

was Spanish River stock, Mr. Carrington having a mill at that point; prices obtained are not given. These transactions have not, unfortunately, been followed up by many more of the kind. General trade continues quite dull. The hardwood market is unusually dull here.

FINISHING LUMBER—ROUGH.

Uppers, 1, 1½ and 1¾ in.	45 00	Fine common, 1 in.	35 00
2 in.	46 00	1½ and 1¾ in.	36 00
2½ in.	47 00	2 in.	37 00
3 in.	48 00	2½ in.	38 00
3½ in.	49 00	3 in.	39 00

SIDING.

Clear, ½ in.	24 00	C, ½ in.	19 00
¾ in.	25 00	¾ in.	20 00
1 in.	26 00	1 in.	21 00
1½ in.	27 00	1½ in.	22 00

TIMBER, DUST AND SCANTLING.

12 to 10x10, 12, 14 and 16 ft.	14 00	20 ft.	14 00
18 ft.	15 00	22 and 24 ft.	15 00
For each additional 2 ft. add \$1, 12 in. plank and timber \$1 extra, extra for sizes above 12 in.			

SHINGLES.

XXX 18 in. Climax.	3 65	18 in. X (cull)	1 00
XXX Saginaw.	3 40	XXX shorts.	2 25
XXX Climax.	2 25	XX	1 50
13 in. 4 in. C. B.	1 25		

LATH.

Lath, No 1, white pine.	2 25	Lath, No. 2, W. pine, Norway	1 65
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NEW YORK CITY.

NEW YORK, May 25.—A little more life is shown in the lumber market at this point, but buying continues to be marked by the greatest caution. Fair demand exists for white pine, but the call is seldom for the better grades. The effort is to keep prices firm. One does not hear of any large amount of stir in the export trade.

WHITE PINE—WESTERN GRADES.

Uppers, 1 in.	\$44 00	Coffin boards.	20 00	22 00
1½, 1¾ and 2 in.	46 00	Boys, in.	\$17 00	\$17 50
2½ and 3 in.	48 00	Thicker.	17 50	18 50
Selects, 1 in.	40 00	Ceiling, base, fig. No. 1.	40 00	45 00
1½, 1¾ and 2 in.	41 00	No. 2.	35 00	37 00
2½ and 3 in.	43 00	No. 3.	24 00	26 00
Fine common.	36 00	Shelving, No. 1.	30 00	32 00
1½, 1¾ and 2 in.	38 00	No. 2.	25 00	27 00
2½ and 3 in.	40 00	Molding, No. 1.	30 00	32 00
Cutting up, 1 in. No. 1.	28 00	No. 2.	25 00	27 00
No. 2.	21 00	Bevel siding, clear.	22 50	23 00
Thick, No. 1.	29 00	No. 1.	22 00	22 50
No. 2.	24 00	No. 2.	20 00	20 50
Common, No. 1, 10	22 00	No. 3.	16 00	17 00
and 12 in.	23 00	Norway, C1 and No. 1.	23 00	25 00
No. 2.	20 00	No. 2.	20 00	22 00
No. 3.	17 00	Common.	18 00	19 00

ALBANY, N.Y.

ALBANY, N. Y., May 25.—An improved and better feeling is shown in the white pine trade. The canal is opened for all the business that will come along, but it is not thought that boatmen will have a particularly heavy season. Prices are working downwards, somewhat, and orders do not run into large figures.

PINE.

½ in. and up, good.	\$55 50	10-in. common.	\$15 50	\$16 00
Fourth.	58	12-in. dressing and better.	28 34	
Selects.	50	Common.	15 17	
Pickings.	45	1½ in. siding, selected, 13 ft.	40 45	
10-in. good.	52 55	Common.	15 17	
Fourth.	47 50	1-in. siding, selected.	38 42	
Selects.	47 50	Common.	15 17	
Pickings.	47 50	Norway, clear.	22 25	
10-in. good.	52 55	Dressing.	16 18	
Fourth.	47 50	Common.	11 15	
Selects.	42 45	10-in. plank, 13 ft., dressing.	21 25	
Pickings.	37 40	and better, each.	21 25	
Cutting up.	22 27	10-in. plank, 13 ft., culls, each.	21 25	
Bracket plank.	30 35	10-in. boards, 13 ft., dressing.	28 32	
Shelving boards, 12-in. up.	30 32	and better, each.	28 32	
Dressing boards, narrow.	19 21	10-in. boards, 13 ft., culls.	17 21	

LATH.

Pine.	\$2 40	Spruce.	\$2 30	\$2 40
Sawn Pine, ex. XXXX.	\$4 40	Bound butts, 6 x 18.	\$5 90	\$6 00
Clear butts.	3 15	Hemlock.	2 15	2 30
Smooth, 6 x 18.	5 50	Spruce.	2 20	2 30

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., May 25.—A trade in lumber is being done from day to day, but it is of a light character. The feeling is that the season's trade will run into comparatively small figures. At Buffalo pretty much the same conditions exist. Railroads are feeling the want of business and the lake trade is slow. What sales are being made are for common grades. Very little demand for better stocks.

WHITE PINE.

Uppers, 1, 1½, 1¾ and 2 in.	\$47 00	50 00	Shelving, No. 1, 13 in.	31 00	\$33 00
2½ and 3 in.	55 00	57 00	and up, 1 in.	26 00	28 00
3 in.	58 00	60 00	Dressing, 1½ in.	26 00	28 00
Selects, 1 in.	38 00	40 00	1½ in. and 12 in.	24 00	25 00
1½ to 2 in.	40 00	42 00	2 in.	26 50	28 00
2½ and 3 in.	50 00	52 00	Moldings, 1 to 2 in.	33 00	35 00
3 in.	54 00	56 00	Barn, No. 1, 10 and 12 in.	21 00	24 00
Fine common, 1 in.	35 00	38 00	6 and 8 in.	22 00	23 00
1½ and 1¾ in.	37 00	38 00	No. 2, 10 and 12 in.	25 00	26 00
2 in.	39 00	40 00	6 and 8 in.	18 00	19 00
2½ in.	45 00	46 00	No. 3, 10 and 12 in.	14 00	16 00
3 in.	45 00	46 00	6 and 8 in.	14 50	15 50
Cutting up, No. 1, 1 in.	28 00	30 00	Common, 1 in.	16 00	18 00
1½ to 2 in.	34 00	36 00	1½ and 1¾ in.	18 00	20 00
No. 2, 1 in.	36 00	38 00	2 in.	20 00	22 00
No. 2, 1½ to 2 in.	24 00	26 00			
No. 3, 1½ to 2 in.	18 00	20 00			

10x10 and 12 in. (No. 3 out)	14 00	Narrow	14 00	14 00
12x12 and 8 in. (No. 3 out)	15 50	1½ in.	15 00	18 00
12x12 and wider	15 00	2 in.	15 00	18 00
18 in. XXX, clear.	3 85	4 in.	2 60	2 70
18 in. XX, 6 in. clear.	2 85	16 in. clear butts.	2 10	
No. 1, 4 ft.	2 50	No. 1, 3 ft.	1 10	
No. 2, 4 ft.	1 95			

BOSTON, MASS.

BOSTON, Mass., May 25.—From the fact that some business is doing, there is a more hopeful and pleasant feeling in the trade this month than last month, and yet there is a littleness about the kind of trade that does not auger large things for the whole season. Pine from the west is said to have improved with stocks somewhat small. The shingle trade has not reached the volume that was hoped for at this time of the year.

EASTERN PINE—CARGO OR CAR LOAD.

Ordinary planed boards.	\$12 00	½ inch.	\$9 25	9 75
Coarse No. 5.	16 00	1½ inch.	9 00	9 50
Refuse.	11 00	2 inch.	8 50	9 00
Outs.	9 00	Clapboards, sap ext.	52 50	55 00
Boxboards, 1 inch.	10 75	Sap clear.	47 00	50 00
¾ inch.	9 75	Sap, 2 and clear.	18 00	20 00

WESTERN PINE—BY CAR LOAD.

Uppers, 1 in.	\$52 00	Fine com., 3 and 4 in.	42 00	46 00
1½, 1¾ and 2 in.	55 00	No. 2, 1 in. Fine com.	28 00	30 00
3 and 4 in.	60 00	1½, 1¾ and 2 in.	29 00	31 00
Selects, 1 in.	45 00	No. 1 strips, 4 to 6 in.	41 00	44 00
1½, 1¾ and 2 in.	48 00	No. 2.	35 00	37 00
3 and 4 in.	51 00	No. 3.	28 00	30 00
Moulding boards, 7 to 12 in. clear.	36 00	Coffin boards.	24 00	26 00
60 per cent. clear.	34 00	Common all widths.	22 00	24 00
Fine common, 1 in.	40 00	Shipping culls, 1 in.	15 00	16 50
1½, 1¾ and 2 in.	41 00	do	15 00	16 50

SPRUCE—BY CARGO.

Scantling and plank, random cargo.	14 00	Coarse, rough.	12 00	14 00
Yard orders, ordinary sizes.	15 00	Hemlock lath, rough.	12 00	13 00
Yard order, extra sizes.	16 00	" dressed.	12 00	14 00
Clear floor boards.	19 00	Clapboard, extra, 4 ft.	29 00	31 00
No. 2.	16 00	Clear, 4 ft.	30 00	31 00
		Second clear.	23 00	24 00
		No. 1.	12 00	16 00

LATH.

Spruce by cargo.	2 50	2 50	2 50
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SHINGLES.

Eastern sawed cedar, extra.	\$3 00	Eastern shaved sawed cedar, 1st quality.	5 00
clear.	2 30	2nd quality.	4 75
2nd.	2 00	3rd.	3 85
extra No. 1.	1 50	4th.	3 00
		Spruce No. 1.	1 50

NORTHWEST OPINION ON THE LUMBER TARIFF.

LAKE of the Woods lumbermen are a good deal agitated over tariff changes. They say they will not be able to compete under the new tariff unless freights from the mills to Winnipeg and western points are reduced. John Mather of the Keewatin Lumber Co. states "that the prospects for the lumber trade were never worse than at present. The mills at Keewatin will not be operated this season. With the present freight tariff on the Canadian Pacific Railway it is a question whether it will ever pay to run the mills there till a large reduction is made." Mr. Graham, a lumber merchant of Fort William, stated, "that in view of the very high freight rate on lumber charged by the Canadian Pacific Railway, the shipping of lumber to Manitoba has been rendered unprofitable. The value of lumber has decreased through competition from the south, and lumbermen felt that the Canadian Pacific Railway should participate in the reduction of values generally by reducing its freight rates." D. C. Cameron, of the Ontario and Western Lumber Co., said: "While the tariff on lumber was enforced the mills here were making a small profit on the same, but now that the tariff has been done away with, and competition from the south is so keen, we find that we cannot hold our own. The amalgamation of the six lumber companies a year ago, now known as the Ontario and Western Lumber Co., was brought about by the fact that some of these companies were actually running at a loss, showing that the profits in this business, even with a protective tariff, are small. It may even seem strange that we are unable to produce lumber as cheaply as our competitors to the south, but this is owing to the fact that we have to move our logs by water a distance of about 300 miles, which entails a cost of about \$3 per thousand feet; and while this water haul is in the direction of the market, and thus shortens the rail haul to that extent, yet, as compared with the firms in the same business to the south of us, we labor at that much of a disadvantage, inasmuch as we have still to pay a freight rate to the average point in Manitoba almost, if not quite equal to the freight rate alone of our United States competitors. I think that the Canadian Pacific Railway should freight our lumber as cheaply per mile as other railways do to the south of us."

CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumbering and wood-working trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

A LUMBERMAN ON THE LOG DUTY.

To the Editor of the CANADA LUMBERMAN:

Sir, Much is at present being said in the Dominion Parliament and elsewhere throughout this country regarding the export duty on sawlogs. Recently a deputation of influential gentlemen waited on the Premier in Ottawa and urged the Government to reimpose this duty, because large quantities of logs had been taken from Canada, to be sawn in United States mills, thereby causing mills in Midland and in other places to stand idle. The fact is, no mill owner in Midland, or anywhere in this province was ever compelled to shut down his mills because of the export duty on logs having been removed. The removal of this duty is one of the best things the Dominion Government ever did for mill owners. It gained for this country a reduction of \$1.00 per M feet B. M. on all pine lumber entering the American market from Canada. It at once caused numerous American buyers to come over here in search of lumber, which immediately advanced in value, and has ever since commanded higher prices than it ever did before. At the same time logs also have advanced in value, and mill owners in Midland or anywhere on the Georgian Bay could, if they desired, sell their logs to Americans at such prices as would give nearly as much net profit as could at any previous time have been made by sawing the stock into lumber and at the same time evade the usual risk of water, fire, and of making unsafe sales. Surely we ought to let well enough alone, especially when it is dangerous to do otherwise.

Without the American market there would be no use whatever for more than half of the sawmills there are now in Canada, and it is beyond doubt that if the duty referred to is reimposed there will be danger of such a retaliation being put in force by the American government as will totally exclude all grades of our lumber from their market, causing an incalculable loss to this country. It is often said: "What need we care for the American market, why not ship to the English market?" This is easily answered, for there is not now and never has been a profitable market in England for any of our lumber other than deals, and only a very small per cent. of an ordinary stock of logs is suitable for making deals. Therefore we are depending almost entirely on the United States market for the sale of our lumber.

Canada is not losing as much by the logs that are taken away as is generally supposed, as the cost of cutting, skidding, hauling and driving usually amounts to from \$4.00 to \$7.00 per M ft. B. M., nearly all of which is spent in Canada, and the cost of sawing into lumber, which is not spent here, is only \$1.00 per M ft. B. M. Most of the logs referred to are made out of the limits purchased from our Government and from private parties at the highest prices, at a time when there were no restrictions as to where they should be sawn, and it would be unjust to restrict the owners of limits from sawing their logs wherever it would be most profitable for them to do so.

Yours, &c.,

A. TAIT.

Orillia, Ont., May 17, 1894.

APPRECIATION OF "THE LUMBERMAN."

MR. Herman Noss, York, Pa., writes: "I failed to see my CANADA LUMBERMAN for April. Please see that April number is sent at once. Also see that I get it regular every month, as I am lost without it."

MR. J. K. Ward, Montreal, writes: "Please find enclosed one dollar, one year's subscription to THE LUMBERMAN, with which we are well pleased. Hoping for its success, and that your influence may be exerted in getting the Government to reimpose the export duty on logs, unless the U. S. Government puts our lumber on the free list."

THE Ottawa Lumber Co., of Ottawa, Canada, have purchased the output of the McCracken, Boyle & Co. white pine logs which were cut on the Gatineau River. They are now having them sawed at East Templeton, and expect to turn out about five or six million feet B. M.