

wood. For British ports, 4,160,000 feet of long lumber clear in two cargoes, one of these being the Liverpool, with its large cargo shipped by Alex. Gibson.

The following lumber shipments from the port of Montreal were made for the week ending July 22: SS. Laurentian, W & J Sharpless, 10,146 deals and ends, to Liverpool; ss Alcides, R. Reford & Co., 21 logs, 11,993 deals, to Glasgow; ss Lake Huron, Watson & Todd, 407 deals, R. Cox & Co., 4,593 deals, 890 boards, J. Burstall & Co., 3,710 deals, 2,022 ends, to Liverpool; ss Escalona, R. Cox & Co., 5,748 deals, McArthur Bros., 4,290 deals, Dobell, Beckett & Co., 1,590 ends.

One of the largest sales of the year was effected in Ottawa a few days ago, when Messrs. Hale & Booth sold their entire winter's cut to the Minnesota Lumber Co., of Palo, Ill. The cut consisted of about 165,000 logs, or about 20,000,000 feet, and the amount involved is something over \$200,000. The logs were taken from the Spanish river district. They are to be towed to Bay City, Mich., where they will be sawed by F. E. Bradley. This same concern have also closed a sale for a large raft of timber to a Quebec firm.

The following exports have been made from St. John, N. B.: Per ship Baracore, for Cardiff, by W. M. Mackay, 1,811, 266 deals, and battens, 27,288 scantling, 136,691 ends; sch. Gre'a, for City Island, by Stetson, Cutler & Co., 196,581 deals; sch. Saxon, for Boston, by Stetson, Cutler & Co., 138,784 pine boards, 405,500 shingles; sch. Lynx, for Vineyard Haven, by A. Cushing & Co., 162,856 boards; sch. Valetta, for Vineyard Haven, by Stetson, Cutler & Co., 661,000 laths; sch. A. P. Emerson, for New York, by Randolph & Baker, 289,173 deals; sch. Ira D. Sturges, for New York, by Randolph & Baker, 277,485 deals; sch. Glendon, for New York, by L. M. Jewett, 357,307 deals; sch. Hazelwood, for New York, by L. M. Jewett, 102,219 deals, 385,000 laths; sch. Cora B., for Salem, by W. H. Murray, 143,000 boards.

#### RETALIATION IN LUMBER DUTIES.

In the Dominion Parliament, on Friday 19th, Mr. Foster, Minister of Finance, moved an amendment to the Customs Act by adding the following items to schedule A of the Act: "Sawed boards, planks and deals planed or dressed on one or both sides when the edges thereof are joined or tongued and grooved 25% ad. valorem, provided that such lumber may be imported free of duty upon proclamation of the Governor-in-Council, which may be issued whenever it appears to his satisfaction that similar lumber from Canada may be imported into the United States free of duty."

Mr. Edwards, the well-known Rockland lumberman, opposed the amendment on the ground that it was in the interest of the people of the Northwest that this kind of lumber should be admitted free of duty.

Mr. Speaker White, one of the veteran lumbermen of Canada, drew attention to the fact that although in the tariff of the United States dressed lumber appeared to be free of the duty the Board of Appraisers of the United States had considered lumber dressed upon the edges or tongued and grooved as a manufactured article, and subject to a duty of 25%. He did not see why the manufacturer of the

United States should be put in any better position than the manufacturer in this country with regard to this matter, and he approved of the government's action.

Mr. Foster said that in the preparation of the tariff last year, the Canadian government had the idea of reciprocity in respect to all articles on which this could be done, and more especially in regard to lumber. For many years all had agreed that if it were possible to have reciprocity in lumber it was advisable to have it. It was unfair that the lumber merchant of the United States should be able to bring his wares into this country on a much better basis than did his Canadian competitor when sending goods into the neighboring Republic, and the government were now putting on exactly the same amount as was exacted in the United States on undressed lumber jointed, tongued or grooved. Notification would be sent to Washington of the action taken here with a statement that as soon as this lumber was made free in the United States it would be made free here. That would tend to prepare a friendly consideration of the case and he thought a friendly settlement. The resolution was carried.

#### LUMBER CONDITIONS IN GREAT BRITAIN.

Farnworth & Jardine, of Liverpool, Eng., in their July wood circular say: The arrivals from British North America during the past month have been 22 vessels, 20,117 tons, against 33 vessels, 30,975 tons during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1893, 1894 and 1895 have been 108,337, 119,056 and 118,869 tons respectively.

Imports during the month have been moderate, the consumption on the whole being fair, and stocks, with a few exceptions, cannot be considered excessive; generally there is more enquiry, and values of most of the leading articles, although still very low, are steady.

CANADIAN WOODS.—Of both waney and square pine the arrivals have been light, chiefly on contract, going direct into consumption; waney maintains its value, but square is difficult of sale; stocks are moderate. Red pine is seldom enquired for, and prices rule low. Oak 1st class wood for railway requirement continues in fair request and maintains its value, but inferior quality is most unsaleable; the stock is quite sufficient. Ash has been imported too freely; the demand has been fair, but the stock is heavy, and prices are easier. Elm moves off fairly well, and values are steady. Pine deals continue to arrive too freely both on contract and consignment; the deliveries have been fair, but the stock is still much too heavy; latest sales have been at easier rates, and notwithstanding the present low freights, it is difficult to realize cost of importation.

NEW BRUNSWICK AND NOVA SCOTIA DEALS.—The import has been moderate, viz., 3,584 standards, against 6,256 standards same month last year, and 4,459 standards in 1893; the deliveries have been satisfactory, viz., 5,551 standards, against 4,510 standards last year, and the stock is now in a more favorable position; no advance in value can be reported, but prices are steady, and with moderate imports prospects are fair. There have been no arrivals of pine deals.

BIRCH.—Of logs, the arrivals have been heavy; the demand, however, continues good. Fresh wood of good quality maintains its value but inferior quality such as have recently been sold by auction, depressed the market. Of planks, the import has been light; there is more enquiry, and a slight advance in prices has taken place.

UNITED STATES OAK.—Of logs, several parcels have arrived, chiefly by steamers from Mobile; the quality generally has been unsatisfactory, and sales have been made at exceptional low rates. Of planks, the import has been fairly moderate, and although stocks are not excessive, the demand is very dull; sales difficult and prices rule low. The total stocks amount to 275,000 cubic feet.

PITCH PINE.—The arrivals during the past month have been 7 vessels, 7,811 tons, against 7 vessels, 5,699 tons during the same period last year. Of hewn, there have been two parcels from Mobile, consisting of 37 logs; the consumption has been good, and though stocks are somewhat lighter, values are unchanged. Of sawn, the arrivals have been 9,189 logs from various ports; the consumption has been on a moderate scale, stocks are a little heavier, and prices show no improvement. Planks and boards have come forward freely, and though the consumption has been good stocks have accumulated, and are too heavy.

SEQUOIA (CALIFORNIA REDWOOD).—The stock is ample, and recent sales have been of a retail character; the demand is small.

BRITISH COLUMBIA AND OREGON PINE.—There have been no arrivals; there has been more enquiry, but prices are easier and the stock is still too heavy.

UNITED STATES STAVES.—The arrivals have again been on a large scale, stocks are ample, and values unchanged. The imports of Quebec pine, red pine, oak and elm for the month have been chiefly on contract. Sales of ash, 15-in. average have been made at 21d per ft. Birch timber, Quebec, 19-in. average at 22d per ft.; 16-in. average, 17d per ft.; 15½ in. average at 16½d. St. John by auction, 14½-in. average at 15½d per feet. Lower Port, 15-in. average at 14½d per feet.

Quebec pine deals 1st quality regular at from £22 to £24 per standard; 2nd quality mixed specifications at £15 10s per standard; 3rd quality logs at £8 15s per standard. Red pine deals at £8 15s per standard.

Spruce deals, St. John, at £5 15s per standard C. I. F. Lower Port at from £5 12s 6d to £5 15s ex-quay.

#### THE SITUATION.

REFLECTED THROUGH CORRESPONDENCE OF "WEEKLY LUMBERMAN."

Geo. Thomson, Wingham, Ont.: "Very little activity in lumber in this district at present. Hemlock is in most demand, but there is not much stock on hand. Stocks generally are fair, with prices holding firm."

J. E. Murphy, Hepworth Station, Ont.: "The movement of stocks just now is light, with hemlock and cedar on largest call. No sales of importance recently to report except, four cars, 1-in. dry maple, at \$12 f. o. b. here. Other hardwoods in only moderate supply and demand good. Coarse lumber and slab wood very dull. Prices are firm on good stock."

J. Carew, Lindsay, Ont.: "Lumber trade is very dull, the only demand of any account, and it is light, is for hemlock. Stocks in this district are light, what is held being poor stuff. Prices keep low."

W. Harris, Day Mills, Ont.: "Cannot say that stocks are moving with much activity. The chief demand, so far as there is any, is for hemlock and pine. Fair sized stocks are held in this district."

J. A. Spalding, Philadelphia, Pa.: "No activity in lumber stocks just now, mid summer dullness being the condition. Among lumber in most demand are hard woods for finish, and southern pine. There is only a fair stock held in this district larger lots being in the coarser grades of lumber."

W. L. Herriman & Son., Little Current, Ont.: "We have this week closed our mill for the season, our yards being full, having two years' stock on hand unsold. Are at present engaged shipping ties to Midland for the Rathbun Co. Have 50,000 fence posts and 50,000 paving on hand."

#### LOGS AND RAFTS.

OPERATIONS IN THE OTTAWA DISTRICT.

A large raft of hemlock timber is being collected at the mouth of the Gatineau river and will be sent down to the mouth of the Ottawa, and then shipped for use on the Soulanges canal contract.

W. C. Edwards & Co., have 1,400 pieces of square timber on the Gatineau river taken out last winter on their upper mills. The sticks were all squared in the wood, but will be sawn up at the firm's mills at New Edinburgh.

The final cut of logs from the Gatineau district is now at the mouth of the Jean de Terre together with a raft of lumber for Logue & Cox. The final sweep of Gilmour & Hughson's timber from the Pickanock has reached Wright's rapids.

Some of the local lumbering firms are to begin the present season's operations in the woods by sending up their first gang of jobbers in another week. Wm. Mason & Sons, expect to send up their first men in a few days to take out logs and round timber.

William Robinson, Poplar, Ont.: "I am highly pleased with the CANADA LUMBERMAN, both weekly and monthly."

#### BUSINESS DIFFICULTIES AND CHANGES.

John McAdam's lumber mill at Mackay, N. B., was burned a week ago. Loss about \$5,000; insurance \$2,000.

The forest fires in Newfoundland have extended over about 100 miles of country and burned much valuable timber lands.

Dobson & Day, planing mill, Meaford, Ont., who chattel mortgaged their mill some time ago for \$1,500 to Cleland & Son, have now had the mortgage foreclosed.

#### SHIPPING MATTERS.

The Republic is loading lumber at the Hastings mill, Vancouver, B. C., for Valparaiso at £2 5s.

Birk Sayre has been fixed for deals from Ship Harbor, N. B., to Ayr, at 40s, and the ship Algoma for E. C. Ireland or Bristol Channel at 30s 3d.

The opinion is expressed by an English lumber journal that in spite of the present dullness Canadian freights must take a jump, and ship owners are advised to keep back for a little.

#### 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 Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincairdine, 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 Glenora, Creemore, Aurora, Harrie and other points in group B to Toronto, 6½c; Collingwood, Penetang, Coldwater, Wauwashtene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c; Brace, bridge to Toronto 7c; Utterson, Huntsville, Navar, Ensdale, Kaitine to Toronto, 7½c; Burk's Falls, Berriedale and Sundridge, to Toronto, 8c; South River, Powassan and Callender to Toronto, 9c; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincairdine and Warton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The