

the Graham, Horne & Co. estate at Fort William, Ont. Mr. Graham has been appointed local manager.

J. Davidson, of Ashland, Wis., has closed a contract to cut 4,000,000 feet of logs for Mr. McCaul, the waney board operator.

The Dock Department of New York city opened bids last week for 1,643,872 feet of yellow pine, and awarded the contract to Coney, Eckstein & Co., at \$15.93 per thousand feet, delivered.

The tug St. Clair arrived at the Brunette saw mills, New Westminster, B.C., recently, with 733,000 feet of logs. This is the largest raft of logs which has ever been received at the Brunette mills.

It is estimated that at least 3,500 men are working in the woods on the Kennebec waters, and that the season's cut, including saw logs and pulp wood, will reach 100,000,000 feet, against 97,000,000 feet last year.

Cockburn & Son, of Sturgeon Falls, Ont., have contracted with the Sturgeon Falls Pulp Co. to take out a large quantity of pulp wood. They will cut 5,000 cords this winter, and 10,000 cords in each of the two succeeding years.

Next to Chicago, Cleveland has been the largest buyer of coarse white pine stock along the chain of great lakes. The present holdings are believed to be fully 25 per cent. above those of one year ago, or in the neighborhood of 125,000,000 feet.

New York dealers report having received enquiries for a considerable quantity of box shooks required in Argentina, Brazil, the British West Indies, and Porto Rico. It is estimated that from 15 to 18 car loads will be required immediately.

At Manistee, Mich., prices on hemlock are especially good. There has recently been experienced a considerable growth in demand for hemlock in the northwestern states, no doubt due, in a measure, to the comparatively high price of Norway and white pine dimension.

John Connelly, of Lake Bennett, B. C., will apply to the Chief Commissioner of Lands and Works for a license to cut timber on 960 acres of land situated on the bank of Pine creek, in British Columbia. Oliver Rolston will also apply for permission to cut timber on a similar berth.

There were received at North Tonawanda, N. Y., during the year now closing 349,463,600 feet of lumber and 60,674,500 shingles. In 1897 the receipts were 415,114,450 feet of lumber and 46,501,200 shingles. At Tonawanda there were received 119,053,878 feet of lumber in 1898 and 169,722,000 feet in 1897.

Eastern buyers have lately purchased some stock at Menominee, Mich., to be shipped by rail. One firm sold 500,000 feet of green mill culls, to go to Chicago, at the price of \$7.50 on cars. The box manufacturers are buying up all the lumber in the market that can be used in their business, which will practically clean up all the No. 3 and No. 4 boards.

It is stated that never in its history has there been such a boom in hardwood lumber in Michigan. Ash, oak, elm, basswood and soft maple are from \$2 to \$5 a thousand higher than they were two years ago. The sale of 40,000 feet of basswood was recently made at Saginaw at \$17, whereas two years ago not more than \$13 could have been obtained for the same stock. Another sale of 85,000 feet of hardwood is noted at advanced prices.

The Assiniboine Lumber Co., of Brandon, Man., have sent a large gang of men to their timber limit on the Saskatchewan river. The company have this year put in a portable mill, with which they will cut the timber in the locality where it is felled. The ties will be floated down the Saskatchewan river to Minnedosa and there loaded on cars. The Shell river cut of timber will be floated down the Assiniboine river to the saw mill at Brandon.

The lumber market at Boston has gained strength, owing to an understanding which has been reached by the spruce manufacturers in the matter of quotations.

There is now a fair profit on such sales as are being made, and the prospects are considered favorable for a better trade next year. Plans have been prepared for a number of buildings to be erected in the city and suburbs during the next twelve months, and throughout the factory cities and towns of New England there is considerable industrial activity.

According to the Northwestern Lumberman, there were received at Michigan ports during 1898 246,090,441 feet of Canadian logs, as follows: Saginaw river, 155,000,000 feet; Detroit, 10,000,000 feet; East Tawas, 9,800,000 feet; Alpena, 17,500,000 feet; Cheboygan, 46,700,000 feet; total, 238,800,000 feet. A comparison of the logs rafted from Canada shows the following: 1893, 184,500,000 feet; 1894, 301,000,000 feet; 1895, 279,229,943 feet; 1896, 279,388,654 feet; 1897, 252,344,532 feet; 1898, 238,843,024 feet.

**SALE OF CANADIAN LUMBER.**

At a recent auction sale held by Messrs. Churchill & Sim, at London, Eng., Canadian lumber of the dimensions given below sold as follows:

**PINE.** - Ex Milwaukee, from Quebec - 6-13 ft., 3 x 6 in. 1st bright white pine, £14 15s; 6-13 ft., 3 x 5, £14 15s; 7-13 ft., 3 x 4, £13 10s and £13 5s; 6-16 ft., 3 x 6 4th bright white pine, £5 5s and £5 10s; 6-16 ft., 3 x 5, £5; 6-16 ft., 3 x 4, £6; 6-16 ft., 3 x 4-6, £5 5s; 6-13 ft., 3 x 4-6 1st white pine, £5; 6-16 ft., 3 x 6 4th white pine, £5. Ex Marino, from Quebec - 6-8 ft., 3 x 10 1st bright white pine, £14 5s; 6-8 ft., 3 x 9, £14 10s; 6-8 ft., 3 x 8, £13 15s; 6-8 ft., 3 x 7, £13 15s. Ex Yola, from Quebec - 10-11 ft., 3 x 11 1st bright white pine, £19 15s; 9 ft., 3 x 11, £16; 9-13 ft., 3 x 12 20, £17 5s; 9-11 ft., 3 x 9-10, £13; 9 ft., 3 x 7 and 8, £11 10s; 8 ft., 3 x 11-21, £15 10s; 6 ft., 3 x 11 27, £10 15s; 6 ft., 3 x 5 10, £9. Ex Progressist, from Quebec - 12-16 ft., 3 x 12 28 2nd bright white pine, £14 5s; 9-11 ft., 3 x 12-25, £13; 10 ft., 3 x 12-26, £12 15s; 9-16 ft., 3 x 11, £13 15s; 16 ft., 3 x 10, £11 5s; 12 ft., 3 x 10, £11; 12-16 ft., 3 x 7 9, £10; 6-11 ft., 3 x 7 22, £10 5s. Ex Montezuma, from Quebec - 16 ft., 3 x 11 3rd white pine, £7 10s; 12-16 ft., 3 x 11, £7 10s; 6 ft., 3 x 6 1st white pine, £12 10s; 6 ft., 3 x 5, £12 10s; 6 ft., 3 x 4, £12 5s. Ex I. K. J., from Quebec - 12-16 ft., 2 x 12 1st white pine, £19 10s; 12-16 ft., 1 x 12, £19 and £18 15s; 12 15 ft., 1 x 12, £17 10s; 11 13 ft., 1 x 12, £17 5s. Ex Hazelmoor, from Quebec - 12 ft., 3 x 11 1st white pine, £18; 13 ft., 3 x 11, £18 and £17 10s; 13 ft., 3 x 9, £17 10s.

**SPRUCE.** - Ex Progressist, from Quebec - 12 ft., 3 x 9 2nd spruce, £7 10s; 11-16 ft., 3 x 9, £7 5s; 12 ft., 3 x 10 3rd quality, £6 15s. Ex Cameo, from Quebec - 13-16 ft., 1 x 9 2nd quality, £8 15s; 14-16 ft., 1 x 9, £8 15s. Ex Madara, from Saguenay - 5-8 ft., 3 x 8 and 11 in. 1st, 2nd and 3rd quality, £6 15s; 4-8 ft., 3 x 9, £6. Ex Turania, from Quebec - 13 ft., 3 x 9 in. 2nd quality, £7 10s and £7 5s; 12 ft., 3 x 9, £7 10s. Ex Chatfield, from Quebec - 11-17 ft., 4 x 8 unassorted white, £6 5s. Ex Karmenur, from Quebec - 13 ft., 3 x 9 bright white spruce, £5 10s; 11 ft., 3 x 9, £5 10s; 10 16 ft., 2 x 8 and 9, £5 5s. Ex Chronoa, from St. John, N.B. - 12 16 ft., 3 x 11 1st, 2nd and 3rd quality, £6 5s.

**SPRUCE VS. WHITEWOOD.**

The West Hartlepool correspondent of the Timber News, of Liverpool, Eng., thus refers to the competition between spruce and white-wood. "Prices are well maintained, and white-wood is, if anything, a little firmer, though the arrival of another spruce cargo may have a slightly depressing effect. This is the fourth or fifth cargo of spruce imported here during the present season, and there are now fair stocks in the port. We expressed the opinion at the beginning of the year that the question as to whether spruce would find a ready market in this district depended very much upon the quality of the spruce brought in, and now that we have seen what it is like and can report that, though the quality has varied a good deal, the goods, on the whole, have presented a fairly attractive appearance, we can only say the question is still a very doubtful one. The opinion expressed by consumers is by no means unanimous; but, so far as we can gather, if dressed goods are required, white-wood is much preferred. The fact remains, however, that in quoting for white-wood, the strong competition of spruce has had to be taken into consideration, and this has not tended to strengthen the position of white-wood."

**THE BARBADOS MARKET.**

Recent circulars to hand review the Barbados lumber market as follows.

**WHITE PINE.** - There have been several arrivals during the fortnight; the Grace Rice from Liverpool with 107 M shipping and 35 M 2nd quality, was sold for St. Vincent. On 28th November we had the Oasis, from Shelburne, with 56 M shipping, 11 M 2nd quality, which we placed locally at \$22.16 and \$16.30 respectively, and on the following day the Trader arrived from same port with 94 M shipping, which we sent on in vessel to Trinidad. On 5th inst. the Arthur V. S. Woodruff arrived from Calais, Me., with a small lot of 20 M ft. 2nd quality (cargo principally shingles), which was of very inferior quality, and was sold at \$10.16 with all faults. We have since had the Alma and Eva May, both from Port Williams, N. S.; former had 85 M shipping and 58 M 2nd quality, which we placed at \$22.26 and \$16.30 respectively, and latter 98 M shipping and 54 M 2nd quality, which we have sold at \$22.30 and \$16.30 respectively. Dealers are all now fairly supplied, and as demand is beginning to slacken, will hardly continue increasing their stocks at these rates.

**SPRUCE.** - The only arrival of boards is a small lot of 38 M shipping, and 8 M. 2nd quality by the Alina, which we placed at \$18 and \$14 respectively. The Woodruff had 25 M scantling, which we sold at \$16.26, with all faults. The demand for spruce boards generally sets in about this or next month.

**SHINGLES.** - Cedar - Gaspé, last sale at \$5 54; spruce laying, \$2 25; cedar laying, \$2.74; cypress, \$8.50 and \$6.50 for 6-inch hearts and saps, ex Cora.

**CONDITIONS IN BRITISH COLUMBIA.**

A recent issue of the News-Advertiser, of Vancouver, B.C., contains the following: Mr. W. A. Ward has just returned from San Francisco, where he attended a conference of lumbermen, at which the majority of the mills agreed to maintain a price of \$9. The Chemamus mills, however, stayed out of the arrangement. The advance from \$8 to \$9 per M for a 12-26 log, which was made the standard length, with \$9.50 for overlength, was probably made on account of the large number of orders on hand and the anticipated demands of China and Siberia. Mr. Ward is of the opinion that some action should be taken by the Government to have the pilotage charges and the consequent extra charges of the American tugs in bringing shipping here reduced, as this greatly handicaps the British Columbia mills. The American lumber carriers now ask 1s 3d extra to take a cargo at a British Columbia port as compared with the Sound, and in this they were upheld by the conference. The representatives of the British Columbia mills held that they are entitled to a differential, and the conference finally resolved to allow the British Columbia mills the 1s 3d, or to put them on an equal standing with Puget Sound in regard to charges. Mr. Ward says the Americans, knowing that the British hold of the carrying trade of the Atlantic is secure, are fighting strenuously for the commerce of the Pacific. Shipping charges, wrecking and coasting laws, are still framed to give the American shipping the fullest advantage. Ships are everywhere being put under their flag and trade is being created for them. The great encouragement given the American mercantile marine is rapidly building it up, and Canada must move speedily to protect her interests in the Pacific.

The president of the United States has issued an executive order fixing the customs tariff for the island of Cuba, to go into effect January 1st, 1899. The lumber schedule shows that the duty on boards, deals, rafters, beams, round wood and timber for ship-building is 40 cents per cubic meter, equal to 94 1/2 cents per thousand feet board measure. It is expected that there will be much activity in house building in Cuba, and that a considerable quantity of lumber will be required for that purpose.

Attention is directed to the changes in additions in the lumber freight rates of the Canadian Pacific Railway, as published on third page.

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