

bany and east, business is steady and prospects encouraging. One of the unfavorable symptoms of the fall trade is the slowness with which lumber is being received. Buying for present wants seems to be the rule. Any substantial increase in prices is not looked for for months. There is a fair demand for spruce in the east. Hemlock is in great demand at Buffalo, but prices have not advanced as was expected. Hardwood is in fair demand everywhere. Oak holds the lead. The demand is continuous and prices strong. On the whole, trade for the week has been good throughout the United States, movements of lumber considerable in volume, but prices are not up to a satisfactory point. The prospect for November is that there will be a fair demand until cold weather stops consumption.

FOREIGN.

The condition of the lumber trade in Great Britain is looking up. The wholesale market is quiet, owing largely to the difficulty of getting tonnage and the high rates demanded by ship brokers, but this check has quieted the fears of importers lest over consignments might bring down prices. Recent public sales have shown a firmness that speaks well for the future. At the various trade centres a brisk demand for local consumption is reported. Stocks in battens and floorings in London are getting low, also in weatherboards, which should advance in price. Inch boards are in demand. A recent sale included some heavy lines in deals, pine and spruce. Some 12/13 ft. 3x11 1st pine from Botwoodville, made £21 5s, 2nds £15 and 3rds £9 to £9 10s.; 1st undersized brought £15 10s.; 1st, £11 5s. to £11 10s.; and 3rds, £8 5s. A lot of 12/13 ft. 3x11 1st pine from Quebec, failed to obtain an equal price to the Botwoodville goods, although the undersized wood did better. A Metis cargo ex Lydia did very well, the 3x11 1st pine fetching £20 10s. and the second quality £15 10s., a large line of 3x11 4th pine ex Montezuma falling at £7 15s. with the exception of two lots which made £7 10s. The 3x9 2nd spruce, ex Granton from Quebec, was well competed for at £7 and £7 10s. A good many vessels are arriving with Baltic wood. There is no change to report in hardwood. The market is firm and steady. Two arrivals of mixed goods from Quebec by steamship are reported at Liverpool, most of which was sold to arrive and will go into consumers' hands direct. There are numerous inquiries at that point for nearly all kinds of wood, though few sales are reported. Spruce deals have been selling at an advance of at least 5 shillings per standard. At Hull, Manchester, Cardiff, Sunderland, Glasgow and other ports business is well maintained. At the latter the ship-building strike does not seem to have seriously affected the demand. Some good sales of cedar are reported. The Australian wood brokers are pushing the sale of jarrah and kurri wood for paving purposes. Complaint is made of the inferiority of the Swedish pit props this season. Is there not here an opportunity for Canada? Lumbering in Australia shows signs of much greater activity than for some years.

Brigt Edward D., of Weymouth, is chartered to load lumber at Bridgewater for the West Indies.

STOCKS AND PRICES.

Large stocks of lumber will be carried over in the Ottawa Valley.

Mr. J. F. Richardson is starting a portable steam saw mill at Woodstock, N. B.

Macdonald & Coes have finished their new saw mill at McDonald's corner, N. B.

Mr. John McAdam has his mill on the Fredericton branch, N. B., nearly completed.

One firm operating near Rat Portage will put 500 men and 50 teams in the woods this winter.

The Anderson Co. has erected a large three story saw mill beside their factory at Woodstock.

Mr. John W. Higginson is about to build another mill of large capacity at Hawkesbury, Ont.

Mr. R. A. Estey, of St. John, N. B., has increased the capacity of his mill by putting in a new engine.

The water is so low at Ottawa that the Chaudiere mills have had to resort to the use of steam in some cases.

The Balmer planing mill at Norman, Ont., is running, Dick & Banning's machinery having been moved to it.

The Pembroke firm of Hale & Booth have made a good sale of all the square timber they will cut during the coming winter.

Dressed lumber is in demand at Sault Ste. Marie for local consumption, and J. W. Dunn's planing mill cannot supply it fast enough.

There is great activity in lumbering in the Rat Portage district. The Ontario and Western company has arranged to take out fifteen million feet.

There are 30,000,000 feet of lumber piled in M. M. Boyd & Co.'s yards at Little Bob, Ont. Not a board will be shipped until prices improve.

There is little movement of the season's sawing from Georgian Bay mills. It is said some of the mill men will take out little stock this coming season.

It is the intention of Messrs. Macpherson & Schell, of Alexandria, to erect almost immediately, upon the McArthur mill site at Monklands, a huge saw mill.

The new Purvis mill at Carleton, N. S., will be the same size as the old one, 40x70, but while the old one had a single gang and a circular, the new one will have a single gang only.

Of three large saw mills burned at or near St. John, N. B., within a year, one has been replaced, another is being rebuilt, and the foundation of the third is being laid. This does not look as if there was no money in lumbering.

Only 40,000,000 feet were cut on the St. Croix river, N. B., last winter, and the Courier says not more than one-third of that quantity will be taken out this season. This is because of the number of logs held over on account of the low water.

The Canada Lumbering Co. has closed up its saw mill at Mississippi, Ont., for good, and will cut any remaining logs left on their limits at their Carleton Place mill. The limits are almost exhausted, and when they are, in a year or two, the Carleton Place mill will also be closed.

The new Hamilton mill on the Strait Shore, N. B., had to stop sawing for a few

days on account of some difficulty with the furnaces. It has resumed and is turning out 40,000 feet per day. It will continue to work late in the season and next year its capacity will be increased.

The timber limits in the Big Bend, near Revelstoke, B. C., are to be worked. S. B. Hill, of Duluth, and J. M. Barr, of Ann Arbor, went up to see them recently. The owners bought them at a low figure some years ago and have been paying wild land taxes on them ever since without getting anything out of them. They now propose putting the timber on the market.

The Snowball mill at Tracadie, N. B., has stopped operations for the season, partly because there is a large stock on hand and partly because the lumber cannot readily be shipped, there being a bar at the entrance of the harbor which prevents vessels drawing more than three or four feet from entering. Over 3,000,000 feet of lumber is now in the yard, also a large quantity of lath. There is a large number of logs left over.

NEW BRUNSWICK SPRUCE DEALS.

The editor of Timber in a recent reply to a correspondent, who inquired as to the percentage of sizes and qualities upon which the basis price of New Brunswick spruce deals is usually formed, and the reductions and additions for the various sizes, so as to ascertain the actual relative value, gives the following information, which may be of value to some of our readers:

New Brunswick spruce deals are shipped in the standard mixed qualities of 1sts, 2nds and 3rds to average 2nd quality, the basis price being for 7in. and up. The widths usually range from 7 to 15in., the bulk of the dimensions shipped being 7, 9 and 11x3. From the principal ports, such as St. John, Miramichi, Halifax, &c., the proportions generally run about 60 per cent. of 9x3 and up, including 15 to 20 per cent. of 11x3. The 8ft. and under ends are sold at two-thirds the contract price for the cargo. The 6in. and under deals, commonly known as scantling, together with any boards of 4th quality, or inferior deals, are charged at a reduction of 20s to 30s per std. as may be agreed upon. The difference in value at the various ports ranges from 2s 6d to 10s per std., according to the make and average length of the deals. The average length of the best New Brunswick shippers is 14 to 15ft., but many of the Lower Port mills, for instance, Pugwash, Bay Verte, Shediac, &c., only yield an average of 12 to 13ft. Speaking generally, most shippers have a uniform code of reduction in prices for their goods, together with a regular percentage of sizes and a fairly accurate standard of quality for certain specific mills. Of late years, however, the employment of large steamers at several of the older ports, especially at St. John, N. B., has compelled shippers to mix the stocks of several mills in one cargo, and thus to some extent destroy the previous uniformity of their particular stock.

DIRECT TRADE WITH THE WEST INDIES.

Mr. Peter Whalen, a member of the Ottawa Board of Trade, expresses himself strongly in favor of cultivating direct trade with the West Indies. He says it is surprising the amount of lumber, timber and agricultural implements made in Ca-

nada, which are sent to the West Indies, particularly Jamaica, through New York. There is no reason why Canada should not ship direct from her own ports. The people there would rather deal with us, and are constantly making overtures to us. The Ottawa valley has just the class of timber they want. By sending it to them direct the profit which goes to the New York shippers would be saved, and the business would be kept in our own hands, with greater profits to ourselves.

BUSINESS DIFFICULTIES AND CHANGES.

Delisle & Co., lumber dealers, Montreal, have dissolved.

The Port Elgin Furniture & Manufacturing company is in liquidation. The liabilities are \$6,000; assets, \$5,000.

The North Pacific Lumber Co., Ltd., of Barnet, Fraser river, has increased its authorized capital from \$100,000 to \$500,000.

The saw and grist mills belonging to the estate of the late A. Wood, Smith's Falls, are offered for sale by the executors.

MacCracken, Boyle & Co., lumbermen, of Ottawa, who have timber limits up the Gatineau beyond Desert have assigned. The liabilities will exceed \$60,000.

R. Wood, of Snow Road, Ont., has sold his steam saw mill to James Cameron, of Fallbrook, and is putting up a new mill at the Mississippi river, to be run by water power.

Maxwell & Son, lumber dealers, St. John, N. B., whose failure was recently noted, are arranging a settlement at 30 cents on the dollar, namely, 20 cents cash, and 10 cents on time, on liabilities of about \$10,000.

Letters patent have been issued incorporating Frederick W. Borden, physician; Harold L. Borden, student; Charles V. Anthony, lumberman; Jacob L. Potter, clerk, and William R. Potter, merchant, all of Canning, N. B., Kings Co., under the name of The F. W. Borden Company, (limited), to carry on a general lumber and trading business. The capital stock is to be \$50,000, in 5,000 shares of \$10 each.

SHIPPING MATTERS.

Sch. Ernest F. Lee is loading lath at Shulee for Vineyard Haven for orders.

The Millbridge sch. Joe is loading lumber for the Sound at Fredericton, N. B.

Bark Buteshire, on her way to St. John, N. B., will load lumber for Buenos Ayres.

Three hundred cords of peeled poplar pulp wood left Quebec, in as many canal boats, for Mechanicsville, N. Y., on 28th Oct., shipped by A. K. Hansen & Co.

SS Derwent Holme, 1326 tons, now in England, has been fixed to load deals at St. John, N. B., for W. C. England, at 48s. 9d. This is an advance of 11s. 3d. over the rate paid the last steamer which loaded there.

The following shipments from Quebec are reported: Per bark Kothiemay, Buenos Ayres, 132,489 pcs spruce rails, 22,893 do do scantling, 200 packs spruce broom handles, by Price Bros & Co., laden at Tadoussac. Per bark Dunvegan, for Belfast, 26,551 pcs spruce deals, 2,409 do do ends, by Price Bros & Co., laden at Tadoussac. Per ss Scotsman, for Liverpool, 4762 bdles spoolwood, by Carbray, Routh & Co. Per ss Assaye, for London, 32,622 packing boxes in shooks, by The A. Gravel Lumber Co.

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 Warton to the same points. The rates from Carleton 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.