

The Lumber Trade.

C. W. Gimby, lumber, Cartwright, Minn., has sold out to R. Stead & Son.

The saw and grist mill owned by Leopold Benz, on Wabashin, Alberta, was totally destroyed by fire recently. About 400 bushels of wheat and some lumber and logs were burned.

Wakesfield & Kollington's planing mill at Neepawa, Man., was considerably scorched by fire last week which originated in the engine room. The main building was saved. Damage about \$800, with no insurance.

The rumor has been current among dealers in west coast lumber and shingles that all of the trans-continental railroads would advance the freight rate of shingles from Pacific coast points to the Minnesota Transfer on January 1st from the present rate of 50 cents to 60 cents per hundred pounds.

The Minneapolis Lumberman says: Recent developments in the red cedar shingle trade indicate that it is time that western mill men quit manufacturing and western jobbers cease sending countless cars of shingles eastward, when there is no demand. At Minnesota Transfer, to-day, there is probably fifty cars of west coast shingles awaiting sale, and on these the consignors are obliged to pay \$2 a day demurrage. The natural result of this state of affairs is to cause shippers to desire to dispose of these cars of shingles at whatever price they can obtain, and accordingly the last few days has witnessed the dropping of the bottom out of the red cedar trade in this section.

The Minneapolis Lumberman says: There has been an upward tendency in prices all the latter part of the summer and fall, and the dropping off in trade has not been followed by a falling off in the prices. On the contrary, they have steadily advanced, until now at the end of the season they are stiffer than at any time before during the year. At northern west coast manufacturing points, the shingle business is the main item of interest. A strong effort is being made to have the manufacturers of shingles shut down their mills and cease pushing shingles into the markets to the east. There has been so rapid and heavy a movement of shingles to the east that that market has become congested and prices have fallen considerably. The market is not any too strong now at \$2 for stars, and unless shipments to the east are stopped it will go much lower than that figure.

A short time ago the Winnipeg daily papers gave somewhat glowing reports of the formation of a company of wealthy Minnesota capitalists, with the object of starting a big mill at Winnipeg. The company was said to own a big timber limit in Minnesota, tributary to the Lake of the Woods, and they proposed bringing the logs from this limit to Winnipeg, by constructing a canal to connect the lake with the Rossau river, the latter being a tributary of the Red river, which has its source near Lake of the Woods. In mentioning the matter at the time The Commercial said the report sounded rather like "boom" statements. The amount of lumber which it was said the alleged company would cut, was out of proportion to the demand, being about equal to the entire annual consumption of Manitoba, notwithstanding that the Lake of the Woods mills have an aggregate capacity already vastly greater than is necessary to supply all possible de-

mands for some years to come. Besides this, the statement that the alleged company would cut lumber at Winnipeg, for shipment to North Dakota, seems somewhat absurd when the duty on lumber going into the United States is considered. There would be no sense in bringing the logs to Winnipeg to cut them into lumber, when they could be taken to some point on the Red river south of the boundary and there cut and sold free of duty. The customs regulations would hardly admit of cutting logs at Winnipeg in bond. However, the big paper enterprise was spoiled by a denial from some of the parties mentioned as members of the company, that they knew anything about the matter. Notwithstanding the denials, it is believed here that certain Minnesota lumbermen contemplate establishing a saw mill at some point on the Lake of the Woods, to cut logs from a limit which they own in Minnesota, tributary to the lake. The report that the mill would be established at Winnipeg, is thought to have been a blind to cover some other movement.

The Live Stock Trade.

A. T. Wallace, sheep rancher, of Maple Creek, says that his last shipment to England was a profitable one. It was shipped by McMillan and the net profit was over \$1,200.

London, November 15.—The improvement in this market a week ago has all been lost again. Trade to-day was slow and as supplies were excessive a weak feeling prevailed, prices for Canadian cattle declining 1c and Argentine 1-2c. States cattle were about steady, choice selling at 11 1-4c, choice Canadian at 9 1-2c, Argentine at 9 1-2c. The market for sheep was also weaker, choice Canadians selling off 1-2c at 10 1-2c and Argentine at 11c.

A sale of Canadian sheep was held at Yorkhill, Glasgow, on Monday, November 15. They sold as follows: 47 yearlings, from 27s to 34s; 11 tups from 2s 6d to 33s; and 166 ewes, from 22s to 37s a head. The approximate dead-weight quotations may be given as follows. Ewes, best quality light weight, from 6d to 6 1-2d per lb.; secondary and heavier animals making from 5 3-4d to 6 1-4d per lb.; tups, from 5d to 5 1-2d per lb.; hogs (yearlings), best quality, light weights, 6 3-4d to 7 1-4d per lb.; secondary, from 6 1-2d to 7d per lb.

At the East End abattoir market, Montreal, on November 15, the supply of cattle was large but the market was firm and as the weather becomes colder higher prices are looked for, for choice stock. There was some demand from shippers and one or two fair-sized lots changed hands. A fair trade was done in stockers for shipment to Buffalo on the basis of 2 1-2c to 3c. Choice heaves sold 4 1-4c; good at 3 3-4c to 4c; fair at 3c to 3 1-2c; common at 2 1-4c to 2 3-4c, and inferior at 1 1-2c to 2c per lb. The market for sheep was stronger and prices were fully 15c to 25c per 100 lbs. higher, which was due to a small supply and an improved demand from shippers. Good to choice stock sold at \$3.25 to \$3.40, and culs at \$2.75 to \$3 per 100 lbs. Lambs were also scarce and dearer, prices having advanced 1-4c per lb. The demand was good from both local and export buyers, at 4 1-4c to 4 1-2c for good to choice and mixed lots sold at 3 1-2c to 3 3-4c per lb. The demand for live hogs was good and the prices about steady at \$4.50 to \$4.60 per 100 lbs.

Leather, Hides, Wool, etc.

The Boston wool market is reported to be firmer again, owing to firmer foreign markets on wool. Boston prices are rather below cost of importing.

The nominal dealers' prices of No. 1 green hides at Montreal was 8c, but actual prices range from 8c to 5 1-2c, 8 3-4c, 9c and 9 1-4c, all these figures having been paid during last week, owing to the war among the hide dealers.

A Toronto report says of leather: There is a better demand and the market is steady, harness leather is in good demand now; the stocks are small, and prices have been advanced 1-2c per pound.

The Leather Belting Manufacturers' association of the United States held its annual meeting at New York on Nov. 18th, and decided on a general advance of 25 per cent. on the price of belting.

The Toronto Globe says of hides: The receipts are not large, and exports of Canadian hides are still being made to the United States, where prices are higher than in Canada. So long as our hides are exported to the United States no lower prices need be expected here. It is a remarkable fact that hides have lately been imported into the United States and Canada from England, where prices are lower than either in the markets across the line or here. This is the first season in many years in which hides have been imported from England to Canada. Toronto dealers quote 9c for cars of cured; they are paying 9c for No. 1 green, 8c for No. 2 and 7c for No. 3.

Low Prices for Cheese

Kingston, Ont., Nov. 11.—There were boarded for sale at the meeting of the Frontenac cheese board this afternoon 1,550 boxes of colored cheese and 235 boxes of white. Nearly all for sale was October cheese. Bidding started at 7 1-2c for the board, and ran up to 8c for selections, and 7 3-4c for the remainder. One buyer offered 7 7-8c for white, but no sales were made.

Hodgson Bros., of Montreal, estimate that the total production of cheese in Canada for the present year exceeds that of last year by about 452,000 boxes. Against this the total exports to date exceed that of the same period last year by 321,000 boxes, thus leaving stocks to-day in Canada 131,000 boxes in excess of what were held at the same time last year. About one fourth of the cheese held in cold storage are June and July makes.

London, Ont., Nov. 13.—Seventeen factories offered 7,413 boxes. Sales: 150 at 7 7-8c, 2,235 at 8c, 400 at 8 1-16c.

Freight Rates.

The passenger rate on the Prince Albert, Edmonton, Lethbridge and Macleod branch lines of the Canadian Pacific railway and between Cammore and Medicine Hat on the main line have been reduced one cent a mile.

Coal freight rates from Buffalo have advanced to 50c to Lake Michigan points, and 30c to Duluth or Fort William.

Wheat rate, Duluth or Fort William to Buffalo, 2c per bushel. Erie canal rate to New York, including Buffalo elevating charges, etc., 41-2 per bushel.

P. Hobbs has opened a bakery at Rat Portage.