

chief features of the trade. There is no difficulty in disposing of the stock at good prices. Battens are also firmer, and as the season advances the supply becomes shorter. At Foy, Morgan & Co.'s sale at London, Eng., pine deals sold well, while Quebec spruce also brought a fair figure. Birch timber sold somewhat low, owing to a large supply on the market. During the past season the shippers have to a large extent controlled the market. This has been brought about by the fact that the largely increased consumption of wood goods in Europe has removed the likelihood of any overstock. Whether these conditions will prevail next season is a matter of conjecture, but those who are familiar with the trade venture the assertion that the spring trade will at least be characterized by a brisk movement. After a period of depression the South African market shows signs of improvement.

STOCKS AND PRICES.

CANADA.

S. A. Marks will take out 25,000 cords of pulp wood this winter near Thessalon, Ont.

J. R. Booth, of Ottawa, sent a large force of men to his Kippewa limits last week.

It is stated that the Ontario Lumber Co., of French river, Ont., will not operate in the woods this winter.

The stranded portion of the corporation drive, consisting of 4,000,000 feet, has reached Fredericton, N. B.

The Blind River Lumber Co., of Blind River, Ont., report the sale of their cut of birch and pine, log run, at \$13 and \$12.50 respectively.

The bark City of Adelaide sailed from the Brunette Saw Mills, New Westminster, B. C., last week, with 690,000 cubic feet of lumber. She is bound for Melbourne, Australia.

The bark Glenafon has finished loading lumber at Weymouth, N. S., for Buenos Ayres. The bark Argentina will shortly sail for the same port with a cargo of lumber.

The lumber operators on the Miramichi river, N. B., are completing their camps for the woods. It is estimated that this winter's cut will be about the same as last year. Some fifteen or sixteen million logs cut last year are still hung up.

Wm. Long, lumber operator, of Lincoln, Minnesota, is said to have made a deal with Hughes & Co., of Brandon, Man., to handle two and a half million feet of his lumber. Mr. Long states that monetary matters are so unsettled on the other side that they do not want to let their capital out till the political atmosphere is cleared, and hence the entry of his lumber into Manitoba.

FOREIGN.

McArthur & Co., of Cheboygan, Mich., have sold 400,000 feet of white pine lumber to the Eastern Lumber Co., of Tonawanda.

A raft of 4,500,000 feet, belonging to S. K. Eddy & Sons, Saginaw, Mich., went ashore off Au Sable, but the logs were nearly all recovered.

Cedar shingles have advanced ten cents

a thousand in Michigan. The stock of cedar is short, and manufacturers anticipate an advance of 50 cents before the close of the season.

The shipments from Alpena, Mich., so far this season have been as follows: Lumber, 61,344,650 ft.; shingles, 4,320,000; lath, 2,290,000 pieces; cedar, 612,721 pieces.

A correspondent of the Northwestern Lumberman estimates that the quantity of logs taken out this winter in the Georgian Bay district by Michigan operators will be 300,000,000 feet less than the output last winter.

The season of log rafting has closed. Nearly 100,000,000 feet of Canadian logs intended for Michigan mills have been held back in Canadian waters, while a large quantity are stored in Michigan until next season.

The Holland & Emery Lumber Company last week sent 10,000,000 feet of lumber from East Tawas to Tonawanda, where it will be piled conveniently for shipping should trade improve. The Wisconsin Lumber Co. are also piling 12,000,000 feet at the same place.

At the last auction sale of Foy, Morgan & Co., London, Eng., Canadian goods sold as follows: Per steamer "Merrimac," from Quebec—12x3x7/9 1st pine, £15. Per steamer "Montezuma," from Quebec—12/16x3x11 and up 1st pine, £21 5s.; 12/16x3x7/10 1st pine, £15 15s.; 12/16x3x4/6 1st pine, £12; 9/11x3x7/18 1st pine, £16 15s.; 9/11x3x4/6 1st pine, £12; 12/13x3x12/18 2nd pine, £15; 12/16x3x11 2nd pine, £15 5s. Per steamer "Ausgar," from Metis—14x3x11 spruce, £6; 14x3x11 spruce, £6; 12/13x3x11 spruce, £5 7s. 6d.; 10x3x11 spruce, £6.

A LIVERPOOL FAILURE.

In our last issue brief mention was made of the reported financial embarrassment of Holme, Wainwright & Co., timber importers, Liverpool, Eng. This report has since been confirmed. The firm were, perhaps, the largest importers of wood goods in Liverpool, and handled a large quantity of Canadian goods. They were generally believed to be financially strong, consequently the news of their troubles was received with surprise both in England and Canada. It is reported that the present difficulties have been brought about by the action of Mr. Holme in investing heavily in cotton. A statement of the liabilities shows that a Quebec firm is the heaviest creditor, being interested to the extent of £55,000. It is believed, however, that the creditors will be able to sustain their losses. A statement of the liabilities is as follows:

W. & J. Sharple & Co., Quebec	£55,000
Farnworth & Jardine, Liverpool	30,000
R. Coltart & Co., Liverpool	20,000
Price & Pierce, London	10,000
King Bros., Quebec	8,000
J. Smith & Bro., Liverpool	5,000
R. R. Dobell & Co., Quebec	5,000
Price & Pierce, London	5,000
A. F. & D. Mackay, Liverpool	4,500
A. Dobell & Co., Liverpool	4,500
Duncan, Ewing & Co., Liverpool	2,500
D. Roberts, Son & Co., Ltd., Liverpool	600
Lumley, Lloyd & Co., Liverpool	500
Foy, Morgan & Co., London	180

At a meeting of creditors a few days ago, an offer of settlement of 12s. 6d. was made, which was accepted by a majority of the creditors present.

LUMBERMAN'S INSPECTION BOOK.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

COOPERAGE CONDITIONS.

There has been a rise in price of both staves, hoops and heading, and stock is advancing all the time, and is likely to go much higher. The flour barrel trade is also picking up, and in the Northwest for the month of August the sales increased 8,000 barrels.

Coopers are now beginning to inquire for stock and are purchasing freely, both for flour, cement, apples and, in fact, all lines. It would be very difficult, indeed, to say what the advance has been on each article, but we may say that for prompt shipment coopers are willing to pay any reasonable price for apple barrel stock that is asked by the manufacturers. The flour barrel coopers are also beginning to awaken to the fact that stock is going to be very much higher, and are now laying in stocks of dry flour barrel staves while they can get a chance.

The following are about the current quotations, f.o.b. cars: No. 1 28 1/2 or 30-inch jointed elm staves, \$6 to \$6.25 per net M.; No. 1 28 1/2-inch jointed apple barrel staves, \$5.50 to \$5.75 per net M.; No. 2 28 1/2-inch jointed elm staves, \$4.75 to \$5 per net M.; No. 1 5 1/2-foot patent coiled hoops, \$6.25 to \$6.50 per net M.; No. 1 6-foot patent coiled hoops, \$6.75 to \$7 per net M.; mill run 17-inch kiln-dried basswood heading, 4 1/4 to 4 1/2 cents per set; No. 1 17 1/8-inch kiln-dried basswood heading, 4 1/2 to 4 3/4 cents per set.

AS TO ADVERTISING.

A man does not have to get his head very far above the sea of mediocrity to command attention. Nine cases in ten, when a man says that advertising does not pay, he has arrived at this conclusion because he has expected the newspaper to do it all. If he were to neglect his show window and his store front as he neglects his advertising space, he would have still other complaints to make about business in general. If the windows were never washed and the display of goods never changed, he would not expect many people to stop and lose themselves in an ecstasy of admiration; and yet he does seem to expect just this sort of thing for an old, moss-covered advertisement.—C. A. Bates.

BUSINESS NOTES.

A. L. Wells & Co., Balmoral, Man., have gone out of business.

Blue & Fisher, Greenwood City, B. C., have been succeeded by the Boundary Creek Milling and Lumber Co.

T. B. Tait's shingle mill at Burk's Falls, Ont., was destroyed by fire on the 23rd inst. The loss is about \$4,000, partially covered by insurance.

It is announced that H. H. Spicer & Co., shingle manufacturers, Vancouver, B. C., have failed to secure an extension of time, and a receiver has been placed in charge. The assets, it is claimed, will show a surplus of \$15,000 over liabilities.

SHIPPING MATTERS.

Shipping from Duluth to Buffalo is quite active. The rate for lumber is \$1.40.

The following lumber charters are reported: Barque Barbadian, Mobile to Rosario, lumber, \$12 net; Louise, Runcorn, St. John to w. c. England, deals, 40s.; Actacon, Runcorn to U. K., deals, 43s. 9d.; Stranger, Bridgewater to Buenos Ayres, lumber, p. t.

LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Ottawa to Oswego, \$1.90 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Montreal, \$1.00 per M ft., (3,000 lbs. and under per M ft.); Arnprior to Montreal, \$1.50 per M ft., (3,000 lbs. and under 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, water delivery, lots of 50 M feet and over, \$2.50 per M ft.; under 50 M feet, \$3.25 per M ft. (subject to extra towage) 3,000 lbs. and under per M ft. Arnprior to New York, lots of 50 M feet and over, \$3.00 per M ft.; under 50 M feet, \$3.75 per M ft. (subject to

extra towage) 3,000 lbs and under per M ft. Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston; Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 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 30,000 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 feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

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 Hephworth to Guelph, Brampton, Weston or Toronto, would 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 9 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, Waubausene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6 1/2c.; Brace, bridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale and Sundridge, to Toronto, 8c.; South River, Powassen 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 Belleville are 7 1/2c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The rates on hardwoods average about from 1c. to 2c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

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, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Avilmer 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.

MODIFICATION OF HARDWOOD RATES.

The Grand Trunk Railway and Canadian Pacific have made the rates on hardwoods from certain points to Toronto and Hamilton as follows. The regulations are over the signature of Mr. John Earls, W.D.F.A., of the G. T. R., and given in reply to a letter from Toronto hardwood men:

"After careful consideration we have come to the conclusion that, on and after Jan. 1st, 1895, a modification will be made in the present arrangements for hardwood lumber, to the effect that the rate will be 7 1/2c. per 100 lbs from our Northern and Northwestern branches to Toronto and Hamilton. This rate, however, will not apply from main line points and the straight run between Toronto, Sarnia and Windsor; also that so far as rates on common lumber to points like Guelph, Galt, London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine." On the old principle, we suppose, that half the load is better than none, hardwood men have something, possibly, to be thankful for, though there is no good reason why the rates generally on hardwood should not be as low as on pine. It is understood that the C. P. R. rate will be made uniform at 7 1/2c from same points.

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No. 27 Kilby St.

BOSTON, MASS.

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PARKER C. RONAN, Manager.