

present requirements. The Northwestern Lumberman says that at Saginaw, Tonawanda and farther east, the wholesale market is quiet for the spring season when demand should be good. It will not be long now before the green lumber will be on the market, and lumbermen are conjecturing what will be the effect of this development on market conditions as a whole.

FOREIGN.

Though the improvement does not amount to a great deal, reports from the United Kingdom tell of a better lumber market. An altogether improved tone is recorded of the Glasgow trade, and transactions of fair size and profitable character are taking place. Saw mills are busy, and retail trade is assuming satisfactory activity. The season points to a good demand for Quebec timbers from the shipbuilders of Glasgow. The new orders booked by Clyde shipbuilders, during the last month, amounted to 24,000 tons, and the work on hand, altogether, is estimated at about 300,000 tons, which exceeds the amount at corresponding date for a number of years past; the launches for the first three months of the year total 53,000 tons. Prices for pine deals are held firm. At Liverpool business is not as healthy. No large sales are reported, though small parcels have changed hands, and prices keep firm all round. The Timber Trades Journal says of this market: "An average business has been done in pine deal goods to arrive, the low freight rates assisting to bring this about. We understand some engagements for freight by liners from Montreal to Liverpool, have been made at 37s 6d per standard, but some shippers are not at present eager to charter at even 2s 6d per standard less than this figure." The London market is the least active of any of the leading markets of the United Kingdom. Reports from South America say that trade there is improving, though little is being done as yet with Cuba, the insurrection troubles still proving a hindrance to business.

HARDWOODS.

The week's trade in hardwoods has been of fair size. Basswood continues in good demand, especially 1sts and 2nds, required for United States shipment. Birch holds a firm position, and stocks are none too plentiful.

STOCKS AND PRICES.

CANADA.

The Royal City Mills, New Westminster, B. C., sent out a week ago ten car loads of ties for the C. P. R.

Richard & Gunter, spool wood mill, Boiestown, N. B., are turning out an average of 35 cords of spool wood per day.

S. Gillies & Sons, of Ailsa Craig, Ont., have shipped this season to the United Kingdom over \$15,000 worth of square timber.

The American schooner R. W. Bartlett, has sailed from New Westminster, B. C., for San Francisco, carrying a cargo of 600,000 feet of lumber and 175,000 of laths.

Last week there were exported from St. John, N. B. 2,500,000 feet of long lumber, 4,000,000 lath, 2,000,000 shingles, a cargo of piling and two of cord wood to the United States, and nearly 2,000,000 feet of deals, etc., to Dublin and Sligo, Ireland.

The Central Lumber Co., of Saginaw, Mich., through Col. A. T. Bliss, have purchased 60,000,000 feet of standing pine timber on the Blind river, Ont. The logs will be towed to the company's mill, and will stock it up for about three years. The consideration is said to be represented by rather less than \$3 stumpage.

An order is being filled at the Hastings Mill, Vancouver, B. C., for 100 ship spars for Sydney, N. S. W. They will be used in ship building, and will be carried around the Horn in a sailing vessel, due to leave next month. The spars must not be broader than 65 feet nor exceed 95 feet, and at the center must have a diameter of from 14 to 23 inches. Each spar will be of clean fir timber, and free from cracks, knots or other defections.

UNITED STATES.

Log run at Saginaw Mich., is quoted from \$14 for coarse to \$18 for good. Box is \$10 to \$10.50, and bill stuff remains unchanged at from \$8 to \$8.50.

W. D. Young & Co., are shipping into Bay City, Mich., hardwood logs at an average of 4 to 6 train loads each week. The timber is elm, basswood, ash, birch, hemlock and maple.

One of the largest transactions in lumber on record in Philadelphia was satisfactorily completed a week ago, when Chas. Estey, of that city, contracted to deliver, to the Standard Oil Co., 55,000,000 feet of boxing, putting up a bond of \$200,000 for the favorable performance and fulfillment of the contract. The lumber is to be delivered within two years.

A report from Boston, Mass., tells of one sale of stepping amounting to about 70,000 feet, made at a price below \$26, and of sales of 1x6 heartface made at less than \$16. A sale of logs amounting to 4,000,000 feet, is reported as being made at Bangor, Me., during the week, at \$12.50. Readers can judge from this of the condition of the hard pine market in certain districts.

The Northeastern Lumberman says that Boston dealers need not expect much cheap spruce from Bangor, Me. this spring, with logs selling at \$12.50 below the booms there, and with Sound orders for small spruce quick at \$14 to \$14.50 per thousand feet, and New York orders for yard stock at \$13.50 to \$16.50. The same journal says that most of the Associations spruce mills are full to overflowing with orders for frame and yard random. Some manufacturers predict a \$16 market for May and June.

CANADIAN COMMISSIONER LAKE ON THE AUSTRALIAN TIMBER TRADE.

The commercial agent of Canada, Mr. J. S. Larke, with headquarters at Sydney, N. S. W., has furnished the following notes regarding the lumber trade of Australia. In dressed timber the trade was:

Canada.....	1893.	1894.
United States.....	330	1,786
In rough lumber:	2,605	2,170
Canada.....	16,373	18,913
United States.....	59,915	45,779

The Canadian advance in dressed timber was largely in butter boxes, and unfortunately the refusal of the butter makers to use boxes made from spruce, may destroy that trade in the future unless some means of thoroughly deodorizing it can be found.

A few months ago it was hoped a large trade would develop in the production of but-

ter boxes from spruce, for the Australian trade. It is claimed here that spruce, although appearing to be entirely free from odor, develops a taint in shipment, and the use of these boxes has been discontinued by all the leading exporters, and only second class butter or butter for British Columbia market is packed in them. This is to be regretted and tests should be made by your lumbermen to ascertain whether this defect cannot be obviated, as the trade is an important one.

Spruce boxes that have been made on the market for some time were sold a few days ago to exporters, owing to their happening to be no supply of New Zealand white pine at hand. I propose to try to follow the course of these boxes, and if they turn out all right and the price of white pine can be met, it may lead to a restoration of the B. C. butter box trade.

The market for timber is dull and there is a story that Oregon has been offered at \$7. There has lately been some trouble over claims for damages owing to timber not being up to quality and shippers have incurred serious losses thereby. I am to meet the leading people engaged in the Oregon trade, to ascertain whether anything cannot be done to bring about a better state of affairs.

THE SITUATION.

REFLECTED THROUGH CORRESPONDENCE OF "WEEKLY LUMBERMAN."

S. Gillies & Sons, Ailsa Craig, Ont.: "Have just completed a shipment of oak and elm, principally rock elm, over 100 car loads, to Messrs. Dobell, Beckett & Co., Quebec. We have about 300,000 feet of basswood for sale, balance long run. Have also a quantity of soft elm, rock elm, oak and maple. We anticipate good prices this season."

Estate, James McLaren, Buckingham, Que.: "Stocks are commencing to move actively; there seems to be a general demand for all classes of lumber here. Sales, however, are chiefly of moderate size; no very large transactions to speak of. The tendency of prices is firm and upwards."

J. & T. Scott, Allans Mills, Ont.: "Stocks are not moving actively, and chief among those in demand are ash, basswood and maple. No large sales have taken place in this district recently."

S. Fraser, Amherstburg, Ont.: "Hardwoods are in fair demand in this district. There is a large stock of logs at the mills, mostly elm. Pine is at a standstill; local trade is very dull."

Correspondent, St. John, N. B.: "The exceptionally favorable winter for logging, while it tended to reduce the comparative cost of getting out lumber in this province, as well tending to a larger output, which must be marketed, and this will have a tendency to keep prices from advancing very much. As yet, trade remains quiet, and holders are waiting and watching the movements in outside markets."

S. B. Wilson & Sons, Lousie, Ont.: "Stocks of hardwood lumber here, are lighter than a year ago--probably 50 per cent. We find prices becoming firmer, and in most lines a fair advance is being made. Many enquiries for stock. We have contracted for about 200,000 feet of hardwood for the coming season at fair prices, and expect a good season's business. Shingles are slow, except for the retail trade, which is very good."

SHIPPING MATTERS.

Vessel rates from St. John, N. B., to New York are down to \$2.25.

The sch. Peerless, has sailed from Vancouver, B. C., for San Pedro with a cargo of lumber.

Five schooners from Saguney, two laden with lumber, consigned to Messrs. Price Bros. & Co., Quebec, and the other three in ballast, have reached port.

Not one vessel in a dozen at Buffalo has a load in sight, and but two or three are prepared to make a trip when navigation opens. The market for tonnage is indeed slow.

The Collin's Bay Rafting Co., have the steamer City of Owen Sound and Orion with their consorts already fitted out at Kingston, and these vessels will leave for the Upper Lake, immediately to go into the lumber business.

Robt. Kerr, general freight and passenger agent for the the C. P. R., at Winnipeg, in his evidence before the Freight Rates Commission at Montreal a few days ago, said that the C. P. R. rates on lumber from Rat Portage were almost one-third less than the rates from eleven different points specified in the line of the Northern Pacific.

The following charters are reported at St. John, N. B.: Ship Abba S. Heart, Pensacola, to three ports United Kingdom, sawn timber, 90s; barques, N. B. Morris, Pascagoula to the continent, deals and boards, 92s 6d; Credo, Mirnachi to Lanley, deals; Argentina, Bridgewater, N. S., to Beunos Ayres, lumber \$6.50, Rosario \$7.50; Africa, Bridgewater, N. S., to Beunos Ayres, lumber \$6.50, Rosario \$7.50.

BUSINESS DIFFICULTIES AND CHANGES.

Hughes, Atkinson & Co., lumber, coal and wood, Souris, Hartney and Brandon, Man., have dissolved.

The Hardwood Manufacturing Co., at Bay City, Mich., has been incorporated with a capital stock of \$30,000.

Schedules of the affairs of Geo. Hagemyer & Sons, New York, the insolvent hardwood men, show total liabilities of \$446,929, of which \$191,668 are actual, and \$255,261 contingent; nominal assets \$245,500, actual assets \$145,813.

Application has been made to parliament for the incorporation of a company to be called Gilmour & Hughson Co., Ltd., for the purpose of purchasing the estate of Gilmour & Hughson, Ottawa, and to carry on the manufacture of lumber, wood-pulp, paper, bricks of every material; also to carry on the business of shipping, mines, smelting ores, and producing and selling electricity for power and heating purposes.

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. It will 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 Hopworth to Guelph, Brampton, Weston or Toronto, will not be higher than the specific rates named from Waterloo to the same points. The rates from Carleton Place, Southampton to points east of Linstead 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 7 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6 1/2c.; Collingwood, Penetang, Coldwater, Waubushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6 1/2c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Naves, Emsdale, Katrine to Toronto, 7 1/2c.; Bark's Falls, Bordenale 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, 6 1/2c. These rates are per 100 lbs. Rates from Toronto east to Bellefleur are 7 1/2c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The