

## FOREIGN.

That the demand for lumber in the United Kingdom continues to improve, even though prices have not shown a strong upward tendency, is encouraging news, and it is hoped augurs for still further improvement in the near future. In London, however, conditions are unsettled through an impending builders' strike, which, if not averted, English lumber journals tell us, will have a disastrous effect on the wood-consuming industries, and the uncertainty is already checking buying. The Timber Trades Journal continues to view the deal situation in far from a cheerful light. Conditions, we are told, remain unaltered and deals still hang fire, in a measure. The prediction is that shippers must be prepared to carry over a fair stock at the end of the season, as well as to reduce their sawing logs if they wish prices to be maintained. The same journal says, especially of Canadian trade, that both pine and spruce are quiet. Pine has been moving off gradually, but there is still a large quantity to place before new stocks commence to arrive. The freight rate is favorable to the lumber trade, 35s being now the ruling figure from Quebec to the United Kingdom, at which ships have been fixed, and no difficulty is experienced in going on at this rate. Of British trade, it is to be said, that reports from lumbermen on this side of the water, "are of a more cheerful character than that which comes from the mother land. Exporters, like Mr. McArthur and Robert Thomson, with whom we have had the pleasure of conversing during the week, see no reason to be dissatisfied at the outlook of British trade. Business with Australia is a little better than it has been, and some shipments are going forward there. South Africa trade is in fair condition, and it would look as though larger quantities of Canadian lumber would, in the future, reach China for one point and France for another. Particulars of the new tariff in South America, which we shall give our readers next week, through information received direct from Mr. Maguire, Consul-General in Canada, from the Argentine Republic, does not encourage an increased trade with that country, the duties, as revised lately, being unfavorable to Canada.

## HARDWOODS.

The week's business in hardwoods does not tell of anything calling for special note. To quote a common response to the enquiry, how is the hardwood trade?—"we are doing something every week, but could do more." In a word it may be said that a nice trade has been done for some little time by Canadian hardwood men, and where sometimes things have dragged in other departments, this has not been so much the case in hardwoods. Prices are keeping firm, and at times difficulty is found to secure just the particular classes of woods that are called for to fill special orders, especially from the United States, where the enquiry is usually for particular classes of wood, and cut to particular sizes.

## SHINGLES.

If it has been a difficult matter to say much about shingles of late, because there was not anything to say, it is pleasant to break the silence with the remark that the shingle market is improving to some extent. We learn of manufacturers who have advanced their prices a trifle, and with the mills curtailing their cut, or in some cases not cutting shingles at all this season, as one manufacturer said the other day, it will only be a little time before the shingle market will take on better conditions.

## STOCKS AND PRICES.

## CANADA.

The exports from St. John, N. B. to United States ports for the past week, were 2,000,000 feet of long lumber, 3,500,000 lath, and nearly 3,000,000 shingles. About 3,000,000 feet of deals, etc., were shipped to British ports.

At a recent sale in London, Eng., conducted by Churchill & Son, third quality spruce deals were briskly competed for, though the limit was kept at the firm

price of £6 10s, and the highest price made for best quality Quebec, 9 inch. was £8 15s, one buyer securing the whole parcel at this value. The best pine ends ex "Storm King" were not in demand, and prices read absurdly low.

Two square miles of timber lands, situated in St. John county, N. B., were sold at auction at the Crown Lands office this week, and were bid in at the upset price, \$8 per mile, by C. M. Bostwick, of St. John. A block of 101 square miles in Restigouche county, was bid in by A. H. Campbell, of the Muskoka Lumber Co., and two others. All except berths number 151 and 154 went at the upset price \$8 per mile. These two brought \$12 and \$41 per square mile respectively, and each contained nine miles.

An item appeared in the Northwestern Lumberman a week ago saying that A. McPhee, of Ashland, Wis., had sold 100,000 feet of waney board pine to A. A. Sharples, of Quebec, and that McArthur Bros. had taken 900,000 feet. Queried by the CANADA LUMBERMAN, Mr. McArthur said that the figures were very wide of the mark. The Sharples people took 20,000, and 90,000 feet came the way of McArthur Bros. "The fact is," said Mr. McArthur, "the transaction is one of some months ago, though it seems to have been revived by some correspondent just at this time."

Exports from New Brunswick are recorded as follows: Per sch. Annie Harper for Boston, by Stetson, Cauer & Co., 29,456 deals, 11,425 scantling, 84,245 plank. Per sch. E. H. Foster, for Stoughton, by Dunn Bros., 130,000 boards. Per sch. Stella Maud, for Boston, by Stetson, Cutler & Co., 142,321 plank. Per sch. James Barber, for Rockport, 160 cords of wood. Per sch. Abbie G. Gale, for City Island, by W. C. Purves, 323,136 deals. Per sch. Canary, for Providence, by Miller & Woodman, 695,000 laths. Per sch. Sower, for Boston, by Dunn, Bros., 110,790 plank, 43,371 deals, 9,900 clapboards. Per sch. Alice Maud, for Boston, by J. R. Warner & Co., 35,143 scantling 106,000 plank, 142,016 deals. Per sch. Pandoro, for City Island, by W. C. Purves, 128,973 deals, 72,214 plank, 2,989 scantling.

## UNITED STATES.

Pelton & Reed, of Cheboygan, Mich., are cutting 1,000,000 feet of Norway amber to be shipped to Canada. The logs, it is said, came from Georgian Bay.

Samuel B. Towner, of Albany, N. Y., received during the past week 40 car loads of pine from Canada, mostly plank. Mr. Towner reports the outlook in the east improving.

The demand for spruce in New York is said to be unusually high with diminishing receipts and increasing consumption. A diminished supply with an increased demand must have the effect of strengthening the market.

A sale of 500,000 feet of log run at Saginaw, Mich., cut from Canada stock, is reported, price \$14. Log run generally is held at \$14 to \$18, box at \$10 to \$10.50, and Norway deal stuff is quoted at \$8.50. It is not thought that the transactions of the week will exceed 5,000,000 feet. Business is dull.

## THE LOG DRIVES.

Driving on the small tributary streams and creeks emptying into the Gattineau river is now in full swing. The logs will begin to reach the Desert, one hundred miles from the mouth of the river, shortly, and from this point it takes only twenty-five hours to float them; the remainder of the way down to the Gattineau point boom. The new logs from the Upper Gattineau will therefore be down to the mills almost immediately.

Men have been sent up to the Gattineau river to drive down a raft of square timber which was stuck last year in the Jean de Tere river. The timber is owned by Messrs. Logue & Cox, and is intended for the Quebec market. It will be a month or two before it is down the Ottawa.

Ex-Ald. Bingham's men on the Gattineau river are rafting some excellent hemlock

timber, which has been taken out during the past winter by Mr. Joseph Phillon, in Eardley and Wakefield townships. It is intended for the construction and crib work in the Soulanges Canal. It will be so rafted as to allow its passing through the canals, and will be ready for towage down the Ottawa river shortly.

A quantity of lumber cut by Holland & Rice from the rear of the Maugeville, N. B., is hung up on one of the mill streams in that district. Lumber drivers at work in the vicinity of Fredericton, N. B., are beginning to suffer from want of water, and unless rain comes quickly, some of the logs will be hung up.

Over a million logs came down the South West river, Northumberland county, N. B., with the ice.

The drives on the Tobique, N. B., are reported to be coming on well. Good driving is also reported on the Nashwaak.

"Already comes word," says the Northwestern Lumberman, "from the head waters of the great rivers in Maine and New Brunswick, that the water is falling and many of the logs and drives are already hung up. Unless we have immediate and heavy rains during this month, a very large proportion of the logs will be hung up until the fall rains."

On Thunder Bay, Mich., there are about 30,000,000 feet of logs to come out and on many of the upper tributaries there is not water enough to float them, and on the main river it is two feet below high water mark.

Rafting at Lake Superior is on a decidedly enlarged scale this season.

The drives in the district of Duluth, Minn., are reported to be coming down in good shape, there being ample water, and little fear of a hang up.

Rafting from Georgian Bay to Michigan is expected to commence about the 20th inst.

Late reports from the Ottawa indicate a shortage of logs, either this summer or next spring. The Hawkesbury Lumber Co. will have to leave a big part of their drive on the Little Sucker river, and about 15,000 logs of Bronson & Weston drives will have to be hung up in Little Bear creek, that runs into the Ottawa. Quite a number of logs will also be hung up on the south shore of Lake Nipissing. The Ottawa river is high enough, but the tributaries and creeks are very low.

## COOPERAGE.

Regarding the slack barrel stock situation, the Sutherland Innes Co., Chatham, Ont., say: "For the past week we have found a decided improvement in the general conditions of trade throughout the entire country. Prices in Minneapolis, it is true, have been demoralized, manufacturers of barrels are not making many purchases, and this, with the fact that there was a considerable stock on the tracks in Minneapolis that had to be disposed of, allowed buyers to have matters very much their own way. The situation now, however, is changed. The bulk of the goods that were on track have been disposed of, and during the past week we have received some heavy orders for shipments to Duluth and Minneapolis, which we are shipping by the Beatty and Soo lines of boats. The largest shops in Minneapolis and Duluth have closed contracts for a considerable part of their requirements this year, at very much better than the ruling spot prices. There is a considerable change for the better in the general trade conditions of the country, many lines of business that were running only quarter and half time now running three-fourths and full time. We believe the western markets will shortly be large consumers of stock. The general conditions of the trade throughout the country are fairly good for this season of the year. While no large deals are being made, we are receiving orders from every direction for prompt and actual consumption. Dry No. 1 staves are being firmly held; A, No. 1 patent hoops are in good demand. Heading still remains at absurdly low prices, and its condition is likely to remain low until consumption takes the sur-

plus production off the market. The low prices that have been ruling for all kinds of cooperage mean that manufacturers have been working without profit. Many have got discouraged, and are making no effort. Many mills in Ohio are only very slightly stocked with timber, and their production will be much less than in any average year for the past five. Mills in Canada took in full stocks, the winter being unusually good for stocking logs and bolts. The bulk of the mills in Michigan also stocked logs and bolts equal to two-thirds of the production. We do not think there will be any serious advance in the price of hoops or staves, but we believe prices will be firmly maintained, as manufacturers have large contracts ahead, which will keep them going pretty well, and they will not be disposed to shade prices, or accept lower than what they have sold large lines for on contracts. Eastern trade is fairly good, and considerable stock is going into actual consumption. Salt, cement, sugar and other lines are running fairly steadily, and using up large quantities of barrel material. In the event of a good apple crop this season, the demand for slack stock will be exceptionally heavy, and the consumption will overtake production."

## BUSINESS DIFFICULTIES AND CHANGES.

H. Dunn, of Dunn & Co., lumber, Quebec, is dead.

Forget Ovide & Co., are opening out in the lumber business at Ste. Stresse, Que.

Adolph D. Turcott and Horace Chagnon, have been registered proprietors of A. D. Turcott & Co., Montreal.

A lumber jobber of Hally township, Que., O. Belanger, is offering a compromise of 30 per cent. cash.

Albert J. and Geo. W. Garland have been registered as proprietors of Albert J. Garland & Sons, lumber, Masonville, Que.

Tibodeau & Bourdon, lumber, Montreal, have dissolved partnership. Marshall Tibodeau continues, style unchanged.

The saw mill of John Brunette, at Breslau, Ont., was struck by lightning a few days ago, and burned to the ground. Estimated loss \$3,000. No insurance.

A fire occurred a few days ago on the property of Samuel Patterson, of Shanklin Settlement, N. B., when the mill and 120,000 deals, were consumed by fire. Loss about \$5,000. No insurance.

The saw mills, furniture factory, offices and lumber yards of the Elmwood Saw Mill and Furniture Co., at Elmwood, Ont., were destroyed by fire a few days ago. Roughly estimated, the loss is about \$40,000, with only a small insurance.

The firm of Bradley, Cameron & Co., lumbermen, Hamilton, Ont., will go into liquidation. A meeting of creditors was held in Toronto during the week. The firm's solicitors, Laidlaw, Kapelle & Co. anticipate that creditors will receive 100 cents on the dollar. Bradley, Cameron & Co. succeeded Bradley, Platt & Co., a few years since.

## 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 I. Onk 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 Warton 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, 6½¢; Collingwood, Penetang, Coldwater, Wautoushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Langford, Gravenhurst and other points in group C, to Toronto, 6½¢; Bracebridge to Toronto 7¢; Utterson, Huntsville, Navor, Ensdale, Kaitrine to Toronto, 7½¢; Burk's Falls, Berriedale and Sundridge, to Toronto, 8¢; South River, Powassan and Callender to Toronto, 9¢; Nipissing Junction and North Bay, 10¢. Rate from Goderich, Kincardine and Warton to Toronto, 6½¢. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½¢. per 100 lbs.; to Hieseronto, 9¢.; to Brockville and Prescott, 10¢.; to Montreal and Ottawa, 11¢. The