conditions of trade and commerce for the lumber business would be such that there would be something in it for those who were following it.

No transactions of any moment are recorded from New York during the past week. The market is a quiet one and a good deal of grumbling is indulged in.

At Boston, spruce is easy, and offerings by cargo are abundant. Western pine is moving fairly well, and there is a good demand for southern pine.

CANADIAN SHIPMENTS TO GREAT BRITAIN.

Recent arrivals of Canadian lumber at Liverpool, Eng., include a shipment of pine deals, for R. Cox & Co., from Montreal; 2,274 pine deals and 7,240 pine boards, ex-Maraposa, from Montreal, for H. & G. Curwen & Co.; Watson & Todd, 11,004 deal ends from Montreal; a cargo of Quebec pine timber from the steamer Sphynx, for Chas. Taylor, Sons & Co.; a shipment of flooring boards, and also a parcel of 6,860 pine deals, ex-Numidian, from Montreal, for Thos. H. Holme & Co.; Lumby, Lloyd & Co., are daily expecting a parcel of 750 Canadian pine doors, and have a steamer cargo of St. John spruce to arrive in a few days.

RAFTING.

A raft of 4,500,000 feet of logs from Georgian Bay, reached Alpena, Mich., last week, for Albert Pack. The total so far received in this way at this point is about 10,000,000 feet.

Logs received by raft at Duluth during June amounted to 30,400,000 feet.

Duff & Stewart, Bluevale, Ont.: "We cannot speak too highly of the CANADA LUMBERMAN, and we look upon our investment as a dollar well spent."

OTTAWA CONDITIONS.

(Special correspondence WEEKLY LUMBERMAN.)

There has been very little change in lumber conditions over last month, although the prevailing impression is that there is to be a slight revival in the near future, which will work up to a good trade.

An Ottawa firm made the experiment of bringing some southern pine into the city, but they find that although they were not at any loss still they do not consider that there was anything gained and have decided to stick to home manufacture for the future.

Mr. J. B. McFarlane, who was for several years with the Bronson & Weston Lumber Co., and for three years with the Millard Lumber Company, of New York has been engaged by the Ottawa Lumber Co., Ottawa, to look after their shipments to the American trade.

The destruction of the Brunette saw mills, at Sapperton, near New Westminster, B. C., by fire, a week ago, is likely to bring considerable loss to a number of Ottawa lumbermen, who are large stockholders in the business. Those interested are D. Murphy, J. W. McRae, R. Cox, W. Mc Gillivray, A. Smith, D. Hurdman, A. Riddle, Daniel Martin, A. Barnes, Rensfrew, A. Bedard, Montreal, and John Wilson, formerly of Ottawa, and now manager of the business. A sash and door factory adjoining the mill was partly destroyed. The loss on the mill was \$120,000; factory \$5,000, making a total loss by fire of \$125,000. It is partly insured.

OTTAWA, CAN., July 8, 1895.

THE DRIVES.

Lumber interests are suffering in northern Ontario through the continued dry spell. Not for many years has a season like the present been known to the lumbermen in the north country. Very little rain fell last winter, and in consequence the swamps and mill streams have been very low. There has also been a considerable cut this year, chief among which has been that of Mossom Boyd & Co., of Bobcaygeon, the Rathbun Co., Dominion Bank, J. Carew, Davey & Son, of Lindsay, Craig & Austin, of Kinnmount and other firms, besides the cut of Howry & Sons, Fenelon Falls, which exceeds the total of all the others. A large number of logs are tied up in the Burnt River above Irondale. Howry & Sons will be the principal sufferers, about 50,000 of their logs being stranded.

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 Hopworth to Guelph, Brampton, Weston or Toronto, will not be higher than the specific rates named from Weston to the same point. The rates from Carleton Place, Southampton to points east of Listowel 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 (also) softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6 1/2 c.; Collingwood, Pennington, Coldwater, Waubesa, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6 1/2 c.; Ironbridge to Toronto 7 c.; Utterson, Huntsville, New Emsdale, Kaituma to Toronto, 7 1/2 c.; Burk's Falls, Berriemule and Sundridge, to Toronto, 8 c.; South River, Powassan and Callender to Toronto, 9 c.; Nipissing Junction and North Bay, 10 c. Rate from Goderich, Kincardine and Warton to Toronto, 6 1/2 c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7 1/2 c. per 100 lbs.; to Deseronto, 9 c.; to Brockville and Prescott, 10 c.; to Montreal and Ottawa, 11 c. The