

hard to get. The demand is always in excess of the supply. Hard maple has also gone up. Finishing lumber is wanted more than anything else, and furniture stock next.

#### FOREIGN.

The advance in prices at recent London sales is likely to last, and a decided revival in trade may be regarded as having set in. With commerce having taken on new life, a better demand for articles imported from other countries must come, and timber will largely share in the benefit. It would be premature however, for shippers to put up prices. Any attempt to do so would have a tendency to discourage speculation rather than encourage it. While the outlook, therefore, is hopeful, it will be some time before manufacturers of timber can reap the benefit. Twelve vessels from New Brunswick and three from the St. Lawrence are reported to be on their way to the United Kingdom with timber cargoes, also thirteen from the United States. Shipping from the Baltic has almost ceased. The following woods are specified as hardening in value. Pine deals, spruce deals, birch planks and flooring boards. In other woods no definite advance is reported. Stocks are lower, taken all round, than a year ago, and far below what they were in 1893. Buyers are going out and the cable is being used to secure goods. There is no marked change in conditions elsewhere.

#### STOCKS AND PRICES.

Reports from the upper St. John are to the effect that the logs which are hung up near Bristol will be got out.

The Miramichi river has risen considerably and there is a good prospect of getting the stranded logs into the booms this fall.

Prices of West India grades of lumber have kept up well. Four vessels are loading at Portland, Me., for there and two for South America.

Mr. D. G. Mahoney, of Botsford, N. B., has acquired extensive timber rights in Gloucester Co., N. B., and will engage extensively in lumbering this winter.

The Miller & Woodman shingle mill at St. John, N. B., one of the largest in the east, is shut down for want of cedar, and is likely to stay closed for six months.

Mills on the Miramichi, which were closed for several weeks are now at work again. The drive, containing upwards of 9,000,000 feet, has been safely got, by dint of a slight rise in the water and hard work, into the booms.

Young Bros. & Co., of Nova Scotia, have about 90 men in the woods and will start another camp at once. C. F. & F. R. Eaton have 60 men at Eatonville and are increasing the number. They will cut about 6,000,000 feet of logs.

The Parry Sound Lumber Co. has sold 560,000 feet of lumber to go to Boston, the lumber to be shipped by steamer to Midland and thence by rail to its destination. Mr. Beck's steam barge Chamberlain is taking the lumber from Parry Sound to Midland.

James Beatty, of Rainy Lake, has contracted to cut 2,000,000 feet of pine at Rat Portage mills, and will establish a camp on Willow Creek. O. W. Saunders will cut 5,000,000 feet near Robinson Lake, to be shipped by rail to the Knox Lumber Company at Ely.

The schooner Moselle, while loading lumber at Tusket for Boston, was totally destroyed by fire. She was a vessel of 117 tons register, and was owned and commanded by E. M. Durant, and insured in the Nova Scotia Marine Insurance Company.

The saw mill at Benton, N. B., had to suspend operations about Aug. 12th on account of low water in Eel river. The recent rains having sufficiently raised the water, work was resumed on the 6th. Very little lumber will be sawn there this winter, as sufficient logs are cut to supply the mills for next season.

Less spruce lumber was cut on the Aroostook River last winter, tributary to the St. John River, than for many years before. This was largely owing to the fact that operators could produce logs cheaper on the New Brunswick side than on the American side.

#### BUFFALO AND TONAWANDA.

(Special correspondence WEEKLY LUMBERMAN.)

There is an improved feeling in the lumber trade that practically covers every branch of it, though pine does not show the firmness that most of the others do. While there are reports of better prices in both hardwoods and hemlock, pine is doing well if it holds its own. There has been so much competition aimed at the pine trade of late that it is not going to be easy to improve the price, even after the demand returns to its normal condition, which it will hardly do this year.

The fall demand holds up well, and the open weather has already had a visible influence on building operations. This is plainly shown in the hemlock sales, which, instead of dropping down very low, are better than for some time. Buffalo is building as extensively as ever. It is probable that there are more houses under construction now than there were in mid-summer. The irresponsible builder is gone mainly and the class of builders who are able to put up good structures on their own account are active. Many of them were timid early in the season and did very little.

If the pine producers in the Ottawa district have sold all their deals early in October as reported, nearly three months before they were disposed of last season, there will be a much easier feeling in that section than usual, especially as the sale was made at last season's price and terms. According to this the English market must be very active, as the delivery cannot be made any earlier than usual. The report comes here confidentially, but is vouched for as fact.

Buffalo is looking to Canada for all the hardwood that can be found, especially as the cry for oak is on again as strong as ever, and there is a demand for all hardwoods. W. S. Wickham, who has been travelling in Ontario for Scatchard & Son for the past four months, is home again. He has picked up considerable oak, elm and the like, but says that oak especially, is not plenty, but the failure to find enough of it at home makes very small lots desirable. As a rule, the lumber bought in Canada by our dealers does not come here at all, but is already sold and goes to its destination direct, and in that way saves one handling.

The Empire Company is still bringing down basswood and other Georgian Bay hardwood from Warton and will make

a large season of this traffic. The regular pine shipments from that district have not been made in this direction this year, though the hardwood receipts have gone far towards making up the shortage.

Buffalo, and especially Tonawanda, have profited considerably this season from the low water in the Welland canal, which was down to a fraction over eleven feet during the first week in November. This has cut off grain as well as lumber shipments, so that lumber destined for Oswego has in some cases come to Buffalo and gone forward in canal boats. At least it is so reported at Port Colborne.

The affairs of E. & B. Holmes are coming slowly to a settlement, though it will be some time before the assignee can declare a dividend unless the mill and lumber can be sold soon. Quite a quantity of lumber has been disposed of already and the services of H. M. Blake, a very competent man, have been secured to sell the rest of the stock at once. He began to work on the 15th and will take charge of the yard.

There are any amount of confident predictions along with not a few reports of actual transactions going to show that southern woods are destined to cut into pine still further than they have already. There is much activity in both southern pine and cypress, and a Buffalo dealer just back from the Gulf states predicts that southern pine at least will advance before long.

In this view of the case there is nothing for Canada to do but take care of her common lumber at home and offer as her surplus her better grades, which will be preferred generally to southern woods by most consumers, but as to the low grades there are more of them at home than can be got rid of this season. The Michigan mills are eager to sell cheap pine, and some of them have refused to sell their better grades at all unless the purchaser would take a lot of box and the like along with them.

It seems to be the general impression here that the lumber trade is duller in Canada than it is here, though there is certainly no effort made, apparently, to push sales from the other side. We want all the oak, birch and other substitutes for oak that can be found, and also chestnut and hard elm, but there is not much use of trying to sell pine here. The price is not what it ought to be and the grades most wanted are just the ones that will be kept at home.

The report that the former ruling that tongued and grooved lumber is "manufactured," has been confirmed, making it subject to duty, will strike not a few on this side who are owners of timber lands in Canada, for it will cut off the trade almost entirely, so small is the margin without the duty.

#### ANOTHER TIMBER BERTH SALE.

Eight more timber berths were sold at the crown lands office in Fredericton, N. B., on Nov. 13th. They were disposed of as follows: Two miles on Fork Brook branch of the Little River, applied for and bid in by David Hughes at the upset price, \$8 per square mile; 9½ miles on Sisson Brook branch of the Bilker Brook, applied for and bid in by George E. Barnhill at \$42 per square mile. The same gentleman secured another 9½ mile block on the same brook at \$74 per mile; 5½ mile

block in the parish of St. Leonards, applied for by W. T. Whitehead and bid in by James Burgess at \$26 per square mile. Three mile block on Alward Brook branch of the Canaan River, applied for and bid in, by Alfred West at upset price; 4½ mile block on the North branch of Canaan River and South Forks of Coal Creek, was bid in by Sumner & Co., of Moncton, at \$8.50 per square mile; 2 mile block on the South Oromocto Lake was applied for and bid in by Thos. Mersereau at the upset price. The blocks competed for were principally hardwood.

#### VESSELS SOLD.

Wooden vessels are not in large demand. Two barks owned by T. G. McMullen, of Truro, N. S., loading deals at Pictou, N. S., for England, were sold at auction at the latter place recently. The Rock City, 778 tons register, built of oak, juniper, pitch pine and elm, copper fastened and coppered, with stores on board, was sold to Charles L. Rood, for \$2,950; the Zio Battista, 687 tons register, built of oak and copper fastened, with stores on board, was sold to Edward Doherty for \$1,400. Both vessels were bought subject to charter, to carry the lumber they were loading, to England.

#### SHIPPING MATTERS.

The barge Nordeyset has cleared from Port Madoc, N. S., with 8,889 spruce deals, 268,813 ft., 1,025 do do do ends, 10,189 ft.

Schr. Clara Youell cleared from Toronto for Oswego on the 14th with 80,000 feet of lumber. The rate between these ports is \$1.50 to \$1.60.

The canal boats P. Kearney and F. S. Dale each took out 800,000 spruce laths from Quebec, Nov. 9th, from Rouse's Point, New York, shipped by Price Bros.

S S Greta Holme cleared from Quebec on the 5th for Glasgow, having among her cargo 15,200 bbls packing boxes from the A. Gravel Lumber Co., Ltd.,

The ss City of Lincoln of 2,200 tons net register, and carrying 895 loads of timber and 709 stds deals, was loaded at Quebec in the remarkably short space of fifty-two hours. Her cargo was furnished by Messrs. Dobell, Beckett & Co. She cleared for sea on Friday.

The following lumber shipments from the port of Montreal have been made during the week ending Nov. 12th: Dunmore Head, to Dublin, 949 deals; Anvers, to Antwerp, 2,552 deals; Tublin Head, to Belfast, 74,440 boards and ends, 700 ends; Gerona, to London, 1,307 deals.

The ships Prince Frederick and Prince Louis have finished loading lumber at Hastings Mills, Vancouver, for Europe. They have each 125,000 feet. The Prince Victor is on her way from Rio de Janeiro to load at Vancouver. The Norwegian steamer Washieda is on her way from Vladivostok and will load lumber for South American ports. The India is also due to load lumber.

The wreck Adria is at Mosher's Harbor, N. S. She is still bottom up, the cargo of laths being taken from the hold through a hole in the bottom. The general opinion there is that the vessel sprung a leak and capsized before the deck load could be thrown off, and that the crew met a watery grave. No tidings of them have been received.

#### 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.