

MATTERS AT BUFFALO.

(Special correspondence WEEKLY LUMBERMAN)

There are some signs of a revival of trade in lumber between Canada and the States, which failed to realize expectations after the removal of the American duty, with the exception of the importing of logs to the Saginaw district. The Georgian Bay shipments to this port have been reduced this season to the cargoes of basswood brought down to the Empire Company from Warton. There has lately been quite a shipment from Midland and Spanish River on the W. B. Hall; on the Manley and the Africa and Severn to Noyes & Sawyer; and on the Benson and Russell to Boller & Sons. Until quite lately the Canadian trade seemed rather indifferent to this market. It was reported that the eastern and foreign demand was taking the whole product, but of late there have been several dealers here from Toronto, Barrie and neighboring points, offering their stock very low. It is complained that a Hamilton firm has been offering shingles here within a few days for less than the regular price and selling to builders at that. This is a practice that wholesalers are about all guilty of, but they are all quick to raise the cry against others who do it.

The Georgian Bay district is not shipping lumber through the Welland to any extent this season. About all that goes through regularly are the tows of the Schoolcraft and Nipigon, from the Portage Lake district on the south shore of Lake Superior to Oswego, for shipment east by canal.

Sales this month have been very good, but prices are not improved and only a few yards are yet laying in winter stock. In this respect Tonawanda is in advance of Buffalo, having already stocked up so that dealers think there was seldom more in the yards at this time of the year than now.

There is a continuation of the demand for chestnut in spite of the scarcity of it. The Huron Lumber Company of Tonawanda, which has made a special effort to lay in a stock, reports that it is not to be found in quantity so far. Scatcherd & Son of Buffalo keep a man in Canada looking after oak and other hardwood.

Some of our dealers complain a good deal of the loose methods of certain of the Canadian dealers that they come in contact with, selling one thing and delivering another, and practices of that sort. It is quite the custom to find fault with members of the trade that happen to be out of one's district, but as the objection to Canadian dealing is in a different line from anything I have heard of in other sections it may be possible that the genus scalperis is too numerous therefore the general good; men who sell stock before buying it and then delivering stuff that is as near the order as they can make it. The complaint against the South is largely of careless sawing, and of the far west, of drying the life out of red cedar to save freight and of cutting prices.

The failure of E. & B. Holmes was rather expected, as the mercantile agencies had noted indications of special weakness for some time. An effort was made to save some branches of the business. The wood working machinery factory was incorporated some time ago, and a bill of sale filed on the day of the failure appears to have covered the maple flooring, plant, &c.,

as C. N. Armstrong and others, to whom the sale was made, have since incorporated it. This leaves the lumber and planing mill to stand the whole of the failure. Some of the creditors are asking if this sequestration of property will hold in such a case and will look into the legality of the transfer. No schedule of liabilities has been filed.

Donogh & Oliver have located again at Black Rock to be in better position to sell the lumber turned over to them by W. H. Proctor in winding up his Buffalo business. Of course they will not leave Toronto, but it is reported that they are thinking of making the Buffalo office permanent.

ITEMS.

Geo. D. Prescott's mill at West River, Albert county, N. B., is sawing again. It was shut down several weeks.

The Hamilton mill at Strait Shore, N. S., was started on Labor day. Everything ran smoothly with only 15 pounds of steam.

Stetson's mill at Indiantown, N. B., is running again. The improved labor saving machinery is working very satisfactorily and the mill is turning out a fine lot of lumber every day.

The David Moore Lumber Company's raft of square timber, consisting of 161 cribs, has arrived at Ottawa. The timber is the very first quality of pine. The run through the slides was made by a gang of Indians and French Canadians.

Haley Bros., of St. John, N. B., purchased a large quantity of lumber from Joseph Campbell, of Studholm, Kings county, for their factory. It is understood Mr. Campbell is making preparations for a big winter's work.

Capt. Murray, who died at St. Catharines a few days ago, was, in addition to being an extensive contractor, largely engaged in lumbering. He was connected with the firm of the McArthur Bros. who established the Collins Bay Rafting Co., of which he was a director for some years. He was also president of the Casselman Lumber Co.

Crandall Prescott, of the firm of C. & J. Prescott, of Albert, N. B., has gone north to take charge of the extensive lumbering operations which the firm will conduct this winter on their recently acquired property at Benjamin River. A. H. McLane will take the position of manager of the firm's store. A large crew of lumbermen has left Albert to work in the woods for the firm.

Buell, Hurdman and Company's mills at Hull, which have not been operated this year to their fullest extent, are to increase their output. A number of new hands have been put on and the mills will be run with an increased staff for the remainder of the season, an indication that the lumber market holds out brighter prospects for sales this winter.

SALE OF TIMBER BERTHS.

A number of berths were sold at the Crown Lands office, Fredericton, N. B., recently. Competition was offered on only two. One, on the headwaters of the Little S. W. Miramichi, applied for by Ernest Hutchison, was bought by him at \$80 per mile. Another, a two mile berth on Little River, Sudbury county, was sold at \$44 per mile.

GOOD FOR THE LUMBER TRADE.

Mr. John Wilson, manager of the Brunette mills, New Westminster, B. C., has received a letter from Victoria, Australia, giving details of a material reduction in the duty on Oregon pine or Douglass fir. On sizes less than 7x2½ inches the duty will be 4 shillings per 100 feet B.M., instead of 5 shillings, on less than 12x6 inches the duty is made 2 shillings, a reduction of sixpence, and on 12x6 inches and upwards there will be no duty, where 18 pence was before charged. This reduction comes into force next January, and must result in a largely increased shipment of British Columbia wood.

SUPERVISOR OF CULLERS' OFFICE.

The following is a comparative statement of lumber, masts, bowsprits, spars, staves, &c., measured and culled at Quebec up to 1st Sept. inst :

	1893.	1894.	1895*
Waney White Pine.....	1,952,256	1,928,783	1,972,624
White Pine.....	750,582	837,948	87,907
Red Pine.....	289,136	56,645	90,840
Oak.....	964,127	1,097,583	1,005,698
Elm.....	548,083	372,140	570,904
Ash.....	158,159	148,744	140,864
Basswood.....	.....	.....	659
Butternut.....	.....	.....	276
Tamarac.....	392	.....	242
Birch & Maple.....	407	113	514
Masts & Bowsprits.....	140,909	131,220	212,203
Spars.....	.....	.....	.....
Std. Staves.....	.....	.....	.....
W. I. Staves.....	15,632.20	.....	.....
Bl. Sta. es..	3,011.13	.....	.....

LUMBER NOTES.

The Parry Sound Lumber Co.'s shingle mill at Parry Sound, has closed down for the season.

Kilburn & McIntosh have begun operations on the head waters of the St. John. They will get out between five and six millions.

The lumbermen have decided not to work this winter, the lower limits of the Gatineau river, which have been operated for many years past.

The Brunette Saw Mill Co., New Westminster, B. C., are inviting tenders for the removal of the remains of their burnt saw mill.

B. W. Mallett and Neil McLean, of Fort Kent, and D. H. Nixon, of Brighton, are in St. John arranging for the sale of the logs they will cut in Aroostook county during the coming winter. They will get out between ten and twenty millions.

Lumbering operations in the woods in Parry Sound district are commencing. A number of men have left to work in Mr. Peter's camp near Seguin. Messrs. Argue Bros., have taken a contract from Chew Bros., to strip the township of Ferguson in three years, and have put in a camp. Doolittle & Anderson have forwarded a lot of horses to their camps, and other lumbermen are equally active.

SHIPPING MATTERS.

Willard Smith, of St. John, N. B., received from Mr. Gibson's mill 500,000 more shingles.

Clark Bros. of Bear River, N. S., are getting 300,000 feet of lumber from Hampton, which will be taken to Rosario, Argentine Republic.

Two carloads of shingles, from the Pacific Coast Lumber Co., and two carloads of lumber from the Brunette Saw Mills have been shipped east.

The Nowegian bark Emblem, and the Sea King have loaded deals at Grindstone Island, N. S. Prescott, Gillespie & Co. provided the cargoes for the vessels.

The str Transfer left New Westminster a few days ago, for Hope and intermediate ports with 20,000 feet of lumber from the Royal City Mills, besides other freight.

The Susie Prescott is loading at Riverside, N. S., with a full cargo of boards and two-inch deals for Boston. The ship Annie E. Wright, which has been loading deals in the Petitcodiac stream, has sailed.

W. C. Clarke, of Bear River, is at Hampton, N. S., looking after the shipment of a large cargo of lumber destined for Rosario, Argentine Republic, by the three-masted schooner Arona, Capt. Parker. The schooners Muriel and E. Norris are lightening their cargo, which consists of some 300,000, to Digby Basin, where the Arona is loading.

R. P. Rithet & Co., of Victoria, B. C., state in their last circular that there has been a better and more widely distributed demand for lumber carriers, but freights are barely steady, although vessels are not any more plentiful than they have been. The coastwise trade is reported as very active, and it is to be hoped that the improvement may in time extend to foreign business.

Three cargoes have cleared from British Columbia ports. The British ship Duke of Argyle, 960 tons, sailed August 12, for Adelaide, with 662,561 feet rough lumber, 6,810 pickets and 105,300 laths, total 686,921 feet, valued at \$5,552.83; Am. ship Alameda, 1,474 tons, sailed August 15, for Sydney, with 1,046,303 ft. rough lumber, 2,287 bundles pickets and 1,578 bundles lath, total 1,268,702 feet, valued at \$8,000; Am. sch. Alice Cooke,

731 tons, sailed August 15, for Sydney, with a cargo of 853,154 feet rough lumber and 274,050 laths, valued at \$7,610.19. The following charters are reported: Br. bark Shalpeare, 767 tons, to load lumber at Vancouver. Am. bark Enoch Talbot, 1,194 tons, to load at Vancouver; the Nor. bark Prince Regent, 1,332 tons, for Cork, U. K., for orders. It is said that two more ships of the same line, viz., Prince Eugene, 1,335 tons and Prince Charlie, 1,482 tons are under charter to load lumber at Vancouver.

A charter has been applied for from Quebec on behalf of the Northern Lumber Company, who will engage in business at St. Faustin, Que. The applicants are Messrs. Jos. De Lorimier, S. A. De Lorimier, Alex. DeLorimier, A. E. De Lorimier, and E. H. Godin. Capital \$20,000.

The file works of Messrs. Shaw & McLeod, of Almonte, have been sold to Messrs. Thos. Graham & Son, of Toronto.

THE SHINGLE SITUATION.

Though the shingle market in the east is dull as dull can be, on the Pacific coast, and in the west, it is better. At Minneapolis it has brightened up considerably. The call is now for quick, or at least certain shipment. The trade is getting wakened up to the possibility of delay in bringing shingles from the coast. Some of the coast shippers are guaranteeing nothing over the Northern Pacific. That road is getting chary of its cars in the coast trade. Shipments of tea and of wheat on both sides of the mountains have tended to delay the movement of shingles. The Canadian Pacific is hauling a considerable portion of the shingles coming to the Minneapolis market. Prices are holding at \$1.85 for extra *A*, guaranteed delivery, or five cents better for shipment from that city. Some mills on the coast are selling at \$1.80, but are not doing much business at this price because of delays.

A BIG OTTAWA TOW.

One of the largest tows that has ever come down the Ottawa has reach Quebec. It was composed of one hundred and thirty-five cribs of square timber, belonging to Klock Bros., of Aylmer. It was over a quarter of a mile long, and presented the appearance of a moving village from the number of men and tents on the various cribs. They shot Longue Sault Rapids at Grenville, and the steamer picked them up below and continued down to the Little River with them, when they proceeded by themselves from there to Montreal. The tug Hudson took them from there to Cape Rouge, a few miles above Quebec harbor.

A LUMBER SUIT.

At the Ottawa assizes last week the following lumber suit was disposed of. - Raphael vs. O'Connor—Suit for \$525, balance due for lumber supplied. Defendant pleaded shortage and inferior quality. After the examination of Mr. Raphael, his Lordship advised defendant to try and effect a settlement, and this was done, judgment being entered for \$510 and full costs of court.

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.