

vious two months, with a hopeful tone that is encouraging. The effect of the good crops of 1895 will be felt more in 1896 than immediately.

FOREIGN.

Reports from England indicate rather a quiet weeks trade. Most merchants have provided for present wants and only far-seeing ones are buying to arrive. Flooring boards seem to show the greatest activity. In hardwood there has been greater briskness, London and Liverpool both showing a good trade. In Scotland conditions are the reverse, Glasgow reporting pine and spruce active, and hardwood quiet. There have been considerable arrivals of Canadian woods at British ports. Pine, spruce and hardwood all have an upward tendency. Receipts from the Baltic have been checked by a stiffening in freights. In other directions rates are reported dull. The outlook for a better trade with Australia is improving. There is a prospect of better times there.

STOCKS AND PRICES.

Heavy rail receipts of lumber for the past two months are reported at Buffalo.

Cooperage stock is reported dull at Buffalo. Trade is not good, though better than last year.

A large number of men have been sent from the Saginaw valley to the Canadian pineries this fall to take out logs for next season.

The schooner Hattie C. sailed from Moncton N. B., on Wednesday with 7,200 ties, and the schooner Burmah cleared from Fox Creek on the Petitcodiac river on Thursday with 3,200 ties.

A correspondent of the Northwestern Lumberman estimates the log imports to the United States from Canada this year at over 250,000,000 feet. In 1891 it was 80,000,000 and in 1890, 30,000,000.

Owing to low water in New England, compelling many mills to shut down, receipts of lumber have fallen off. Prices, however, have not improved, as stocks are sufficient to cover all present wants.

The Holland Emery Co., with mills at Tawas and Bay City, has 3,000,000 feet of logs in Canadian waters which will have to lie over till next season and the company will consequently curtail its logging operations this winter.

The Holland & Emery raft of 4,000,000 feet, which broke away from the tug in a recent storm while on its way to Saginaw, has been recovered. It was found on the rocks at Michael's Bay. Only about 500 logs were lost.

Three barges of lumber which arrived at Buffalo a few days ago, in tow of the Sam Marshall, lost most of their deck loads in a storm. The loss is expected to aggregate 600,000 feet. The lumber lost is all high grade.

The St. Anthony Lumber Co.'s new mill at Whitney, Ont., the season's product of which was sold to the Export Lumber Co., of New York, is running night and day so as to complete the contract within the time limit.

In a few days Gilmour's mill at Trenton, Ont., will close down for a week or ten days, at the end of which time the first of last winter's cut in the new limits, consisting of 45,000 pieces, will reach Trenton. The mill will then resume cutting for another month.

The Saginaw Lumber & Salt Co. is pushing work in its camps on Spanish river. The other operators there will put in less than the usual amount of stock. Men are scarce on account of the demand for farm work, and wages are up to last years standard.

Col. A. T. Bliss has sold his interest in a large track of pine near Quebec, to Gen. Alger, for a consideration in the neighborhood of \$150,000. He had previously sold him a fractional interest for \$55,000. Alger, Smith & Co. propose to work the tract the coming winter.

The lumber shipments through the St. Mary's canal, out of Lake Superior, during August, were 138,152,000 feet, a large increase over last year. Of this, Duluth shipped about 42,000,000 feet and Chequamegon about 52,000,000. The shipments for the year so far aggregate 495,332,000 feet, a gain over last year of 60,000,000 ft.

The export from St. John, N. B., for the last week of September took a wide range. To United States ports went 1,500,000 ft. of long lumber, 4,000,000 shingles, over 3,000,000 lath, and 1,000 cords of wood. To the British market went 1,250,000 ft. of deals, etc.; to Buenos Ayres went 620,000 feet of lumber and some laths; to Santa Cruz, 290,000 ft.; to Granada, 190,000 ft., and some shingles and clapboards; and to Las Palmas, 290,000 feet of long lumber, and 500,000 lath.

The Messrs. Cushing, of Pleasant Point, N. B., are building a new mill, of which the foundation is already laid, and a contract entered into for the machinery. It is expected the mill will be ready for sawing early in March. It will be 50x220 feet, and will be fitted with two large band saws. Since the old Cushing mill was burned, several months ago, the firm has had seven mills sawing for them, and have shipped about 8,000,000 feet of lumber, besides that which was not destroyed by the fire.

The Howry Lumber Co., of Peterboro', expect to get out between 75,000,000 and 100,000,000 feet of lumber the coming season. They have already eight camps and will add one or two more. A representative has been in Montreal for the purpose of engaging 100 more. In one day recently the foreman and a gang of men, with one team of horses, put into Burnt river, 851 logs, which is the largest number of logs ever watered in one day, by one gang and one team.

Southern pine lumber has advanced from 50 cents to \$1.50 per 1,000 feet, especially in those manufactures required in the west and southwest. Western pine manufacturers have added 50 cents to \$1 per 1,000 feet to their prices. At a meeting held in Albany, N. Y., at the office of the Skillings, Whitney & Barnes Lumber Co., the price of cutting-up and better pine lumber, was advanced \$2 per thousand feet. There is less of the better grades of white pine in sight at the present time than there was one year ago, and the demand is now more active.

The cut of the Chaudiere lumber mills at Ottawa, will this season be 50,000,000 feet behind that of last year. This year's cut will total about 265,000,000 feet and will be divided as follows: J. R. Booth, 100,000,000 feet; Buell, Orr & Co., 50,000,000; Bronson & Weston, 50,000,000 feet; Gilmour & Hughson, 40,000,000 feet, and W. C. Edwards, 25,000,000 feet. Many

reasons are given for this shortage. The delay of some firms in beginning the season's sawing on account of replacing old machinery with that of a more modern type and a scarcity of logs are largely responsible.

A LUMBER CASE IN APPEAL.

Before the Supreme Court at Ottawa last week, the lumber case of North British and Merchantile Insurance Co. vs. Louisville came up on appeal. The insurance company resist payment on a policy of insurance on lumber at Three Rivers, on the ground that the owner, who insured for the benefit of respondents, practised a fraud on the company by insuring more lumber than he really had, and claiming for some two million feet more than was insured. The case rests almost entirely on figures and measurement. The court below was evenly divided. After hearing argument judgment was reserved.

LUMBER ITEMS.

The water is so low in the Ottawa that it is feared it will interfere with the running of the mills at the Chaudiere for the rest of the season.

The fire losses in Canada and the United States during August amounted to \$9,290,000 of which the wood industries contributed \$1,605,000.

Mr. Pyke, of Vancouver, B. C., was in Toronto last week, and in speaking of the lumber trade in his province stated that it is at present in a depressed condition, owing to the paralysis of building operations the world over, due to the hard times. He predicts that when trade revives the province will be very prosperous. Vancouver is growing in importance as a port and distributing centre.

SHIPPING MATTERS.

There were no clearances at Victoria, B. C., during the week ending Oct. 1.

The American bark Enock Talbot, 1,300 tons, has loaded lumber at Cassidy's mill, Vancouver, for California.

The American schooner Aida, 507 tons, has arrived at Vancouver from Shanghai, to load a return cargo of lumber at Moodyville mill.

The City of Nanaimo took from New Westminster a car load of hardwood lumber, which had come to Liverpool by G. N. R. for Nanaimo.

The large four masted barque Olivebank, from Vancouver, with Oregon pine, which called at Algoa Bay for orders, has been sent round to Delagoa Bay, where she is now discharging a full cargo for Johannesburg.

The Norwegian ss Transit, 1,027 tons, the first of the Puget Sound and Central American steamship company's liners, sailed Sept. 24, from Seattle on her initial voyage. In her cargo was lumber and shingles to the value of \$5,000, and sash and doors invoiced at \$350.

The British ship Earl Burgess, on her way from Swansea, to Vancouver, B. C., to load lumber for the United Kingdom or continent, went ashore at English Bank, Uruguay. She was got off and towed to Montevideo leaking, surveyed and reported unseaworthy, and recommended to discharge for repairs.

The followings shipments have been made from the port of Montreal during the week ending October 7th: Mamnon, 17,702 deals, 1,024 ends, to Liverpool; Nessmore, 24,235 deals, to Liverpool; Tritonia, 13,551 deals, to Glasgow; bark Gazelle, 53,239 pieces of lumber to Buenos Ayres; Lake Superior, 10,207 deals, 8,953 ends, 12,815 boards, to Liverpool.

TIMBER LANDS SALE IN NEW BRUNSWICK.

The sale of timber berths at the Crown Land office, Fredericton, N. B., last week resulted as follows: A berth situated on Well's brook, branch of the Black river, went to T. W. Russell, at the upset price; a berth on the head of Salmon river to Hugh McLean, at the upset price; one on the Gaspereau river, to Geo. McDougall, and another on the Six Mile brook also went to Mr. McLean. There was no competition.

BUSINESS DIFFICULTIES AND CHANGES.

Messrs. Manhee & Wilson, wholesale dealers in mouldings, Toronto, have assigned.

A. Gothard, of Vancouver, is looking for a location for a planing mill and sash factory at Rossland or Trail.

It is reported that the Bain Waggon Co., of Brantford, will amalgamate with the Massey-Harris Co., and will remove to Woodstock.

The new Richmond Lumber Company, Richmond, Que., are applying for incorporation with a capital stock of \$10,000, to manufacture lumber.

Mr. Wm. McKenzie, of Brockville, has been canvassing at Algonquin for subscribers to form a joint stock company to operate the lumber mills at that place.

The G. & G. Flewwelling Manufacturing Co., Hampton, N. B., are applying for incorporation with a capital stock of \$150,000, to manufacture lumber, etc.

The LeBlanc Manufacturing Co., Yarmouth, N. S., have been incorporated with a capital stock of \$5,000, to manufacture doors, sashes, etc.

Walter Marriott & Co. have leased the property of the Burrard Inlet Red Cedar Co., Port Moody, for a term of years. They were lessees of the lumber and shingle mill at Manchester, Wash., destroyed by fire recently.

The failure of F. McGibbon & Sons, lumber dealers, Sarnia, was precipitated by the firm's banker, who declined further advances. About a year ago they claimed a surplus of \$74,000 over liabilities of \$20,000.

A rumor is current at Prince Albert, N. W. T., to the effect that the extensive lumber mill and timber limits of Moore & MacDowall have been sold to McLaren, the lumber king of Ottawa.

Starbuck & McCarthy, Gouverneur, N. Y., lumber dealers, proprietors of saw mills and planing mills and sash and blind factory, and prominent in other ventures, have failed, bringing down with them the Gouverneur Marble Co.

B. V. Stafford, who has carried on business at Annapolis for the past twenty-five years as sash, door and furniture manufacturer and undertaker, has admitted S. R. Rudd as partner. It is the intention to go extensively into the manufacture of furniture.

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 Warrington 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.