

looks as though there would be a much larger call during the coming fall. Ash and elm are on constant call, and Canadian lumbermen are recipients of fair orders for these woods. Prices keep firm.

STOCKS AND PRICES.

An order for 550,000 cedar shingles is being loaded at Cross Creek, N. B., for John A. Humble, for vessel Galatea, on order received from Stetson, Cutler & Co., of Boston.

D. S. Pate, Chicago, has closed a contract for 1,600,000 feet of pine lumber, sawed and furnished by Graham, Horne & Co., of Fort William, Ont. The logs out of which this lumber was cut were rafted across the lake from the Ashland, Wis. district.

Lumber exports from St. John, N. B., for the past week, were, 6,720,000 feet of deals, etc., to the United Kingdom; 3,350,000 feet long lumber, 2,750,000 shingles, 1,763,000 lath, and 522 cords of wood to United States ports.

The following exports from St. John, N. B., are noted for the week: Per bqt Belle Star, 401 Kilrush, by A. Gibson, 294,490 deals, 10,425 ends; sch. D. Gifford, for Boston, by J. L. M. Jewett, 160,974 boards, plank and scantling, 21,875 clapboards, 1,940 pickets, 252,750 cedar shingles, 101,200 laths; sch. D. W. B., for Vineyard Haven, by Stetson, Cutler & Co., 156,272 plank; sch. Canary, for Boston, by J. R. Warner & Co., 25,000 lath, 37,749 deals, 80,925 boards, 160 scantling; sch. Rondo, for Providence, by Miller & Woodman, 400,000 laths, 175,000 cedar shingles; sch. Clifford C., for Boston, by Stetson, Cutler & Co., 29,337 scantling, 8,543 plank, 90,000 laths; sch. Glenera, for Boston, by Stetson, Cutler & Co., 113,921 plank; sch. Sower, for Vineyard Haven, by Dunn Bros., 151,517 boards; sch. Eagle, for City Island, by Stetson, Cutler & Co., 217,246 deals; sch. Adelaide, for Boston, by Dunn Bros., 97,971 boards; sch. Florida, for New York, by Mill & Woodman, 327,794 deals; ss Menemsha, for Liverpool, by W. M. Mackay, 1,343,309 deals and battens, 98,860 ends, 755 tons birch timber; sch. Parice, for New York, by Randolph & Baker, 870,000 laths; sch. Rebecca W. Hudnell, for New York, by Miller & Woodman, 29,069 deals; sch. Sallie E. Ludman, for Lynn, by Stetson, Cutler & Co., 83,153 pine boards, 123,059 spruce planks, 74,065 scantling; sch. Winnie Lowry, for New York, by Randolph & Baker, 327,000 laths; sch. Pefetts, for Vineyard Haven, by Stetson, Cutler & Co., 16,242 scantling, 159,948 plank; sch. Carlotta, for City Island, by Stetson, Cutler & Co., 179,139 deals; sch. L. T. Whitmore, for City Island, by Hilyard Bros., 323,786 deals; sch. William Wilson, for Wilmington, Del., by D. J. Seely & Son, 1,550,000 laths; sch. Ayr, for New York, by Miller & Woodman, 183,657 deals.

A. T. Bliss, of Saginaw, Mich., is reported to have sold a large block of lumber cut at Ashland, Wis.

David Whitney, of Detroit, is reported to have sold a large block of lumber on the Whitney & Batchelor docks at Melbourne, to the Eastern Lumber Co., of Tonawanda.

Chas. Burrill & Co. are loading the St. John three-masted schooner Beatrice McLean with lumber at Weymouth for Cape Viridi Islands.

SPRUCE MARKETS.

The determined and vigorous efforts being put forth by the Northeastern Lumbermen's Association to regulate the output of spruce, and fix the price at which this product shall be sold, are being watched with more than ordinary interest, not only by lumbermen directly interested in spruce, but by intelligent lumbermen everywhere. Some months ago, when spruce men formed this organization, the sceptical doubted whether the end aimed at would be accomplished. But until the past few weeks there was little cause to doubt the general success that had attended its management. A schedule of prices was fixed, and though there have all along been rumblings of some break, yet the general belief has been that Association prices were well maintained. Can this continue? is the question to-day. The demand for spruce has declined, and, as is always the case on a downward market, dealers are found who prefer cash to stocks and are ready to sacrifice prices to effect this transformation. This is the difficulty that lumbermen of the east, and those of the Maritime Provinces, who have joined hands with them, are now fighting; and a good deal of the trouble to the Association is coming from New Brunswick and Nova Scotia. It is currently stated that Nova Scotia spruce, plank and scantling, has been sold within a week or two in Boston at \$1.50 while \$12 was an accepted figure for random cargoes, and a leading Boston wholesaler is quoted as saying that he would not hesitate to contract for 1,000,000 feet of spruce at 50 cents less than the schedule prices, and guarantee prompt delivery too. No one can say yet what the final outcome will be. The Association must be commended for the splendid fight it is making, for it needs courage to organize for the betterment of trade and the effort to hold the different interests involved, not to say anything of combating the opposition that is sure to be met with from outside. If the Association plan of keeping the mills closed can be maintained, it will go a long way to meet the end sought.

CONDITIONS IN THE EASTERN STATES.

No transactions of large size can be reported from New York, and yet there is an improved feeling in trade. The probabilities for the closing six months of the year point to an increase in business, though no one is enthusiastic enough to think that this will represent anything like a boom. Less wood is going into building than was anticipated earlier in the season, when the volume of permits was given out. Many of the buildings are of a class where wood does not enter largely into consumption. The belief is entertained, notwithstanding appearances sometimes in an opposite direction, that prices will hold firm during the fall. It is not believed that there is any good reason why good lumber should decrease in price. Rather, it ought to command a better figure.

With all the complaining that has been current throughout the season, it looks as though July in the Tonawanda district would make a better showing than the corresponding month last year. Firmness is the policy of those who hold good lumber, and prices apparently will advance shortly. Box and common are not so firm.

In Buffalo the same trouble is being experienced that we have had occasion to refer to in other localities. Smaller dealers and those who are not over strong financially are cutting prices of lumber and this is having an influence upon the larger mills who, though not disposed to cut, are unable to make sales, and the condition is one that militates against an advance in prices. Business has slowed somewhat the past few weeks.

Shipments of lumber from Albany for the past week are larger than those of a week ago, and are fully equal to the corresponding period of a year past. It is being remarked that increased quantities of lumber are being shipped through this point without rehandling. Lumbermen are commencing to give some thought to the matter of buying, as the opinion is held that trade will be all tight in the fall.

The hardwood market in Philadelphia is somewhat quieter than has been the case for some two months past, but every confidence is expressed in the future.

COOPERAGE.

The SutherlandInnes Co., Chatham, Ont., with mills at various points in Ontario, Quebec, Michigan, Indiana, Wisconsin and Ohio, say that cooperage business for July, all along the line, has shown a very marked improvement. The demand for apple barrel material is very good indeed, much better than was anticipated from the gloomy reports which were issued early in the season. Most localities have got quite a few apples, and in some places the crops are going to be immense, even now a great many of the manufacturers are turning in to cut apple barrel stock instead of the ordinary flour, lime and cement stock. The demand for flour barrel stock has also been very good during the past month, and, from all appearances, is going to improve even still more in the fall. This, more especially applies to stock for export to the States and Europe, as Canadian millers have not been running as strong as might have been expected at this season. However, they have now started running fairly well, and as the new wheat is in some places the farmers are hauling their old wheat to the mills, and mills are enabled to run. The principal reason why mills did not run in this part of Ontario was, owing to the shortage of wheat. Prices have not materially changed, but we are looking for an advance in August. Some of the manufacturers are now asking 25 cents per 1,000 more for strictly No. 1 staves, but this advance is not general. However, on the whole, the prospects are very rosy indeed for manufacturers, much better than they have been for the last eighteen months.

RAFTING.

The last log was put through the Belleville boom a week ago.

The Klocks have a large raft coming down the Ottawa, which is being delayed by low water.

The Holland Emery Lumber Co., expect to be able to get down 70,000,000 feet of logs.

The Moore Lumber Co.'s drive is hung up about Square lake with the Brownlie Co.'s drive behind it.

A gentleman who has recently returned

from the Georgian Bay district says, that it is very dry there, and in some sections forest fires are prevailing.

Two large rafts of logs from the Georgian Bay were received last week by Col. A. T. Bliss, of Saginaw.

The McArthur Bros. Co., Ltd., say that they have had some difficulty in getting their rafts down the St. Lawrence, owing to low water.

Very little rain has as yet favored the Saginaw district, and the streams are reported to be as dry as a bone, with no immediate prospect of the few logs hung up getting down.

The first square timber raft of the season is now passing the Chaudiere. The lateness is due to the exceedingly low water in the Ottawa. The raft is the property of Mr. William Mackey, and consists of timber of fine quality, principally board pine.

DRESSED LUMBER CASE.

The rehearing of the dressed lumber question came before the United States Board of General Appraisers on the 25th inst., consuming two days' time. A large number of witnesses were heard on each side, and an immense volume of written testimony submitted. Counter briefs will be prepared and submitted of contending counsel, and it is hard to say just how soon a decision will be given.

SHIPPING MATTERS.

The ship Alameda is loading lumber at Moodyville, B. C., for Sydney, N. S. W.

Lumber shipping is brisk in the vicinity of Hillsboro, N. B.

Steamer Sydenham has been chartered to load deals at West Bay for the W. C. England at 53s.

There are in St. John, N. B., at the present time several cargoes of lumber for shipment to South America.

The American schooner Alice Cook is loading lumber at the Hastings mill, Vancouver, B.C., for California. The Republic is loading at the same mill for Valparaiso at £2 5s.

Shipments of lumber from Alpena up to last week are represented by the following figures: 48,521,000 feet of lumber, 4,525,000 shingles, 3,576 pieces lath, 277,000 cedar posts and 207,000 cedar posts and 207,000 railway ties.

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 Heyworth to Guelph, Brampton, Weston or Toronto, will not be higher than the specific rates named from Warton to the same points. The rates from Carleton Place 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 6 of tariff.

Rates from leading lumber points on pine and other of wood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Fenetang, Colawater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Langford, Gravenhurst and other points in group C, to Toronto, 6½c.; Brace bridge to Toronto 7c.; Uterson, Huntville, Naves Emisdale, Katrine to Toronto, 7½c.; Hurk's Falls, Berriedale and Sundridge, to Toronto, 8c.; South River, Powassan and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Warton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The