

TRADE REVIEW.

Office of CANADA LUMBERMAN,

July 31, 1891.

THE GENERAL SURVEY.

REPORTS from the leading centres of the lumber trade, both in our own Dominion, the United States, and from over the sea, do not tell of anything remarkably active or momentous. Perhaps it would be foolish to expect these things in the heart of midsummer, for if there is a period in the entire year when we do not expect great things, and consequently are not disappointed, it is mid-summer.

Local trade, speaking for the moment of our own city, is quiet. Building operations on the larger scale are active. Seldom in the history of the city have so many contracts for buildings of an extensive character been in active movement all at one time, as is the case this year. Mention of the Confederation Life Insurance Co., the Loan Association building, the Parliament Buildings, and Cooke's Church, are random illustrations of others of a like kind. But as has been pointed out in these columns before, these do little or no good to the lumber trade. Perhaps when another winter's snows have passed over, there will be a revival in house building, which is certainly a valuable feeder to local lumber trade. Business is not disturbed either by any failures during the month, if we except one with liabilities of only a small amount.

If things are slow in the city, no different tale can be told of the country. In Western Ontario trade is unquestionably quiet. But there is good reason for this in country trade everywhere, for the farmers are busy harvesting a grain crop, that will undoubtedly be the largest and finest that Canada has seen for many years, and this means good business in the fall.

A considerable business in Canadian lumber is being developed with New York city and other American points, that had not been done before, and the trade have reason to expect that these new openings will continue to grow and broaden. Seldom have the stocks of lumber in the yards at any important lumber section in Ontario been lighter than now. In fact the better grades are scarce. This fact is helpful to prices, which for these qualities have a tendency to stiffen. Sufficient is known now to make certain, that at different points in the province, large quantities of logs will be hung up until next spring. Our ability to manufacture has been lessened this year by the loss of several of the larger mills by fire, noticeably those of the Georgian Bay Consolidated Lumber Co., at Byng Inlet, and Playfair's mill at Sturgeon Bay. Prices will no doubt be further stiffened by these circumstances. The cut next winter, it is expected will be light, for the disposition is to go slowly in the matter of stocking up for another year.

In New Brunswick trade has been woefully disturbed by the strike among the mills of St. John, and which at this writing shows no indication of a speedy termination. This is more than unfortunate, for no too great activity in lumber has prevailed in this province for some time. An important lumber transfer has just taken place in the county of Gloucester. What is known as the Sweeney lands have been bought by Mr. Gilman and others of Bangor, Maine. The property has for a number of years been a subject of litigation, but a final decision of the Supreme Court has cleared the way for the present sale. There are 10,000 acres, most of which is well timbered. Just what will be the effect of this sale on the lumber operations of the province, cannot be told, until it is known in what manner the new owners will deal with their purchase. Returns of the Miramichi lumber trade with the United Kingdom and continent, compared with the figures of a year ago show a deplorable shortage. Up to date of 22nd inst. a local authority places this shortage on deal shipments 12,099,719, s. f. to say nothing of timber and palings. The value of deals alone on the wharves is more than \$100,000. Shippers say that in other years they have shipped at a loss, but this year, the transatlantic markets are so discouraging that they cannot realize much more than the cost of logs, leaving nothing for manufacturing and handling. That is why they do not ship. The outlook is, therefore, not a promising one, by any means, and the effect will be a great curtailment of operations for next season.

It can hardly be said that the same life in lumbering is a distinguishing feature of British Columbia trade, as was the case some months ago. The loss of the South America trade, because of the internal troubles of that country, has curtailed the market to no inconsiderable extent. At the same time it would not be correct to say that business is inactive. Some very large mills are located here, and others are in course of construction, and the exceptions are few where a fair trade, at least, is not being done.

UNITED STATES.

The special information, which we are enabled to furnish in connection with the quotations of prices current at the principal lumber points of the United States, show that nowhere at present is business rushing. Lumbermen are seemingly resting on their oars,

holidaying in many instances—waiting for the future. Business circles almost everywhere have felt, either directly or indirectly, the failure of S. R. Howell & Co., who conducted business on a gigantic scale at Chicago, Omaha and Atchison. The liabilities reach within a fraction of \$2,000,000. The failure is said to be a very rank one.

FOREIGN.

The tendency of the English market is to lessened trade. Says the *Lumber Trades Journal*, of London, Eng. "London shows a marked decrease for the five months compared with 1890; Liverpool keeps fairly animate, but the other great depots, more or less, betray a lassitude of business that does not argue well for a heavy import. The total decrease in the imports of sawn and hewn for the five months of 1891 amounts to 243,516 loads, and means over 80,000 standards, and would require a fleet of big steamers to bring it had things run their ordinary course." The end of the half year is stock taking time with most of the English merchants, and until "noses are counted" they will not incur fresh obligations, beyond absolute present needs.

France, it is thought, has finally adjusted the duties on wood imports. These will be 65 centimes to 1 franc on timber and sawn goods above 35 millimetres in thickness, and 2 to 3 francs on sawn wood 35 millimetres and under, all per hundred kilogrammes. Taking 2,500 kilogrammes to the standard, these rates equal 15 to 25 francs on timber and deals and battens, as well as boards of 1 1/2 in. thickness, while boards of 1 1/4 in. and less will be subjected to 50 to 75 francs per standard. The new law will come into operation in March 1892, on the expiration of the present treaties with Norway and Sweden.

Toronto, Ont.

TORONTO, July 31, 1891.

CAR OR CARGO LOTS.

1 & 1 1/2 in. Cut up and better.....	32 00	33 00
1 1/2 & 2 in. dressing and better.....	18 00	20 00
1 1/2 & 2 in. mill run.....	13 00	14 00
1 1/2 & 2 in. common.....	14 00	15 00
1 1/2 & 2 in. spruce culls.....	13 00	14 00
1 1/2 & 2 in. mill culls.....	10 00	11 00
1 inch clear and picks.....	24 00	25 00
1 inch dressing and better.....	18 00	20 00
1 inch siding mill run.....	14 00	15 00
1 inch siding common.....	11 00	12 00
1 inch siding ship culls.....	10 00	11 00
1 inch siding mill culls.....	8 00	9 00
Cull scantling.....	8 00	9 00
1 1/2 and thicker cutting up plank.....	22 00	25 00
1 inch strips 4 in to 8 in mill run.....	14 00	15 00
1 inch strips, common.....	11 00	12 00
1 1/2 inch flooring.....	14 00	15 00
1 1/2 inch flooring.....	14 00	15 00
XXX shingles, 16 in.....	2 30	2 40
XX shingles, 16 in.....	1 30	1 40
Lath, No. 1.....	1 70	1 90
No. 2.....	1 50	1 70

YARD QUOTATIONS.

Mill cull boards & scantling.....	16 00	20 00
Shipping cull boards, pro.....	30 00	30 00
Miscellaneous widths.....	13 00	14 00
Stocks.....	14 00	15 00
Scantling & joist, up to 16 ft.....	13 00	14 00
15 ft 15 in.....	15 00	16 00
20 ft 15 in.....	15 00	16 00
20 ft 17 in.....	15 00	16 00
20 ft 19 in.....	15 00	16 00
20 ft 21 in.....	15 00	16 00
20 ft 23 in.....	15 00	16 00
20 ft 25 in.....	15 00	16 00
20 ft 27 in.....	15 00	16 00
20 ft 29 in.....	15 00	16 00
20 ft 31 in.....	15 00	16 00
20 ft 33 in.....	15 00	16 00
20 ft 35 in.....	15 00	16 00
20 ft 37 in.....	15 00	16 00
20 ft 39 in.....	15 00	16 00
20 ft 41 in.....	15 00	16 00
20 ft 43 in.....	15 00	16 00
20 ft 45 in.....	15 00	16 00
20 ft 47 in.....	15 00	16 00
20 ft 49 in.....	15 00	16 00
20 ft 51 in.....	15 00	16 00
20 ft 53 in.....	15 00	16 00
20 ft 55 in.....	15 00	16 00
20 ft 57 in.....	15 00	16 00
20 ft 59 in.....	15 00	16 00
20 ft 61 in.....	15 00	16 00
20 ft 63 in.....	15 00	16 00
20 ft 65 in.....	15 00	16 00
20 ft 67 in.....	15 00	16 00
20 ft 69 in.....	15 00	16 00
20 ft 71 in.....	15 00	16 00
20 ft 73 in.....	15 00	16 00
20 ft 75 in.....	15 00	16 00
20 ft 77 in.....	15 00	16 00
20 ft 79 in.....	15 00	16 00
20 ft 81 in.....	15 00	16 00
20 ft 83 in.....	15 00	16 00
20 ft 85 in.....	15 00	16 00
20 ft 87 in.....	15 00	16 00
20 ft 89 in.....	15 00	16 00
20 ft 91 in.....	15 00	16 00
20 ft 93 in.....	15 00	16 00
20 ft 95 in.....	15 00	16 00
20 ft 97 in.....	15 00	16 00
20 ft 99 in.....	15 00	16 00
20 ft 101 in.....	15 00	16 00
20 ft 103 in.....	15 00	16 00
20 ft 105 in.....	15 00	16 00
20 ft 107 in.....	15 00	16 00
20 ft 109 in.....	15 00	16 00
20 ft 111 in.....	15 00	16 00
20 ft 113 in.....	15 00	16 00
20 ft 115 in.....	15 00	16 00
20 ft 117 in.....	15 00	16 00
20 ft 119 in.....	15 00	16 00
20 ft 121 in.....	15 00	16 00
20 ft 123 in.....	15 00	16 00
20 ft 125 in.....	15 00	16 00
20 ft 127 in.....	15 00	16 00
20 ft 129 in.....	15 00	16 00
20 ft 131 in.....	15 00	16 00
20 ft 133 in.....	15 00	16 00
20 ft 135 in.....	15 00	16 00
20 ft 137 in.....	15 00	16 00
20 ft 139 in.....	15 00	16 00
20 ft 141 in.....	15 00	16 00
20 ft 143 in.....	15 00	16 00
20 ft 145 in.....	15 00	16 00
20 ft 147 in.....	15 00	16 00
20 ft 149 in.....	15 00	16 00
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20 ft 397 in.....	15 00	16 00
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20 ft 403 in.....	15 00	16 00
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20 ft 411 in.....	15 00	16 00
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20 ft 457 in.....	15 00	16