

tion of closing down the mills for a time, but it is hoped that such action will not be found necessary.

UNITED STATES.

The lumber demand in the United States during the past week has been of average volume, although labor troubles in the Eastern States are a disturbing factor in the situation. There has been a falling off in the demand for dimension lumber, and with the uncertainty prevailing in labor circles is removed buyers will be cautious about assuming large responsibilities. Nevertheless lumber prices remain firm. At Buffalo and Tonawanda best lumber and other coarse grades have never been as scarce, resulting in an advance of from 50 cents to \$1 during the past week. Some of the better grades are also scarce, due in large measure to a heavy export demand. The activity of hemlock has not subsided. In some instances an advance of 50 cents upon the list price has been made. Hemlock piece stuff is taking the place of Norway spruce of the difference in price. Very little Michigan hemlock is finding its way into the Eastern States, so that the Pennsylvania product has little competition. The spruce market continues firm, although random lengths are slightly easier at Boston.

There is as yet no indication of lower prices for hardwood lumber. At Michigan red log run maple is held at \$14, with very little dry stock being offered, log run basswood at \$20, and ash at \$16. At wholesale centres in the Eastern States log run basswood has sold as high as \$30. Poplar is in excellent demand, bringing \$32 in New York city. Maple flooring is firm and it is believed that concerted action on the part of manufacturers would make it comparatively easy to advance the prices to their former level.

GREAT BRITAIN.

The best that can be said of British trade is that the market is steady. Prices of lumber in stock have not strengthened as much as the position would seem to warrant, while contracts closed for new stock do not compare favorably in volume with the corresponding period of last year. The demand from South Africa is growing, but is not yet sufficient to measurably affect the market. Considering the uncertain outlook, it must be said that Canadian lumber is exceptionally firm. Fine deals are finding a ready market and some of the favorite sizes are becoming scarce. Spruce deals remain steady on the basis of \$7 10s c. i. f. London and Liverpool for 60 per cent. of 7 and 8 inch. A quantity of spruce deals shipped from St. John was recently sold in Belfast at £8 per standard c. i. f. for deals and 10s per standard less for narrow widths. Battens are moving very freely, and public sales have shown a gradual advance in price.

Red pine has recently become active in the British market. It is being used more extensively for house-building purposes, and on account of its cheapness takes the place of North of Europe timber. At late public sales 3 x 10 red pine deals brought £16 12s per standard, and 3 x 9 as high as £17 5s. At the same sale first quality

white pine deals of regular sizes sold at £30 5s per standard.

STOCKS AND PRICES.

The steamer Hawtry is loading deals at Halifax, N. S., for the United Kingdom.

The steamer Rathlin Head is loading deals at Hochelaga, Montreal, for the United Kingdom.

The schooner Estella loaded a cargo of railway ties at Bathurst, N. B., for Charlottetown, P. E. I.

The steamer Monarch took on 300 standards of deals at Three Rivers, Que., last week and is completing her cargo at Montreal.

William O'Neill is operating two portable mills at Sackville, five miles from Bedford, N. S., where he has over 4,000,000 feet of logs to be manufactured.

Two timber lots of 100 acres each in the parish of Lisfield, Sunbury County, N. B., owned by the Wm. E. Perley Estate, were sold last week to S. A. M. Skinner for \$100.

The Ruthven Company have a drive of 75,000 pieces coming down the Berst river. The logs will be sawn at Fesslon Falls, the firm having purchased the Ellis mill at that place.

The schooner Sophie loaded lumber at the Conger Lumber Company's docks at Parry Sound last week on account of the Edwin S. Hartwell Lumber Company, of Chicago.

J. J. Shields Bros., of Bracks, Ont., have shipped three carloads of square timber from Alvinston to England. The shipment contained nearly 2,000 cubic feet and is intended for ship-building purposes.

Spruce lath are selling in the Georgian Bay district at \$2.50 for No. 1, \$2 for No. 2, and \$2.25 for mill run. No. 1, 32 inches in length, is worth \$1.15 at the mill. No. 1 hemlock lath is held at \$2.50 and No. 2 at \$2.

During the week ending April 25th last, there were shipped from St. John, N. B., to the United States 1,220,000 feet of long lumber, 610,000 shingles and 50,000 lath. A cargo of 608,272 feet of long lumber cleared for Buenos Ayres and several steamers for the British ports.

Owing to the scarcity of elm and basswood, slack cooperage stock is slightly higher. At Buffalo first-class dry elm flour barrel staves are held at \$9.25 to \$9.50; basswood heading, 6½ to 6¾ cents; coiled hoops, \$10 to \$10.25 for 6 foot and \$9.50 to \$9.75 for 5½ foot; buck-orn hoops, \$6.50 to \$6.75.

Bank logs, by which is meant logs taken out in small lots by farmers and made up into rafts, are now arriving at Springhill, a few miles above Fredericton, N. B. They bring \$11 per thousand feet for good spruce and \$4.75 for hemlock. With such prices for the logs, the price of lumber cannot be otherwise but high.

John Carew, of Lindsay, Ont., has received his first consignment of logs from Scugog Lake. He has a drive containing about 1,000,000 feet on the Berst river between Gooderham and Gelert; another containing 15,000 ties and half a million

feet of logs is at Bass Lake in Harvey Township. The Squaw river drive, containing 6,000 ties and 600,000 feet of timber, is already at Ball lake and will shortly reach Lindsay. About 800,000 feet of logs and 4,000 ties are at Rosedale and will be taken to Fesslon Falls for sawing.

NEW BRUNSWICK LOG DRIVES.

The outlook for log drives on the upper St. John river and tributaries has improved during the last few days. The river rose fully four feet last week and is now higher than at any time this spring. There is still plenty of snow in the woods and another week with the river at its present driving pitch will see about all the logs on the move.

Already between 5,000,000 to 8,000,000 feet of logs have run into the booms at Douglas and Sugar Island. They came principally from the Tobique, Allegash and Grand Rivers and belong to Hilyard Bros., Estey, Cunliffe Bros., Sweeney, and Fraser & Son. None from North-west Branch have yet put in appearance.

R. A. Estey, of Fredericton, has been advised that his Tobique drives, amounting to about 4,000,000 feet, are in safe water and his Rockway drive is coming along well. It is believed that all the Tobique drives will be out next week.

CANADIAN LUMBER SHIPMENTS.

From Vancouver, B. C.: Schooner Carrier Dove, for Shanghai, cargo lumber.

From St. John, N. B.: Steamer St. John City, for London, 258,303 ft. deals, 18,757 ft. scantling, 3,198 ft. ends, 1,656 ft. boards, 21,713 ft. birch plank, by A. Cushing & Company; 7,790 bundles shooks, by A. Gravel Lumber Company; 7,925 bundles shooks by William Thomson & Company. Steamer Pratorian, for Liverpool, 709,370 ft. spruce deals, 69,321 ft. scantling, 31,385 ft. ends, 45,224 ft. birch plank, 601 ft. ends, 174 tons birch timber, by W. M. Mackay; 32,317 ft. birch squares, by D. Fraser & Sons. Steamer Manchester Importer, for Manchester, 245,415 ft. deals, 27,564 ft. scantling, 63,181 ft. ends, 28,890 ft. boards, 5,076 ft. birch deals, by George McKean; 377,394 ft. deals, 17,673 ft. scantling, 7,429 ft. ends by W. M. Mackay; 100,343 ft. deals, 378 bundles shooks by A. Cushing & Company; 27,504 ft. pine boards by William Thomson & Company. Steamer Lake Simcoe, for Liverpool, 6,339 maple blocks, 1,473 pieces oak lumber, 1,050 pieces elm lumber, 728 pieces oak lumber, 7,374 bundles shooks, 62 cases skewers, by Troop & Son; 210,267 ft. deals, 10,461 ft. ends, by W. M. Mackay; 3,784 pine doors (American goods) by Troop & Son. Schooner Hunter, for Fall River, 5,361 ft. plank, 122,873 ft. scantling, 100,652 ft. plank, by Stetson, Cutler & Company. Steamer Ross, for Sharpness, Eng., 2,252,665 ft. deals, 151,679 ft. scantling, 62,465 ft. ends, 97,744 ft. boards, by W. M. Mackay. Steamer Lake Manitoba, for Liverpool, 9,937 maple blocks, 820,000 ft. oak lumber, 125,000 ft. maple flooring, 4,000 ft. birch timber, 24 maple logs, 6 elm logs, 6,000 elm strips, 1,200 doors, by Troop & Son; 1,117,136 ft. deals, 21,086 ft. scantling, 63,513 ft. ends, 503 tons tim-

ber, by W. M. Mackay. Barque Blenheim, for Rio Janeiro, 608,272 ft. deals, 2,104 ft. ends, by W. M. Mackay. Schooner Annie Harper, for Boston, 67,877 ft. boards, 610,000 shingles, by Stetson, Cutler & Company. Schooner Ida May for City Island, 147,677 ft. deals, by Stetson, Cutler & Company. Schooner Sallie E. Ludham, for City Island, 217,167 ft. boards, by Stetson, Cutler & Company. Str. Niemac, for Brow Head, 1,619,000 ft. deals and battens, 33,236 ft. scantling, 7-176 ft. ends, 179,113 ft. boards, by A. G. Gibson Railway & Mfg. Co. Str. Pousset, for Morsey, 1,306,517 ft. deals and battens, 27,038 ft. scantling, 81,595 ft. ends, 142,355 ft. boards, 316 tons birch timber, by Alex. Gibson Railway & Mfg. Co.

DOORS AND MOULDINGS.

A large buyer of Canadian white pine doors and mouldings is open to contract with a mill for their entire output of No. 1 and 4 qualities of doors and all their mouldings during 1903. Write in first instance to "Empire," CANADA LUMBERMAN.

An Adirondack spruce firm has just closed a contract with the General Electric Company, of Schenectady, to supply them with about 9,000,000 feet of spruce, to be shipped to them during the year, and to be used for boxes.

In an interview given recently Mr. J. A. Humbird, of St. Paul, who is interested in the Victoria Lumber Company of Chemsalon, B. C., said: "There is a large amount of lumber being sold at the present time. The worst feature about the lumber and shingle business on the coast is the car shortage. The trouble is that the westbound shipments are not great enough to keep the number of cars required here. You can't expect railroad companies to haul empty cars to the coast for the purpose of hauling lumber eastward."

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