

BRITISH COLUMBIA LETTER.

(Special Correspondence of the CANADA LUMBERMAN)

The lumber industry in all parts of British Columbia is in a fairly prosperous condition. For the past few months large shipments have been made by land and sea, and orders continue to come in, necessitating some of the mills running overtime to fill rush orders. Trade in Manitoba and the Territories is very satisfactory and will likely continue so. Reports of lumber agents in those parts state that although the crops in Manitoba are not equal to those of last year by at least fifteen per cent.; the condition of buyers financially is satisfactory and the price of grain is higher than last year, which will more than compensate for the shortage. Prices for foreign shipments remain firm and the demand fair.

In the shingle industry, there has been an over-production, and the mills, with the exception of two or three of the smaller ones, have signed an agreement to shut down for thirty days to relieve the situation. Many of the mills have been running two shifts for some time and the market has been temporarily overstocked. It is not the intention of the Manufacturers' Association to make any cut in price, and eastern buyers who have been endeavoring to "bear" the market are not likely to accomplish their object, unless something unforeseen occurs. The manufacturers almost to a man are resolved on keeping the prices firm, and there is little fear of the price of shingles being lowered below a fair profit-making basis.

The logging business has been overdone. "Hot air" newspaper accounts of the enormous profits that were to be made in the business, induced inexperienced men in the business to invest, with the consequence that there were about one-third more logs going into the water than the mills had a market for. The result has been that prices of the inferior grade of logs have fallen \$2.50 per thousand feet, which practically places many of them below cost. Some firms have already assigned and more are likely to follow. Many of those now in the business are closing their camps and the industry will regain its equilibrium shortly. Over-booming of the industries of British Columbia by the press has its detrimental effects, and it

would be wisdom for intending investors to make careful investigation as to where a market for their product is to be found before making investments in the lumber and shingle industry. There are more than enough mills in the Province to supply what Canadian trade comes to British Columbia, and lumbermen here are practically shut out of the United States market by the duty. On the other hand, United States rough lumber and shingles come into Canada free and in some instances this country is made the dumping ground for their surplus.

FOURTH QUALITY PINE

It is pleasant to be able to report in favor of consumers that the culling of pine—especially in 3rd quality deals—is generally found to be satisfactory. Several parcels which we have personally inspected are so good as to remind us of the high-water mark of a few years ago. It is evident, therefore, that £13 c.i.f. for an ordinary specification of 3rd quality 3 in. deals is leaving the maker a sufficient margin of profit to raise the culling, and thus in another form to help the British importer to better please those he has to cater for. The worst feature of the demand is seen in the cabinet trade, in which direction the bulk of the 4th quality

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deals shipped are required. This big demand is now being partially supplied by the lower qualities of planed cypress white-wood and cottonwood in thin kiln-dried sizes practically ready for use. Both these American woods are now admitted to be equally good substitutes for common pines, with the extra advantage of being regularly obtainable at a relatively lower range of values. This fully accounts for the shrinkage in 4th quality Canadian deals apart from the prevalent dullness in all classes of cabinet work.—Liverpool Timber News.

SHIPPING MATTERS.

The following charters are reported: Barque Famiglia Cavolo, Halifax, N. S., to Newport, Cardiff or Swansea, deals, 30s 6d; str. Director, Dalhousie, N. B., to W. C. England, deals, 37s 6d; barque Argo, same voyage, 42s 6d; str. Scottish Hero, Miramichi, N. B., to London, deals, 40s, August-September loading; barque Hector, Weymouth, N. S., to Buenos Ayres, lumber \$8; barque Prince Victor, Miramichi, N. B., to Dublin or Belfast, deals, 41s 3d.

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