

than last, and has been used principally at Brandon and Winnipeg. A sash and door factory added to the mill at Rat Portage is likely to cut off some unported goods of this class. There has been a good demand for lumber among farmers for building granaries, as many of them are determined to store their wheat rather than sell at present prices. The building season is now, however, over, so the local demand will be likely to fall off for a time.

UNITED STATES.

Rough weather has put a damper on the lumber business and there has been little doing the past week. Vessels have had to seek shelter, and retailers have felt disinclined to add to their stocks, which are quite ample for the demand. Building operations, in the country at least, have pretty well ceased for the season, but in the large cities there is more work in that line during the winter than formerly, and bills are the constant subject of inquiry. Railway and car material promises to be in larger demand than for many years. Hardwood, which is used for a greater range of purposes than the soft woods, is in request, and the market for it is not so subject to the influence of the seasons. The condition of the lumber trade throughout the United States is better than at this time last year, white and Norway pine only being exceptions to this rule.

FOREIGN.

Prices in the English market keep stiff. Stocks are moderate, but with what is afloat will probably be ample to supply demands for some time to come. At a recent sale in London a cargo of British Columbia fir, per Grace Harwar, was offered and brought good prices. There were some ninety lots, embracing boards, scantlings and planks from the Hastings mill, Vancouver. This was something new in the English market, and speaking of it the Timber Trades Journal says: "That this wood will eventually occupy a much more prominent place in our imports cannot be doubted, on account of its freedom from knots, and large dimensions, that in other descriptions of the fir genus are now almost unobtainable." Some cedar in the cargo did not bring as high prices as it should, seeing cedar, as well as mahogany, is in demand, but this is explained by the fact that the uses of British Columbia cedar are not yet known. The Journal suggest that yacht builders might use it to advantage. There are a good many vessels from New Brunswick to arrive yet with lumber cargoes, and several from the St. Lawrence. Australia and New Zealand hardwoods are in demand, especially for railway purposes. The South African demand for timber keeps up well. In Australia a good trade has been done in goods which arrived during September and most of what is afloat has been placed. Stocks are small, and present prices are likely to be maintained.

STOCKS AND PRICES.

Buell & Hurdman's smaller mill at Hull, Que., closed for the season on Saturday.

Sleighting is good in the woods on the Upper Ottawa, the Gatineau and in some parts of Quebec.

Macpherson & Schell, of Alexandria, Ont., who have mills at several points, will erect a large mill at Monkland.

The Liverpool house of Watson & Todd is making large purchases of spruce deals at St. John, N. B., to be shipped by the Beaver line steamers.

The woodenware men have decided to advance prices. It will probably be 10 to 25 cents per dozen on pails and 10 to 50 cents per dozen on tubs.

It is stated that Mr. C. E. Naylor has purchased over 600 acres of timber land from the Cameron estate east of Essex. The price was \$40,000.

The Arthur Hill Co., of Michigan, will cut about 25,000,000 feet of logs this winter in Canada, which will be sawed at the Howry mills at Fenelon Falls, Ont.

The Montague Paper Company have purchased the extensive saw mill owned by Mr. Dudley at Lake Megantic, P. Q., for the purpose of extending their output of pulp.

The pulp mill at New Germany, N. S., is running day and night, and large quantities of pulp are being manufactured. A good supply of wood surrounds the mill.

Holmes & Son, who are among the biggest loggers in the country, are banking twelve hundred thousand feet of logs a week in Wisconsin. They operate 25 miles of railway, and employ about a thousand men.

Lumbering in Albert county, N. B., the coming winter will be on a more extensive scale than last year. J. R. Russell has 6,000 logs piled, which he has cut this fall on the Shepody mountain.

Mr. A. W. Sawyer, of Calais, Me., built a mill on the Becaguiniac, N. S., last season. He got out seven millions of logs, but the low water this year hung most of them up, so his mill turned out not to be a successful venture.

Messrs. W. R. & D. Beatty have secured a contract from the Parry Sound Lumber Co. to take out about a million and a half feet of saw logs from the burnt section of the company's limits in Christie township.

William Johnston, of Blaine, Wash., has purchased the timber on the properties of Thos. McMillan and Wm. Figg, Hall's Prairie, B. C. The owner of the land will cut and deliver the timber into the Campbell river at White Rock.

The Royal City planing mills at New Westminster, have shipped to Halifax by C. P. R., 11 pieces of timber, each about 75 feet in length. They were loaded on flat cars and came from near Burnaby. The 120 foot spar recently sent to England came from the same locality.

A severe frost in New Brunswick on the night of Nov. 24th closed up the St. John river for the winter. Some fifteen million feet of logs, hung up all summer, were driven into the Fredericton booms just in time to escape being frozen in.

The Assiniboine Lumber Co., of Brandon, expect to bring down the Assiniboine river next spring a very large number of logs, as the result of the work of their men in camp this winter. Manitoba generally will have a larger cut than last year.

Two arrivals of Quebec pine goods per steamer were reported at Liverpool, in the Timber News, for the last week. One was deals, boards and ends for Watson & Todd, and deals and boards for H. & G.

Curwen & Co. The other was 20,827 pieces pine deals, boards, sidings and ends, for Robt. Cox & Co., per Angloman, from Montreal.

It is understood that Geo. G. Scovil, M. P. P. for Kings Co., N. B., has arranged to get out considerable lumber this winter. His largest operations will be along Scovil's brook. The logs will be sawed and the lumber shipped to St. John.

A Vancouver, B. C., report states that Messrs. Geo. Cassidy & Co. have received a large contract from the C. P. R. for lumber, aggregating some 1,500,000 feet, and they also have an order from Los Angeles for a similar amount. Their mills will thus be kept running steady for the rest of the year.

The Vermillion Lumber Co., composed of Saginaw parties, has been stocking a mill at Three Rivers, which cut 12,000,000 a year, principally deals for the English market. On account of the death of the manager, Ben Birdsall, it has only cut 10,000,000 this year, and will not be operated the coming season.

The Lake of the Woods Lumber Co. will cut ten million feet of logs this season. A million ties are being cut there for the C. P. R. There are a thousand men in the woods. The Lake of the Woods Milling Co. have made contracts for 4,000 cords of stave bolts to be made into barrels for their flour. This is a new industry and will give employment to a considerable number of coopers and others, and will represent an annual expenditure of from \$40,000 to \$50,000.

The Cowichan mill, B. C., which Messrs. M. M. Boyd & Co., of Bobcaygeon, Ont., purchased recently, will probably be worked by them before very long. It has a capacity of 125,000 feet per day. There are 7,059 acres of timber limits adjoining the mill and 8,000,000 feet of logs in the booms ready for sawing. The company also own 10,000 acres of limits on the Nitinat river, purchased two years ago. These limits are convenient to the mill.

Up to Oct. 1 the rail shipments from the state of Washington by the Great Northern, Northern Pacific and Canadian Pacific roads were 65,634,000 feet of lumber and 1,668,264,000 shingles, as against 49,632,000 feet of lumber and 1,443,200,000 shingles for the same time in 1894. The gain in lumber shipments has been about one third and of shingles about 1-10th. Shipments of shingles have been larger than ever before, but the lumber rail business on the three roads is below that of both 1893 and 1892, falling away below the latter year.

At the sale of the cargo of British Columbia fir in London the other day, imported per steamer Grace Harwar, the following prices were realized:

BRITISH COLUMBIA PINE PLANKS.			
22/38ft. 3x12	per ft.	60	1 6
12/24ft. 9x12	"	14	1 6
12/18ft. 9x12	"	14	1 4
12/30ft. 1 1/2 x 12	"	11	1 7
Select, planed on both sides.			
12/32ft. 1 1/2 x 4	per sq.	13	6
12/32ft. 1 1/2 x 4	"	14	3
12/32ft. 1 1/2 x 4	"	14	6
12/16ft. 1 1/2 x 4	"	22	9
FRISK CLEAR CEDAR.			
10/19ft. 4x10/24	per ft.	1	9
10/11ft. 4x7/18	"	1	7
12/15ft. 4x12	"	1	8
12/19ft. 3x12	"	1	7
ORDINARY PINE PLANKS.			
12/19ft. 3x12	per ft.	1	0
3x12	"	1	0

At the same sale a lot of 1st pine per British Empire, from Quebec, 12/16x3x 6/21 bought £18 15s and a lot of 2nd spruce per Anvers, also from Quebec, bought £7 15s.

ADVERTISING LUMBER.

Mr. Lucius E. Torrey, of Grand Rapids, Mich., writes as follows to Printers' Ink on this subject: Have you any explanation for the fact that very little attention is paid to advertising the retail lumber business by dealers?

In Grand Rapids we have broken away from precedent, and use the street car with good results. Plenty of bright paint on signs on every wagon load, and occasionally a display in one or two of the dailies, show people our business, but we are alone in doing this.

It seems to me that there is a great chance for lumbermen to make even the plainest kind of pine board attractive if they use the right words to do so; and that there is no reason why lumber does not need advertising as much as soap.

SHIPPING MATTERS.

Bark Siddartha is chartered to take lumber from St. John, N. B., to the Canary Islands at \$6.

The Beaver line, which has obtained the subsidy to run between St. John and Liverpool in winter, binds itself on no one trip to load lumber beyond 25 per cent. of the vessel's capacity.

Sch. Lillie Bell, which sailed recently from St. John for Boston, is a total wreck at Bliss Harbor. Her cargo consists of 65,215 feet of boards, etc., and 525,000 shingles, shipped by S. T. King & Sons. There is no insurance on the vessel or cargo.

At last report only two vessels were at Vancouver loading lumber, the Chilean bark India and the Norwegian bark Prince Victor, both for Valparaiso. Freight rates are as follows from Burrard Inlet or Puget Sound: Sydney, 30s; Melbourne or Adelaide, 40s; Port Pirie, 38s 9d; Shanghai, 47s 6d; Tientsin, 55s; Valparaiso, l. o., 42s 6d; South Africa, 62s 6d; Cork, l. o., 62s 6d.

BUSINESS CHANGES.

The North Pacific Lumber Co., Barnet, Burrard Inlet, has increased its capital from \$100,000 to \$500,000.

The Lyster Pulp and Paper Co., of Meriton, Ont., has been organized. W. R. Campbell is president and Charles Hyde is secretary and general manager of the company.

The business heretofore carried on by Cowan & Edwards, at Indian Head, as implement dealers, and that of Jas. Conn, as lumber merchant, have been amalgamated.

Messrs. H. J. Pierce and E. W. Misner have purchased the Mutchmore saw mill property at Providence Bay, and will give it a thorough overhauling.

The Novelty Manufacturing Company, New Westminster, has been formed by C. A. Campbell and Thomas Turnbull, to operate in general wood novelties, in the old match factory, Lulu Island, B. C.

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, \$1.25 per M ft., (3,000 lbs. and under per M ft.); Amprior to Montreal, \$1.75 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, \$2.25 per M ft.; Amprior to Quebec, \$2.75 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, 15 cents track delivery 17 cents per 100 lbs lightered; Amprior to New York 17 cents track delivery 19 cents lightered; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Amprior 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.; Amprior 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