

any account. There is nothing doing in United States trade.

MANITOBA AND BRITISH COLUMBIA.

Manufacturers and retailers report a heavy distribution of lumber throughout Manitoba and the Northwest. Railway work and new buildings are consuming much more material than usual, while the encouraging crop outlook is stimulating farmers to carry out further improvements. It is expected that all the drives will reach the mills. The export trade is the only branch of the lumber business in British Columbia that is not active. Freight rates remain very high, and little chartering is heard of. The local and eastern demand is growing in volume.

UNITED STATES.

The demand for lumber in the middle and south-western states continues to swell as a result of abundant crops, and the outlook is very favorable. There will this season be a greater consumption than usual of northern pine in agricultural districts, to the relief of the eastern markets. There are indications of some improvement in the New England states and New York, and more confidence is shown by lumber dealers in future trade. The gain which has shown itself within the past week has been more in the direction of increased inquiries than in movement of stock, but at some points considerable lumber has changed hands. The constant enquiry for box lumber is still the pronounced feature of the eastern trade, and is regarded as indicative of prosperity in general manufacturing. Nor is it anticipated that there will be any falling off in the demand for box grades before late in the fall. Some large sales of piece stuff have also been made at satisfactory figures. It is encouraging to note that prices of pine have not weakened in the east as a result of decreased building operations and lessened requirement. Dry hardwoods have lost nothing since last report either in demand or price. The new cut is not being contracted for as speedily as the conditions would warrant, but a quite heavy fall trade is anticipated. The probable supply is not large, and values should be firmly maintained throughout the year. There is a brisk enquiry for eastern shingles, both pine and cedar. Red cedar shingles seem to have lost ground within the past month.

FOREIGN.

Though in the British market contracting is backward for the season of the year, the consumption from timber on hand continues active, and stocks are becoming reduced. There is every probability that present prices will be maintained throughout the year, and in some lines an advance is expected. A feature of the trade this year is that a number of importers who usually buy quite heavy for early shipment have this season been operating with extreme caution, on account of the rather uncertain state of the market. Owing to the high freight rates and difficulty in securing tonnage, very few c.i.f. offers have been made, shippers preferring to sell f.o.b. The position of spruce deals seems to be improving; higher prices are asked, and we would not be surprised to witness a fairly brisk fall demand. Pine deals are steadier, and show little fluctuation. In square timber there is little doing, although reports state that there are more inquiries for first-class wood. Ship-building on the Clyde is active.

STOCKS AND PRICES.

The steamer Ullapool sailed last week from St. John, N.B., for Liverpool with a large cargo of deals.

The steamship Pacific, sailed from St. John, N. B., on Saturday last for Penrith, for orders, with 1,153 standard of deals, shipped by Alex Gibson & Son.

At the Crown Lands office, Fredericton, N.B., a timber berth at head of Jacquet and Tattagouche rivers, 6 miles, was sold to Damery & Vaughn, at \$120 per mile.

The Arthur Hill Company, of Midland, Ont., have sold fifteen million feet of logs for export to Michigan, and only a small surplus will be left to be cut at Midland.

It is stated that the cut of lumber on the Miramichi river, both branches, last winter, was 55,000,000 feet. All but a couple of small drives came out.

The lumber trade at Boston continues dull. There have been but few arrivals from the east. Quotations are unchanged at \$11 to \$12 for spruce cargoes, and \$13 to \$13 50 for ten inch car lumber.

It is understood that Mr. Churchill, of Bay City, Mich., has purchased a quantity of logs from the Parry Sound Lumber Company. He is also negotiating for the purchase of the Conger Lumber Company's logs.

The Anglo-American Iron Company, Ormsby or Trenton, Ont., want prices from portable saw mill men for sawing three hundred thousand feet of logs, railway ties and shingles at Trenton Grove, on the C.O.R.

Messrs. Craig & Austin, of Kinmount, Ont., have shipped from their saw mill this season 15 carloads of shingles, 25 cars of lumber, 50 cars of mill slabs and 70 cars of R.R. ties. This is independent of the home trade.

The steamer Tiverton finished discharging her cargo of sulphur at Montreal last week, and sailed for Three Rivers, where she will load a full cargo of timber and deals for Glasgow. McLean, Kennedy & Co. are the agents.

Turner & Fisher, of Bay City, Mich., received a raft from French river last week containing 3,200,000 feet of logs. W. & A. McArthur, of Cheboygan, received a raft of 5,000,000 feet of logs, and have 8,000,000 feet more to come from Canada.

Steamer Arbela, which sailed from Miramichi with over 3,000,000 feet of deals for Belfast, is a total wreck on the Newfoundland coast, and vessel and cargo are offered for sale there. The schooner Harry, bound to New York from Shulee, N. S., with piling, is a total wreck on an island down the bay.

On Saturday evening, June 18th, the steamer Pembroke towed to the head of the Calumet the sixth timber tow of the season, comprising the first section of Mr. Thos. Mackey's raft from the Coulonge. On Monday afternoon she arrived with the second section. The two sections together form an immense raft of 204 cribs, which will be delivered in Quebec.

Considerable lumber has been cut in Pictou county, N. S., this spring. At Glengarry Siding something over three million feet of lumber is awaiting shipment; at Lorne Siding over one million. At Glengarry station there is a large pile. There were three mills in operation all spring, the combined product of which totalled probably 5,000,000 feet.

Some eight or nine of the mills at St. John, N. B., are now sawing. There are eleven square rigged vessels and one steamer loading, and a steamer has just finished loading. Eighteen steamers and twenty-two large sailers are chartered to come to that port. Only 1,378,720 feet of long lumber, 2,738,600 laths, 391,000 shingles, 465 pcs. piling and 193 cords wood cleared last week for United States ports. Two cargoes cleared for British ports and one for Spain.

Concerning the timber trade of West Hartlepool, Eng., the Timber News says: Shipbuilding continues very brisk, there being no less than about 20 steamers now building here, representing in all about 80,000 to 90,000 tons d.w. This must mean a tremendous consumption of timber, and as orders have been booked sufficient to keep the yards going well into next year, both here and in the Tees, the demand for shipbuilding sizes will no doubt be heavy before the end of the season.

Referring to a recent auction sale at London, Eng., the Timber News Journal says: The little lot of ash timber referred to realized 50s., which does not leave much for the first cost of the wood; this class of wood, however, has gone out of fashion for furniture work, and the trade in American ash is now limited to very small proportions. The mouldings

and doors fetched previous prices, but values depend so much upon the condition of the article and the quantity in stock that there is no current price to gauge them by.

THE COOPERAGE MARKET.

The Sutherland Innes Co., of Chatham, Ont., thus review the cooperage market:

Orders are coming in freely, and on account of the fine weather in the timber belt, a large amount of slack barrel stock is being jointed, and the wants of consumers are being rapidly furnished. Hoops have been drying out nicely, and orders are being rapidly filled. We may, however, state that stocks in manufacturers' hands are unusually small for this season of the year, and with the heavy demand that is probable one month from now, on account of the fruit crop, we believe that manufacturers will be taxed to the utmost to fill orders. There has been considerable sales of fruit barrel stock already made, and manufacturers are cutting a limited quantity of this stock in anticipation of future orders. There is also a considerable quantity of 5 1/2 feet and 6 1/2 feet hoops being manufactured specially for this trade, and on which manufacturers expect to realize good prices. No. 2 stock is exceptionally scarce, and commands high prices. There has been considerable stock exported, both slack and tight barrel stock, ocean freights being considerably easier, and lower rates being quoted via Montreal, New York, Boston and the principal American seaports.

The amount of tight barrel stock that has been exported is unusually large for this season of the year. Prices remain steady, with good demand both for home and foreign trade. The only trade that is unsatisfactory at the present time is the Northwestern markets. Prices in Minneapolis for flour barrel stock, staves, hoops and heading, have been exceptionally low. The demand has been light, and many of the shops are being furnished under contracts made at low figures. Formerly there was a very large quantity of slack barrel stock shipped from Canada to Duluth by water on low freight rates, which went in on Minneapolis markets. This year nothing whatever is going forward from Canada, and the export and home trade will use the bulk of the Canadian production. A large number of the mills in Michigan, Ohio and Indiana find great difficulty in running, on account of the short supply of timber, but with more favorable weather conditions, the bush is drying out fast, and mill owners will shortly be able to put in teams and truck out logs. This will be done at an extra expense, but manufacturers fully believe that the conditions look so favorable that they will be warranted in going to the additional expense, as they will realize much higher prices for their goods this fall and winter.

FIRES.

A. Smith's saw mill at Fesserton, Ont., was burned recently, entailing a loss of \$5,000.

The mills of the Assiniboine Lumber Company at Shell River, N.W.T., were burned recently.

The Coleman planing and lumber mill at Burlington, Ont., was completely destroyed by fire last week.

The saw mill of Alfred McDonald, at Point St. Charles, near Peterboro, Ont., has been consumed by fire.

W. Doherty's saw mill at Campbellton, N.B., was destroyed by fire on June 25th, at a loss of \$10,000. There was no insurance.

The saw mill of G. T. Cook, at Cook's Brook, Gay's River, N.S., was destroyed by fire recently. There was no insurance.

A saw mill at Tracey's Mills, N.B., owned by Sloat & Miller, was burned recently. Over 125,000 feet of lumber was also destroyed.

Jos. Bourque's planing mill and lumber yard at Hull, Que., were completely destroyed by fire last month. There were also burned

75,000 feet of lumber and a quantity of doors, sashes and blinds. The loss is \$12,000, partially covered by insurance.

The Rat Portage Lumber Company's saw and door factory at Rat Portage, Ont., was destroyed by fire a few days ago, together with about 10,000 feet of lumber. The other buildings on the mill property were saved. The loss will be about \$5,000; insured.

SHIPPING MATTERS.

Three steamers which have been fixed to take cargoes of spool wood from Miramichi to Greenock will complete their cargoes with deals at from 41s 3d to 42s 6d.

A report from British Columbia says: Among the latest charters reported is the British ship Pentheselia, which will for South Africa at a sound port at a rate of 70s. The British barks Himalaya and Veritas have been chartered to load at Chemainus, in July, at 43s. 3d. for Sydney, with the option of Melbourne on Adelaide at 50. They are both small vessels, their combined carrying capacity being only 2,000,000 feet. Another ship of 1,500,000 feet capacity has been chartered for Angus, loading for South Africa, at 65s.

The following charters are reported: The Norwegian bark Segrid, Kouchibouguac, N. B., to United Kingdom, deals; str. Aurech, Bangor to Glasgow, deals, 45s; str. Islock, St. John, N.B., to Amsterdam, deals; str. Myrtledeane, St. John, N.B., to w.c. England, deals, 42s 6d; str. Zanibar, Saguenay River to Liverpool or Greenock, lumber, 75s; barks Katahdin, Pensacola to Montevideo or Buenos Ayres, lumber, \$14.50; Cuba, Montreal to Buenos Ayres, lumber, \$12, Rosario, \$13; E. A. O'Brein, Boston to Buenos Ayres, lumber, about \$11.

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