

in business there, whilst trade with South Africa and the West Indies is none too large.

HARDWOODS.

Falling in line with the softer woods the trade in hardwoods for July is partaking of quietness, and the outgo will show a falling off from the two or three preceding months in which a very reasonable trade has been done. Prices hold firm, and it looks as though when fall trade opens that there will be strength assumed in this direction.

STOCKS AND PRICES.

CANADA.

As a result of cutting pine lumber is being sold at Brandon, Man., at \$8 a thousand, the lowest quotation ever known in that district.

Large shipments of shingles from the Gibson mill, are being received by J. Willard Smith, of St. John, N. B. Mr. Smith has sold over 3,000,000 shingles this season.

The contract to supply the lumber required in the erection of the Northern Elevator Co's. new elevator, to be built at Winnipeg, Man., has been awarded to D. E. Sprague. The amount is over 500,000 feet.

The barkentine Wrestler, which has completed loading at the Brunette Saw Mills, will carry 560,000 feet of lumber to Shanghai. Her cargo is chiefly made up of heavy sticks, some of which are of unusual dimension.

The Royal City Mills, Vancouver, B. C., have just filled an order for fir dredge timbers for a dredge on the St. Lawrence river. The timbers are the largest ever shipped from there, the size being 33x36 inch, 50 feet long.

The Timber News, of Liverpool, Eng., says: "We are told that Henry Ward Powis has cleared the balance of the Hawkesbury cutting of 12/12 3.11 4ths pine of 1895, sawing some 1,000 to 1,200 pig standards. We regret that the prices paid have been denied us. This stock, with the Gilmour stock, have for many years been favorites in the London market."

The import of Quebec pine and spruce deals to Great Britain up to the present time is reported to be considerably less than that during the corresponding period last year and a firmer tone is asserting itself in this class of wood. The stock of New Brunswick and Nova Scotia spruce deals still slightly exceeds that of the corresponding period during the past two years, but the import only shows one half of that during June 1894, and the consumption 1,000 standards more.

The following are exports from St. John, N. B.: Per bark Mathilde, for Victoria Basin, Newry, R. I., by Wm. Mackay, 799,128 deals and battens, 33,297 ends; sch. Hortensia, for New York, by W. C. Purves, 175,364 deals, 28,488 scantling; sch. Arthur M. Gibson, for Boston, by C. K. Jewett & Co., 370,346 deals, 39,656 scantling; sch. Lacinia M. Snow, for Washington, by D. J. Seely & Son, 1,700,000 laths; sch. Nulato, for New York, by Randolph & Baker, 157,255 deals; sch. Wm. Jones, for Wilmington, Del. by D. J. Seely & Son., 1,725,400 laths; sch. G. H. Perry, for Boston, by Stetson, Cutler & Co., 167,275 plank; sch. Nellie Clark, for New York, by Dunn Bros., 192,254 deals; sch. Harvard H. Harvey, for Salem, by A. Cushing & Co., 488,000 lath; sch. Flora, for Eastport, by J. R. Warner & Co., 11,216 plank and scantling, 11,200 deals, 5,095 boards, 25,000 cedar shingles, 3,000 herring boxes; sch. Quetay, for City Island, by Stetson, Cutler & Co., 123,484 deals, 55,284 scantling; ss. Gallego, for Liverpool, by W. M. Mackay, 1,467,802 deals and battens, 24,886 scantling, 96,221 ends; sch. Viola, Vineyard Haven, by Stetson, Cutler & Co., 213,348 plank; sch. Progress, for Boston, by Stetson, Cutler & Co., 81,623 deals, 39,275 boards; sch. Genesta, for Boston, by J. W. Smith, 135,000 hemlock boards; by L. M. Jewett, 36,366 deals, 1,401 scantling, 927 deal ends; sch. H. A.

Holder, for Providence, by Miller & Woodman, 1,350,000 cedar shingles; sch. Tay, for Fall River, by Stetson, Cutler & Co., 438,000 laths, 900,000 cedar shingles; sch. Marguerite, for Boston, by A. Cushing & Co., 106,847 plank, 8,705 deals, 28,214 scantling; sch. G. Walter Scott, for Thomaston, by J. A. Likely, 85 cords wood; sch. B. R. Woodside, for Washington, D. C., by J. H. Scammell & Co., 2,500,000 laths.

UNITED STATES.

A scarcity of logs on the Puget Sound has resulted in an advance of cedar siding and finishing.

An advance from \$8.50 to \$9 in the Chicago market has taken place in Manistee piece stuff, and the report is that a strong market is ruling.

It is estimated that there is about 100,000,000 feet of lumber on the docks of Duluth and Superior. Of this nine-tenths is new sawn stuff. There is not far from 75,000,000 feet on hand at the mills at the out lying towns of this district.

THE SITUATION.

REFLECTED THROUGH CORRESPONDENCE OF "WEEKLY LUMBERMAN."

Marlatt & Housser, Portage la Prairie, Man.: "There is a fair movement of stocks in this district comparing favorably with last year. Pine and spruce are in largest demand here, though no recent sales of great importance can be mentioned. Stocks are about the same as last year, though prices are not very firm."

Rhodes, Curry & Co., Amherst, N. S.: "Stocks are moving quite actively. Deals for the English market are in good demand and spruce frames and stuff for local and United States markets make up into good sized shipments. Spruce deals have been sold at about \$9 at Halifax and West Bay, and \$8 at Pugwash. The bulk of stocks in this section are sold. Prices are stationary."

F. Deutschman, Teeswater, Ont.: "There is a very fair movement of stocks in this district. Shipped 20 cars in June. Basswood, soft elm, with certain sizes of maple and hemlock, are in most demand. Several cars of maple, soft elm, and basswood have been sold at \$11.50, \$10 and \$12 from shipping points. Basswood and soft elm are running light in stocks. Maple first and seconds, still in stock; other sizes well cleared. Prices firm for good stock. Expect no advance except for sizes that are scarce."

Pacific Coast Lumber Co., Ltd., New Westminster, B. C.: "Trade in B. C. shingles for the first half year has been considerably in excess of the same period last year. Unfortunately prices have been low, so that no one has been the better of the trade. An advance of ten cents per thousand has been made, but several more advances will have to be made before the business is on a proper basis. Bolts and shingle timber are scarce, the prices paid by mills being so low that many loggers and farmers have ceased cutting."

RAFTING.

A third raft of Canadian logs from the French river, for Col. A. T. Bliss, has reached Michigan.

BUSINESS DIFFICULTIES AND CHANGES.

Forest fires in Michigan are reported to be doing serious harm.

Geo. Scott, lumber, Mount Forest, Ont., has assigned to W. G. Scott.

Heavy forest fires in Newfoundland have destroyed saw mills and large tracts of lumber.

Robert Simpson's saw mill at Hamilton, Ont., was damaged by fire to the extent of \$1,000 on the 12th inst.

Thos. McClay's planing mill at Woodstock, Ont., was burned last week. Loss \$12,000; insurance \$3,000.

The Toronto Wood and Shingle Co., Ltd., has been wound up by Mr. Fred J. Stewart by order of the court. The preferred creditors received 69 cents on the dollar.

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.

FREIGHTS AND SHIPPING.

The past week has been a fairly busy one at Montreal, several large steamers having got away with good quantities of lumber aboard, the leading being the Monterzuma, with 1049 stds, to London, the Mariposa, with 900 stds., to Liverpool, and the Alara, with 800 stds., to Fleetwood, and the quantities by the various liners have been quite up to the mark. The steamer Merrimac, to London, which got aground last week, has also sailed a second time with a large portion of lumber on board.

The freight market generally has weakened considerably during the past week or ten days. A decline of about 25 6d per std. all round in the various liners, rates being the general thing. To London 375 6d s. c. dock, or 355 any dock, August loading can be done; Liverpool has declined to 35s for prompt loading, and about 33s 9d for August loading, being a heavy decline from recent transactions, but the liners having now booked considerable quantities during the past week and feeling easier they will not likely be anxious for freight at same prices. To Glasgow a weaker tone prevails, and no doubt 35s. would be accepted by liners for August and September loading, although they will not quote the rate. Bristol or Avonmouth remains steady at 37s. 6d., August liners not requiring much lumber.

For outside ports there is little doing in freights, shippers not appearing in want of such tonnage at the moment, and in fact there is little tonnage of this class heading for the St. Lawrence. We have only heard of one fixture during past week, at 40s., to W. C. England port, Aug.-Sept. loading.

Montreal, Que., 13th July, 1895.

THE DRIVES.

In Nova Scotia the dry weather is impeding lumber operations. A considerable quantity of logs is hung up on the river and streams with no chance of getting out until Autumn. In consequence several mills are reported to have shut down, having no logs in their dam.

Graham, Horne & Co.'s big tow composed of 2,000,000 feet of saw logs, has reached Port Arthur from the south shore, in tow of the tugs Howard and Sally Jack. They were six days crossing the lake.

HEAVY SHIPMENT FROM NEW BRUNSWICK.

The ship Liverpool has cleared from St. John, N. B., with remarkably large cargo, consisting of 1,770 standards of deals, which is 56 1/2 standards to the 100 pounds. The Liverpool has been loading eight weeks, during which time she has paid about \$20 a day for wharfage. The disbursements have aggregated over \$6,000. The cargo was supplied by Alex. Gibson, and is one of the largest ever sent from this port.

AUSTRALIAN LUMBER CONDITIONS.

Fraser & Co., Ltd., of Melbourne, Aus., in their monthly timber report of June, say: As we anticipated in our last report, only a limited demand for timber has been experienced since that date; nor did we look for any improvement to be shown during the first months of the winter season.

Business in Baltic flooring, etc., has been booked, ex Aberfoyle, previous to her arrival on the 31st ult., at about on a par with late quotations, though higher rates have ruled for some stocks on the spot of 6x 3/4, which are likely to be maintained. In most other classes of timber imports, transactions have been carried through without any material change in values being evidenced, though stocks generally are not large, and as soon as the demand is on the increase, better rates are likely to ensue, and additional supplies come upon the market from some of the customary centres of exportation, the bulk of which should meet with satisfactory realization.

RED DEALS.—Imports: nil. Stocks of Swedish and Norwegian have been in little better inquiry at slightly improved

rates, but some fourth quality deals from Drammen have been disposed of at a low figure. Holdings of good quality are now well reduced.

SPRUCE DEALS.—Imports: nil. A small enquiry exists, but stocks in first hands are nil. There is an improved demand for this class of timber and supplies in the next season are expected to meet with satisfactory realization.

OREGON PINE.—Imports: nil. The demand has not been so brisk, owing to the trade having bought freely in the previous four weeks out of the shipment per Cadzow Forest. There is no change to report in values of good conditioned lumber.

REDWOOD.—Imports: nil. Business still remains dull in this line, but stocks are not important, and values last mentioned are well maintained.

SUGAR PINE AND DOOR STOCK.—Imports: nil. There is but little doing. Stocks are extremely small, but other lumber is being utilized for the manufacturing of cheap doors, etc.

LUMBER.—Imports: Shelving, 66,388 feet super. Arrival: Paramita, from New York. A few transactions have been completed in shelving, but there is nothing of importance to report in other lines usually placed under this heading.

NEW BRUNSWICK SPRUCE AND BIRCH.

Several unusually large sailers and steamers, says Timber, of London, Eng., have been taken up on shippers account at low rates, and are either loading at St. John, N. B., or are on passage thence to Liverpool. Prices are steady at about £5 15s c. i. f., at which low figure, it is reported, the big 1,800 std vessel, now afloat, has been secured by Messrs. Holme, Wainright & Co., to go direct into consumption. Cargoes already to hand have been rapidly distributed, 7x3 particularly being in excellent demand, not of course, at the same figures as 9 and 11x3. The case making trade is well employed, and Parrsboro, Shediac and Halifax deals are enquired for. There is every probability of all the earlier arrivals moving off freely, owing to the generally active and improving state of the building trade.

Some large parcels of St. John birch logs have arrived all together at Liverpool, two having been sold by auction at low and declining prices. Timber says: "It is difficult to understand why St. John shippers who have the reputation of being shrewd business men, should all within the same month determine to forward their stock for sale, to the serious extent of 100,000 feet, thus bringing the market tumbling down upon themselves and destroying the confidence of buyers for the rest of the season." A small line of Burstall's fresh Quebec wood has changed hands by private treaty at a low figure.

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 Warton to the same points. The rates from Cargill 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.

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, 6 1/2c.; Collingwood, Penetang, Coldwater, Waubesaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6 1/2c.; Brant, bridge to Toronto 7c.; Utterton, Huntsville, Navor, Emadale, Katrine to Toronto, 7 1/2c.; Burk's Falls, Berriedale and Sundridge, to Toronto, 8c.; South River, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Warton to Toronto, 6 1/2c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7 1/2c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The