

part of the charterer in securing outward cargo, providing coal, stevedores and other expenses, work with which he is not familiar. Some charters of this kind have been made at a figure which means 20s to 22s 6d from the Lower Gulf to east coast for smaller steamers, and 20s or a trifle less for those of 500 standards capacity up. Severe frost has about closed Baltic ports. Eleven vessels timber laden are reported afloat for United Kingdom ports from New Brunswick and six from the St. Lawrence. Farnworth & Jardine, in their circular, dated 1st Dec., speak thus of the previous months' trade: "The business during the month has been fair" satisfactory, imports moderate, and the deliveries about an average of the season of the year. Values generally have been maintained, in a few of the leading articles a further slight advance has taken place, still, as this improvement has been more than met by the higher rates of freight and insurance, shippers should act with prudence, as the present improvement is caused more by the supply being limited than by any actual increase in the demand; stocks are moderate though generally ample."

**STOCKS AND PRICES.**

The Longford Lumber Company will take out 9,000,000 feet this winter.

The Conger Lumber Co., of Parry Sound, are offering to purchase 3,000,000 feet of hemlock logs.

Mr. Thos. Bearman, of Chesley, Ont., is in the market to purchase a quantity of maple and rock elm logs.

Only two and a half million feet of lumber was moved from the Minneapolis market during Thanksgiving week.

A report comes from the north that the Gilmour Company, operating in the townships of Peck and Hunter, bordering on the Algonquin Park, have decided to stop cutting on their limits for this season, and that 700 men will lose their winter employment in consequence.

A St. John, N. B., paper says there is only about one half the quantity of logs usually available at this season of the year, and this with the stiffening of the English, and the opening of the American market, has caused an advance already of \$1 per thousand in next spring's contracts.

Mr. D. B. McNabb has returned from a business trip to Tonawanda, Buffalo and Rochester, where he arranged for the sale of the output of his mill at Ingoldsby. He reports the outlook on the other side to be much brighter than was the case some months ago. He will start his mill early in January cutting hardwood timber, for which he finds a ready sale in the American market.

A syndicate represented by A. S. Dickson, of Blyth, and James Lockart, of McKillop are said to have purchased timber limits in the latter township, county of Huron, and will build a saw mill. The property consists of 886 acres, and was sold for \$40,000. It is in the 9th and 10th concessions. When the timber is removed most of the land will be fit for agricultural purposes.

The output of lumber this season in the Ottawa Valley has been brought up to something like what it was five or six years ago in the days when Eddy, Perley

& Pattee, Grier & Co., and others now out of the business were running their mills night and day, by the operations of the St. Anthony Lumber Co. at their new mill at Whitney. Without this there would have been a marked falling off.

The lumber combine entered into among the producers on the Pacific coast, while it will advance export prices, will not affect local prices in British Columbia, or prices of lumber shipped to the Northwest, Manitoba or the eastern provinces. Only foreign trade is affected, and such being the case, the new arrangement will bring no drawbacks to the general public.

Mr. F. E. Neale, representing Neale, Harrison & Co., of Liverpool, has shipped 6,000,000 feet this season from Miramichi, N. B., and arrangements have been made for a larger amount next year. The last cargo for the season, consisting of birch and spruce, went by barque Teresa Accame, for the Bristol channel. Mr. T. B. Neale visited the Miramichi personally this year.

The Restigouche river has been deepened so that large vessels can go up to Campbellton, N. B., and it is stated that Price Bros., of Quebec, and other outside operators, as well as the local mills, will henceforth ship in summer direct from Campbellton to Britain. The cut on the Restigouche last season was between 12,000,000 and 14,000,000, and it will be larger the coming season. Large quantities of shingles are also sent to the United States.

The stock of lumber of Kelsey & Gillespie, insolvents, Buffalo, was sold by auction on the 4th of December for \$38,250. It had been almost closed out at \$30,000, but at the suggestion of one of the creditors was put up to competition, started at \$30,000, and ran up to the figure named above, at which it was knocked down to Mr. Robert L. Fryer, of Buffalo. Mr. A. A. Scott, of Toronto, who was an interested party, was a bidder. The stock consisted of pine and hardwood.

Messrs. Johnson & Beveridge have purchased the timber on the Shawanaga Indian Reserve, says a Parry Sound exchange, through the Indian agent, Dr. Walton. The timber is to be cut and skidded by Indian labor, and Messrs. Johnson & Beveridge are to do the drawing to the water and driving, using Indian labor as far as possible. The cut will be between half a million and a million feet.

Messrs. Young Bros. & Co., of Parrsboro, have purchased from the estate of N. L. Todd & Co., St. Stephen, N. B., their timber property, comprising 68,000 acres and the saw mills at St. Margaret's Bay. The price paid is said to have been \$90,000. Messrs. Young Bros. & Co. have owned for a number of years the Halfway River and River Herbert mills and cut annually from eight to ten millions of deals besides a lot of other lumber. Mr. B. E. Young, who has been manager at Parrsboro, will leave in the spring to take charge of the new property.

The Prescott lumber firm, composed of Isaac, George and Crandall Prescott, has this year commenced lumbering operations on the North Shore at New Mills, N. B. This firm has carried on a very profitable business in Albert county for a number of years, and this season will operate still more extensively. Already

two million feet have been got out at New Mills, and it is the intention to get out two million more. A saw mill, having a capacity of about 30,000 feet per day, and of the most modern type, will be erected next spring. The business is under the management of Mr. Crandall Prescott.

Mr. J. A. Ellis, of Fenelon Falls, closed his mill on Dec. 7th, after a successful season's run. He states that while the price of lumber has been very low, he has succeeded in disposing of nearly his entire output, believing it better to sell at a small profit rather than store in the yard, as many of the big concerns are doing, as he thinks that when prices do advance a trifle the effect of so many large stocks being rushed to the market will be to still further depress the price for a time. Mr. Ellis will not send any men into the woods this winter, as he has a large stock of logs on hand for next season, and can secure what additional logs he may need from jobbers.

**BUSINESS CHANGES.**

Peter Bessette, saw mill, Sumbly B. C., is dead.

Bell & Mills have started a planing mill at Burk's Falls, Ont.

E. F. Keene & Co., lumber, Lake Megantic, Que., have dissolved, and a new partnership under the same style has been formed by E. F. Keene and Hector Rose.

Negotiations are going on for the purchase of the works of the Hamburg Manufacturing Co., with a view of organizing a stock company and enlarging the business. It is the intention of Mr. Brodrecht to go to Sarnia, where he has entered the saw mill business, having already concluded a deal for 1,000,000 feet of long pine timber.

The Blind River Dam, Slide and Boom Co., are asking for incorporation. Cook Bros., who lumber on the same river, are opposing the application on the ground that they have made all necessary improvements, that there is no necessity for the formation of such a company, and that the applicants have no interests on the river. The Ontario Commissioner of Crown Lands has the matter under consideration.

**BUSINESS DIFFICULTIES.**

F. Moore, lumber, Woodstock, N. B., has stopped payment.

A. Bell & Co., lumber dealers, St. Agathe, Que., are reported in difficulty.

S. T. Cheney, lumber dealer, Cheney Station, Ont., has assigned.

Mr. Martineau, late of the firm of Boland & Martineau, lumber merchants, Ottawa, has been arrested on a capias, at the instance of La Banque Nationale. The amount involved is \$9,431.

A writ has been issued against the Victoria Harbor Lumber Co., at the instance of Sheperd, Morse & Co., lumber merchants, for alleged breach of contract to supply six car loads of lumber. One thousand dollars damages is claimed.

The former difficulties of the Toronto Wood and Shingle Co., are recalled by the commencement of two suits for damages of \$20,000 each, by W. P. Keiran, former manager of the company, and James A. Gormally, one of the former directors, against Duncan Stalker, of Newbury. Nearly two years ago the latter caused the arrest of the plaintiffs for misapplying money claimed to be due him. The case was dismissed and now the above damages are claimed for unlawful arrest.

**SHIPPING MATTERS.**

Barkentine Frederica has loaded lumber at St. John, N. B., for River Platte.

The Marion is chartered for a cargo of oak from New York to St. John, N. B.

Schr. Hazlewood has loaded lumber at St. John, N. B., for Boston.

Str. Charles Reitz, lumber laden, from Ludington to Chicago, went ashore in a snow storm on the 10th. Crew all saved.

Str Turret Crown loaded with deals, sailed from St. John, N. B., Dec. 13th, for Penarth Roads for orders.

Norwegian bark Elsie was wrecked Nov. 23, on the island of Anticosti, while on the way from Chicoutimi, Que., to London, with a cargo of deals. The crew escaped.

The shipping season is about over at Montreal, N. B., though the river is likely to keep open for some time yet. The schr. Walter Summer was the last vessel to leave, with a cargo of railway ties for the United States.

Farnworth & Jardine, of Liverpool, in their circular of 1st Dec., give the arrivals of timber vessels at that port, from British North America, for the previous month as 30, of 26,715 tons, against 46 vessels, 43,935 tons during the corresponding month last year, and the aggregate tonnage to date from all places during the years 1893, 1894 and 1895 has been 384,494, 433,297 and 384,826 tons respectively.

The following vessels are loading lumber at British Columbia ports for foreign: At Vancouver: Nor. ship Prince Victoria, for Valparaiso; Nor. ss Mathilda, for Buenos Ayres; Nor. bark Crown Prince, for Volgaster or Continent; Nor. ss Florida, for Port Elizabeth; Am. ship John C. Potter, for Santa Rosalia; Br. ship Nineveh, for Sydney; Chilian ship Hindostan, for Valparaiso. No change in freights.

The lumber trade from St. John, N. B., to South America is very brisk at present. Eight vessels have just loaded or are now doing so, all for Buenos Ayres for orders. The shippers are A. Cushing & Co., J. R. Warner & Co., and Stetson, Cutler & Co. It is predicted that next year's trade will show an increase of 50 per cent. over this year's, which is the largest for a considerable time.

**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.); Arnprior to Montreal, \$1.75 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Quebec, \$2.25 per M ft.; Arnprior 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; Arnprior 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.; 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 300 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 Hepworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Warrton 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, Waubesa, 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, Navors, Emsdale, Katrine to Toronto, 7 1/2c.; Burk's Falls, Berriacale and Sundridge, to Toronto, 8c.; South River,