

and as the quantity of lumber to be moved for first open water shipment is very large, a scarcity of barges is among the probabilities.

The Calvin Co. dispatched their first raft of the season from Garden Island, Ont., on the 20th inst. This should reach Quebec, with favorable weather, about the first week in May.

Carew & McDonald, of Lindsay, Ont., have shipped over 70 car loads of rock elm blocks to the American market. These blocks are used for the manufacture of harness harnesses.

The city of Winnipeg invites tenders until May 5th for supplying from 500,000 to 1,250,000 feet of pine lumber. Tenders are to be addressed to H. Wilson, Chairman Committee on Works.

The steel barge Segun, owned by the Parry Sound Lumber Company, is loading a cargo of lumber at the Conger Lumber Co.'s docks at Parry Sound for Tonawanda. She will load from 900,000 to 950,000 feet.

Two and one-half million feet of pine are being supplied for the C. P. R. elevator at Owen Sound by John Harrison and Maitland, Rixon & Co. The latter firm have in stock 3,000,000 feet of pine, and 1,000,000 feet each of hemlock and cedar.

The steamships "Eleanor" and "Cameo" are daily expected at Quebec. Both these boats will load a cargo of deals and timber, the shippers being Dobell, Beckett & Co. These will probably be the first ocean steamers to arrive in port this season.

For the week ended April 17 there cleared from St. John, N. B., for the United States, 1,500,000 feet of long lumber, 5,715,060 cedar shingles and 2,235,000 laths. To British ports there were shipped 5,315,000 feet of deals, battens and boards.

The Scott timber limits were sold at Peterboro', Ont., last week to the Dickson Company, of that town, for \$298,200. This company originally owned the limits, which were sold a few years ago to J. W. Howry & Sons, who took therefrom some 10,000,000 feet of timber.

The Rathbun Company are this season driving all of Gilmour & Co.'s timber on the Trent water and its tributaries to Trenton. Their men are now at work driving on Square river, Deer river and Beaver creek, of the Trent waters, and on the Madawaska river and its tributaries.

The Tourville Lumber Mills Company, who have large mills at both Louiseville, on the north shore of the St. Lawrence, and Pierreville, on the south shore, in Quebec, have sold their 1897 cut of spruce and pine deals to Dobell, Beckett & Co., of Quebec. These deals are usually loaded on ships and steamers at Pierreville anchorage, and are shipped direct to United Kingdom.

The different timber covers along the river front at Quebec are getting ready to resume operations for the season. They start spring business with stocks much below the previous year. The quantities on hand are about 2,000,000 feet of white pine, 82,000 feet red pine, 637,000 feet oak, 78,000 feet ash, 124,000 feet merchantable pine and 524,000 feet spruce deals, 70,000 feet culls, 7,500,000 feet of spruce plank and 104,000 feet of hardwood plank, besides small lots of other woods.

FOREIGN.

A. W. Wright & Co., of Saginaw, Mich., will not operate their mill this season.

The stock of shingles at Buffalo is small, and such dealers as have a stock are meeting with ready sale.

It is estimated that 20,000,000 feet of logs will be taken to Bay City, Mich., this season from the David Waid limits.

An order for 100,000 feet of inch beech was recently given to a dealer in Bradford, Pa., for shipment to Jamestown, N. Y.

W. H. Gilbert, of Saginaw, Mich., has purchased 10,000,000 feet of logs from A. A. Bigelow & Co., of Chicago. The timber is in Wisconsin.

Since the opening of navigation there has been shipped from Alpena, Mich., 13,061,000 feet of lumber, 870,000 shingles and 19,600 pieces of cedar.

Hemlock is in better demand at New York, and some good sales are reported, including one of 1,500,000 feet. At Boston this wood is also improving.

Estimates of the Penobscot and Kennebec cuts, in Maine, place their combined totals at 300,000,000 feet. A large percentage of spruce will be required for pulp mills.

Bliss & Van Auker, of Saginaw, Mich., will shortly commence lumbering operations in the vicinity of Vienna, Mich., which, when completed, will clean up their pine in that district.

It is reported that Messrs. Swan Bros., wholesale lumber dealers, who will handle the cut of lumber made at Fenelon Falls under the name of the Bank of Toronto, have decided to locate at Tonawanda.

At Saginaw, Mich., log run is held at \$14 and upwards, box at \$8.50 to \$9, and bill stuff at \$8 to \$9. White pine shingles are quoted at \$1.50 to \$2.50, with cedar 20 cents below. The shingle output on the Saginaw river is likely to be less than last season.

At Minneapolis, Minn., 12-inch No. 3 and 10-inch No. 2 12-foot stuff are in short supply. Very little dimension is obtainable, and shingles are scarce, both pine and cedar. Pacific coast shingles are now selling at \$1.85. First and second basswood sells at \$15 to \$17, shipping culls, \$7 to \$8; box-boards, 12-inch and up, are worth \$10 to \$20.

A large sale of lumber was recently effected in Marinette, Wis. The H. Nutbeck Company sold to Perley, Low & Co., of Chicago, the season's cut of white pine, amounting to 35,000,000 feet. This stock has in former years been handled by Holland, Graves & Montgomery, of Buffalo. The consideration is given as \$400,000, and it is intended to cut the lumber for the eastern market.

THE COOPERAGE STOCK MARKET.

The Sutherland, Innes Co., Chatham, Ont., write as follows regarding the condition of the cooperage stock market:

It is a long time since the cooperage stock market was in such good condition as it is at the present; the demand is far in excess of the supply for all classes of goods, and it is only a question now of cooperage stock manufacturers hustling to get out all the stock they can so as to be able to fill the orders which are pouring into them by every mail. It does not seem to be a question of price with the coopers, millers and other consumers, but a question of getting stock.

From present appearances, the scarcity is going to continue till the end of June at the very earliest, as while a little stock has already come in of this year's cut, the inclement weather has prevented the staves getting dry, and as far as we can see there will be little or no stock of this year's cut on the market before the 1st of June, and it will take all June for manufacturers to catch up with their orders.

There has been a little flurry in the United States on account of the Dingley Bill, which proposes to put a duty of 10 per cent. on staves, and if this duty goes into effect it will be a case of the consumers in the United States paying the duty for at least this year, as there will not be nearly enough stock manufactured in the United States to fill the wants of the trade there. This constant occurrence of disturbing elements every election time in the United States has made manufacturers and contractors in other countries very dubious about accepting any orders from that country, and it has been proposed (and we believe will be carried into effect), that all contracts made with users in the United States should be subject to tariff changes, the consumer in every case paying the duty, if any, which may be put on by the American Congress.

We are informed by our agents in Europe and other countries that it is more than likely that the government there will retaliate by putting a duty on American forest products in all cases where duty is put on goods of the manufacture of the countries to which the American forest products are exported. As we are very heavy manufacturers of cooperage stock in the United States as well as in Canada, we have felt this threat of retaliation quite a little, and some of our largest consumers of cooperage stock on the continent of Europe have stopped shipments going forward

until the tariff matters are settled, the consequence being that in the tight barrel stock in the south there has been a slight lull.

CANADIAN GOODS IN SCOTLAND.

Allison, Coasland & Co., Glasgow, Scotland, held an auction sale of deals and timber on the 14th inst., at which the following prices were realized:

Table with columns for item (e.g., 1st Quebec deals), quantity, and price per cubic ft. (e.g., 25 9d).

A large quantity of 1st ends, 2 to 5 ft. long by 3, at 15 1/2d to 15 9/2d, a d and quality, 2 1/2 ft. x 4 1/2 x 3, at 9d to 11d.

SHIPPING MATTERS.

A steamer has been chartered from Quebec to Rouin, deals, 465 3d.

The bark Avoca will load deals at West Bay for w. c. England at 41s 3d.

The steamer Langham has been chartered to load deals at St. John, N. B., for Bristol Channel at 39s.

Steamer Coquet finished loading deals at West Bay last week for the U. K. Two other barks are now loading there.

The steamer City of Wakefield, 1937 tons, has been fixed to load deals at Grindstone Island for w. c. England at 40s.

Navigation is now open in the port of Quebec, and the channel is clear between that port and Montreal. The shipping booms at the different coves, however, are still full of ice, and it will be a week or ten days before these are free and in a condition to permit of putting timber in shipping order and shipping same.

The following charters are reported: A bark, 274 tons, Richibucto to Rhyt, deals, 52s 6d; three barks, 247, 257 and 279 tons, Richibucto to United Kingdom, deals, 51s 3d; bark, 794 tons, same, 50s; two barks, 307 and 289 tons, Richibucto to Belfast, deals, 48s 9d and 51s 3d respectively; bark, 216 tons, Richibucto to Preston, deals, 51s 3d; bark Angola, West Bay to w. c. England, 41s 3d; ship Ellen A. Reed, Herring Cove to Liverpool, timber and deals, 19s and 40s respectively.

LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 12 cents; Ottawa to Oswego, \$1.90 per M ft.; Ottawa to Syracuse, \$2.20 per M ft. (3,000 lbs. and under per M ft.); Ottawa to Montreal, \$1.00 per M ft.; Amprrior to Montreal, \$1.50 per M ft.; Parry Sound to Montreal, \$3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. To New York for boat delivery, lots 50 M ft. and over, \$2.50 per M ft. under 50 M feet \$3.25 per M ft. Amprrior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Boat delivery, lots 50 M ft. and over \$3.00 per M ft., under 50 M ft. \$3.75 per M ft. Parry Sound \$4.00 per M feet, Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Amprrior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 2 1/2 cents, export 20

cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Amprrior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghamton, N. Y., 11 cents per 100 lbs., from Amprrior 15 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22 1/2 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 3,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M ft. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumberfreight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: 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 the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 20,000 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 Orlia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Carleton Place and Southampton 10 points east of Listowel and south and west of Stratford will be the same as from Kincairdine, and the rates from Hanover or Hepworth would not be higher than from Warton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Harrie and other points in group B to Toronto, 6 1/2c.; Collingwood, Penetang, Coldwater, Wauhaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6 1/2c.; Brace-Emdale to Toronto 7c.; Utterson, Huntville, Naves Emdale, Katrine to Toronto, 7 1/2c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 6c.; Front Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincairdine, Owen Sound and Warton to Toronto, 6 1/2c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7 1/2c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Warton, Penetang, Coldwater, Wauhaushene, Victoria Harbor, Haliburton, Kinnmount, etc., to Toronto, is \$2.20 per cord; and to Merriton and Thorold, \$2.50; Katrine, Callender, North Bay, etc., to same points, \$2.45 and \$2.65 respectively. Beeton, Allandale, Orlia, etc., \$2.20 and \$2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Sprague, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. Free Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14 1/2c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

Advertisement for JOHN B. SMITH & SONS, LUMBER MANUFACTURERS OF Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c. BILL LUMBER a Specialty. Telephone 5332. Established 1851. Cor. Strachan and Wellington Avenues, TORONTO.

Advertisement for H. D. WIGGIN, MILLS. Having Brown Ash 12, 14 and 16 ft firsts and seconds inch bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing H. D. WIGGIN, No 89 State St., BOSTON, MASS. Inspection at mill.

Do You Use Mahogany?

If so don't buy until you have seen or inquired about our now famous...

TABASCO MAHOGANY

Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish.

LAWRENCE & WIGGIN

Importers and Manufacturers BOSTON, MASS.