

practically ceased for the season. A good rail trade is, however, anticipated. In the South business is satisfactory. Northern capital is finding its way there. From the Pacific coast comes a report of good demand but unsatisfactory prices. In the east there is considerable irregularity in the reports. White pine of best grades is wanted and brings a fair price, but the inferior grades are in fullest supply and are not wanted. Spruce is in good demand and holding firm. Logging operations, especially in pine and spruce, will be restricted the coming winter, which means a strengthening in prices in the spring, a satisfactory outlook for those who are carrying over large stocks. In hardwood, business holds its own, with a leaning towards improvement. There is no marked change to note in prices.

FOREIGN.

The lumber situation in the United Kingdom remains much as it was at our last report. Arrivals have been on a moderate scale and prices have been very firm, with the prospect of an advance. There was no auction sale in London during the week, which dealers looked upon as a relief, as they have sufficient stocks to meet the present demands. Owing to the long continued fine weather building operations have been commenced later than usual, and the autumn decline in the volume of business has not made itself felt to such an extent as in ordinary seasons. The drafts from yards and docks has gone on without diminution. Foreign goods are arriving in good condition and there is a fair business being done ex ship. Goods can be obtained cheaper from the yard than from the sale room, and it is thought a rise in auction values was the result of a rally on the part of wholesalers, rather than from an increase of consumption. Trade looks healthy and there is every prospect of an early and permanent increase in prices. An auction sale of Swedish and Norwegian boards, Pensacola pitch pine, Indian scantlings and flooring, deals, pine and spruce from Baltic ports and mahogany, was announced, at which it was anticipated competition would be brisk. The demand in South Africa for all classes of timber continues strong.

STOCKS AND PRICES.

Lumber in Port Huron is on the move and dealers are looking for better times.

W. L. Murney & Co., Sarnia, Ont., have put in 900,000 feet of logs, and will cut them this fall.

Mr. Wm. Cassidy, of Vancouver, is applying for a license to cut timber on a tract of land on McNabb Creek, Howe Sound, B. C.

The saw mill at Camp McKinny, B. C., is to be run to provide lumber for a tramway from the new shaft of the Cariboo mine to the mill.

Messrs. Davis & Crothers, a new lumber firm at Upper Gagetown, N. B., are converting the old water mill there to steam power and will put in a new rotary saw mill.

The St. Raymond, Quebec, pulp mill has been re-opened by the Canada Paper Co., of Montreal. It turns out from four to six car loads a day, which is taken to Windsor mills and made into paper.

The entire cut of W. C. Edwards' mills for 1896 has been sold to English shippers,

and the cut of deals in J. R. Booth's mill for next year was disposed of to the same parties. The cuts comprise between sixty and seventy million feet.

A large quantity of lumber has been shipped from Albert, N. S., this year. The schooner Nellie Doe, and the schr. Bertha Maude have sailed for Boston with cargoes during the last few days.

Harry McLellan, of St. John, N. B., recently purchased from Henry Coburn, of Little River, Sheffield, timber ground for next winters' operation for which he paid \$1,500 stumpage.

Messrs. Eddy, Boyle & Jordan, lumbermen, of Bay City, Michigan, have been cutting a road to their limits, about 50 miles back from Blind River, Georgian Bay, Ont. They will commence cutting logs in a couple of weeks. One large camp will be in operation this winter, but next year they intend to have four or five.

Mr. Savage, ex-Mayor of Rat Portage, while on a recent visit to Toronto, stated that in his locality there will be a great increase in the number of lumber camps and employees this winter over the past two seasons, as it is expected that from 12,000,000 to 15,000,000 feet of logs will be taken out. Last season there was practically no work in the camps. Mr. Savage has retired from lumbering and gives his attention to fishing.

BUFFALO AND TONAWANDA.

(Special correspondence WEEKLY LUMBERMAN.)

It is understood that the Buffalo Hardwood Lumber Company will do less cutting next year on their Pennsylvania limits, and will therefore probably buy more largely than last year from Canada.

Messrs. Sullivan & Co. claim to have been the first to introduce inch elm culls for crating purposes. The material, while costing slightly more than pine, is tougher and stands better the knocking about to which packages shipped long distances and abroad are subjected. Messrs. Sullivan & Co. say that they have a market for all the material of this kind that they have been able to procure, and that it goes out as fast as received. The utilization of the common grades of elm has placed them in a position to purchase in many instances the entire outfit of the manufacturer. This firm report a scarcity of two and a half, three and four inch elm planks. Owners of mills are apparently averse to cutting material of this thickness. Messrs. Sullivan & Co. handle hardwood almost exclusively, but are at present wanting ten to twelve cars of one and a half inch pine, common and cut up.

All the Buffalo and Tonawanda dealers whom your correspondent has met agree that the demand for hardwood lumber is somewhat improved, but prices continue low, and buyers are still purchasing in very limited quantities.

Messrs. Elias & Bro. complain of the difficulty experienced in getting Canadian mill men to comply strictly with their specified requirements in the matter of grading and method of cutting. They claim that most of the Canadian mills cut rock elm in twelve feet lengths, while one and a half and two inch rock elm to meet the requirements of the American trade, should be cut 14 feet long. This applies also to 2 inch maple. Basswood on the other hand, should be cut in twelve feet lengths. As to grading, first should be

six inches and up wide, and clear of defects. Seconds should not show more than three or four defects. Messrs. Elias & Bro. think that if Canadian mill men would become thoroughly acquainted with the requirements, and would live up to them, it would tend very much to promote and facilitate trade between Canada and the United States.

Your correspondent is informed that a good deal of Canadian lumber is being shipped to scalpers, and that this is having the effect of depressing prices, as the scalper does business in a hand to mouth way, and sells for whatever he can get. It is believed that to this cause should also be attributed much of the unsatisfactory treatment Canadian shippers claim to have received at the hands of American buyers. It would undoubtedly be to the advantage of Canadian shippers to deal only with lumber buyers who are known to have a standing in the market and to be thoroughly reliable.

In connection with the above remarks on methods of cutting and grading, the necessity for greater attention by mill owners to this important requirement of the export trade was emphasized by the remark of Mr. Wall, of the Buffalo Hardwood Lumber Co., that "as timber becomes scarcer, buyers are becoming strict in their demands as to quality of material."

MEN FOR THE WOODS.

A large number of men have been sent to the lumber woods in Canada from the Saginaw Valley. J. W. Howry & Son, who are operating seventeen camps cutting logs for their big mill at Fenelon Falls, have sent about 400 men. A good many have also gone to the Georgian Bay district. The wages for woodmen range from \$16 to \$22 a month. It is said that Howry & Son alone have 1,000 men at work in their camps. A crew of thirty-five men left recently for Dean Lake, on the Canadian Pacific, seventy miles from Sault Ste. Marie.

GOING WEST.

The Cowichan, British Columbia mill, better known as the Hughett & McIntyre mill, together with the adjacent timber limits of 7,050 acres, have been purchased by the M. M. Boyd Lumber Co., of Bobcaygeon, Ont. The price is in the neighborhood of \$150,000. The mills have not been running for some time, but the machinery is in first-class condition and capable of an output of 125,000 feet of lumber per day. In addition to the limits included in the sale there are 8,000,000 feet of logs in the boom at the mill. The Boyd Company already have 10,000 acres of limits on the Nitinat River which they purchased some two years ago. Mr. Wm. Gidley, of Bobcaygeon, who has had an experience of 20 years in the lumber business, is appointed manager, and will make headquarters in Victoria. Mr. Gidley stated that the Boyd Lumber Co. had turned their attention towards British Columbia because the decreasing timber limits in the east made it imperative to seek new fields. He was not sure when the mill would start operations, as that would depend upon the state of the lumber trade.

Supplementary letters patent have been issued extending the term of existence of the Muskoka Slide, Dam and Boom Co. for one year from October 25th, 1895.

WISHES TO WITHDRAW.

Canada's exports to Chili last year amounted in value to \$82,392, almost entirely the products of the forest. That country has given notice that she wishes to withdraw from the treaty of commerce made with Great Britain and her colonies in 1854. The withdrawal will take effect one year from the date of notice, namely, on Sept. 3rd, 1896. The clause which affects Canada is the one known as the most favoured nation clause. This will affect our lumber trade to some extent, especially in British Columbia, from which province a considerable trade with Valparaiso is carried on.

BUSINESS DIFFICULTIES AND CHANGES.

Newell C. Corbett, lumber, Nouvelle, Que., has suspended business.

Mr. Lockhart has purchased the saw mill on Rainy river, Ont., formerly owned by Mr. W. B. Fotheringham. It will be operated as a custom mill this winter.

Jas. L. Phinney, a lumberman of Wilmot, N. S., has had to assign. Numerous judgments are recorded against him. He has been in business about five years.

The Trent River Lumber Co. has been incorporated. The members of the company are J. W. Howry, H. R. Howry, of Saginaw, Mich., J. H. Howry, of Fenelon Falls, Ont., Alex. Mackenzie and J. S. Lovell, of Toronto.

T. Coulonge and Crow River Boom Co., with a capital stock of \$25,000, will make application to the Quebec legislature next session for incorporation to carry on the business of common carriers and to construct and establish booms and other works necessary to facilitate the passage of timber, lumber, pulpwood, saw logs, etc., down the Coulonge and Crow rivers. The personnel of the company is John Bryson, M. P. P., and Hon. Geo. Bryson, of Fort Coulonge, Alex. Barnett, and Geo. B. Campbell, of Renfrew, Alex. Fraser and J. R. Booth, of Ottawa.

SHIPPING MATTERS.

The bark Baradian is loading lumber at St. John for Buenos Ayres, at \$6.50.

SS Blackmore has arrived at Bathurst, N. B., to load deals for the U. K.

The following lumber-shipsments have been made from the port of Montreal for the week ending November 4th: European, to London, 18,480 deals; Pomerian, to Glasgow, 5,100 deals; Hurona, to London, 5,301 deals; 7,395 deals; Etolia, to Liverpool, 1,410 pieces walnut.

SALE OF TIMBER BERTHS.

Four more timber berths were offered for sale at the crown land office in Fredericton, N. B., on October 30th. Lively bidding took place on a ten mile block on Rock Brook, Nepisiquit Mill stream, in Gloucester, and was finally knocked down to T. R. Winslow for \$93 per mile. A three mile block on Salmon river in Queens county went to G. G. King at the upset price of \$8 per mile. A two mile block on Mistake Lake, North Branch of the Lepreaux, applied for by George Mercereau, was bought by Geo. P. Barnhill at \$39. Hugh McLean got a three mile block on Pleasant Brook, Queens county, at the upset price.

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. 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 Hepworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Warrington to the same points. The rates from Cargill 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.