

city of cars on the Pacific coast, and red cedar shingles, which are wanted in the east, cannot be got forward.

FOREIGN.

Farnworth & Jardine's circular dated 1st Oct., gives the arrivals from British North America for the month as 34 vessels, 31,198 tons, as against 27 vessels, 25,528 tons last year. This shows a gratifying increase. There has been a better tone in business, and more inquiry, but values have not improved. Imports have been liberal and consumption satisfactory, but stocks are sufficient. Importations of waney timber from Canada have been moderate, chiefly on contract and for immediate consumption, with prices unchanged. Of square pine the import has been light, but sales are slow. Of red pine, stocks are light. First-class oak is asked for at slightly better prices, second class is hard to sell. Ash shows small imports, poor demand and lower prices. In elm, prices are firm with only a moderate stock. There has been a falling off in imports of pine deals, still stocks are too heavy, and values difficult to maintain. There has been a considerable increase in imports of spruce deals from the lower provinces. Prices are firmer. There were no importations of British Columbia fir. From other countries the arrivals have been moderate. Other foreign markets indicate little change from last week.

STOCKS AND PRICES.

The Savanne Lumber Co. are looking for 75 men to go to the woods.

The Canada Lumber Co.'s mill at Carleton Place has shut down for the season.

The Premier has arrived at Quebec from the Saguenay with a cargo of pulpwood.

Mr. W. C. Purves will begin immediately the rebuilding of his mill at Carleton, N. B.

Russell, McDougall & Co.'s mill, at Black Brook, N. B., has shut down for the season.

Mr. Guy Dyer, of Bristol, New Brunswick, is building a mill on the site of the one burned last spring.

The barges Huron and Bay City were at Parry Sound for lumber, but received orders to go to Cheboygan.

N. G. & J. McKechnie, of Durham, Ont., have sold their stock of 200,000 feet of soft elm, to F. G. Rumble, London.

Baillie Bro.'s saw mill at Aylmer, P. Q., is nearing completion. It will give employment to about 60 men.

A Tilsbury firm have shipped the largest elm raft that ever crossed Lake St. Clair, there being 3,253 logs containing 700,000 feet.

Messrs. Laroche and Tremblay have a contract for 25,000 deals for next spring, and are erecting a saw mill on the north shore at Mille Vaches, Quebec.

Messrs. J. O. Gilbert & Son, of Bishop's Crossing, P. O., have closed a contract for sawing one million feet of lumber for an American firm, to be cut this winter.

Lumber shippers at Ottawa are complaining of the scarcity of cars, which is said to be due to the heavy shipment of grain from Manitoba.

The liquidators of the St. Lawrence Lumber Co., Ltd., of Bathurst, N. B., are offering the estate for sale by tender. Be-

sides stocks of goods, mill supplies, rafting material, vessels, etc., there is the license to cut 105 1/4 sq. miles of limits on the Carquet river and tributaries.

The Bank of Montreal has made extensive repairs to its mill property at Loggieville, N. S. A new wharf has been built to facilitate shipments.

A Winnipeg despatch states that the lumber industry on Lake Winnipeg, as well as other lines of business, is preparing for increased business this season.

Fraser & Co.'s timber report for August gives the arrivals of cargoes at Melbourne as ten in number for the month. Cedar and white pine figure largely in the list.

Mason & Co. announce sales of imported woods at New York on Oct. 17th and 31st. The catalogue for the former is almost entirely mahogany and cedar.

Mr. Jas. McGillan, of Appleton, Wis., has purchased 140,000,000 feet of timber on the stump in Canada, for a consideration of \$14,000. It covers 14,000 acres.

There has been an unusually large proportion of hardwood in lake receipts at Buffalo. Several dealers have been bringing it from Lake Huron and Georgian Bay ports.

The Chatham Mfg. Co. are offering for sale by public auction upwards of 500,000 feet of lumber. The sale will take place at North Chatham saw mills, on the 23rd inst.

Mr. W. Margach, crown timber agent, Rat Portage, Ont., when in Toronto last week, stated that lumbering operations would be brisk in his locality this winter, many of the dealers having reduced their stocks to small dimensions.

A Winnipeg paper says that large quantities of lumber are being brought into Manitoba from Minnesota by the Northern Pacific Railway, and as a result of this competition prices are coming down.

Quotations for Douglas fir lumber in cargo lots for foreign shipment in British Columbia are as follows:

Rough Merchantable, ordinary sizes in lengths to 40 feet inclusive, per M feet	\$ 7 00
Deck plank, rough, average length, 32 feet	15 00
Dressed T. and G. flooring, per M	13 00
Pickets, rough per M	7 00
Laths, 4 feet 6 in, per M	1 50

The Brunette Saw Mill Co., New Westminster, B. C., have the plans ready for their new mill, which will be built as rapidly as possible. It will not be so large as the other one, but will have nearly as great capacity, being fitted with all the latest improvements.

The steam barge Africa and her consort, the barge Severn, were lost in a storm on the Georgian Bay last week. The former is supposed to have gone down with all hands. The latter was driven ashore and wrecked. Both were lumber laden.

Cheboygan, Mich., firms will put 50,000,000 feet of logs in Canadian waters the coming season. The W. & A. McArthur Co., will operate four plants and are down for 20,000,000 feet. The Alpena lumbermen will also operate extensively in Canada.

Nova Scotia cargoes of lumber have almost stopped arriving at Boston for the present, and quotations are largely nominal, but runs as follows: Spruce plank, 2x8 and up, \$12 to \$12.50; spruce plank, 2x6 and 2x7, \$10 to \$10.50; random cargoes, \$10 to \$11; boards, 7 inches and up.

wide, \$11 to \$12; floor boards, clears, \$16 to \$17; floor boards, second clears, \$14 to \$15; floor boards, coarse, \$11 to \$12; hemlock boards, rough, \$9 to \$9.50; hemlock boards planed, \$10.50 to \$11; laths, \$1.70 to \$1.80.

The Conger Lumber Co., of Parry Sound, have recently made some large sales of lumber for shipment between now and the close of navigation. They loaded the schooners Dominion and Sligo, and also the steam barge Africa and the barge Severn, which were wrecked. The schr. Azov was expected in 10 load.

An English company has bought 140,000 acres of yellow cyprus timber limits at Takush Harbor, British Columbia. They are said to be backed by prominent London capitalists, and will control a capital of \$500,000. A large mill will be built. Yellow cyprus is an exceedingly valuable wood, used largely in fine cabinet work.

Freights from Nova Scotia ports to Boston usually run from \$2 to \$2.25 per thousand, occasionally advancing to \$2.50 if there is a demand for vessels to carry potatoes and apples. Just now potatoes are so cheap in Boston that there is little inducement to send them in. Nevertheless, it is hard to get the right kind of vessels for lumber.

HOW IT IS DONE.

A salesman on the road in the eastern states tells how a Nova Scotia lumberman disposed of a cargo of spruce lumber and how little he got for it. The cargo was consigned to a concern in Boston, who had no knowledge of the lumber trade, but who finally succeeded in giving away a pretty good cargo at about \$10 per thousand merchantable, with two-thirds price for refuse, Boston survey. After settling and getting a note from a responsible lumber firm, the commission man could not place the note, and finally sold the note to a regular commission house, less 5 per cent. No doubt the Nova Scotia manufacturer finally paid two commissions on his consignment, and if he ever finds out the way he was treated he may hereafter consign his lumber to regular lumber commission merchants. If the latter could handle all the lumber which goes there from Nova Scotia there would be at least \$1 a thousand more obtained for it.

BUSINESS DIFFICULTIES AND CHANGES.

G. F. Williamson, lumber and produce, Princeton, Ont., has been succeeded by Fred Vickert.

The Burnard Inlet Red Cedar Lumber Co. have leased their Port Moody, B. C., mill to W. Marriott & Co.

Supplementary letters patent have been issued to the North Pacific Lumber Co., increasing their capital from \$100,000 to \$500,000.

Donald Hugh McEachern and Winiflow D. Morgan, of Victoria, B. C. carrying on business as loggers, under the firm name of McEachern & Morgan, have assigned. The assets consist of three booms of logs at Granite Bay, Valde Island, valued at about \$3,000.

Alvin Maltby, lumberman, of Bay City, Mich., has been brought down by the Mosher & Co. failure. Among the assets is a half interest in a contract made and executed by A. Barnett, and T. Mackie, the well-known lumbermen of Renfrew and Pembroke.

C. H. Maxwell, St. John, N. B., who has been carrying on a lumber business as Messrs. H. Maxwell & Son, has assigned to E. T. C. Knowles. The liabilities are said to be between \$7,000 and \$8,000, and assets between \$4,000 and \$5,000.

E. M. Law and Company, of Victoria Harbor, general merchants and manufacturers of shingles, have assigned to J. P. Langley. The liabilities are estimated at \$7,000. The creditors will meet on Monday, the 21st inst.

FIRES.

A fire in the boiler house at J. O. Gilbert & Son's steam mill, at Bishop's Crossing, Que., on the 8th inst., destroyed the boiler house, but does not prevent the running of the mill. Loss covered by insurance.

Mr. John Middleton's large stave mill at Jericho, Ont., was burned on Sunday. The stock of staves, valued at \$10,000, and the steam boxes were saved. Cause of fire unknown. Insured for \$1,500. Mr. Middleton will probably rebuild.

SHIPPING MATTERS.

Charters have been made from Montreal at following rates: To London, deals, 40s.; to Buenos Ayres, lumber, \$7.75. St. John, N. B., to east coast of Ireland or west coast of England, deals, 37s. 6d. Two other charters at lump sum and private terms have been made.

Reviewing September R. P. Rithet & Co., of Victoria, B. C., say: "The list of lumber charters shows an increasing inquiry during the month, but shipments foreign are still very low, and owners have to make concessions to induce business. The demand from South Africa continues on a comparatively extensive scale."

The following lumber shipments have been made from the port of Montreal during the week ending October 15th: Mongolian, 8,452 deals, to Glasgow; bark Strathome, 69,198 pieces of lumber, to Buenos Ayres; Memphis, 8,869 deals, 1,580 ends, to Bristol; Stockholm City, 38,909 deals, 9,189 boards, 12,000 ends, to Glasgow; Lake Winnipeg, 14,300 pieces of lumber, to Liverpool; Montezuma, 7,671 deals, 8,967 ends, to London; Iona, 25,335 deals, 1,541-boards, to London.

The following are loading lumber at British Columbia ports for foreign: At Vancouver: Br. bark Shakespeare, 767 tons, for South Africa. Am. bark Enoch Talbot, 1,194 tons, for Los Angeles. Nor. bark Prince Louis, 1,323 tons, for Cork. Nor. ship Prince Frederick, 1,476 tons, for Cork. Am. schr. Aida 507 tons, for Shanghai. Chil. ship India, 953 tons, for Valparaiso. At Ganges Harbor: Am. bark Arcturus, 1,007 tons, for Santa Rosalia. Total, 7 vessels, 7,227 tons.

Two clearances of lumber vessels from B. C. ports are reported. The Norwegian ship Prince Amadeo, 1,581 tons, sailed Oct. 2, from Vancouver, for Halifax, with a cargo composed of 498,000 feet of rough lumber, 67,000 feet dressed lumber, 58,800 feet spars and 2,004 bundles shingles, valued at \$15,610, and the Norwegian ss H. W. Jarlsberg, 1,940 tons, sailed Oct. 5 for Delagoa Bay, South Africa, with a cargo of some 2,000,000 feet. There is only one charter to announce, the Am. bark Wm. F. Witzman, 449 tons, mining props, to Santa Rosalia. Quotations are nominal. Cutting is being done, both at Vancouver and Puget Sound ports.

TIMBER TOLLS AT LITTLE BOB.

A case of interest and importance to lumbermen has just been heard at Lindsay before Judge Dean, and is awaiting judgment. Messrs. Mosson Boyd & Co., claim to have the right to impose tolls upon all timber and logs passing through the Little Bob river. A number of points are raised. Should the decision be in plaintiff's favor, the cost of bringing down logs on those waters will be increased to the lumbermen.

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 Litlowell 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.